

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

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1863

May 2015 Edition

All data subject to correction and change

- Jan. 1, 1863 New Jersey Railroad pays its New Year's bonus of \$1 per employee for the last time, ending a tradition begun in 1854. (MB)
- Jan. 1, 1863 Position of Engineer of Bridges & Buildings created in MofW Dept. (J. Wilson? - AR, what date?)
- Jan. 1, 1863 Burlington & Mt. Holly Railroad Railroad & Transportation Company opens between Mt. Holly and Pemberton, N.J. (NJJrnl, Val)
- Jan. 1, 1863 Construction Corps of U.S. Military Railroad separated from Transportation Corps, reflecting systematic methods of repairing and destroying railroads devised by Haupt and his assistants.
- Jan. 1, 1863 Col. Daniel C. McCallum, Military Director & Superintendent of Railroads, U.S., appoints Adna Anderson (1827-1889) Chief Engineer of Military Railroads in Virginia; John H. Devereux (1832-1886) Superintendent of Military Railroads terminating in Alexandria; James J. Moore, Engineer of Repairs of railroads terminating at Alexandria; William W. Wright (1824-1882) Superintendent & Engineer of Repairs of railroads terminating at Aquia Creek, and E.L. Wentz Superintendent & Engineer of Repairs of railroads terminating at Norfolk and Portsmouth. (GO in FThomsonPapers)
- Jan. 1, 1863 Future Lines West traffic officer Elias A. Ford (1840-1912) is wounded at the Battle of Stone River in Tennessee; he later joins the Cleveland, Columbus & Cincinnati Railroad as a ticket clerk. (MB)
- Jan. 1, 1863 Atlantic & Great Western Railroad opens between Meadville and Warren, Ohio. (Reynolds, Minor)

- Jan. 1, 1863 Lincoln publishes the Final Emancipation Proclamation freeing slaves in the seceded states but not in those slave states still in the Union; by turning the war into a crusade against slavery, Lincoln guarantees that no European power will recognize the Confederacy; however, it also harms recruiting efforts among Northerners who will fight to preserve the Union as it was but not to abolish slavery, leading to the need for a military draft; it also alienates the Catholic hierarchy that had heretofore supported the war, but which views abolition as a nativist, evangelical Protestant project. (Long, Alexander, Burrows/Wallace)
- Jan. 1, 1863 William M. Tweed (1823-1878) is elected Chairman of Tammany Hall's General Committee; he also becomes Grand Sachem in April, uniting the two offices for the first time and beginning to build his power as the city's political boss; as Deputy Street Commissioner, he builds a huge patronage network; Tweed is opposed by the "silk stocking" faction of Tammany Hall headed by Augustus Schell, Horace F. Clark and August Belmont. (Trager, Stiles)
- Jan. 2, 1863 Union Army of the Cumberland under Gen. William S. Rosecrans defeats the Army of Tennessee under Gen. Braxton Bragg at the Battle of Murfreesboro, the deadliest battle of the war in terms of men engaged. (Wagner)
- Jan. 3, 1863 At end of hearing before Philadelphia Court of Common Pleas, representative of State Attorney General William M. Meredith also files for an injunction against the Navy Yard, Broad Street & Fairmount Passenger Railroad and announces they have also begun *quo warranto* proceedings in Pennsylvania Supreme Court, taking it out of city jurisdiction; pending the hearing, the company is only allowed to work south of Spring Garden Street, where its line begins to deviate from original charter. (PubLdgr)
- Jan. 4, 1863 Walls (Pitcairn), Pa., engine house destroyed by fire. (AR)
- Jan. 4, 1863 Last rail laid on the Atlantic & Great Western Railroad between Meadville, Pa., and Warren, Ohio. (HistPrtgCo)
- Jan. 4, 1863 First blast furnace blown in at the Bethlehem Iron Company. (Levering, Warren)
- Jan. 5, 1863 Roads forming the line between New York and Washington increase the number of through round trips from three to four, three of which will not carry local passengers; arrange for agents to accompany all through trains and pledge to build 30 new cars for through service; two NJRR trains run in close connection with the roads south of Philadelphia and one is entirely for the Adams Express Company. (PubLdgr, NJRR AR)

- Jan. 5, 1863 Camden & Atlantic Railroad Board hears two letters from S.W. & W.A. Torrey asking why the Camden & Atlantic has not fulfilled its promise to take \$50,000 in Raritan & Delaware Bay Railroad stock in payment of through freight charges; Board refers all controversies with the R&DB to its lawyer and postpones action on a new contract with the R&DB and the Philadelphia & Eastern Transportation Company. (MB)
- Jan. 5, 1863 Philadelphia & Erie Railroad opens between Keating and Grove Flat on the east and Warren and Sheffield on the west. (AR & tt. has open to Grove Flat 12/31/62 - Sheffield 1/5 - USRR&MR has to Sheffield 1/5 - AR as printed in ARJ has 1/5 to Grove Flat)
- Jan. 5, 1863 Union & Logansport Railroad incorporated in Indiana to build from Union City to Logansport. (Church)
- Jan. 5, 1863 T.W. Kennard approves the Atlantic & Great Western Railroad's contract for the Eastern Coal Field Branch from Meadville to Franklin in the Oil Region. (Felton)
- Jan. 5, 1863 Gen. Ambrose E. Burnside offers his resignation after the Fredericksburg debacle, which is not accepted; Union forces enter Murfreesboro, Tenn., after Confederates under Gen. Braxton Bragg (1817-1876) withdraw, despite victory in the battle of Jan. 1-2. (Long)
- Jan. 6, 1863 B&O main line reopens for through freight service to and from the West after being disabled during the Antietam campaign of the previous summer. (B&O AR)
- Jan. 6, 1863 Philadelphia *Evening Bulletin* runs a shrill editorial against the Navy Yard, Broad Street & Fairmount Passenger Railroad, predicting that through transit will make New York more metropolitan, while Philadelphia shrinks into "a village." (PubLdgr)
- Jan. 6, 1863 Valentine Winters elected Pres. of Richmond & Miami Railway. (MB)
- Jan. 6, 1863 Atlantic & Great Western Railroad Company of Pennsylvania contracts with the Oil Creek Railroad for a joint depot at Corry. (Reynolds)
- Jan. 1863 Annual report of supervisor of City Railroad recommends abandoning the portion on Market Street east of 8th Street, as PRR has relocated most of its freight business from Dock Street to Washington Avenue; PRR emigrant line still runs from 137 Dock Street. (PubLdgr)
- Jan. 7, 1863 B&O restores through passenger service to the West. (B&O AR)
- Jan. 7, 1863 Delegation of the Pittsburgh Board of Trade meets with Tom Scott, George

W. Cass and John Hulme in Scott's office to get a lesson on the reality of long-haul and short-haul rates. (USRR&MR)

- Jan. 7, 1863 Cleveland & Pittsburgh Railroad Board approves plan of pooling earnings with PFW&C on basis of 73.5% to PFW&C and 26.5% to C&P. (MB)
- Jan. 8, 1863 Maryland & Delaware Railroad Board authorizes Pres. Tench Tilghman to vote the treasury stock which keeps the old Board in power; no further meetings are held until Dec. 1863. (MB)
- Jan. 8, 1863 Union & Logansport Railroad organized; Jeremiah Smith of Winchester is Pres.; principal stockholders are John Bullard and Jonas Ward of Piqua; Charles S. Tibbets appointed Chief Engineer; agrees to acquire property of unfinished Marion & Mississinewa Valley Railroad between Union City and Logansport; stockholders of the old company receive Union & Logansport stock at 50 cents on the dollar. (MB, Val)
- Jan. 8, 1863 Marion & Mississinewa Valley Railroad Board signs an agreement to convey its roadbed and right of way to the Union & Logansport Railroad; Board continues to meet until Apr. 16. (MB)
- Jan. 8, 1863 Greenville & Miami Railroad reorganized as Dayton & Union Railroad; incorporation papers filed Jan. 19. (Church, B&O Corp)
- Jan. 8, 1863 Strike of anthracite coal miners at Scranton ends. (USRR&MR)
- Jan. 9, 1863 Marion & Mississinewa Valley Railroad conveys graded roadbed and right of way between Logansport and Union City to the Union & Longansport Railroad in return for one share of U&L for every two shares of M&MV. (Church)
- Jan. 9, 1863 Metropolitan Railway, first section of the London Underground and the first urban public transit subway, opens between Paddington and Farringdon Street; it is built using the cut-and-cover method and employs steam locomotives. (USRR&MR, Mercer - check Middleton)
- Jan. 10, 1863 Cincinnati & Chicago Air-Line Railroad accepts a donation of land for shops from the City of Logansport. (MB)
- Jan. 11, 1863 Salem Railroad opens between Yorketown (Elmer) and Pittstown, N.J. (RRinSJersey)
- Jan. 12, 1863 Joint Committee of Board of Trade and Corn Exchange of the City of Philadelphia issues a protest letter to the PRR demanding uniform rates for all shippers and an end to discriminations that favor Pittsburgh millers over those of Philadelphia; also that coal trains not interfere with produce and

local freight and that intrastate traffic get its fair share of cars.
(USRR&MR)

- Jan. 12, 1863 Ashbel Welch, Josiah O. Stearns, Edward H. Trotter, David Thomas, John Knecht and Robert A. Packer added to the Board of the Lehigh Valley Railroad. (MB)
- Jan. 12, 1863 Christian S. Kauffman elected Pres. of the Columbia & Maryland Line Railroad, replacing Bartram A. Sheaffer; John A. Sheaff appointed Chief Engineer. (MB)
- Jan. 13, 1863 Protest meeting held in Georgetown, Del., to push for the completion of the Junction & Breakwater Railroad and to protest the repeal of the state internal improvement lottery. (MB)
- Jan. 13, 1863 On a motion of Rep. Reuben E. Fenton (1818-1885) of N.Y., U.S. House creates a select committee on a military and post route between Washington and New York; consists of Fenton, William Kellogg (1814-1872) of Illinois, William H. Wadsworth (1821-1893) of Ky., Aaron A. Sargent (1827-1887) of Calif., and James E. English (1812-1890) of Connecticut; English is the lone Democrat. (CongGlobe)
- Jan. 1863 U.S. House of Representatives appoints committee on Air Line Railroad; to receive government loan of \$2.5 million; call hearings with representatives of Camden & Amboy, PW&B and B&O. (Baer/Coxey - see above)
- Jan. 13, 1863 Dean Richmond and Charles H. Lee elected to the Board of the Erie & Pittsburgh Railroad; Board requests William L. Scott to continue construction from Middlesex to New Castle under his contract. (MB)
- Jan. 13, 1863 Columbus & Xenia Railroad Board approves supplement to 1860 pooling contract with Cincinnati, Hamilton & Dayton Railroad allowing it to invest in other companies. (MB)
- Jan. 13, 1863 Herman Haupt returns to Washington to plan the renewed attack on Fredericksburg. (Ward)
- Jan. 14, 1863 J. Edgar Thomson announces to Board that he has purchased a further 2,500 shares of the Northern Central Railway while in London, giving the PRR a 33.79% interest, which, combined with the Cameron family holdings, is enough to control the company, but not keep the minority stockholders quiet. (MB, Gunnarsson)
- Jan. 14, 1863 Contractors of Navy Yard, Broad Street & Fairmount Passenger Railroad are arrested on complaint of property owners for creating a nuisance because of rails and other materials left above Spring Garden Street;

released on bail, but all work below Spring Garden Street stops. (PubLdgr)

- Jan. 14, 1863 Rep. Reuben E. Fenton of New York introduces a bill for a new railroad between Washington and New York, which is referred to the new select committee on that subject. (CongGlobe)
- Jan. 14, 1863 Shamokin Valley & Pottsville Railroad Board considers but does not accept an offer of William M. Russell, General Superintendent of the Union Transportation Line, to do all its freight and passenger business. (MB)
- Jan. 14, 1863 Little Miami Railroad Board approves a supplemental contract with the Cincinnati, Hamilton & Dayton Railroad. (MB)
- Jan. 14, 1863 Dayton & Western Railroad grants Dayton & Union Railroad the use of its track between west side of Great Miami River at Dayton and Dodsons, in return for which the Dayton & Union agrees to abandon its own parallel line. (Church)
- Jan. 15, 1863 Joint Companies approves a new contract covering operation of through trains between New York and Washington; authorizes building a railroad to Long Branch to compete with the Raritan & Delaware Bay Railroad by siphoning off its one regular source of income; proposed agreement with PRR referred to Executive Committee. (MB)
- Jan. 15, 1863 G.W. Cass & Co., representing western shippers on the PRR, begins operating through freight to New York via PRR and Raritan & Delaware Bay Railroad as "Union Transportation Company." (Baer/Coxey)
- Jan. 15, 1863 Thirteen freight cars loaded with rails arrive at Ravenna, Ohio, over the Atlantic & Great Western Railroad, the first through cars from Jersey City. (HistPrtgCo)
- Jan. 1863 George C. Wilkins (1835-1916) joins PRR system as Assistant Engineer of the Philadelphia & Erie Railroad; has previously worked on the Pacific Railroad Company (Missouri). (MB)
- Jan. 1863 Henry Thomas transfers his lease of the Lykens Valley Coal Company mine to Josiah Caldwell, an agent for Boston capitalists, and his associates. (MB)
- Jan. 1863 Faced with the competition of the New York Companies (the DL&W, Delaware & Hudson and Pennsylvania Coal Company), the Reading and Schuylkill Navigation Company begin negotiations to unify the coal trade of the Schuylkill Region; this will involved bringing the Mine Hill & Schuylkill Haven Railroad under the control of the Reading and stopping the Schuylkill Haven & Lehigh River Railroad; the Reading and the Schuylkill Navigation Company then make a pooling arrangement covering

all coal shipped from the Schuylkill Region. (AR)

- Jan. 1863 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad extended 0.25 mile. (Val)
- Jan. 1863 Atlantic & Great Western Railroad begins negotiating for extending the 6'-0" gauge from Cleveland to Toledo via Sandusky. (Reynolds)
- Jan. 1863 Capt. William Jackson Palmer is released from a Richmond prison on parole in exchange for a Virginia civilian held at the North; fortunately, he has been able to preserve his civilian disguise, despite some close calls; promoted to colonel, he rejoins the Fifteenth Pennsylvania Cavalry in the western theater in Feb. (Fisher)
- Jan. 16, 1863 State Rep. Smith gives notice in the N.Y. Assembly that he will introduce a bill permitting the Brooklyn Central & Jamaica Railroad to operate "dummy" locomotives in Atlantic Avenue between East New York, the current western limit of steam operation, and Bedford. (NYT, BrklnEgl)
- Jan. 16, 1863 Meeting held at Toms River, N.J. for purpose of extending the Freehold & Jamesburg Agricultural Railroad to the Squankum marl pits (Farmingdale). (StGaz)
- Jan. 16, 1863 Reading offers to build a joint station at Dauphin with the Northern Central Railway. (MB)
- Jan. 16, 1863 Shamokin Valley & Pottsville Railroad Board accepts the offer of the Northern Central Railway to lease the road. (MB)
- Jan. 17, 1863 New Jersey Railroad authorizes the construction of a new ferry boat; appoints a committee to examine the freight business; authorizes a bonus of \$25 per quarter to conductors who run without accidents. (MB)
- Jan. 19, 1863 Pennsylvania Supreme Court grants preliminary injunction against the Navy Yard, Broad Street & Fairmount Passenger Railroad on grounds that "railway" means a 5'-2" gauge line with a light track; company has no right to build dual gauge track or act as link for steam railroads; the justices, especially Justice George W. Woodward (1809-1875), an agrarian Democrat, are particularly sensitive to bending the meaning of charters as in the Erie Gauge War/Franklin Canal Company case; they also support the States' Rights/state mercantilist philosophy that makes such subterfuges necessary, holding that Pennsylvanians are under no obligation to inconvenience themselves for the benefit of people and goods traveling between other states; thus defeated, the railroads push work on the Junction Railroad; NYBS&F is never built. (PubLdgr)

- Jan. 19, 1863 W.Va. Legislature repeals provisions of 1860 Hollidays Cove Railroad charter requiring that a line at bridge be built at Wheeling before one at Steubenville; authorizes route to Steubenville and bridge over Ohio River; also authorizes Western Transportation Company to transfer Wheeling Railroad Bridge Company to Sobieski Brady and Thomas Sweeney. (Church)
- Jan. 19, 1863 Dayton & Union Railroad incorporated in Ohio as reorganization of Greenville & Miami Railroad; consists of line between Union City and Dodson and trackage rights over Dayton & Western Railroad between Dodson and Dayton; owned by Cincinnati, Hamilton & Dayton Railroad and eventually becomes part of B&O system. (B&O Corp, McIntosh)
- Jan. 19, 1863 Herman Haupt divides his command into a Construction Corp under Adna Anderson with a 500-man permanent force and William W. Wright, a former Gettysburg College student and PRR engineer as Superintendent of Transportation; Haupt tells Burnside that his force is ready to rebuild the Richmond, Fredericksburg & Potomac Railroad bridge into Fredericksburg. (Ward)
- Jan. 20, 1863 Gen. Ambrose E. Burnside attempts to cross the Rappahannock west of Fredericksburg and turn Lee's left flank but, in the evening, two days of rain begin and the operation bogs down in the infamous "mud march," which destroys what is left of morale. (Alexander, BtIs&Ldrs)
- Jan. 20, 1863 PRR leases Bald Eagle Valley Railroad, Tyrone-Bellefonte, Pa.; operated as part of Middle Division. (C&C)
- Jan. 20, 1863 PRR Board authorizes Pres. Thomson to negotiate a contract to build the Connecting Railway to link PRR with Philadelphia & Trenton at Frankford. (MB)
- Jan. 21, 1863 Pres. Lincoln sets the gauge of the Pacific Railroad at 5'-0" by executive order, but though a round number, it happens to be the southern gauge; northern businessmen want the gauge set at 4'-8½" to match the roads in Indiana, Illinois, Iowa and northern Missouri. (rlhs)
- Jan. 21, 1863 Pres. Lincoln formally cashier Gen. Fitz John Porter (1822-1901) for his actions at Second Manassas and bars him from holding any future government office. (Long)
- Jan. 22, 1863 Special committee reports in favor of PRR's accepting offer of Elmira & Williamsport and Buffalo, New York & Erie Railroad to lease their roads to PRR, if the latter will build its own line from Attica, N.Y., to Buffalo; is to confer with committee from Northern Central Railway. (MB)

- Jan. 22, 1863 Camden & Atlantic Railroad Board hears a report on the freight business of the Union Transportation Company. (MB)
- Jan. 23, 1863 West Chester & Philadelphia Railroad, which is now surrounded by hostile lines, agrees to Philadelphia & Baltimore Central Railroad's terms for a through traffic contract. (MB)
- Jan. 23, 1863 George W. McCook, trustee of Western Transportation Company, contracts to build the Steubenville Bridge for the Hollidays Cove Railroad and lease its operation for 999 years. (Church)
- Jan. 24, 1863 Bald Eagle Valley Railroad opens between Unionville and Snow Shoe Intersection, Pa., completes Tyrone-Milesburg-Bellefonte line. (Val, AR)
- Jan. 24, 1863 Old Colony & Fall River Railroad ceases to operate the Dorchester & Milton Branch Railroad (Neponset-Mattapan, Mass.) because of its poor condition. (NHCorp)
- Jan. 24, 1863 Sen. James Harlan (1820-1899) of Pa. introduces a bill to fix the gauge of the Pacific Railroad; northern interests are dismayed that Pres. Lincoln has chosen the southern gauge of 5'-0". (CongGlobe)
- Jan. 25, 1863 Pres. Lincoln finally relieves Gen. Ambrose E. Burnside as commander of the Army of the Potomac after the Fredericksburg debacle and replaces him with Gen. Joseph Hooker (1814-1879). (Long)
- Jan. 26, 1863 Joint Committee of Philadelphia Board of Trade and Corn Exchange Association, which is pushing for rate equalization between Philadelphia and Pittsburgh, agrees to refrain from raising questions about reduced rates offered to traffic originating west of Pittsburgh with the understanding that higher rates will only drive the traffic to the NYC and B&O. (MB)
- Jan. 26, 1863 William B. Ogden writes to the PFW&C Board on the importance of getting a 6'-0" track for the Atlantic & Great Western Railroad from Akron to Orrville, either by laying a third rail or widening the gauge of the Akron Branch; urges the PFW&C to become the Chicago link for the A&GW, including laying a third rail, as the A&GW is rumored to be rich (falsely as it turns out); also pushes the importance of a second outlet to the East via the Pittsburgh & Connellsville Railroad and suggests that the PFW&C guarantee \$3 million in P&C bonds; the Western and New York factions in the PFW&C have no allegiance to the PRR. (MB)
- Jan. 27, 1863 Point Breeze Branch of Delaware Extension opens from 25th Street to Philadelphia Gas Works on Schuylkill River. (Val, AR)
- Jan. 27, 1863 Senate Committee on the District of Columbia reports HR-468, supplement

to the charter of the Alexandria & Washington Railroad that had passed the House last session, with amendments; bill would legalize the railroad to run between the Long Bridge and the B&O depot; draws fire from States Rights advocate and because of private partial occupation of the government-owned Long Bridge (the A&W is to build a parallel track) and of 1st Street at the foot of Capitol Hill. (CongGlobe)

- Jan. 27, 1863 Former Chief of the Topographical Bureau John James Abert (1788-1863) dies at Washington. (WwasW)
- Jan. 27, 1863 Gold premium hits 55%. (CHTaylor)
- Jan. 28, 1863 PRR Board issues report on findings of stockholders' committee appointed under resolution of 1861 annual meeting; directors support majority report endorsing the actions of the management and refute minority report of Col. Page; Page had wanted the company to close the real estate and construction accounts, end dividends until the track is rebuilt, consider Philadelphia and Pittsburgh to be the natural and absolute termini of the company, and appoint a perambulating committee of directors to check regularly on operations as on the NYC. (MB)
- Jan. 28, 1863 PRR Board defeats motion to repeal resolution of Jan. 22 for leasing the Elmira & Williamsport and Buffalo, New York & Erie Railroads by a 5-6 vote. (MB)
- Jan. 28, 1863 Northern Central Railway Board approves the form of lease of the Shamokin Valley & Pottsville Railroad; appoints a committee to meet with the PRR regarding a through line to Lake Ontario and Lake Erie; Pres. Anthony B. Warford resumes attending meetings. (MB)
- Jan. 28, 1863 Morris K. Jesup & Co. requests PFW&C Board give them its proxies for the Dubuque & Sioux City Railroad meeting on Feb. 9; also offers buy back their stock, as Pres. Cass has expressed a desire to sell as soon as the PFW&C can get its money back; they bought at 60, and it is now selling at 65; PFW&C Board hears a letter from J.F.D. Lanier from Ireland on the importance of aiding the Pittsburgh & Connellsville Railroad extension to Cumberland. (MB)
- Jan. 29, 1863 Joseph P. Bradley (1813-1892), counsel for the Joint Companies, publishes *Considerations upon the Question Whether Congress Should Authorize a New Railroad between Washington and New York*; denies the federal government has any power to construct internal improvements in the states except as a temporary war measure and cannot delegate war powers for the benefit of a private company. (Pam)
- Jan. 29, 1863 Philadelphia & Trenton Railroad Pres. Vincent L. Bradford reports to

Executive Committee on increasing the number of local trains to Holmesburg; authorizes five round trips with a Grice & Long steam car on loan from the Camden & Amboy Railroad; also authorizes a Sunday morning milk train from Morrisville to Kensington; Bradford presents a suggestion of Samuel M. Felton to extend the P&T under its own charter to 3rd & Willow Street and then use Northern Liberties & Penn Township Railroad and City Railroad to reach the PW&B; plan to use the Navy Yard, Broad Street & Fairmount Railway has been blocked by injunction; takes no action on proposal to purchase the charter of the Attleborough Railroad. (MB)

- Jan. 29, 1863 Sen. Henry M. Rice (1816-1894) of Minnesota introduces a bill (S-495) to facilitate the movement of troops and mails between Pittsburgh and Washington by completing the Pittsburgh & Connellsville Railroad and the Metropolitan Railroad cutoff from Point of Rocks to Washington; the bill is introduced in response to a memorial from the Mayor of Washington, but opponents block it ever being brought to a vote. (CongGlobe)
- Jan. 30, 1863 In U.S. House, Rep. James F. Wilson (1828-1895) of Iowa introduces a bill for the uniform gauge of the Pacific Railroad. (CongGlobe)
- Jan. 30, 1863 Gen. U.S. Grant assumes direct field command of the operations against Vicksburg. (JSmith)
- Early 1863 Richmond & Covington Railroad completed between Bradford, Ohio, and Indiana state line at New Paris. (Church)
- Early 1863 Richmond & Miami Railway opens between New Paris and Richmond. (Church)
- Feb. 1, 1863 New PRR organization manual adopted; Transportation Dept. reorganized with beginnings of a line-and-staff system; PRR is divided into three divisions (Philadelphia, Middle & Pittsburgh), each with a division superintendent; staff of General Superintendent reorganized to include an MofW Dept. under a Chief Engineer with a Resident Engineer on each Division, a Superintendent of Motive Power & Machinery, a Superintendent of Transportation, a General Freight Agent, and a General Ticket Agent. (Org)
- Feb. 1, 1863 Robert Pitcairn (1836-1909) named Superintendent of Transportation, a new office in charge of car supply. (MB, Watkins)
- Feb. 1, 1863 Eastern Division (PRR) abolished and divided between Philadelphia Division (Dillerville-Harrisburg) and Middle Division (Harrisburg-Mifflin); Middle Division becomes Harrisburg-Altoona; Western Division (PRR) becomes Altoona-Pittsburgh and is renamed Pittsburgh Division. (Org)

- Feb. 1, 1863 Pres. Dudley S. Gregory presides at a trial run of the Jersey City & Bergen Railroad from Jersey City to Bergen Point using a Grice & Long “dummy” railcar; car has a small vertical boiler and cylinder in a front compartment 3'-8" deep; passenger compartment is 20' x 7'-9". (NYT - it makes no mention of regular service or how far down the tracks run - see below)
- Feb. 2, 1863 PRR stockholders approve majority report on investigation of 1861. (MB)
- Feb. 2, 1863 Portion of the New Haven, New London & Stonington Railroad east of Groton placed in the hands of separate trustees under the Third Mortgage bonds. (NHCorp)
- Feb. 4, 1863 Camden & Amboy Railroad files new survey of straight line between Deans Pond and Trenton. (NJCorp)
- Feb. 5, 1863 Union government of Virginia based in Wheeling passes an act legalizing the sale of the Alexandria & Washington Railroad to northerners who have organized the Washington, Alexandria & Georgetown Railroad. (Digest)
- Feb. 5, 1863 Future LIRR Pres. and philanthropist William Henry Baldwin (1863-1905) born at Boston. (RyW)
- Feb. 6, 1863 A group of Democratic New York City businessmen, including August Belmont, Samuel F. B. Morse, Gov. Horatio Seymour and Samuel J. Tilden, form the Society for the Diffusion of Political Knowledge to dispense antiwar and anti-emancipation propaganda. (Burrows/Wallace)
- Feb. 7, 1863 Sen. Edgar Cowan (1815-1885) introduces a bill (S-508) for a postal and military railroad from Washington to New York; referred to the Committee on Military Affairs & the Militia. (CongGlobe)
- Feb. 9, 1863 Pennsylvania act authorizes Lewistown & Tuscarora Bridge Company to sell or lease its bridge to Mifflin & Centre County Railroad. (PL)
- Feb. 9, 1863 U.S. Senate debates granting the Alexandria & Washington Railroad authority to operate in the District of Columbia; Sen. John C. Ten Eyck (1814-1879) leads the objections. (CongGlobe)
- Feb. 10, 1863 Pres. Thomson writes to Joint Committee of Philadelphia Board of Trade and Corn Exchange Association promising to place Pittsburgh and Philadelphia millers on equal basis; says company policy is not to grant preferential treatment to any individual shipper. (MB)
- Feb. 10, 1863 Joseph Torrance elected Pres. of the Eaton & Hamilton Railroad, replacing David Barnet, retired on account of age; Daniel McLaren replaces David M.

Morrow as Superintendent. (MB)

- Feb. 10, 1863 Train carrying directors and guests is the first to pass over the Atlantic & Great Western Railroad from Meadville to Ravenna, Ohio. (ARJ, USRR&MR, HistPrtgCo)
- Feb. 11, 1863 PRR Board hears report that Camden & Amboy Railroad is unable to take all the freight offered to the PRR at New York; agrees to take East Brandywine & Waynesburg Railroad preferred stock in return for debts; grants cost-of-living wage increase retroactive to Jan. 1; authorizes enlarging the Juniata Canal to Huntingdon to equal enlargement of Eastern Division. (MB)
- Feb. 11, 1863 Sen. Committee on Military Affairs & the Militia asks to be discharged from consideration of the bill for a new railroad between Washington and New York. (CongGlobe)
- Feb. 11, 1863 First freight sent eastward from Ravenna, Ohio, over the Atlantic & Great Western Railroad. (HistPrtgCo)
- Feb. 12, 1863 N.Y. Legislature receives petitions in favor of the Brooklyn Central & Jamaica Railroad operating “dummy” locomotives in Atlantic Avenue. (NYT)
- Feb. 12, 1863 Reps. John T. Nixon (1820-1889) and William G. Steele (1820-1892) of N.J. block Rep. Reuben E. Fenton from reporting the House bill for a new railroad between Washington and New York because of its threat to the Camden & Amboy. (CongGlobe)
- Feb. 13, 1863 PRR signs agreement of intent with Northern Central Railway, Elmira & Williamsport Railroad, Erie Railway, and Buffalo, New York & Erie Railroad calling for creation of a through line to Buffalo; Erie is to lease BNY&E and its subsidiary Rochester & Genesee Valley, which are to be jointly operated by Erie and Northern Central, who will share profits. (MB)
- Feb. 13, 1863 Camden & Atlantic Railroad Board appoints a committee to contract with George W. Cass for the transportation of through freight and make a new through freight contract with the Raritan & Delaware Bay Railroad. (MB)
- Feb. 14, 1863 Railroad Committee of the N.Y. Legislature inspects a Grice & Long “dummy” steamcar used on the Jersey City & Bergen Railroad for possible use on the Brooklyn Central & Jamaica Railroad in Atlantic Avenue; runs for about two miles on the Bergen Point line pulling a trailer car; Joseph Grice of Grice & Long of Philadelphia is on hand to answer questions. (NYT)

- Feb. 14, 1863 New Jersey Railroad Board authorizes examining the feasibility of enclosing all stations. (MB)
- Feb. 14, 1863 Act of Illinois provides for foreclosure sale of eastern extension of Logansport, Peoria & Burlington Railroad and separate foreclosure of the portion west of Peoria.
- Feb. 14, 1863 Rep. John Woodland Crisfield (1806-1897) of Maryland blocks another attempt to report the House bill for a new railroad between Washington and New York. (CongGlobe)
- Feb. 1863 Future PRR Mechanical Engineer John B. Collin (1831-1886), who has worked at the Lowell and Lawrence machine shops and at the Atlantic Works in East Boston, joins the PRR at Altoona in the office of the Engineer of Bridges; he returns to the Atlantic Works briefly in Oct. (HistBlairCo)
- c. Feb 1863 Work resumes on Western Pennsylvania Railroad; engineer corps is George B. Roberts, Chief Engineer, and Antes Snyder and John B. Hutchinson, assistants. (Val, Stewart)
- Feb. 16, 1863 PRR executes through traffic agreement with Camden & Amboy. (or 2/17? - Watkins - approved by PRR Bd. 2/17); PRR notes that Camden & Amboy lacks facilities for handling all freight to and from PRR so is being diverted to Allentown Route or lost to NYC. (MB)
- Feb. 16, 1863 Petition of Simon P. Kase (1814-1900) of Columbia, recently an officer and lobbyist of the Reading & Columbia Railroad, is presented to the Senate in support of bill S-508; hopes to make the R&C part of a through line between Washington and New York as a short cut for the Allentown Route. (SenDoc 37:III:26)
- Feb. 16, 1863 Atlantic & Great Western Railroad begins regular revenue passenger service between Meadville, Pa., and Ravenna, Ohio. (HistPrtgCo)
- Feb. 17, 1863 Joint Companies Executive Committee fixes the towing limit at New York at 31st Street; authorizes establishing a station between Riverton and Palmyra; increasing facilities at South Amboy; advancing money to build the Freehold & Jamesburg Agricultural Railroad with a promise to lease; building 5 barges, 5, schooner-barges and 45 Lehigh coal boats for the coal trade; locating and building the Princeton Branch. (MB)
- Feb. 1863 PRR buys lots between Market and Filbert Streets and 15th to near 17th Streets as site for freight depot; later site of Broad Street Station.
- Feb. 1863 Allegheny County and holders of its railroad bonds compromise at a

meeting in Philadelphia; county agrees to raise \$130,000 per year through taxes to pay interest on its railroad debt and \$25,000 per year to a sinking fund; bonds and coupons to be consolidated to Jan. 1, 1863; total railroad bonds amounting to \$2.3 million, plus \$754,000 in overdue interest, to be funded into new tax-free bonds. (ARJ,)

- Feb. 18, 1863 Joint Board approves agreement with Philadelphia & Trenton Railroad, PRR, and New Jersey Railroad of this date for through service; calls for construction of Connecting Railway; grants P&T and Camden & Amboy trackage rights over PRR between Mantua Jct. and West Philadelphia station. (MB, Val)
- Feb. 20, 1863 Committee of Brooklyn aldermen inspects a Grice & Long “dummy” steamcar on the Jersey City & Bergen Railroad, along with Dr. R.H. Thompson of the Brooklyn Central & Jamaica Railroad, John A. Cross of the Broadway Railroad, and Seymour L. Husted of the Brooklyn City Railroad; the “dummy” seats about 30, has a 15-18 HP engine, and runs at 4-8 MPH; the “dummy” is boarded about a mile west of the ferry and runs 6 miles to Bergen Point (Bayonne) and back. (BrklnEgle, NYT)
- Feb. 20, 1863 Committee of the Northern Central Railway recommends a lease of the Elmira & Williamsport Railroad. (MB)
- Feb. 21, 1863 Brooklyn City Council holds hearings on the proposal of the Brooklyn Central & Jamaica Railroad to run “dummy” locomotives on Atlantic Avenue in place of horse cars; some residents threaten to drive them off by force if either the Legislature or Council approves the application. (BrklnEgle, NYT)
- Feb. 21, 1863 Dighton & Somerset Railroad incorporated in Mass. to build from Taunton to Somerset. (NHCorp)
- Feb. 22, 1863 Ground broken for Central Pacific Railroad at Sacramento. (Long)
- Feb. 23, 1863 New Jersey act requires that the New Jersey Railroad maintain the existing Centre Street Bridge as well as the new Dock Bridge at Newark but place a 60-foot clear draw span in the former. (PL)
- Feb. 23, 1863 Philadelphia & Erie Railroad opens between Grove Flat and Sinnemahoning, Pa. (AR)
- Feb. 23, 1863 Future Star Union Line official Frank Lynn Borton (1863-1914) born near Philadelphia. (PRRBio)
- Feb. 23, 1863 Simon Cameron resigns as minister to Russia. (Long)

- Feb. 24, 1863 PFW&C Board approves sale of Dubuque & Sioux City Railroad stock. (MB)
- Feb. 24, 1863 Thomas L. Jewett and William H. Clement elected directors of the Western Transportation Company, and Jewett elected Pres; Board authorizes selling \$200,000 of Pittsburgh & Steubenville Railroad First Mortgage bonds to the Little Miami and Columbus & Xenia Railroads in return for a through traffic contract and \$100,000 in its own stock to the Adams Express Company; to be backed by \$100,000 Pittsburgh & Steubenville bonds hypothecated to Adams as collateral; authorizes the transfer of all interests and stock of the Wheeling Railroad & Bridge Company to Sobieski Brady and Thomas Sweeney. (MB)
- Feb. 24, 1863 Union League Club of New York formed by patrician Republicans, led by Frederick Law Olmsted (1822-1903), social critic and designer of Central Park, lawyer and diarist George Templeton Strong (1820-1875) and minister Henry W. Bellows (1814-1882), to counteract the efforts of Peace Democrats; leading merchant Robert B. Minturn (1805-1866) is Pres.; by the end of the war, its members will include about 800 of the city's business and cultural elite. (Burrows/Wallace)
- Feb. 24, 1863 Democrat-controlled Delaware Legislature passes an "Act to Prevent Illegal Arrests," aimed at the summary arrests of Confederate sympathizers by Army Provost Marshals; Republican Gov. William Cannon has no power to veto legislation. (Scharf)
- Feb. 25, 1863 Philadelphia & Trenton Railroad approves contract of Feb. 11 with PRR; appoints committee on PRR proposal for Connecting Railway; assigns William Cook and John G. Stevens to locate Connecting Railway. (MB)
- Feb. 25, 1863 PFW&C annual meeting approves Cleveland & Pittsburgh pooling agreement by vote of 50,976 to 22,305; a letter of Moran Bros. of New York, representing the foreign investors is read opposing the pool, noting C&P is currently benefitting from diversion of traffic via Bellaire and Pittsburgh that will return to the B&O once it is reopened; want PFW&C to be Chicago connection of Erie Railway (of which Charles Moran was once Pres.); William B. Ogden of Chicago favors pooling or C&P will form opposition line with Lake Shore and Michigan Southern & Northern Indiana; stockholders pass resolution favoring second eastern outlet via Pittsburgh & Connellsville Railroad. (MB)
- Feb. 25, 1863 DL&W holds its postponed auction sale of 30,000 tons of anthracite coal at New York; sales are to be held monthly thereafter; as an integrated mining and shipping company, the DL&W can deliver its coal at lower cost, since there is no cumulative individual profit-taking by landowners, operators, shippers and wholesalers; the Delaware & Hudson Canal Company and

Pennsylvania Coal Company, which also own and operate their own mines and are known collectively as the “Scranton Companies,” also adopt auction sales; as the sales tend to undercut producers and shippers from the Lehigh and Schuylkill Regions, they have a demoralizing effect on the trade from those regions and soon become a subject of contention, eventually forcing other regions to catch-up and seek to integrate mining, shipping and selling; the PRR will be one of the railroads forced to secure enough coal lands and mining subsidiaries to guarantee it an adequate tonnage. (USRR&MR, Bogen)

- Feb. 25, 1863 Congress passes the National Currency Act by a narrow margin; grants federal charters to "national" banks that must buy and hold government bonds equal to one-third of their capital; the can then issue notes on basis of these federal securities held as deposits up to 90% of their value; national banks have to have a third of their capital in U.S. bonds; the notes or “Greenbacks,” are made legal tender, but since gold remains in circulation, they sell at less than their nominal value in gold. (Wagner, Logan)
- Feb. 25, 1863 Gold premium is at 72¼% in reaction to the Emancipation Proclamation and Currency Act. (CHTaylor)
- Feb. 26, 1863 Gen. Anthony B. Warford (-1873) resigns as Pres. of the Northern Central Railway for health, and is replaced by his nephew J. Donald Cameron (1833-1918). (MB)
- Feb. 26, 1863 J. Edgar Thomson added to Finance Committee of PFW&C. (MB)
- Feb. 27, 1863 Head-on collision between the 11:15 PM “Owl” train from Philadelphia and the 11:30 PM from Jersey City at Princeton on the Camden & Amboy Railroad; 3 cars wrecked and 20 injured. (NYT)
- Feb. 27, 1863 Northern Central Railway leases Shamokin Valley & Pottsville Railroad at 7% on \$700,000 First Mortgage bonds and increasing to 6% on the stock; taps anthracite coal fields at Shamokin and owns 3,236 acres of coal land along Coal Run; SV&P had been negotiating with Philadelphia & Reading in 1861, but talks had collapsed; Northern Central also purchased the SV&P rolling stock for \$100,000. (MB, Digest, AR)
- Feb. 27, 1863 Divisional reorganization of Northern Central Railway; Baltimore Division created (Baltimore-Marysville); Shamokin Division created from Shamokin Valley & Pottsville; Susquehanna Division created (Marysville-Sunbury).
- Feb. 27, 1863 Senate debates the supplement (HR-468) to the Alexandria & Washington Railroad legalizing the connection between the Long Bridge and the B&O depot; Sen. Charles Sumner amends the bill to ban “Jim Crow” segregation in the cars. (CongGlobe)

- Feb. 27, 1863 Erie Railway leases Buffalo, New York & Erie Railroad effective May 1, 1863. (NC v. Erie)
- Feb. 27, 1863 Benzie County, Mich., created from the southwestern portion of Leelanau County but not fully organized; Leelanau County fully organized with county seat at Northport. (Long)
- Feb. 28, 1863 New Jersey Railroad Board reports they have built a shed at Jersey City for the Adams Express Company; authorize the sale of the ferry *Philadelphia* to the government for \$24,000; decline an offer to cede the portion of the Essex & Middlesex Turnpike in Piscataway Township. (MB)
- Feb. 28, 1863 Bill introduced in the N.Y. Legislature to permit the George Law to build a street railway in Broadway. (NYT)
- Early 1863 Richmond & Miami Railway opens between Richmond Jct. and New Paris (1.99 miles). (Church - by 4/7)
- Mar. 1, 1863 PFW&C issues "Rules for Conducting the Running of Engines," creating three grades of engineers, whose wages will vary from \$60 to \$75 per month; monthly service for first class engineers to be 2,600 miles in freight service and 3,000 miles in passenger service; mileage for the lower grades in proportionately less; with minor adjustments, this scale is maintained until 1872. (Loree)
- Mar. 1, 1863 Future Lines West freight officer John T. Johnston (1863-) born at Montreal, Quebec. (PRRBio)
- Mar. 2, 1863 Railroad Committee of Brooklyn City Council makes a report favorable to the operation of "dummy" locomotives on Atlantic Avenue between Bedford and East New York but also calling for the railroad to refund a portion of the \$125,000 damages paid to the LIRR to close the tunnel. (BrklnEgle)
- Mar. 2, 1863 House agrees to Senate amendments of Alexandria & Washington Railroad bill. (CongGlobe)
- Mar. 3, 1863 Pres. Lincoln signs the Enrollment Act establishing the first, partly effective, civilian draft; all males 20-45 must register, although married men over 35 are to be called last, which in practice means not at all; anyone may buy permanent exemption by hiring a substitute, usually from among 18-19 year olds or immigrants, or may pay a \$300 commutation fee for exemption from one but not subsequent drafts; those who are the sole support of dependents are also exempt; unlike the earlier state militia drafts, the new draft is to be administered by the federal government through

Provost Marshal General James B. Fry (1827-1894) in Washington, with state and district Provost Marshals and enrollment officers; draft resisters and their abettors are subject to military arrest and fines; of the total of 776,000 men drafted, only 46,000 actually go into the army; the rest claim one of the exemptions or flee to Canada or sparsely populated areas in the West; the majority buying commutation are actually farmers and farm laborers, not the very rich, although farmers and farm laborers also make up at least 40% of the Union army; the act is deeply resented by many Democrats who see it as another assault on states' rights and an expansion of federal power into their districts. (McPherson, Shankman)

- Mar. 3, 1863 Government appoints Jay Cooke & Co. of Philadelphia as agent to sell federal war bonds; Congress authorizes large loan at 3% plus further issue of \$150 million in Greenbacks; Cooke's brother has been a political ally of Treasury Secretary Salmon P. Chase back in Ohio before the war. (Long, McPherson)
- Mar. 3, 1863 Pres. Lincoln signs the act authorizing the Alexandria & Washington Railroad to enter the District of Columbia; authorizes the Washington, Alexandria & Georgetown Railroad to extend across the Long Bridge and then through Maryland Avenue and 1st Street to the B&O depot as per the act of 1854; may not use steam within Washington without the assent of Congress; no person is to be excluded from the cars on the basis of race; charge is to be 5 cents per person or 5 cents per ton; must maintain a separate carriage road on the Long Bridge; not to interfere with military usage for duration of war or submit claims against the government afterward; this track had already been built and is being operated by the U.S. Military Railroad. (Digest, MB, OR, CongGlobe)
- Mar. 3, 1863 Act of Congress sets the gauge of the Pacific Railroad at 4'-8½", not 5'-0", in response to northern lobbying, so that it will match the standard gauge of the North, not the 5'-0" gauge of the South. (CongGlobe)
- Mar. 3, 1863 Rep. Nehemiah Perry (1816-1881) of N.J. again blocks attempts to bring the House bill for a new railroad between Washington and New York to the floor, ending the effort for this Congress. (CongGlobe)
- Mar. 4, 1863 Meeting at the Howard House in East New York adopts a resolution in favor of the operation of "dummy" locomotives on Atlantic Avenue. (MB)
- Mar. 4, 1863 New York & Harlem Railroad applies to the Legislature for power to build a street railway in Broadway from the Battery to Union Square and from 4th Avenue on 23rd Street to Madison Avenue and up Madison Avenue to 86th Street; rumors that city officials are buying Harlem stock causes the price to rise to 60 for par-50 shares in Apr. 1863. (NYT, Harlow)

- Mar. 4, 1863 Pa. act forbids the Lehigh Coal & Navigation Company from rebuilding its destroyed high dams between Mauch Chunk and White Haven, which have greatly exacerbated last year's flood, but permits it to extend its railroad between those points. (PL, Mathews/Hngrfrd, CLJones)
- Mar. 6, 1863 West Jersey Marl & Transportation Company incorporated in N.J. to build railroads to marl pits in Camden, Gloucester, Salem, Cumberland and Cape May Counties. (PL)
- Mar. 6, 1863 Atlantic & Great Western Railroad (Ohio), Atlantic & Greant Western Railroad of Pennsylvania and Atlantic & Great Western Railroad in New York form a central Executive Committee and operate jointly under title of "Atlantic & Great Western Railway Line." (Minor, Reynolds)
- Mar. 6, 1863 Atlantic & Great Western Railroads of New York, Pennsylvania and Ohio placed under central Board made up of two directors from each company. (Minor)
- Mar. 7, 1863 Atlantic & Great Western Railroad opens between Ravenna and Kent, Ohio. (HistPrtgCo, Felton)
- Mar. 9, 1863 Cape May & Millville Railroad incorporated in N.J.; acquires rights of Millville & Glassboro Railroad between Millville and Cape May. (Val)
- Mar. 9, 1863 Philadelphia & Erie opens between Sinnemahoning and Driftwood, Pa. (AR)
- Mar. 9, 1863 New Castle & Beaver Valley Railroad Board declines the PFW&C's demand for a formal lease. (MB)
- Mar. 9, 1863 Indiana Central Railway and Dayton & Western Railroad dissolve joint operating contract of 1854 covering the line between Dayton and Indianapolis. (Church)
- Mar. 10, 1863 Delaware & Raritan Canal Company begins providing a line of steam towboats between Fairmount and Port Richmond and Bordentown and between New Brunswick and New York, primarily for Schuylkill coal. (USRR&MR)
- Mar. 10, 1863 Little Miami Railroad Board authorizes subscription of \$1,000 to Western Transportation Company. (MB)
- Mar. 10, 1863 Joint Little Miami-CH&D Committee approves CH&D's lease of Dayton & Michigan Railroad and Columbus & Xenia's lease of Dayton & Western Railroad. (MB)

- Mar. 11, 1863 Dayton & Western Railroad leases part of Richmond & Miami Railway from their junction at Ohio state line to a point two miles east of Richmond, where branch of R&M diverges to Eaton for 20 years; also use in common with Eaton & Hamilton Railroad of the Richmond & Miami Railway track between Richmond and Richmond Jct.; Dayton & Western Railroad repossesses its line from the Indiana Central Railway. (Church, C&C, IC AR)
- Mar. 11, 1863 B&O Board approves agreement for reorganization of Central Ohio Railroad; B&O buys \$1.2 million in Central Ohio bonds; in return, Central Ohio agrees to through-route all traffic over B&O; execution of agreement delayed by suit of City of Baltimore (?). (B&O AR)
- Mar. 11, 1863 Republican Gov. of Delaware William Cannon issues a proclamation ordering citizens to obey the Federal Government over the acts of the State Legislature. (Scharf)
- Mar. 11, 1863 Antrim County, Mich., fully organized and detached from Grand Traverse County; county seat at Elk Rapids. (Long)
- Mar. 12, 1863 Columbus & Xenia Railroad leases Dayton & Western Railroad for five years at \$45,000 a year; also begin operation of Richmond & Miami Railway between Ohio state line and Richmond Jct. under lease to Dayton & Western of Mar. 11, 1863. (Church, MB)
- Mar. 12, 1863 Massachusetts Gov. John A. Andrew presents the State Senate with a report on Herman Haupt's management of the Hoosac Tunnel; Benjamin H. Latrobe and James Laurie criticize Haupt's work as a "contractor's railroad," built quickly and cheaply; the report calls for adoption of the European compressed air drill instead of Haupt's steam drill, restoring the tunnel to double-track, and having it built directly by the state; in a separate letter, John W. Brooks accuses Haupt of being overpaid to the extent of \$324,872 and calling for the State to sue Haupt for \$53,307, the loss on the sale of bonds in London. (Ward)
- Mar. 13, 1863 Philadelphia & Trenton Railroad approves revised contract with PRR covering construction of Connecting Railway; PRR is to obtain charter and right of way, but road is to be leased to P&T; PRR is to grant use of own line between end of Connecting Railway at 35th Street and Junction Railroad near Haverford Street and build new depot for New York trains in West Philadelphia; PRR is to route all New York traffic via Connecting Railway; Joint Companies are to route all through rated traffic to western points via PRR and not via B&O; New Jersey lines are to provide adequate terminal facilities at Jersey City and South Amboy. (MB)
- Mar. 13, 1863 Joint Companies Executive Committee approves contract between

Philadelphia & Trenton Railroad and Reading covering a connection at Richmond to permit Reading coal cars to run onto the P&T. (MB)

- Mar. 14, 1863 New Jersey Railroad Board debates the contract with the PRR and Joint Companies for a through line; demand no diversion of freight and passenger traffic without the consent of the NJRR or diversion to the Delaware & Raritan Canal; agree to furnish one-fifth of the passenger cars; read resolutions of the Jersey City Council calling for a ferry to 31st Street; authorizes closing the purchase of the waterfront north of Debrosses Street. (MB)
- Mar. 14, 1863 James J. Goodman of Marion elected Pres. of the Union & Logansport Railroad, replacing Jeremiah Smith, resigned. (MB)
- Mar. 1863 Atlantic & Great Western Railroad begins carrying oil from the Oil Region to Cleveland via Ravenna. (Reynolds)
- Mar. 1863 Lobbying by the Atlantic & Great Western Railroad kills a bill to revive the Venango Railroad, which is to build from Ridgway on the Philadelphia & Erie Railroad through Franklin to Orangeville, Ohio. (Felton)
- Mar. 1863 In his annual address, Mayor John Lee Chapman (1811-1880) of Baltimore urges the sale of the city's interest in the Pittsburgh & Connellsville Railroad or pressuring the City of Pittsburgh to purchase an equal interest. (ARJ - verify BaltAm)
- Mar. 1863 Herman Haupt finishes the manuscript of *Military Bridges*, which is published in 1864 by D. Van Nostrand. (Ward)
- Mar. 1863 Massillon Miners' Association organized in the Tuscarawas district of Ohio. (Evans)
- Spring 1863 During a lull in the fighting, Herman Haupt and his construction corps are busy preparing prefabricated bridge trusses and preparing torpedoes for blowing up enemy bridges; Eben C. Smeed invents a U-shaped device for quickly pulling up and twisting rails with levers; Haupt returns to Massachusetts to tend to his Hoosac Tunnel affairs. (Haupt)
- Mar. 16, 1863 LIRR Board adopts agreement with the New York & Flushing Railroad. (MB)
- Mar. 16, 1863 PRR charter supplement authorizes increase in bonds to build branch lines; increase number of directors and add a second Vice President. (PL)
- Mar. 16, 1863 Schuylkill Haven & Lehigh River Railroad agrees to merge into the Mine Hill & Schuylkill Haven Railroad, effective July 1. (Rdg, Hare)

- Mar. 17, 1863 Joseph P. Bradley appointed Secretary of the Joint Board of the Joint Companies; Joint Companies Executive Committee considers demands for an increase in wages; authorizes a loan of \$700,000 to the government; authorizes purchasing the steamboat *Eastern State*, freight cars, etc. (MB)
- Mar. 18, 1863 Charter supplement allows Jersey City & Bergen Railroad to run Grice & Long “dummy” steamcars, but at no more than 8 MPH in Jersey City or Hudson City and no more than 12 MPH on the Bergen Point line; is not to occupy Avenue D (Broadway) as laid out in Bayonne south of 32nd Street, but build on a private right of way halfway between Avenues C & D. (Digest, VanBuskirk)
- Mar. 18, 1863 New Castle & Beaver Valley Railroad Board accepts a new contract with the PRR and PFW&C; PRR and PFW&C are each to take \$50,000 in bonds, leaving another \$50,000 with the company, and the bonds are to be used to buy 1,350 tons of iron from the Cambria Iron Company; the NC&BV is to carry through traffic pro rata and not make any other connections south of Homewood. (MB)
- Mar. 18, 1863 Herman Haupt leaves for Boston to answer the charges in the state’s report against him, but is immediately recalled by Secretary of War Stanton to report on the state of the Military Railroads in both theaters; it is possible that Gov. Andrew requested this assignment to get Haupt out of the way. (Ward)
- Mar. 18, 1863 Future PRR civil engineer William Channing Cushing (1863-1940) born at St. Johns, New Brunswick. (RRGaz)
- Mar. 18, 1863 Democrat-controlled Delaware Legislature censures Republican Gov. William Cannon for his anti-States Rights proclamation. (Scharf)
- Mar. 19, 1863 Mifflin & Centre County Railroad leases Lewistown & Tuscarora Bridge Company. (C&C)
- Mar. 19, 1863 Michigan act authorizes Grand Rapids & Indiana Railroad to sell 120 sections of land grant upon completion of first 20 miles and waiving all forfeiture to state. (Church)
- Mar. 20, 1863 Long Branch & Sea Shore Railroad incorporated in N.J. by Edwin A. Stevens and the Camden & Amboy group; to build a road from Sandy Hook to Long Branch, with the power to extend south to Toms River or Tuckerton in order to cut into the Long Branch summer travel of the Raritan & Delaware Bay Railroad, its only reliable source of income. (PL, ICC, Baer/Coxey)

- Mar. 20, 1863 Name of seat of Ottawa County, Mich., changed from Ottawa to Grand Haven. (Long)
- Mar. 21, 1863 Associates of the Jersey Company authorize guaranteeing \$100,000 bonds of Jersey City & Bergen Railroad. (MB)
- Mar. 21, 1863 About 200 Camden & Amboy Railroad dockworkers at New York strike, demanding 25 cents per hour; most are Irish immigrants who come straight from nearby Castle Garden. (NYT)
- Mar. 21, 1863 New Castle & Beaver Valley Railroad acquires the partly-built railroad of the Pittsburgh, New Castle & Cleveland Railroad between New Castle and Darlington, 13 miles, from James Ferguson, trustee, 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 - this was quitclaim deed; actual purchase was in 1862)
- Mar. 21, 1863 Summit Branch Railroad Board considers a consolidation with the Union Railroad & Mining Company; also negotiations with the Lykens Valley Coal Company; authorizes prosecuting the tunnel; Simon Cameron is now a stockholder. (MB)
- Mar. 21, 1863? Columbia & Hamburg Railroad incorporated in Ga. (ICC - may be 1864?)
- Mar. 23, 1863 PRR Board rescinds resolution promising subsidy to European Steam Ship Company, but pledges to cooperate with any citizens of Philadelphia wishing to establish such a line. (MB)
- Mar. 23, 1863 Striking Camden & Amboy dockworkers return at the old rates; strikes spread to the Erie Railway's New York piers. (NYT)
- Mar. 23, 1863 Delaware County Court orders the termination of the Philadelphia & Baltimore Central Railroad receivership. (MB)
- Mar. 24, 1863 Strike of Erie Railway dockworkers at New York broken with strikebreakers and guards; 100 men at the Hudson River Railroad freight depot walk out demanding \$1.50 per day; they are replaced with strikebreakers, including African Americans. (NYT)
- Mar. 24, 1863 Ohio gives the outlet of the Miami & Erie Canal at Cincinnati to the city for a street and sewer; they sell it to the Little Miami, which later builds a freight terminal and branch in Eggleston Street. (McClelland)
- Mar. 24, 1863 Herman Haupt returns to Washington and calls on Secretary of War Stanton, who asks him to investigate conditions on the military railroads in the West. (Haupt)

- Mar. 24, 1863 Jeffersonville Railroad Pres. George MacLeod reports to the Board that the strap rail from the Shelbyville Lateral Branch Railroad has been removed and is being rerolled as T-rail in Indianapolis; reports that the price of land for a depot at Indianapolis is too high; Board authorizes the purchase of two heavy freight locomotives at Cincinnati for war traffic; war traffic has been very profitable. (MB)
- Mar. 25, 1863 Belleville & Newark Horse-Car Railroad authorized to relocate its line between Belleville and Newark. (Digest)
- Mar. 25, 1863 Millville & Glassboro Railroad Board accepts act separating Cape May extension stock as Cape May & Millville Railroad. (MB)
- Mar. 25, 1863 Secretary of War Stanton orders Herman Haupt to inspect western military railroads. (Haupt)
- Mar. 1863 In response to Mayor John Lee Chapman's proposal, the Joint Committee on Internal Improvements of the Baltimore City Councils issues a report on the Pittsburgh & Connellsville Railroad noting that both the PFW&C and Cleveland & Pittsburgh Railroad are likely to extend aid. (ARJ - verify BaltAm)
- Mar. 26, 1863 Squankum Marl Company incorporated in N.J. to operate at Lower Squankum south of Farmingdale on the Raritan & Delaware Bay Railroad. (Ellis)
- Mar. 26, 1863 West Jersey Railroad Board authorizes a subscription of \$100,000 to the Cape May & Millville Railroad. (MB)
- Mar. 28, 1863 New Jersey Railroad Board adopts a revised through traffic agreement with the PRR and Camden & Amboy, giving up the demand for no diversion of traffic to the Delaware & Raritan Canal; reports that the Dec. 1, 1859 contract with the CNJ has produced inadequate earnings and ordering it terminated July 31; authorizes the purchase of the outside, 6'-0" rail between Marion and Jersey City from the Erie Railway. (MB)
- Mar. 28, 1863 Midland Land Damage Company renamed Southern Midland Railroad Company. (NHCorp)
- Mar. 30, 1863 Cape May & Millville Railroad organized at Millville; Charles B. Dungan elected Pres.; accepts the act transferring the rights of the Millville & Glassboro Railroad between Millville and Cape May. (, C&C)
- Mar. 31, 1863 Camden & Atlantic Railroad Board refers the new Raritan & Delaware Bay Railroad contract to its lawyers; appoints a committee to suggest

modifications. (MB)

- Mar. 31, 1863 W.C. Stevenson, General Superintendent of Knight's Patent Rail Road Sleeping Car Company informs PFW&C that T.T. Woodruff's patent infringes on Edward C. Knight's patent. (MB)
- Mar. 31, 1863 Ohio Supreme Court rules in favor of the Cleveland & Toledo Railroad in a suit to force it to operate over the whole Northern Division. (ARJ)
- Mar. 31, 1863 Oil City, Pa., incorporated as a borough. (PL)
- Apr. 1, 1863 Pennsylvania Legislature passes act repealing act of Apr. 10, 1846 relative to Pittsburgh & Connellsville; sets maximum rates at 2.5 cents per mile and 4 cents per ton-mile; at insistence of small local shareholders, permits no one stockholder to have more than 20 votes, thus nullifying the B&O's majority. (P&C AR)
- Apr. 1, 1863 PRR Board authorizes purchase of 2,000 PRR shares from City of Philadelphia at 65; joint purchase with Pittsburgh, Fort Wayne & Chicago of \$100,000 bonds of New Castle & Beaver Valley Railroad; purchase of land on Delaware River near Point House for a bulk terminal. (MB)
- Apr. 1, 1863 Pres. J. Edgar Thomson informs Philadelphia Select Council that it has no interest in an ordinance now under consideration to have PRR guarantee the stock of the California, Philadelphia & European Steam Ship Company to the extent necessary to build one ship, to be secured by any dividends over 6% on the PRR stock owned by the city. (MB)
- Apr. 1, 1863 Cleveland & Pittsburgh begins pooling arrangement with the PFW&C. (MB, AR)
- Apr. 1, 1863 Contractor Josiah O. Stearns surrenders his lease for operating the LIRR in view of its pending change of ownership; continues to operate on a temporary basis until the new Board takes over. (MB)
- Apr. 1, 1863 Pennsylvania Pacific Railway renamed South Pennsylvania Railroad. (PL)
- Apr. 1, 1863 Judge Levi Parsons (1822-1887) a "Forty-Niner" who has engaged in numerous speculations in California, along with George Hearst (1820-1891), Francois Loius Alafred Pioche (1818-1872), and others, have secured claims on the Hearst Lode and the Pacific Lode in the San Francisco Mining District around Hardyville, Arizona; Parsons had collaborated with John B. Felton (1827-1877), brother of Samuel M. Felton, in a scheme to monopolize San Francisco's wharves in the 1850s, and Felton introduces Parsons to Tom Scott, the three engaging in various western speculations in California, Nevada, Arizona and New Mexico,

including the huge Maxwell Land Grant. (Hutchinson)

- Apr. 1, 1863 Southern Midland Railroad contracts for the completion of the railroad of the Boston, Hartford & Erie Railroad to the Hudson River. (nhrhta.org)
- Apr. 1, 1863 First National Bank of the City of New York, destined to be one of the Big Three Wall Street banks, is chartered by John Thompson (1802-1891), formerly the publisher of a bank-note detector; young George F. Baker (1840-1931), formerly a clerk in the State Banking Dept., invests all his savings (\$3,000) and is named paying teller. (Logan)
- Apr. 2, 1863 Representatives of Little Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati and Cincinnati, Hamilton & Dayton Railroads sign a "confidential proposal" at New York City for formation of new company to be called "Atlantic & Great Western Railroad - Western Division" to form a 6'-0" gauge line from Galion to Cincinnati; to lay third rail between Galion and Delaware and between Dayton and Cincinnati with new construction between Delaware and Dayton via Springfield; this draft agreement is not carried out. (MB, Black)
- Apr. 2, 1863 Food riots led by undernourished women struggling with rampant inflation and natural shortages rock Richmond and end only when Pres. Jefferson Davis personally threatens to have the militia open fire. (McPherson)
- Apr. 3, 1863 Lehigh Valley Railroad sets the 1863 toll on coal at \$2.20 per ton to Elizabethport, with the LV getting \$0.92. (MB)
- Apr. 4, 1863 Old LIRR Board praises Pres. Coffin Colket for raising the price of the stock from 10 to 40 and awards him a bonus of \$3,000; authorizes the distribution of the 2,000 shares repurchased in 1858 as a stock dividend; reports the sale of the Norfolk County Railroad bonds at 80 for \$119,500 and the return of the notes of Crane & Farmer held as collateral. (MB)
- Apr. 4, 1863 Washington, Alexandria & Georgetown Railroad issues a proposal for a new railroad Long Bridge to S. S. Post and Daniel C. McCallum. (MB)
- Apr. 4, 1863 Ohio act permits the purchasers of foreclosed railroads to obtain the original franchise, provided that they grant the stockholders of the old company stock in the reorganized company. (PL)
- Apr. 4, 1863 Blair Iron & Coal Company formed as a cooperative venture of the Cambria Iron Company and Watson, Denniston & Co.; it takes over the Hollidaysburg Furnace No. 1 from the latter and the idle Hollidaysburg Furnace No. 2 originally built by Gardner, Osterloh & Co.. (PaSecyState, Africa)

- Apr. 1863 U.S. Military Railroads is running 10 trains daily over the Richmond, Fredericksburg & Potomac Railroad between Aquia Creek and Falmouth to supply the Army of the Potomac. (ARJ)
- Apr. 6, 1863 Washington, Alexandria & Georgetown Railroad contracts with Simeon S. Post, Daniel C. McCallum and Wheeler H. Bristol for a new railroad bridge across the Potomac next to the existing Long Bridge; to be done by Nov. 15; authorizes \$100,000 in new bonds to pay for the bridge. (MB)
- Apr. 7, 1863 Union Transportation Company transfers Philadelphia-New York freight line over Raritan & Delaware Bay Railroad to the Philadelphia & Eastern Transportation Company; both are simply trade names for George W. Cass and William Thaw. (USRR&MR, Baer/Coxey)
- Apr. 7, 1863 Ohio act authorizes the Steubenville & Indiana Railroad to purchase an undivided half-interest in the Central Ohio Railroad line between Newark and Columbus. (C&C)
- Apr. 7, 1863 Atlantic & Great Western Railroad Board meets at Meadville; orders completion to Cincinnati without delay. (ARJ)
- Apr. 7, 1863 Charter supplement adds Charles R. Earley, Henry W. Earley, and others to the incorporators of the Daguscahonda Improvement Company; may build a railroad to connect with any other railroad in McKean or Elk Counties. (PL)
- Apr. 7, 1863 Union ironclads under Admiral Samuel Francis Du Pont (1803-1865) are repulsed in an attack on Charleston, S.C. (Long)
- Apr. 8, 1863 Northwestern Oil Railroad charter defeated in the Pa. Legislature. (Felton)
- Apr. 9, 1863 Ohio act authorizes railroad companies to raise money by mortgage up to 7% interest for the purpose of double-tracking, new equipment or retiring floating debts' may also increase stock to the amount equal to the purpose of redeeming the bonds. (PL)
- Apr. 9, 1863 Cincinnati & Chicago Air-Line Railroad note for \$2,151 to Danforth, Cooke & Co. for the locomotives *Frederick Schuchardt* and *Hattie* goes to protest. (MB)
- Apr. 10, 1863 Philadelphia & Trenton Railroad Executive Committee reports have not put on Holmesburg locals as planned as are unable to get a Grice & Long steam car from the Camden & Amboy Railroad; have now arranged to get a light locomotive from Camden & Amboy. (MB)
- Apr. 10, 1863 New Castle & Beaver Valley Railroad Board adopts a 4'-10" gauge. (MB)

- Apr. 11, 1863 Moshannon Railroad incorporated in Pa. to build between Snow Shoe and Moshannon. (Val - says built ca. 1861 before incorporation?)
- Apr. 11, 1863 Pa. act voids the charter of the Pittsburgh, New Castle & Cleveland Railroad; its property has been sold to the New Castle & Beaver Valley Railroad. (C&C)
- Apr. 11, 1863 Bill to permit the Cleveland & Mahoning Railroad to extend to Sharon, Pa., defeated in the Pa. Legislature. (Felton)
- Apr. 11, 1863 *American Railroad Journal* notes that the value of New York & Harlem Railroad shares has risen 500% over the last year. (ARJ)
- Apr. 13, 1863 Joint Companies Executive Committee adopts plans of Ashbel Welch to give prizes to the best engineers and firemen, 1) in passenger and freight steamboats, 2) in tugboats, 3) in passenger locomotives, and 4) in freight locomotives, each engine to be rated as to average operating cost; prizes to be: first prize \$120; second prize \$100; third prize \$80 and fourth & fifth prizes \$60; firemen to get 50% of amount paid to engineer; to run for one year from May 1. (MB)
- Apr. 13, 1863 Camden & Amboy Railroad closes bids for double-tracking the new direct line between Deans Pond and Trenton. (ARJ)
- Apr. 13, 1863 Now in charge of the Dept. of the Ohio, Gen. Ambrose E. Burnside orders the death penalty for anyone found aiding the Confederacy and the deportation of Confederate sympathizers across the lines. (Long)
- Apr. 14, 1863 New LIRR Board elected consisting of Oliver Charlick (1813-1876), William F. Havemeyer (1804-1874), Albert Havemeyer, John M Freeman, James M. Waterbury, and John T. Yelverton of New York and Charles Camblos, E.N. Maitland, Charles B. Wainwright and A. Hart of Philadelphia; Oliver Charlick elected Pres. of LIRR with backing of his friend Mayor William F. Havemeyer, the most influential stockholder, and given broad powers; replaces Coffin Colket and ends control of company by Philadelphians; begins rehabilitation of property. (MB, Seyfried)
- Apr. 14, 1863 Connecting Railway Company incorporated in Pa. to build link between Camden & Amboy at Frankford and PRR in West Philadelphia; A.J. Cassatt named Assistant Engineer. (PL, C&C)
- Apr. 14, 1863 California, Philadelphia & European Steamship Company may increase its capital stock to \$2 million to build 4 ships; any railroad (meaning the PRR) may subscribe and guarantee its dividends. (PL)
- Apr. 14, 1863 Ohio act requires railroads to afford equal facilities for through and way

freight. (PL, Digest)

- Apr. 15, 1863 E. A. Stevens writes to the New Jersey Railroad demanding that they order the Jersey City & Bergen Railroad to connect with the Jersey City & Hoboken Horse Railroad. (MB)
- Apr. 15, 1863 PRR, Northern Central Railway, Elmira & Williamsport Railroad, Erie Railway, and Buffalo, New York & Erie Railroad sign agreement creating a joint through line between Philadelphia and Buffalo, effective May 1; NC is to lease Elmira & Williamsport, while Erie provides running rights over Chemung Railroad and Buffalo, New York & Erie; Elmira & Williamsport had tried to get Philadelphia & Reading to operate the traditional trunk route to Buffalo via Elmira and Canandaigua, but Pres. Smith refused. (NC v. Erie, USRR&MR)
- Apr. 15, 1863 Eaton & Hamilton Railroad Board authorizes building a new station at Eaton. (MB)
- Apr. 1863 PW&B runs an experimental trip of a coach fitted with Ruttan's patent ventilator, designed to keep out dust and patented on Dec. 5, 1848; the device, invented by Henry Ruttan of Cobourg, Canada, has air intake scoops on the roof which force the air over water tanks mounted under the car. (ARJ, GooglePtnt)
- Apr. 1863 Frank J. Firth (1842-1912) named Engineer of Renovo Shops. (PRRMN)
- Apr. 1863 Dayton & Union Railroad begins operating over the Dayton & Western Railroad between Dayton and Dodson and abandons its own track between those points. (McIntosh)
- Apr. 1863 U.S. Military Railroads abandons that portion of the Norfolk & Petersburg Railroad between Suffolk and Zuni for the duration of the war. (Cnls&RRs)
- Apr. 16, 1863 Joint Companies Executive Committee authorizes an additional \$210,000 loan to the government; authorizes a \$25,000 loan to the Salem Railroad. (MB)
- Apr. 16, 1863 Adm. David D. Porter's flotilla of gunboats and transports fights its way down the Mississippi under the guns of Vicksburg in a tremendous nighttime artillery duel; it is the opening move in Gen. Grant's plan to get his forces south of Vicksburg and attack it from its weak side. (JSmith)
- Apr. 17, 1863 N.Y. Legislature passes bill to permit Brooklyn Central & Jamaica Railroad to operate steam dummy locomotives in Atlantic Avenue between Classon Avenue in Bedford and East New York during certain hours; no freight other than milk and perishables is to be carried between 5:00 PM and 10:00

AM; part of the money paid under act closing the Atlantic Avenue tunnel is to be refunded to property owners in the affected section, but with a deduction for the loss suffered by the LIRR from closing the tunnel. (NYT - unclear if was vetoed - BrklnEgle says Gov. Horatio Seymour refused to sign it - does not show in NYState)

- Apr. 17, 1863 New Jersey Railroad sells its ferryboat *Philadelphia* to the federal government for war duty. (HC)
- Apr. 17, 1863 Northern Central Railway Board appoints a committee to confer with the Cumberland Valley Railroad on bridge tolls at Harrisburg; authorizes a telegraph line along the Shamokin Valley & Pottsville Railroad; authorizes extending the SV&P to a connection with the New York & Middle Coal Field & Railroad Company east of Mount Carmel. (MB)
- Apr. 17, 1863 Last rail laid on the Atlantic & Great Western Railroad at Akron; in the afternoon, Chief Engineer Thomas W. Kennard and other officers arrive in his luxurious private car. (Perrin - based on newspapers)
- Apr. 17, 1863 Topographical engineer Howard Stansbury (1806-1863) dies at Madison, Wisc. (WwasW)
- Apr. 1863 Baldwin completes PRR 4-4-0 tank locomotive No. 251; used as officers' locomotive. (Lovell)
- Apr. 1863 Orange & Alexandria Railroad reopens briefly from Alexandria to Bealeton to supply army on Rappahannock; soon cut back to Manassas. (OR)
- Apr. 18, 1863 Pottsville lawyer Charlemagne Tower (1809-1889) is commissioned as Provost Marshall to organize the draft in Schuylkill and Lebanon Counties; he requests a guard of 30 cavalrymen but is given 20 infantry. (Bridges)
- Apr. 19, 1863 Northern Central Railway puts on second local round trip between Baltimore and Parkton. (BaltAm)
- Apr. 20, 1863 New station at Clinton Street in Trenton, N.J., opens at 12:30 AM, replacing State Street Station as the main line stop; new track connection opens between old Camden & Amboy line and Clinton Street; station is located between the east and westbound tracks. (StGaz, RyW)
- Apr. 20, 1863 Pres. Lincoln proclaims the admission of West Virginia to the Union. (Thorpe)
- Apr. 21, 1863 New York City Board of Aldermen grants a franchise to the New York & Harlem Railroad to build a streetcar line on Broadway, part of a plan to block a bill being sought by steamboat and streetcar entrepreneur George

Law from the Republican legislature in Albany; it may build a line from Fourth Avenue between 17th & 15th Streets down Broadway to Whitehall Street and down State Street and Whitehall Street to South Ferry, with a loop line through John & Fulton Streets to the Fulton Ferry; it is also allowed to build on 23rd Street and up Madison Avenue as far as it is opened; the bill claims that the company has “offered” to pay 10% of the gross receipts to the city annually to relieve the tax burden, and maintain the street from curb to curb; this long-sought privilege to build on the city’s most fashionable main street has always been opposed by wealthy property owners and the omnibus interests; during the night session, a deputy sheriff tries to serve injunctions issued by Judge Horton to get them to desist in passing the resolution; the Aldermen demand kickbacks of about \$100,000 and begin speculating in Harlem stock; Harlem stock jumps quickly to 75 for par-50 shares. (NYT, Valentine, Stiles, Harlow)

- Apr. 22, 1863 Western Insurance & Transportation Company incorporated in Pa. to conduct a fast freight business over PRR and connecting lines; has powers under general law for insurance companies to conceal its primary function as a transportation company after last year's defeat of Philadelphia & Eastern; incorporation of a business formerly conducted by Thomas S. Clarke and William Thaw of Pittsburgh, H.H. Houston, William F. Leech, George W. Cass, Thomas L. Jewett, and Tom Scott. (PL, Church)
- Apr. 22, 1863 N.Y. Legislature passes George Law’s Broadway Railroad bill; Gov. Horatio Seymour delays signing. (NYT)
- Apr. 22, 1863 Gen. Grant succeeds in moving his troop transports down the river past Vicksburg. (JSmith)
- Apr. 22, 1863 Richard D. Wood, Algernon S. Roberts and Edward Roberts inspect their new coal lands on Six Mile Run in the Broad Top Coal Field. (Wood)
- Apr. 23, 1863 LIRR Board authorizes the purchase of the branch from Hicksville to Syosset. (MB)
- Apr. 23, 1863 Mayor George Opdyke signs the Common Council resolution on the New York & Harlem’s track in Broadway; issues a statement that this franchise gets the city better terms; New York & Harlem Railroad breaks ground for its Broadway line at Union Square, at 15th Street, and near the Battery to preempt the ground; George Law’s group begins work at 14th Street above and below the Harlem track, and near the Battery in a counter-attack before their charter is signed; the work is quickly blocked by a preliminary injunction in the case of *New York Consolidated Stage Company v. City of New York and New York & Harlem Railroad Company* and is never finished. (NYT, Valentine, Stiles)

- Apr. 23, 1863 Trunk Line meeting held at the St. Nicholas Hotel in New York chaired by Nathaniel Marsh of the Erie, with Lewis L. Haupt of the PRR as Secretary; adjourn to meet at Buffalo on Apr. 29 to consider commissions paid on passenger traffic and increasing emigrant rates. (NYT)
- Apr. 23, 1863 Little Miami Railroad Board approves the joint operating contract with the Cleveland, Columbus & Cincinnati, retroactive to Feb. 1, 1863. (MB)
- Apr. 24, 1863 Jersey City ordinance grants the Jersey City & Bergen Railroad the right to lay tracks from Newark Avenue & Bay Street up Bay Street to Erie Street, thence to 2nd Street, to Prevost Street, to Pavonia Avenue and down to the Erie ferry. (Digest)
- Apr. 25, 1863 New Jersey Railroad responds to E. A. Stevens that they have not the right to dictate to the Jersey City & Bergen Railroad but will urge them to make arrangements with the Jersey City & Hoboken Horse Railroad. (MB)
- Apr. 26, 1863 Confederate raiders under Gen. William E. Jones (1824-1864) and Gen. John D. Imboden (1823-1895) begin a raid into Maryland and West Virginia with an attack on the B&O at Oakland, Md.; the aim is to overthrow the Wheeling government, cut the B&O and North Western Virginia Railroad lines and loot the area; the main force under Imboden remains to the south, while Jones operates against the B&O; destroys the B&O's Youghiogheny River bridge; later in the day, Jones is repulsed in an attack on the B&O's Cheat River bridge at Rowlesburg. (Summers, Bain, B&O AR)
- Apr. 27, 1863 Gen. Joseph Hooker, whose forces outnumber Lee's two to one, crosses the Rappahannock west of Fredericksburg in an attempt to turn Lee's left flank. (EAH - verify - see below)
- Apr. 27, 1863 Jones raiders pass through Kingwood and Morgantown; burn B&O shops at Newburg. (B&O AR)
- Apr. 28, 1863 Jones raiders arrive in Fairmont and destroy B&O's Monongahela Bridge; reopened in about three weeks. (B&O AR)
- Apr. 28, 1863 State of Ohio deeds to the City of Cincinnati the bed of the outlet of the Miami & Erie Canal to be used as a sewer and covered by a street (Eggleston Avenue). (Church)
- Apr. 29, 1863 PRR Board approves \$400,000 advance for relief of Central Ohio Railroad to secure a contract for the joint use of its road between Newark and Columbus. (MB)
- Apr. 29, 1863 Two-day Trunk Line meeting concludes at Buffalo; appoint a five-man

committee with authority to manage affairs and call meetings of presidents on ten days notice; agree to establish union agencies in Boston and New York. (ARJ, USRR&MR)

- Apr. 9, 1863 Cleveland, Zanesville & Cincinnati Railroad Board accepts the proposal of the Atlantic & Great Western Railroad to purchase right-of-way through the depot grounds at Akron. (MB - verify)
- Apr. 29, 1863 Army of the Potomac under Gen. Joseph Hooker begins crossing the Rappahannock River above Fredericksburg. (Wagner)
- Apr. 30, 1863 PRR offices are closed because of national fast day proclaimed by Pres. Lincoln. (MB)
- Apr. 30, 1863 Jones raiders burn North Western Virginia Railroad bridges at Bridgeport. (Summers)
- Apr. 30, 1863 Gen. Grant moves his main force across the Mississippi at Bruinsburg, well south of Vicksburg and prepares to assault the city from the east. (JSmith)
- May 1, 1863 New Jersey Railroad leases the Liberty Street pier for three years to Daniel Drew of the New Jersey Steamboat Company; leases the Cedar Street pier to the Troy Line. (MB)
- May 1, 1863 Erie Railway leases Buffalo, New York & Erie Railroad, giving it a second route to Buffalo from Corning, under agreement of Feb. 27, 1863. (Minor)
- May 1, 1863 Northern Central Railway leases Elmira & Williamsport Railroad under agreement dated Apr. 15 and secures operating rights over Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad, then controlled by New York & Erie Railroad; third rail added between Elmira and Canandaigua in 1868. (does this contract include joint use of Erie and Buffalo, N.Y. & Erie, Elmira-Buffalo? - yes this is for use of BNY&E not EJ&C- Chemung purch. not mentioned until 1864 or 65 AR - E&W is correct per Val, C&C)
- May 1, 1863 Northern Central Railway divided into four divisions: Baltimore Division with S.S. Blair, Superintendent at York; Susquehanna Division, W.D. Hays, Superintendent at Harrisburg; Shamokin Division with Alfred R. Fiske, Superintendent at Shamokin; Elmira & Williamsport Division with H.A. Fonda, Superintendent at Williamsport; H.S. Goodwin, now Superintendent of the Catawissa Railroad is appointed Chief Engineer-Maintenance of Way; C.M. Lewis retained as Master of Machinery; A.C. Schermerhorn appointed General Western Agent for traffic between Elmira and Buffalo. (MB, USRR&MR - NB Balt, Sus & Shamokin existed earlier)

- May 1, 1863 Western Division Canal abandoned between Johnstown and Blairsville. (AR)
- May 1, 1863 Elmira Division (NC) created from former Elmira & Williamsport Railroad.
- May 1, 1863 Philadelphia & Baltimore Central Railroad resumes operation of its property from the receiver without foreclosure. (Val)
- May 1, 1863 Allegheny Valley Railroad establishes a separate freight train and discontinues mixed train service. (AR)
- May 1, 1863 Eaton & Hamilton Railroad opens between _____ and _____.
- May 1, 1863 Jeffersonville Railroad Board approves a plan for a new passenger depot at Jeffersonville. (MB)
- May 1, 1863 Work ends on the Schuylkill Haven & Lehigh River Railroad under the terms of the Mine Hill & Schuylkill Haven Railroad's lease to the Reading. (AR)
- May 1, 1863 First day of four-day Battle of Chancellorsville west of Fredericksburg; Stonewall Jackson blunts Gen. Joseph Hooker's advance before his troops can emerge from an area of dense second-growth woods west of Fredericksburg known as The Wilderness; Hooker takes up defensive positions at Chancellorsville on the Orange Turnpike. (EAH, Long, Alexander)
- May 1, 1863 Dayton & Michigan Railroad (Dayton-Toledo) leased to the Cincinnati, Hamilton & Dayton Railroad. (Drury, Waggoner)
- May 2, 1863 Stonewall Jackson marches his men around the right flank of Hooker's army and begins a devastating attack from the rear, but just as he prepares to deliver a knockout blow, Jackson is mortally wounded by his own men, who mistake his small scouting party for Union cavalry in the twilight confusion; the break caused by the transfer of Confederate command allows Hooker to bring up reinforcements and protect his escape route back across the river; future PRR official William J. Sewell (1835-1901) assumes command of a brigade under fire, for which he is later awarded the Congressional Medal of Honor; future PRR VP John P. Green (1839-1924) is knocked over by a shell but survives; Jackson dies of pneumonia on May 10. (Alexander, CongBio, DAB, PR)
- May 4, 1863 Richard D. Wood settles his contract with Charles B. Dungan and receives \$100,000 Cape May & Millville Railroad bonds, \$98,000 for himself and \$2,000 for the Millville & Glassboro Railroad. (Wood)

- May 4, 1863 B&O restored except for the Monongahela Bridge at Fairmont. (B&O AR)
- May 4, 1863 Columbus & Xenia Railroad authorizes agreements with Cleveland, Painesville & Ashtabula Railroad, Bellefontaine & Indiana Railroad, Indianapolis, Pittsburgh & Cleveland Railroad, Central Ohio Railroad and Steubenville & Indiana Railroad, providing that the main route between Lake Erie and the Ohio River remains via Columbus and Xenia; denies request of Central Ohio Railroad for temporary loan of \$400,000 to refund its bonds with Robert Garrett & Co., but notes PRR will advance money in return for half interest in line between Newark and Columbus. (MB)
- May 5, 1863 West Jersey Railroad Board appoints a committee to arrange a special rate for the West Jersey Marl & Transportation Company, which is about to open marl pits. (MB)
- May 5, 1863 Gen. Hooker orders his forces back across the Rappahannock to Falmouth; Herman Haupt's plans to rebuild the Rappahannock railroad bridge are cancelled after the materials have been brought into place. (Carhart, Alexander, Haupt)
- May 7, 1863 3,000 prisoners from the Battle of Chancellorsville forwarded to Philadelphia over PW&B. (Bain)
- May 7, 1863 N.Y. Gov. Horatio Seymour vetoes George Law's bill for a streetcar line on Broadway; the price of New York & Harlem Railroad stock soars to 105, nearly double its price at the start of the Broadway episode. (NYT, Stiles)
- May 7, 1863 Jones raiders burn timbering in North Western Virginia Railroad tunnel No. 18. (B&O AR)
- May 7, 1863 Ohio Democrat and vocal war critic Clement L. Vallandigham (1820-1871) is convicted by a military court of attempting to weaken the government and is sentenced to imprisonment for the duration of the war; Lincoln later commutes the sentence to banishment, and he is deported to the South on May 26; he then goes to Canada, from which he continues to rail against the war and campaign for Gov. of Ohio; Republicans brand such active Confederate sympathizers as "Copperheads," after the silent poisonous snake. (Wagner)
- May 8, 1863 Camden & Atlantic Railroad Board appoints a committee to negotiate with the owners of the steam railcar *Little Giant* who propose to rent it to the Camden & Atlantic to operate 8 months a year making 4 trips to Haddonfield and 3 to Longacoming (Berlin). (MB)
- May 8, 1863 Little Miami Railroad Board reports that it has asked the PRR to take an issue of \$400,000 bonds to refund the Third Mortgage bonds of the Central

- Ohio Railroad; debates the “confidential proposal” of Thomas W. Kennard of the Atlantic & Great Western and appoints a committee to continue negotiations. (MB)
- May 8, 1863 Cleveland & Toledo Railroad, Cleveland, Columbus & Cincinnati Railroad, Cleveland & Erie Railroad and Buffalo & Erie Railroad sign an agreement pooling earnings, but the Buffalo & Erie fails to ratify it. (ARJ)
- May 8, 1863 Brotherhood of the Foot-Board organized at Marshall, Mich. by employees of the Michigan Central Railroad, Michigan Southern & Northern Indiana Railroad and others; later renamed Brotherhood of Locomotive Engineers; first major railroad labor union. (ble-t)
- May 8, 1863 Union troops seize Thomas K. Robson, editor of the rabidly pro-South *Easton Star* of Talbot County, Md., and deport him behind Confederate lines in Virginia. (Preston)
- May 9, 1863 The case of *New York Consolidated Stage Company v. City of New York and New York & Harlem Railroad Company* is tried in the Superior Court, which continues the injunction in force. (NYT)
- May 9, 1863 Erie & Pittsburgh Railroad secures trackage rights over Cleveland, Painesville & Ashtabula (later LS&MS) between Erie and North Girard, Pa. (Church)
- May 9, 1863 Jones raiders attack the North Western Virginia Railroad only 20 miles from its Ohio River terminus at Parkersburg. (Summers)
- May 11, 1863 Albert W. Markley (1825-1875) elected a director of the Delaware & Raritan Canal Company, replacing James S. Green (1792-1862), deceased. (MB)
- May 11, 1863 Connecting Railway opens books at 4 Willings Alley; J. Edgar Thomson subscribes 1,976 shares; the rest is subscribed in small lots by PRR officers. (MB)
- May 11, 1863 Baltimore ordinance permits the Northern Central Railway to build tracks on Central Avenue; are to remove the tracks from the center of the street and build one on each side between Orleans Street and Eastern Avenue. (MB)
- May 13, 1863 PRR Board adopts new organization: General Office Dept. created, consisting of President, Vice Presidents, Secretary, and Treasurer; Standing Committee on Canals created. (MB, Org)
- May 13, 1863 PRR Board approves improvements in facilities for handling livestock at

- Pittsburgh including new stockyards at East Liberty to be leased to the Pittsburgh Union Stock Yard Association. (MB)
- May 13, 1863 Jersey City & Bergen Railroad opens from Jersey City to Bayonne (about 33rd Street), running via Grand Street, Ocean Avenue and Avenue D (Broadway); Ocean Avenue and Avenue D are not yet opened, and the railroad simply occupies the empty ground. (VanBuskirk)
- May 13, 1863 Cornelius Vanderbilt, who has been buying New York & Harlem Railroad stock, asks Erastus Corning to serve on the Board; he declines. (Stiles)
- May 13, 1863 Worthy S. Streator gives William Reynolds for the Atlantic & Great Western Railroad the first option to buy a majority of the Oil Creek Railroad, 6,000 shares at \$300,000 par value for \$450,000 but with a down payment of \$375,000; this is too large, and T.W. Kennard fails to accept the deal within the deadline. (Felton)
- May 14, 1863 Morris & Essex Railroad executes the Oct. 1, 1862 contract to purchase the branch of the New Jersey Railroad between East Newark Jct. and the M&E station at Broad Street, Newark. (DL&WCorp)
- May 14, 1863 B&O main line restored after Jones-Imboden raids. (B&O AR)
- May 14, 1863 Gen. Grant and the Army of the Tennessee capture and burn Jackson, the capital of Mississippi, severing the railroad lines, after Gen. Joseph E. Johnston withdraws his outnumbered defense force; Jackson is the third Confederate state capital to fall; Vicksburg is now isolated. (McPherson, JSmith)
- May 15, 1863 Connecting Railway receives letters patent. (MB)
- May 15, 1863 Tom Scott elected a director of the Northern Central Railway. (MB)
- May 1863 PRR begins construction of new Pittsburgh station and new right of way on the south side of Liberty Street. (AR)
- May 1863 J. Edgar Thomson offers to meet Worthy S. Streator's price of \$150 per share for the Oil Creek Railroad, which would give Streator a 50% profit; Atlantic & Great Western Railroad had been given first choice, but they refused his price; however, Streator postpones the sale.
- May 1863 Daniel J. Morrell (1821-1885) of the Cambria Iron Company, William M. Lyon (1809-1889) and James Park (1820-1883) of Pittsburgh join Capt. Eber B. Ward and Z.S. Durfee in controlling the William Kelly patents for making pneumatic steel and form the Kelly Pneumatic Process Company. (Swank)

- May 16, 1863 Herman Haupt reports to Gen. Henry W. Halleck on portable track-wrecking apparatus invented by Eben C. Smeed; it twists rails like a corkscrew; with it, a cavalry force of 440 men can destroy a mile of railroad an hour; it forces the Confederates to cannibalize perfectly good rail lines to get replacement rail. (Haupt, Ward)
- May 16, 1863 New injunction issued against the New York & Harlem Railroad laying track in Broadway in the case of *The People v. the City of New York and the New York & Harlem Railroad Company*; hearing set for May 25. (NYT)
- May 16, 1863 Gen. Grant defeats Gen. John C. Pemberton at the Battle of Champion Hill about halfway between Jackson and Vicksburg; Confederate Gen. Lloyd Tilghman (1816-1863), who had been a civil engineer on the Baltimore & Susquehanna Railroad and the Eastern Shore Railroad before the war, is killed by an exploding shell while leading his troops; Pemberton falls back on his defenses along the Big Black River instead of abandoning Vicksburg and trying to link up with Gen. Johnston to the east. (J. Smith, wiki)
- May 16, 1863 New Castle & Beaver Valley Railroad Board authorizes the contractors to increase wages to \$1.50 a day because of the labor shortage. (MB)
- May 17, 1863 Cooper Shop Refreshment Saloon Committee receives donation of a plot at Mount Moriah Cemetery for soldiers who die at their hospital. (Scharf)
- May 17, 1863 Attacking from the east at the climax of a successful 17-day campaign, Gen. Grant shatters Gen. John C. Pemberton's lines at the Big Black River, forces Pemberton back into Vicksburg and lays siege to the town; Pemberton loses two-thirds of his men, and the rest are completely demoralized. (McPherson, Wagner, JSmith)
- May 18, 1863 Philadelphia ordinance authorizes abandonment of the City Railroad on Market Street east of 8th Street and on Broad Street from Olive Street (Penn Square South) to South Street and the repair of the remaining sections. (Digest)
- May 18, 1863 At the annual election, the Vanderbilt interests gain control of the New York & Harlem Railroad; Vanderbilt, Horace F. Clark, James H. Banker, VP of the Bank of New York, Augustus Schell and Addison G. Jerome are elected directors; the stock soars to 116. (Stiles/MB, Harlow)
- May 18, 1863 Henry B. Fidderman elected Pres. of the Junction & Breakwater Railroad, replacing John W. Houston, resigned. (MB)
- May 19, 1863 Cleveland & Pittsburgh Railroad Board authorizes purchase of depot site in Pittsburgh; approves contract for joint operation with PFW&C of Dec.

1862. (MB)

- May 19, 1863 Cornelius Vanderbilt is elected Pres. of the New York & Harlem Railroad, beginning a new career as a railroad system-builder; replaces Allan Campbell (1815-1894) resigned; Vanderbilt agrees to serve without salary and overhaul the troubled company's finances; William E. Morris is elected VP to manage day-to-day operations; other directors include William S. Wetmore, Daniel Drew, Augustus Schell and Addison G. Jerome; an Executive Committee is created consisting entirely of Vanderbilt allies, including his son-in-law Horace F. Clark as Chairman, Augustus Schell, James F. Banker, A.B. Baylis and John Steward; Drew then proceeds to double-cross Vanderbilt by joining with City Council members to sell Harlem short and then cancel its Broadway franchise. (ARJ, Stiles)
- May 19, 1863 Gen. Grant's first assault on Vicksburg is repulsed, but the Confederate defenders lose ground. (Wagner)
- May 20, 1863 Accident on the Camden & Amboy Railroad. (MB - check NJ State or on P&T?)
- May 20, 1863 Cape May & Millville Railroad opens between Millville and Port Elizabeth (Manumuskin). (USRR&MR, ARJ, Andrew)
- May 20, 1863 Cincinnati & Chicago Air-Line Railroad Board authorizes issuing new bonds in exchange for the old bonds of the New Castle & Richmond Railroad. (MB)
- May 21, 1863 Dillard Ricketts returned to the presidency of the Jeffersonville Railroad, replacing George MacLeod; George H. Ellery elected VP; A. S. Crothers reelected General Superintendent; company authorizes negotiations with the Ohio & Mississippi Railroad on laying a third rail for O&M traffic between Seymour and Jeffersonville. (MB)
- May 22, 1863 Joel N. Converse of Union City elected VP of the Union & Logansport Railroad; he becomes the leader of the enterprise; Board authorizes the sale of \$150,000 in stock; the Bee Line has implied that if the company pays for the grading, the Bee Line will supply the iron. (MB)
- May 22, 1863 Gen. Grant's second attack on Vicksburg is repulsed in fierce fighting, and Grant settles in to a siege. (Wagner)
- May 23, 1863 New Jersey Railroad Board authorizes \$500 for a monument to the late VP John P. Jackson in Newark's Mount Pleasant Cemetery. (MB)
- May 23, 1863 Accident on the Camden & Amboy Railroad. (MB- check)

- May 23, 1863 A train load of wounded soldiers bound for New York being coasted onto the train ferry at the foot of Washington Avenue, Philadelphia, runs away and comes to rest hanging off the stern. (PubLdgr)
- May 23, 1863 Columbus & Xenia Railroad requires Union loyalty oath from all employees. (MB)
- May 25, 1863 Joint Companies Executive Committee orders Ashbel Welch to examine the accidents of May 20 and May 23; authorizes double-tracking the Philadelphia & Trenton Railroad from the Delaware River to Frankford; Joseph P. Bradley to investigate the legality of the Camden & Amboy operating the Philadelphia & Trenton Railroad and of buying the Trenton-Delaware Bridge Company stock. (MB)
- May 25, 1863 West Chester & Philadelphia Railroad rejects crossing proposed by Junction Railroad. (MB)
- May 25, 1863 First through train arrives in Akron from Jersey City via Atlantic & Great Western Railroad. (USRR&MR - revenue service 6/1 - Felton says 6/16)
- May 26, 1863 Moshannon Railroad receives letters patent. (C&C)
- May 26, 1863 Atlantic & Great Western Railroad rails reach Akron. (HistPrtgCo - see 4/17)
- May 26, 1863 On the advice of its lawyers, the Camden & Atlantic Railroad Board decides that all Raritan & Delaware Bay Railroad freight is to be carried at local rates rather than a joint through rate; the Camden & Atlantic is trying to distance itself from the R&DB's struggle with the Camden & Amboy. (MB)
- May 27, 1863 Herman J. Lombaert (1816-1885) elected Second VP in charge of managing accounts; Samuel G. Lewis named Auditor; Robert W. Beatty First Assistant Auditor, and Thomas R. Davis Second Assistant Auditor. (are all these eff. 6/1?)
- May 27, 1863 Mahlon Vail grants Belvidere Delaware Railroad use of Morse telegraph patents and one line between Trenton and South Amboy via Lambertville and Flemington, plus Phillipsburg to Belvidere. (Lee)
- May 27, 1863 PFW&C Board approves contract with PRR and Western Transportation Company to build a joint stock yard 10 miles east of Pittsburgh, to be leased to private operators. (MB)
- May 27, 1863 In New York City, a federal draft agent arrests auctioneer Thomas Gaffney for forcibly resisting enrollment. (Wagner)

- May 27, 1863 Noble & Delamater Oil Company brings in a “gusher” yielding 3,000 barrels a day south of Shaffer Farm in the Oil Region. (Babcock)
- May 28, 1863 LIRR Board authorizes building a branch from Mineola to Glen Cove, providing the residents loan the LIRR the construction money at 6% in return for a First mortgage. (MB)
- May 28, 1863 First elections held in the new State of West Virginia. (Sobel)
- May 29, 1863 Little Miami Railroad Pres. William H. Clement and ex-Gov. William Dennison report to the Little Miami Railroad Board on a visit to New York to negotiate an alliance with the Atlantic & Great Western; the Board votes 6-2 to draw up a contract on the basis of the A&GW’s “confidential proposal”; Pres. Clement reports that he has bought the first \$200,000 installment of Central Ohio Railroad bonds with money loaned by the PRR. (MB)
- May 29, 1863 With founder Duff Green in the Confederacy, Oliver W. Barnes and Charles M. Hall call a meeting of the Pennsylvania Fiscal Company; they subscribe for 95% of the stock and begin negotiations to sell the company to George Francis Train (1829-1904), the agent of Thomas C. Durant (1820-1885), one of the promoters of the Union Pacific Railroad. (Green)
- June 1, 1863 Joint Companies' Executive Committee authorizes altering cars to fill Camden & Amboy's quota for through New York-Washington service; all such cars are to have a uniform exterior; C&A prefers 6-wheel trucks; authorizes construction of car paint shop at Trenton; authorizes Edwin A. Stevens to buy wharf south of Barclay Street ferry in New York; hears Morris Buckman's proposal to build a coal terminal at Bergen Point. (MB)
- June 1, 1863 Lykens Valley Railroad & Coal Company makes a new lease of its railroad to Josiah Caldwell, T. B. Winchester, Eben Manson, W. L. Beale and John B. Prince and cancels the 1861 lease to Henry Thomas. (MB)
- June 1, 1863 Pittsburgh ordinance grants the Pittsburgh & Steubenville Railroad a right-of-way within the city. (MB)
- June 1, 1863 B&O agrees in principle to lease Pittsburgh & Connellsville upon completion as part of trunk line. (AR)
- June 1, 1863 Railroads agree to location of Union Depot at Erie, Pa. (USRR&MR)
- June 1, 1863 Cleveland, Columbus & Cincinnati Railroad and Little Miami/Columbus & Xenia Railroads agree to continue pooling income and earnings of line between Cleveland and Cincinnati, including sharing rents of leased

companies, in lieu of consolidation. (Church, MB, Black)

- June 1, 1863 Columbus & Xenia Railroad Board authorizes purchase of \$250,000 in stock and Second Mortgage bonds of Dayton & Western Railroad; borrowing \$50,000 to loan Central Ohio Railroad in return for its Third Mortgage bonds. (MB)
- June 1, 1863 Atlantic & Great Western Railroad opens between Warren, Ohio, and Franklin Mills. (Felton - verify - ARJ say first wk of Apr.)
- June 1, 1863 Eastern Coalfields Branch of Atlantic & Great Western Railroad opens from Buchanan Jct. near Meadville to Franklin, Pa., but the rails are too light; gives the A&GW a second broad-gauge route into the Oil Region. (Reynolds, ARJ)
- June 1, 1863 James C. Stone, Andrew J. Isacks, James H. McDowell and Thomas Ewing, Jr., sell controlling interest of Leavenworth, Pawnee & Western Railroad to John C. Fremont and Samuel Hallett & Co. for \$200,000 providing they assume all liabilities, including promises of stock and land given as bribes to secure Delaware Indian lands and passage of Pacific Railway Act; Hallett apparently has enticed Fremont to invest most of his money by holding out the prospect of large speculative profits. (Petrowski)
- June 2, 1863 Head-on collision between the 2:00 PM from New York and the 6:00 PM mixed train from Camden at Fish House on the Camden & Amboy Railroad; 2 locomotives wrecked but only 2 injured. (NYT)
- June 2, 1863 Little Miami and Columbus & Xenia Railroads agree with Atlantic & Great Western Railroad and Cincinnati, Hamilton & Dayton Railroad to lay third rail for 6'-0" gauge from Cincinnati to Urbana via Dayton and Springfield; Columbus & Xenia Railroad approves negotiations for lease of Sandusky, Dayton & Cincinnati Railroad. (MB)
- June 3, 1863 PRR grain elevator opens at foot of Washington Avenue in Philadelphia. (Scharf)
- June 3, 1863 Peace Convention organized by Copperhead Democratic Mayor Fernando Wood is held at Cooper Union in New York City; it paints the war as one that the poor are forced to fight on behalf of the rich and raises the specter of emancipated slaves coming north to take white jobs. (Borrows/Wallace)
- June 3, 1863 Portions of Lee's army begin leaving Fredericksburg for Culpeper preparatory to a second invasion of the North. (Alexander, Mingus)
- June 3, 1863 Alvin C. Goell deeds his Philadelphia-South Amboy telegraph line to American Telegraph Company.

- June 4, 1863 Union observation balloons spot Confederate units moving from Fredericksburg. (Mingus)
- June 4, 1863 Draft officers are driven off by force at New Castle, a mine patch town in Schuylkill County, Pa., and in rural Heggins Township by Pennsylvania Dutch farmers. (OR)
- June 1863 Learning that Lee is on the move again, Tom Scott again sends William Bender Wilson and scouts to Williamsport, Md.; Alexander Lloyd and 12 other men from Hollidaysburg are stationed as scouts along the telegraph line running along the Southern Turnpike between Chambersburg and Bedford about 70 miles south of the railroad; a second force from the Altoona Shops is stationed near Mount Dallas in Bedford County. (WBWilson, WHWilson)
- June 5, 1863 Northern Central Railway contracts with the New York & Middle Coal Field Railroad & Coal Company to forward 20,000 tons of Shamokin-area coal a year to New York for 5 years; the Shamokin Valley & Pottsville Railroad's Lancaster Branch is to be extended 0.5 mile to meet the NY&MCFRR&CC at Hickory Swamp; however, the railroad of the NY&MCFRR&CC is not built, and the company is later purchased by the Lehigh Valley Railroad for its coal lands. (MB)
- June 5, 1863 Banker Francis Martin Drexel (1792-1863), founder of Drexel & Co., dies at Philadelphia of injuries received when he falls under a train at the Pottstown station; his son Anthony J. Drexel (1826-1893) becomes head of the firm. (Hopkinson, AmScssflMen)
- June 6, 1863 New Jersey Railroad Board authorizes building six passenger cars for New York-Washington service; authorizes building a machine shop and engine house at Jersey City; authorizes examinations for alternate routes for running through the east side of Newark. (MB)
- June 6, 1863 Philadelphia & Trenton Railroad Board authorizes double-tracking between Trenton Bridge and Kensington; also building railroad in Delaware Avenue between Callowhill and Washington Streets. (MB)
- June 6, 1863 Pennsylvania equity court refuses the Catawissa Railroad's request for an injunction to permit it to continue to operate over the Elmira & Williamsport Railroad at Williamsport; denied because there is no connection at Williamsport, as the Catawissa Railroad ends at Milton. (USRR&MR)
- June 6, 1863 Leavenworth, Pawnee & Western Railroad renamed Union Pacific Railway Company, Eastern Division, after John C. Fremont and Samuel Hallett gain

- control; Board authorizes \$6 million in bonds to finance construction. (ICC, Anderson, Petrowski)
- June 7, 1863 War Dept. notifies the Northern Central Railway that they are in the path of Lee's invasion. (AR)
- June 7, 1863 North Western Virginia Railroad reopens after repairs from Jones-Imboden Raid. (B&O AR)
- June 7, 1863 A much-enlarged French army finally enters Mexico City; the Juaristas, the forces of the legitimate, native government, withdraw into the countryside to mount guerilla warfare. (Bierman)
- June 8, 1863 Northern Central Railway directors and guests leave Baltimore on an excursion over new route to Buffalo, Niagara Falls and Rochester. (MB, USRR&MR)
- June 8, 1863 John M. Tobin elected to the Board of the Hudson River Railroad; a former employee of Cornelius Vanderbilt's Staten Island Ferry, he is believed to be acting in the interest of his former employer; Leonard W. Jerome, Addison G. Jerome and William R. Travers are also elected. (Stiles, Harlow)
- June 8, 1863 Boston, Newport & New York Steamship Company formed as successor to the Bay State Steamboat Company (Fall River Line), whose stock has been sold to the Old Colony & Newport Railroad. (Morrison, Dunbaugh)
- June 9, 1863 Connecting Railway organized; J. Edgar Thomson elected Pres.; John A. Wilson appointed Chief Engineer. (MB, Val)
- June 9, 1863 Some 11,000 Union cavalry under Gen. Alfred Pleasonton (1824-1897) cross the Rappahannock north of Culpeper to spy on Lee's movements; they encounter J.E.B. Stuart's Confederate cavalry, and the ensuing Battle of Brandy Station just northeast of Culpeper, the largest cavalry engagement of the war, is a draw, but with greater Union casualties; however, the Union cavalry finally proves itself capable of taking on Stuart. (Carhart)
- June 9, 1863 War Dept. creates the Dept. of the Susquehanna, which is to defend the border area east of Johnstown and the Dept. of the Monongahela to defend the border in the west and calls for volunteers. (OR)
- June 10, 1863 PW&B holds a demonstration of the car equipped with Ruttan's patented ventilation system between Philadelphia and Seaford, Del., for officers of the Camden & Amboy Railroad and B&O.
- June 10, 1863 Chicago & Great Eastern Railway contracts La Crosse-Chicago to Joseph E. Young. (MB - according to C&C, C&GE not org til 6/15??)

- June 10, 1863 Illinois act authorizes purchasers of western portion of Peoria & Oquawka Railroad to form a separate company. (Church)
- June 10, 1863 The main body of Lee's force begins marching northwest towards the Potomac. (Alexander)
- June 10, 1863 War Dept. appoints Gen. Darius N. Couch (1822-1897), a veteran of Chancellorsville, to head the Dept. of the Susquehanna and Gen. William T. H. Brooks (1821-1870) to command the Dept. of the Monongahela; Couch has only 250 men available. (OR, Mingus)
- June 10, 1863 Gen. Darius N. Couch is to organize Pennsylvania and New York militia units for the defense of Pennsylvania; earthworks designed by Couch's staff are built on the west bank opposite Harrisburg by PRR engineer John A. Wilson, who is commissioned a Captain in the Pennsylvania militia; similar earthworks and blockhouses are built to protect the west ends of the Rockville and Dauphin Bridges by PRR men under Resident Engineer Joseph M. Wilson; explosive charges are also fixed on the westernmost two spans of each bridge as a last resort; Chief Engineer William Hasell Wilson is commissioned a Major on Gen. Couch's staff; the panic caused by the invasion delays the completion of the Junction Railroad at Philadelphia and stops the Reading from building its coal pier at New Castle, Del. (WHWilson, Rdg AR)
- June 11, 1863 Peoria, Pekin & Jacksonville Railroad incorporated in Illinois for purpose of reorganizing Illinois River Railroad. (Church)
- June 11, 1863 Gen. Darius N. Couch assumes command at Harrisburg; Couch and Gov. Curtin call for volunteers to defend the state; Couch sends Col. Henry Coppee (1821-1895) of the Philadelphia volunteers to Altoona to arrange with the PRR for the defense of Altoona and the bridges over the Juniata River; also to protect the gaps in the mountains towards Bedford, McConnellsburg and Loudon. (OR)
- June 11, 1863 Ohio Democrats nominate deported Copperhead Clement L. Vallandigham for Gov. (wiki)
- June 12, 1863 In response to Lee's threatened invasion, Pittsburgh civic and business leaders meet at the Monongahela House and agree to suspend all business activity and put every able-bodied man to work building fortifications to protect the city. (Nasaw)
- June 12, 1863 Banker Anthony J. Drexel (1826-1893) elected a director of the Camden & Atlantic Railroad, replacing his father Francis M. Drexel (1792-1863), deceased; Board authorizes the sale of the old locomotive *Gazelle*; sets the

fare on the steam railcar *Little Giant* at 15 cents to Haddonfield and 35 cents to Longacoming. (MB)

- June 12, 1863 Philadelphia & Elmira line moves its emigrant office from Dock Street to the Howard Express office at 607 Chestnut Street. (PubLdgr)
- June 12, 1863 Schuylkill County sheriff arrests federal draft officers for arresting draft resisters. (OR)
- June 13, 1863 B&O evacuates rolling stock from Martinsburg, Va., east of Harpers Ferry to keep it out of Confederate hands. (B&O AR)
- June 13, 1863 Cleveland & Toledo Railroad stockholders approve the pooling agreement with the Buffalo & State Line, Erie & North East, Cleveland, Painesville & Ashtabula and Cleveland, Columbus & Cincinnati Railroads; also a contract to carry freight from the Atlantic & Great Western Railroad from Cleveland. (ARJ)
- June 13, 1863 Gen. Hooker begins moving north in an attempt to stay between Lee and the capital; U.S. Military Railroads evacuate 10,000-12,000 sick and wounded to transports at Aquia Creek and transfer 126 cars and about 6 locomotives back to Alexandria. (Alexander, Johnston)
- June 14, 1863 Confederate units under Gen. Jubal Early and Gen. Edward Johnson defeat Union troops under Gen. Robert H. Milroy (1816-1890) at the Battle of Winchester, forcing his troops to retreat northward; federal forces fall back from Winchester through Martinsburg to Williamsport; the B&O is cut. (Mingus, B&O AR)
- June 14, 1863 Lee's advance units under Gen. Ewell occupy Martinsburg. (Long)
- June 14, 1863 Herman Haupt orders John H. Devereux to have a palisade built around the Alexandria shops of the U.S. Military Railroads to protect it from possible enemy attack while he is in Frederick, Md., directing the supply of the Army of the Potomac. (Rozman)
- June 14, 1863 Over the next 4 days, the U.S. Military Railroads moves supplies stockpiled by Gen. Hooker at Falmouth back to Alexandria, using canal boats lashed together and fitted with rails to float the cars north of Aquia Creek. (Rozman)
- June 14, 1863 Tom Scott wires Secretary of War Stanton of difficulties in obtaining volunteers, particularly as there can be no pay for soldiers until Congress convenes; Scott believes that he can prevail upon companies and wealthy individuals to loan funds to pay the men until Congress meets; Scott then departs for Washington to present his and Curtin's plan to Pres. Lincoln and

- Secretary of War Stanton, arriving at midnight; Curtin wants Lincoln to call for 50,000 volunteers. (OR)
- June 14, 1863 Gen. Darius N. Couch begins fortifying Harrisburg. (Mingus)
- June 14, 1863 Herman Haupt begins abandoning and stripping the Richmond, Fredericksburg & Potomac Railroad and bringing all the materials to Alexandria. (Ward, OR)
- June 14, 1863 Secretary of War Edwin M. Stanton telegraphs Gen. William T. H. Brooks commanding the Dept. of the Monongahela that Pittsburgh is in danger of attack; a hastily-convened meeting agrees on closing all stores, workshops and factories and releasing citizens to build earthworks to defend the perimeter of the city; at least 6,000 men are engaged at once. (StdHistPitts, HistAllghnyCo)
- June 15, 1863 After helping move some of Gen. Milroy's scattered troops northward and moving the most valuable Cumberland Valley Railroad equipment north to safety, Thomas R. Bard leaves Hagerstown at 9:30 AM on a handcar for Chambersburg, about a half hour before Confederates enter the town. (Hutchinson)
- June 15, 1863 Tom Scott meets with Secretaries Stanton and Seward about a call for volunteers. (OR)
- June 15, 1863 Last Union troops under Gen. Robert H. Milroy evacuate Winchester at 1:00 AM, but are already cut off by Gen. Early's forces; about 4,000 are forced to surrender; Milroy and stragglers reach Harpers Ferry; Confederate units cross the Potomac at Williamsport and advance cavalry units reach Chambersburg; crowds of refugees, especially African Americans who fear being kidnaped into southern slavery, stream north towards Harrisburg. (Long, Alexander, Mingus)
- June 15, 1863 Gen. Daniel Tyler abandons Martinsburg and retreats to Harpers Ferry. (OR)
- June 15, 1863 After Gen. Milroy's defeat, the War Dept. orders the Army to evacuate Cumberland, Md., and concentrate all forces further west at New Creek. (Williams/Allegany)
- June 15, 1863 Lincoln calls for 100,000 6-month militia from Pennsylvania, Ohio, Maryland and West Virginia to oppose Lee's invasion of Pennsylvania; Gov. Andrew Curtin calls for 50,000 as Pennsylvania's quota; response is poor; from the B&O station, Tom Scott asks Secretary of War Stanton to send 4 or 5 batteries to Gen. Couch at Harrisburg. (OR, Mingus)

- June 15, 1863 Joint Companies Executive Committee subscribes \$10,000 to the Vincentown Branch of the Burlington County Railroad; authorizes pro rata reduction of freight rates between New York and Washington; authorizes extending passenger slips and tracks at Camden as far out as slips of ferry company; contributes \$500 to a fund suggested by J. Edgar Thomson to encourage railroad travel to celebrate Fourth of July in Philadelphia; authorizes construction of six car floats for Philadelphia-Camden service, 100 freight cars, four 250' barges, and an engine house at Bordentown; authorizes new hulls for steamboats *Swiftsure*, *New Philadelphia* and *Independence*; one new tug equal to *Weehawken* and one equal to *Camden*. (MB)
- June 15, 1863 Maj. James Brady, Capt. Richard I. Dodge and John A. Wilson of the PRR climb Hummel Heights on the west side of the Susquehanna in present-day Lemoyne and begin building earthworks to defend the Harrisburg bridges; the PRR later sends railroad construction gangs. (explorepahistory)
- June 15, 1863 Northern Central Railway suspends regular service and begins moving equipment northward; most locomotives are taken to Sunbury; B&O suspends all service west of Sandy Hook, opposite Harpers Ferry. (AR)
- June 15, 1863 U.S. Military Railroads abandons the Orange & Alexandria Railroad from Manassas back to the outskirts of Alexandria until the return of the Army of Potomac from Gettysburg. (OR)
- June 15, 1863 Last tie laid on the New Castle & Beaver Valley Railroad between Homewood and New Castle, Pa., creating a link between the PFW&C and the Erie & Pittsburgh Railroad. (Durant)
- June 15, 1863 Pittsburgh & Connellsville rejects B&O proposal to lease as it refuses to accept the B&O's demand to control through rates, which would discriminate against Pittsburgh; leads to a break between pro-B&O management under Latrobe and small local holders in Pittsburgh; PRR tempts them with possibility of extending from Connellsville to Cumberland Valley Railroad for access to East. (AR, Clark)
- June 15, 1863 Strike of NYC men and dock laborers at Albany, N.Y., for an increase of 37½ cents a day; rioting is put down by the 25th Regiment of militia. (Reynolds)
- June 1863 Herman Haupt fortifies the U.S. Military Railroads shops and depots at Alexandria with a palisade and flanking bastions. (Ward)
- June 1863 Federal troops stationed in the Schuylkill County coal fields increased to 290 men and 7 officers, including two companies of the Invalid Corps, which serve to cow the miners during the enrollment of the draft. (Bridges)

- June 1863 Strike at the NYC's West Albany Shops is broken by the militia. (Neu)
- June 1863 Charles W. Durant elected Pres. of the Chicago & Rock Island Railroad, replacing Henry Farnam; John F. Tracy (1827-1878) promoted to VP & Superintendent. (Hayes)
- June 16, 1863 Panic in Harrisburg as citizens crowd trains and state papers and valuables are packed for evacuation. (Long)
- June 16, 1863 Gen. Darius N. Couch orders Maj. Charles Haldeman to raise troops to defend Columbia and Col. Emlen Franklin to protect the bridge there. (Mingus)
- June 16, 1863 Northern Central Railway begins running special trains to enable persons to evacuate their property to the North. (AR)
- June 16, 1863 Capt. Charlemagne Tower informs Col. J. V. Bomford that the Schuylkill County coal mine owners will not openly turn over their employee lists to the draft agents for fear of being killed or having their property burned, but if troops call at their doors and demand the lists, they will furnish them. (OR)
- June 16, 1863 Richard D. Wood makes a final deed and mortgage to Charles K. Landis for the Vineland Tract. (Wood)
- June 16, 1863 Atlantic & Great Western Railroad opens from Franklin Mills to Akron. (Felton - verify)
- June 16, 1863 Confederate cavalry under Col. G. W. Imboden raids Cumberland, Md., carrying off horses and food stocks. (Williams/Allegany)
- June 16, 1863 Reis, Richards & Berger reopen and enlarge the old Orizaba Iron Works at New Castle, Pa., as the Shenango Iron Works. (Durant)
- June 17, 1863 20th Pennsylvania Volunteers organized at Harrisburg; Gen. Darius N. Couch appoints Maj. Granville Haller to organize the defense of Adams and York Counties; the Northern Central Railway constructs earthworks at Wrightsville to protect the west end of the Columbia Bridge. (Mingus)
- June 17, 1863 Confederate advance guard under Gen. Richard S. Ewell crosses the Potomac. (EAH)
- June 17, 1863 Confederates occupy Cumberland and the swath between Harpers Ferry and Martinsburg; begin systematic destruction of B&O in the area, including all bridges between Harpers Ferry and Cumberland; B&O cut in numerous

places over 160 miles from Sykesville to Rawlings. (B&O AR)

- June 17, 1863 A Pittsburgh citizens' committee, including J. Kennedy Moorhead and William Thaw, call for Pres. Lincoln to declare martial law in Pittsburgh. (OR)
- June 18, 1863 Logansport & Northern Indiana Railroad sold at foreclosure to W.F. Bedell for \$15,100; no construction done. (Church)
- June 18, 1863 Gen. Darius N. Couch reports to Secretary of War Stanton that there are 4,000-5,000 militia at Altoona and other points further west, but they have not been mustered in yet; about 2,500 of Gen. Milroy's men have regrouped near Bedford Springs. (OR)
- June 18, 1863 Jeffersonville Railroad Board reviews a communication from Capt. Jenkins, Assistant Quartermaster of the Army, on extending the railroad to the river at Jeffersonville and to points above and below; appoints a committee to negotiate the purchase of the company stock owned by the City of Louisville. (MB)
- June 19, 1863 New Jersey Railroad appoints a committee to negotiate its differences with Edwin A. Stevens and the Hoboken Land & Improvement Company. (MB)
- June 19, 1863 Gen. Darius N. Couch announces the completion of Fort Washington on Hummel Heights opposite Harrisburg, but then realizes it can be opposed from higher ground a half-mile to the west; he orders additional earthworks, named Fort Couch, built there by PRR crews, although they may not have been completed before the Confederates withdraw from the area. (OR, explorepahistory)
- June 19, 1863 Chicago & Great Eastern Railway incorporated in Indiana under articles dated June 15 to build from Logansport to the Illinois state line in direction of Chicago; William D. Judson, Pres. (Church has Joseph E. Young, Pres.? -yes, C&C has Judson)
- June 20, 1863 First certificate to do business under the National Bank Act is issued to the First National Bank of Philadelphia; it is organized by Jay Cooke & Co. and E.W. Clark & Co.; state banks joining the National Bank system must either add "National" to their names or the suffix "National Association" or "N.A." (Holdsworth)
- June 20, 1863 West Virginia becomes the 35th state; having secured the separation of the western counties; the eastern W.Va. "Panhandle" counties are wrested from Virginia, with which they have more in common, so that the B&O, West Virginia's lifeline to the east, will not be in Virginia territory. (Long, Eckenrode, Summers)

- June 20, 1863 Gen. Darius N. Couch places Gen. William F. "Baldy" Smith (1824-1903) in charge of the defenses of the Susquehanna River; Smith proceeds to Altoona to inspect the line of defenses. (OR)
- June 20, 1863 Confederates occupy Frederick, Md. (Long)
- June 20, 1863 Railroads begin evacuating their rolling stock to the east bank of the Susquehanna River; Fort Case completed in Columbia; Gen. Couch has 499 men at Harrisburg, 419 in York, and 403 in Philadelphia against Gen. Jubal Early's 22,000. (Mingus)
- June 20, 1863 Troops of the Dept. of the Susquehanna skirmish with Confederate cavalry under Albert G. Jenkins at Greencastle, Pa., before being forced to withdraw up the Cumberland Valley towards Harrisburg. (wiki)
- June 20, 1863 Camden & Amboy resumes work on straight line between Deans Pond and Trenton. (AR)
- June 20, 1863 Ferry boat *Mechanic* launched for the West Jersey Ferry Company. (PubLdgr)
- June 20, 1863 Cornelius Vanderbilt learns of a bear raid against the stock of the Hudson River Railroad, that he has been buying; the price has fallen already from 140 to 123; Vanderbilt, John M. Tobin and Leonard W. Jerome then lay a trap for the bears by tricking them into signing options for selling the stock back to Vanderbilt and his allies. (Harlow)
- June 21, 1863 Confederates cut the B&O at Mount Airy, Md. (B&O AR)
- June 21, 1863 Line of emergency fortifications completed to protect Baltimore from the Confederate advance. (Scharf)
- June 21, 1863 Gen. Halleck orders Gen. Couch to build blockhouses and stockades to protect the bridges on the Northern Central Railway. (OR)
- June 21, 1862 Members of the Philadelphia First City Troop of cavalry, derided as a bunch of rich boys, arrive in Gettysburg. (Mingus)
- June 21, 1863 West Chester Railroad offers first Sunday passenger service.
- June 22, 1863 Cape May & Millville Railroad opens between Manumuskin and Dennisville and between Cape May and Cape May Court House, with nine-mile stage portage. (USRR&MR - RRs in SJ says first loco CM-CMCH w. guests 6/20!)

- June 22, 1863 U.S. Military Railroads issues timetable no. 3 for the Washington & Alexandria line, with three round trips; speed limited to 6 MPH in Henry Street, Alexandria, and in Washington; also timetable no. 5 for the Orange & Alexandria line with two round trips between Alexandria and Union Mills, about 4 miles east of Manassas. (tt in FThomsonPapers)
- June 22, 1863 First Confederate infantry crosses into Pennsylvania and occupies Chambersburg. (Mingus)
- June 22, 1863 Confederates burn the wharf and buildings at Aquia Creek. (Johnston)
- June 22, 1863 Reading begins mixed train service between Tamaqua and Ashland, in the center of the Mahanoy Coal Field over the East Mahanoy Railroad and Mahanoy & Broad Mountain Railroad. (Rdg AR)
- June 1863 Gen. William F. "Baldy" Smith and PRR Chief Engineer William Hasell Wilson examine the defenses of the area around Altoona and Hollidaysburg; at Smith's recommendation, earthworks are built in McKee's Gap by PRR MofW forces under Robert H. Lamborn (1835-1895); at Altoona Shops, all machinery not needed for immediate work is loaded onto cars in case of the need for a quick evacuation of the town. (WHWilson)
- June 23, 1863 Confederate corps of Gen. Richard S. Ewell reaches Chambersburg; Gen. Jubal Early reaches Waynesboro; Ewell is to attack Harrisburg and destroy the railroad bridges. (Alexander)
- June 24, 1863 PRR Board donates \$500 to a battery organized by the Committee of Public Safety of Pittsburgh providing it can be called on to protect the PRR. (MB)
- June 24, 1863 Gen. Lee's units start from Mercersburg towards Mount Union in hope of cutting the PRR main line; attacked at Cove Mountain Pass by a force of 27 militiamen mobilized at Huntingdon under Capt. William W. Wallace; Confederates suffer five killed and several wounded and turn back thinking they have encountered a much larger force, thus preventing their cutting the PRR. (Watkins)
- June 24, 1963 Gen. William F. Smith leaves Altoona for Bloody Run to inspect Gen. Milroy's forces. (OR)
- June 25, 1863 New York City Council members begin a speculative move to make a fortune by short-selling New York & Harlem Railroad stock; at 4:00 PM, they repeal the franchise to build on Broadway, and the stock falls to 72½; however, Cornelius Vanderbilt and his friends keep buying to corner the stock and gain control. (Stiles)

- June 25, 1863 Northern Central Railway closed by Confederate raiders during the Gettysburg campaign; all traffic halted. (AR)
- June 25, 1863 Gen. Hooker resumes marching northwest after a 6-day halt; crosses the Potomac heading for Frederick, Md. (Alexander, Mingus)
- June 25, 1863 Gen. Robert E. Lee, with his rear units, crosses the Potomac into Maryland. (Long)
- June 25, 1863 Gen. William F. Smith arrives at Harrisburg at 1:00 PM; Gen. Couch orders Gen. Milroy to hold all the passes between Bloody Run and Bedford; orders troops sent to Mount Union; Enoch Lewis informs Couch that he has only 40 men to defend two gaps near Altoona, and his rations are nearly exhausted; Couch informs Gen. Halleck that most of the men who rushed to defend Altoona are rushing back home. (OR)
- June 25, 1863 Boston, Hartford & Erie Railroad incorporated in Connecticut for the purpose of reorganizing the Hartford, Providence & Fishkill Railroad. (NHCorp)
- June 26, 1863 Gen. William F. Smith spends the next five days strengthening the defenses at Bridgeport (Lemoyne) to protect the bridges, and at Marysville to protect the Rockville and Marysville railroad bridges; assisted by Capt. John A. Wilson of the PRR. (OR)
- June 26, 1863 While crossing South Mountain towards Gettysburg, Gen. Jubal A. Early (1816-1894) burns the Caledonia Iron Works of Radical Republican Rep. Thaddeus Stevens on his own initiative and plunders its stores and stock of bar iron; the works are obsolete and unprofitable and are not rebuilt, throwing the local people out of work. (Mingus)
- June 26, 1863 Advance Confederate units under Gen. Jubal A. Early rout Union troops under Maj. Granville O. Haller and enter Gettysburg; Haller retreats to Hanover and then to York; future Philadelphia investment banker J. Lowber Welsh (1842-1904) of the First City Troop, who has given his horse to Maj. Haller earlier in the day, is captured trying to make his way back to the retreating Union line in civilian clothes; his disguise is broken when Confederate soldiers demand his hat and notice his fancy haircut; Gen. Early gives Welsh the choice of parole or Libby Prison; Welsh takes the former and heads for Baltimore. (Long, Mingus)
- June 26, 1863 Gov. Curtin issues a new call for 60,000 men to serve three months to repel Lee's invasion; there are now only 4,000 Pennsylvanians and 8,000 New Yorkers to defend the Susquehanna. (OR, Mingus)
- June 26, 1863 Cleveland & Pittsburgh Railroad leaves receivership without foreclosure.

(Church, C&C)

- June 27, 1863 A Philadelphia citizens' committee, including James R. Fry, J. Edgar Thomson and Samuel M. Felton, asks Pres. Lincoln to declare martial law in the city. (OR)
- June 27, 1863 Northern Central Railway moves all rolling stock from York to Columbia; a last train crowded with refugees leaves York in the afternoon, just ahead of the Confederates (AR, Mingus); patterns and materials evacuated from Altoona Shops to the Snow Shoe Branch as precaution against Confederate raids. (what date?)
- June 27, 1863 Confederates under Gen. John B. Gordon occupy York, while other units occupy Carlisle; Confederate cavalry sacks Hanover Jct., destroying rolling stock and the bridge and turntable; Union troops under Maj. Haller retreat to Wrightsville; main forces under Lee arrive at Chambersburg and advance guards approach Harrisburg; Chambersburg Shops of Cumberland Valley Railroad are burned; 10 miles of Cumberland Valley Railroad destroyed, and telegraph destroyed between Chambersburg and Hagerstown;(Long, Haupt, Mingus)
- June 27, 1863 Virginia cavalry approach the Howard Tunnel on the Northern Central Railway, which is defended by Pennsylvania volunteers with an artillery piece; they withdraw, but in the evening, the defenders retreat first to York and then to York Haven. (yorkblog)
- June 27, 1863 Gen. Halleck issues Special Order No. 286 directing Gen. Herman Haupt to do whatever necessary to provide transportation to the Army of the Potomac; however, Haupt is kept waiting in Washington for specific orders for several days, while the Army moves further and further away from the B&O. (OR, Haupt)
- June 27, 1863 Provost Marshal General James B. Fry informs Capt. Charlemagne Tower that the local courts cannot be allowed to override the federal draft law; he is sending an adequate military force to the anthracite fields to enforce the enrollment. (OR)
- June 28, 1863 Lincoln relieves Gen. Joseph Hooker and places Pennsylvania native Gen. George Gordon Meade (1815-1872) in command of the Army of the Potomac which is moving northwestwards after Lee at Frederick. (McPherson)
- June 28, 1863 Confederate cavalry occupies Mechanicsburg. (explorepahistory)
- June 28, 1863 Enoch Lewis informs Col. Coppee that he has two guns at Mount Union, two at Bloody Run, one at Johnstown and one at the Stonerstown Bridge on

the Huntingdon & Broad Top Mountain Railroad; Gen. Couch's Assistant Adjutant General, Maj. John S. Schultze (1836-1912) orders combustible materials placed at the west ends of the Harrisburg bridges; Gen. Schultze will engage in railroad promotion for the New York banking house of Brown Brothers & Co. after the war. (OR)

- June 28, 1863 Northern Central Railway locomotives collected at Wrightsville are hauled across the Columbia Bridge one by one by mules; the stacks have to be removed to fit inside the bridge; these are supposedly the first locomotives to cross the bridge; they are then towed to Philadelphia; in late afternoon, advance units of Gen. Jubal Early's corps under Gen. John B. Gordon reach Wrightsville, driving back outnumbered and outgunned Union defenders; at 8:00 PM, the Columbia Bridge is burned to prevent Confederates crossing the Susquehanna; fortunately, the river is running high from recent rain, which prevents the Confederates from fording or crossing in poled boats; in the evening, Lee learns that the Union army is across the Potomac at his rear and orders his troops to converge on Gettysburg to oppose it rather than trying to force their way across the Susquehanna and making for Philadelphia; there are only about 15,000 raw recruits guarding the east side of the Susquehanna in the Columbia-Harrisburg area. (Long, Mingus, Wilson, Alexander, Haupt)
- June 28, 1863 Cornelius Vanderbilt and his allies complete their corner of New York & Harlem Railroad stock at 106; Vanderbilt has been secretly lending his own stock to the short-sellers, who are now at his mercy; Vanderbilt increases his official holdings of Harlem from one-tenth to one-third, and it becomes the cornerstone of his railroad system. (Stiles)
- June 29, 1863 Gen. Couch informs Secretary of War Stanton that his line runs from Altoona to the Conowingo Bridge with a total of 16,000 men, but he fears that the PRR main line may be cut. (OR)
- June 29, 1863 J.E.B. Stuart's Confederate Cavalry briefly occupies Westminster, Md., on the Western Maryland Railroad. (Long, OR)
- June 29, 1863 Gen. Jubal Early's troops begin an occupation of York; S. S. Blair, Superintendent of the Baltimore Division of the Northern Central Railway is in town and escapes on foot 15 miles down the roadbed to Glen Rock, where he finds a working telegraph station; Early refuses to burn the new Northern Central shops because the fire would spread to the whole town but confiscates about \$160,000 in money and goods from the townspeople; the Wrightsville, York & Gettysburg Railroad is destroyed. (Mingus, Ward, Wilson, USRR&MR, NC MB)
- June 29, 1863 Secretary of War Stanton orders that the machinery of Alfred Jenks & Son of Philadelphia, who are manufacturing arms for the Union, must not be

allowed to fall into the hands of the Confederates and must be evacuated by water if all else fails; Samuel M. Felton and Thomas Kimber, Jr. report to Stanton that the Confederates are marching on Philadelphia and the PW&B; there should be 50 artillery pieces and 20,000 volunteers on the line. (OR)

- June 29, 1863 Jeffersonville Railroad Board authorizes making a contract with the Quartermaster Dept. to build a branch to the landing at New Albany at government expense and to extend to the river at Jeffersonville at the company's expense; authorizes negotiations to cancel or buy the company stock held by the City of Louisville or to put it on the same footing with the other stock.(MB)
- June 29, 1863 Austin Corbin (1827-1896), future Pres. of LIRR and Reading, opens the First National Bank of Davenport in Iowa, where he has operated a private banking house since 1851. (RyRegister)
- June 30, 1863 PRR appoints a special committee to arrange the pay of employees who may enlist and hold their jobs for them. (MB)
- June 30, 1863 Little Miami Railroad Board requires all employees to sign an oath of allegiance to the Union. (MB)
- June 30, 1863 William Reynolds meets with Thomas Struthers and Worthy S. Streator at Corry and arranges for obtaining a right of way for the Atlantic & Great Western Railroad from Franklin to Oil City using the charter of the Oil City Railroad. (Felton, Reynolds)
- June 30, 1863 New York City Mayor George Opdyke (1805-1880) vetoes an ordinance passed the day before prohibiting the use of "dummy" locomotives by the Hudson River Railroad within the city limits. (NYT)
- June 30, 1863 New York City Council restores the New York & Harlem Railroad's right to lay track in Broadway in a move to placate Cornelius Vanderbilt; the stock drops slightly, but Vanderbilt is not about to let his opponents escape. (Harlow)
- June 30, 1863 Pres. Lincoln calls the first Northern military draft of 300,000, with marshals required to call up 20% of the total enrollees by lot; the draft is deeply resented by industrial workers, especially recent Irish immigrants, who cannot afford a substitute and who fear that emancipated African Americans will come north and take their jobs for lower wages. (NYT, McPherson)
- June 30, 1863 Gen. Robert G. Schenck (1809-1890) declares martial law in Baltimore and the counties of the Western Shore. (Scharf)

- June 30, 1863 The Northern Central Railway has sent most of its equipment to Philadelphia; B&O reopens to Frederick; Secretary of the Navy Gideon Welles informs Samuel M. Felton that a gunboat has been sent to Havre-de-Grace to guard, or if necessary, sink the train ferry *Maryland* to prevent Confederates from crossing the river; in the evening, Tom Scott requests that batteries now at Fort Hamilton in New York Harbor be sent by the Allentown Route to Harrisburg. (OR)
- June 30, 1863 J. Edgar Thomson and Alexander K. McClure separately write to Pres. Lincoln asking that Gen. George McClellan be placed in command of all forces in Pennsylvania that are not part of the Army of the Potomac. (OR)
- June 30, 1863 Lee's advance units reach Bridgeport, opposite Harrisburg; Gen. Ewell's corps reaches the Susquehanna three miles below Harrisburg, then suddenly retreats south following Lee's orders; Confederates evacuate York; troops under Gen. Isaac R. Trimble occupy Carlisle; first Union and Confederate units make accidental contact at Gettysburg. (Long, Ward, Alexander, Wilson, USRR&MR)
- June 30, 1863 Herman Haupt arrives in Harrisburg from Washington via Philadelphia and Reading, the Northern Central Railway having been cut; Haupt meets with Gov. Curtin and his staff who are scrambling to gather militia to defend the state; Haupt locates Tom Scott at the railroad station dispatching troops to protect the PRR's bridges from cavalry raiders; Tom Scott briefs Haupt, telling him that the Confederates have precipitously retreated from the west bank of the Susquehanna and puts it down to successful bluffing that they are opposed by a larger force on the east bank; Haupt realizes that Lee is collecting his forces to fall on the Army of the Potomac before Meade can establish effective command, concentrate his men and engage the Army of Northern Virginia on his own terms. (Haupt)
- July 1, 1863 At 12:45 AM, Herman Haupt telegraphs Gen. Halleck that he has learned by telegraph from Stephen W. Pomeroy at Port Royal that Lee is concentrating his forces at Gettysburg instead of Chambersburg; at 3:00 AM, a courier delivers the message to General Meade, who had already begun to march to Gettysburg on the basis of own intelligence; a little after 6:00 AM, Haupt leaves Harrisburg for Baltimore to organize the supply for the battle via the Western Maryland Railroad. (OR, Haupt)
- July 1, 1863 Samuel M. Felton writes Secretary of War Stanton that he has 100 operatives for the protection of the PW&B but needs 100 Springfield muskets. (OR)
- July 1, 1863 B&O Pres. John W. Garrett and acting Northern Central Railway Superintendent Samuel Young agree to send an express train up the Western Maryland Railroad to Westminster at 9:00 AM with 12 express

horses to be used to carry messages between Westminster and Gen. Meade's headquarters; locomotives are to run and return every three hours. (OR)

- July 1, 1863 Lee's advance forces under Gen. A.P. Hill (1825-1865) encounter Union cavalry four miles west of Gettysburg; climactic battle of the Civil War begins; in the first phase, Confederates overwhelm advance Union units and force them to retreat into defensive positions on Culp's Hill and Cemetery Ridge south of town; Union commander Gen. John F. Reynolds (1820-1863) is killed by a sharpshooter, and Gen. Oliver O. Howard (1830-1909) takes command; future NYP&N official Col. William Painter (1838-1884), Chief Quartermaster of the Army of the Potomac's I Corps, is on Reynolds' staff and is standing near him when he is killed; future PRR VP John P. Green is with the Army of the Potomac but is hospitalized with typhoid fever; future Lines West traffic officer John Thaw Denniston (1843-1909) serves as a brevet captain as does future PRR civil engineer Joseph U. Crawford (1842-1924); A. Loudon Snowden (1837-1912), later an important PRR stockholder, participates in the battle as a member of the posh First City Troop. (Long, Ward, Carhart, BaltAm, MB, USRR&MR, PRRBio)
- July 1, 1863 As the Confederates fall back towards Gettysburg, Gen. William F. Smith advances to Carlisle, where he is attacked and surrounded by Fitzhugh Lee's cavalry; the Carlisle Barracks is burned; Lee withdraws to Gettysburg overnight. (OR)
- July 1, 1863 Arriving at Baltimore, Herman Haupt begins organizing the supply for the Army of the Potomac; the Western Maryland Railroad is in bad shape with a single track and no telegraph; Haupt calls for Adna Anderson to bring iron, cars and engines from Alexandria. (Haupt)
- July 1, 1863 Salem Railroad opens between Pittstown and Salem (Claysville), N.J., completing line; line is not extended across the river into Salem proper because of expense until 1882. (RRinSJersey)
- July 1, 1863 Bedford Railroad opens between Hopewell, Pa., and the Southern Turnpike near Bloody Run; operated by the Huntingdon & Broad Top Mountain Railroad & Coal Company. (PaState, AR, Val)
- July 1, 1863 Erie & Pittsburgh Railroad begins trackage rights over the Cleveland, Painesville & Ashtabula Railroad between Erie and Girard under an agreement of May 9. (MB)
- July 1, 1863 Jeffersonville Railroad repurchases the stock held by the City of Jeffersonville by assuming \$60,000 of city bonds. (MB)

- July 1, 1863 Schuylkill Haven & Lehigh River Railroad merged into the Mine Hill & Schuylkill Haven Railroad under an agreement of Mar. 16, 1863; stockholders of the partly-built SH&LR receive MH&SH stock at par 50, which is then to be purchased by the Reading at 66.67, the premium for which the MH&SH sells, payable in Reading and Schuylkill Navigation Company bonds and notes. (Rdg)
- July 2, 1863 Gen. Lee, who has rejected Gen. James Longstreet's advice to turn the Union left flank and get between Meade and Washington, goes on the offensive rather than forcing Meade to attack him in a strong position; Lee launches three fierce attacks on the Union lines but is unable to break through; Meade remains in a defensive posture; Gen. Isaac R. Trimble takes command of a division of the Confederate III Corps after Gen. William D. Pender (1834-1863) is mortally wounded; Union Gen. Gouverneur Kemble Warren and his staff member and future brother-in-law Lt. Washington Roebling take the initiative in occupying Little Round Top to secure the Union left; Roebling helps drag the first cannon into position by hand. (Carhart, Alexander, Schuyler)
- July 2, 1863 U.S. Military Railroad seizes Western Maryland Railroad, which has remained intact between Baltimore and Westminster, for the supply of General Meade at Gettysburg; Haupt begins running 15 trains a day each way in convoys of five 10-car trains at 8-hour intervals, as there are no passing sidings; the trains carry a military guard to protect against sabotage by Confederate sympathizers; the return trips are capable of bringing out 2,000-4,000 wounded; in the evening Haupt receives news of the battle from war correspondent Uriah Hunt Painter, who correctly predicts that tomorrow Lee will try an attack from the rear. (Haupt)
- July 2, 1863 Herman Haupt sends a locomotive to Oxford, 7 miles from Gettysburg; begins rebuilding 19 bridges destroyed between Harrisburg and Hanover Jct. (OR)
- July 2, 1863 Samuel M. Shoemaker of Adams Express Company implements a horse express from Westminster to the Army of the Potomac, running every three hours with relays every 7 miles. (OR, Haupt)
- July 2, 1863 Body of Union Gen. John F. Reynolds is conveyed to Baltimore on the Western Maryland Railroad; that evening, the first 700 Confederate POW's are sent to Baltimore. (OR, BaltAm)
- July 2, 1863 Gen. John Hunt Morgan (1826-1864) with 2,500 Confederate cavalry begins the longest raid into Union territory of the war in Kentucky. (Wagner)
- July 3, 1863 Third and last day of Battle of Gettysburg; Gen. Lee orders Gen. George E.

Pickett (1825-1875) to lead a massed infantry charge on the Union center; however, a flanking movement by about 4,000 Confederate cavalry under J.E.B. Stuart that would have attacked the exposed Union rear just as Pickett was attacking from the front is fought to a standstill three miles east of the main battlefield by a much smaller Union cavalry force under the daring leadership of Gen. George Armstrong Custer (1840-1876); without Stuart's supporting attack, Pickett's Charge is repulsed with enormous losses, and Lee's second invasion of the North is stopped dead in its tracks; Gen. Isaac R. Trimble commands troops on Pickett's left during Pickett's Charge and is shot through the leg, requiring amputation; unable to be evacuated, Trimble surrenders; future PW&B engineer John Mifflin Hood, a Confederate private, is wounded and has a ball pass through his cap, while the men on each side of him are killed; Lt. Col. Ario Pardee, Jr. (1839-1901) of the 147th Pennsylvania play a critical role in the defense of Culp's Hill; Meade is too timid and the Army of the Potomac is too exhausted to pursue and destroy Lee's retreating forces, thereby prolonging the war; total casualties on both sides amount to 50,000; Lee loses 27,000 men killed, wounded or captured. (Carhart, Long, DAB, Hood Memoir, Tucker, Foulke&Foulke)

- July 3, 1863 Gen. Robert G. Schenck (1809-1890) places Delaware under martial law; Gen. Daniel Tyler appointed military governor of Delaware, also charged with protecting the PW&B in Delaware and Maryland. (OR)
- July 3, 1863 Herman Haupt informs Gen. Halleck that he can run 150 cars per day each way on the Western Maryland Railroad. (OR)
- July 3, 1863 PRR Board authorizes \$8,500 to support regiments raised in Philadelphia, providing are ready by July 14. (MB)
- July 3, 1863 Belleville & Newark Horse Car Railroad Company files an amended location between Newark and Belleville. (NJCorp)
- July 3, 1863 Based on favorable newspaper reports, Hudson River Railroad stock rises to 155½; Vanderbilt has tricked the bear raiders into promising to sell him 6,000 more shares than exist. (Harlow)
- July 3, 1863 Iron coach makes a test run over the NYC with an excursion to Niagara Falls; car is very beat up and dented from only a little use. (ARJ)
- July 3, 1863 Boston, Hartford & Erie Railroad organized; George M. Bartholomew (1816-1899), a banker-promoter of Hartford, elected Pres. (NHCorp, Kirkland)
- July 3, 1863 Rockville Branch Railroad (New Haven system) renamed Rockville Railroad. (NHCorp)

- July 4, 1863 Herman Haupt reopens the Northern Central Railway to Hanover Jct. and the Gettysburg line to Littlestown and begins evacuation of the wounded; General Superintendent Joseph N. Du Barry personally supervises the movement; Haupt then moves up the line to Oxford. (Ward, RRGaz obit, OR)
- July 4, 1863 Secretary of War Stanton approves an offer from Samuel M. Shoemaker of Adams Express Company to establish a hospital corps to bring out the wounded from Gettysburg to Westminster and send in medical supplies. (OR)
- July 4, 1863 The fortifications surrounding Pittsburgh are completed, although no longer necessary. (StdHistPitts)
- July 4, 1863 Confederate Gen. John C. Pemberton (1814-1881), who had allowed himself to be besieged in the city, surrenders Vicksburg, Miss., the last major Confederate stronghold on the Mississippi River, to Gen. U.S. Grant; the gold premium falls 10% over the next two days in response to the decisive Union victories. (JSmith, Long, ARJ)
- July 4, 1863 Burlington & Mount Holly Railroad & Transportation Company renamed Burlington County Railroad. (Val)
- July 4, 1863 Morvalden Ells (1823-1905), a British businessman and journalist from Elmira, opens the first trails through Freer's Glen at Watkins Glen, N.Y., as a private tourist attraction; the glen is formed by Glen Creek as it tumbles through a series of waterfalls and pools down to the western shore of the glacier-gouged Seneca Lake; it will become a major tourist destination and traffic generator for the Northern Central Railway; the entire Glen is bought for a state park in 1906. (watkinsglen.org)
- July 5, 1863 Herman Haupt arrives at Gettysburg for a meeting with Gen. Meade, his old classmate from West Point; Haupt urges Meade to attempt to cut off Lee's retreat before he can cross the Potomac; later in the day, Haupt restores the last section of railroad into Gettysburg; after inspecting the battlefield, Haupt leaves in the evening for Washington to report to Gen. Halleck and urge prompt action. (Haupt)
- July 5, 1863 Northern Central Railway begins rebuilding bridges destroyed by Lee's army. (AR)
- July 5, 1863 Union forces falling back from the Potomac burn the B&O Harpers Ferry bridge. (B&O AR)
- July 6, 1863 Herman Haupt telegraphs the heads of the leading Northern railroads to do

all in their power to expedite the movement of fresh horses to the Army of the Potomac in the hope of preventing Lee's escape. (Haupt)

- July 6, 1863 Thomas R. Bard of the Cumberland Valley Railroad leaves Harrisburg by train to Carlisle, then hand car to Scotland, and then on foot to Chambersburg, where he finds the track torn up for 5 miles on each side of town and the shops burned. (Hutchinson)
- July 6, 1863 Columbia & Maryland Line Railroad Board authorizes opening books for a stock subscription of \$100,000; ordering a survey and the acquisition of right of way in Pennsylvania. (MB)
- July 6, 1863 Little Miami Railroad Board debates the Atlantic & Great Western contract, which is tabled. (MB)
- July 7, 1863 U.S. Military Railroads relinquishes operation of Western Maryland Railroad. (OR)
- July 7, 1863 Provost Marshal Capt. Charlemagne Tower now has 290 men and 7 officers encamped on the heights northwest of Pottsville to help him enforce the draft in Schuylkill County by going from mine to mine. (Palladino)
- July 8, 1863 Herman Haupt arrives at Harrisburg and begins directing restoration of Cumberland Valley and Franklin Railroads to Hagerstown; Tom Scott personally directs the work with PRR employees until Haupt can spare sufficient men from Gettysburg. (Haupt)
- July 8, 1863 Isolated by the fall of Vicksburg, Port Hudson, La., the last besieged Confederate garrison on the Mississippi River, surrenders to Gen. Nathaniel P. Banks; the river is reopened to Union military and civilian commerce subject only to guerilla sniping. (Long)
- July 8, 1863 Drawing of the draft begins in Massachusetts. (Long)
- July 9, 1863 Confederate raider John Hunt Morgan with 2,500 men crosses the Ohio River into Indiana at Brandenburg, Ky., then turns east following the Ohio at some distance from the river. (BtIs&Ldrs)
- July 9, 1863 Herman Haupt returns to reopen the line between Hanover Jct. and Gettysburg which has become blocked with traffic in his absence; U.S. Military Railroads evacuates 15,580 wounded over Gettysburg Branch and Littlestown Branch by Aug. 1. (OR, Haupt)
- July 9, 1863 Cornelius Vanderbilt's Hudson River Railroad corner peaks with the stock at 180; the short-sellers are forced to settle at exorbitant interest. (Harlow)

- July 10, 1863 At night, the Confederates evacuate Hagerstown. (Haupt)
- July 10, 1863 Pennsylvania Gov. Andrew G. Curtin visits the Gettysburg battlefield and is appalled by the unburied or partly buried bodies already bloating and decomposing in the summer heat; he arranges for the creation of a national cemetery. (PaHrtg)
- July 11, 1863 Confederate raider John Hunt Morgan raids Dupont, Ind.; destroys facilities and ten freight cars of Indianapolis & Madison and destroys the railroad bridge over Big Creek.
- July 11, 1863 Marshals begin drawing the draft in New York City, where opposition to the war and draft are high, particularly among the Irish immigrants; some of the first draftees in New York City come from one of the Irish volunteer fire companies, who had previously enjoyed exemption; the draft highlights the differences between the poor, whose wages cannot keep up with inflation, and the urban rich who are profiting from the war boom, can buy substitutes, and are engaging in conspicuous consumption. (McPherson, Trager, Burrows/Wallace)
- July 11, 1863 First National Bank of Philadelphia organized by Jay Cooke, William G. Moorhead and E.W. Clark & Co.; Clarence H. Clark (1833-1906) is Pres. (Larson)
- July 12, 1863 Philadelphia ordinance becomes law without Mayor Alexander Henry's signature; all dividends on City's PRR stock over 6% and all stock dividends are to be paid into a fund invested in City loans totaling up to \$700,000 to reimburse PRR for any losses on investing in a transatlantic steamship line. (Digest)
- July 12, 1863 Herman Haupt moves part of his crews from the Northern Central Railway to Chambersburg on the Cumberland Valley Railroad to begin restoring the Franklin Railroad to Hagerstown; 400 tons of rails are requisitioned from the Cambria Iron Company at Johnstown; the work is hampered by constant rain. (Haupt)
- July 13, 1863 Draft riots against Republicans and African Americans begin in New York City with an attack on the recruiting office where the second installment of the draft lottery is being drawn; carried out mostly by Irish immigrants and other poor whites; at its height, the mob controls the part of the city between 14th & 59th Streets; African Americans are hunted down and hanged in the streets, the Colored Orphan Asylum is burned to the ground, the offices of Republican newspapers and the homes of rich Republicans and abolitionists are attacked; 11 African Americans, 8 soldiers, 2 police officers and at least 84 rioters are killed; lesser disturbances take place in Boston, Portsmouth, N.H., Wooster, Ohio, and Troy, N.Y. (McPherson, Long, Stokes, Trager)

- July 13, 1863 John Hunt Morgan crosses into Ohio heading for the Cincinnati area. (Long)
- July 13, 1863 Samuel Hallett agrees with John C. Fremont to give Fremont 50,000 shares of Union Pacific Railroad Company, Eastern Division, and voting trust power over the remainder for five years. (Petrowski)
- July 14, 1863 Gen. Lee finally completes his crossing of the Potomac back into Virginia. (Haupt)
- July 14, 1863 Quartermaster General Montgomery C. Meigs orders Haupt to withdraw his construction corps from the Northern Central, Cumberland Valley and Franklin Railroads and return to Alexandria, as Lee has crossed into Virginia; the iron is returned to the Cambria Iron Company; Haupt is to repair the Orange & Alexandria and Manassas Gap Railroads; in contrast to 1862, when it was inadequate to supply an army of 40,000, the O&A is rebuilt to be able to supply 300,000. (Haupt, Johnston)
- July 14, 1863 Northern Central Railway wholly restored by Construction Corps of U.S. Military Railroads under Herman Haupt; reopens July 15. (AR)
- July 14, 1863 N.Y. Gov. Horatio Seymour calls on N.J. Gov. Joel Parker for troops to help quell the New York City draft riots; draft riots occur in Newark. (TrueAm)
- July 14, 1863 City of Pittsburgh increases interest on bonds being issued to cover old railroad debts from 4% to 5% because of war inflation. (Church)
- July 14, 1863 B&O begins rebuilding east from Cumberland. (B&O AR)
- July 14, 1863 John Hunt Morgan's raiders fight a skirmish at Camp Dennison near Cincinnati and move eastward. (Long)
- July 14, 1863 Atlantic & Great Western Railroad approves contracts with the Cleveland & Mahoning Railroad, Oil Creek Railroad, and Cleveland & Toledo Railroad; the contract with the Cleveland & Toledo Railroad binds it not to extend to Toledo for 10 years; A&GW also approves the extension of the Eastern Coal Field Branch from Franklin to Oil City. (Reynolds, ARJ)
- July 15, 1863 The first regiments of soldiers from the Gettysburg battlefield arrive in New York City to relieve the outnumbered and under-trained police and begin firing on the rioters; the troops deploy cannister and grape shot and the bayonet to take back the city block-by-block; the fighting continues all day and into the night. (McPherson, Burrows/Wallace)

- July, 15, 1863 N.J. Gov. Joel Parker issues a proclamation against unauthorized gatherings and riots; at the same time, the U.S. Provost-Marshal suspends the drawing of the draft in New Jersey. (TrueAm)
- July 15, 1863 Army transfers 136 army regulars from guard duty in the Schuylkill County fields, leaving only two companies of the Invalid Corps. (Bridges)
- July 15, 1863 Confederate raiders under John Hunt Morgan cut Little Miami Railroad east of Cincinnati; four passenger and one baggage car destroyed.
- July 15, 1863 German-American mob interferes with the draft drawing at Lancaster, Pa. (Shankman)
- July 1863 Philadelphia & Trenton Railroad contracts for a double track between Trenton and Frankford Jct. (ARJ)
- July 1863 Erie & Pittsburgh Railroad has secured control of Jamestown & Franklin Railroad, extending toward the Oil Region; later becomes part of LS&MS. (USRR&MR)
- July 1863 Allegheny Valley Railroad resumes construction north of Kittanning to Mahoning Creek. (AR)
- July 1863 Cornelius Vanderbilt, Leonard W. Jerome, and John M. Tobin stage a corner in the stock of the Hudson River Railroad.
- July 1863 War Dept. begins enlisting African Americans in Maryland; the program is highly unpopular on the Eastern Shore and southern Western Shore; George Vickers (1801-1879) of Kent County, formerly a moderate Unionist, breaks with the administration over its racial policies. (Clark)
- July 16, 1863 New Jersey Railroad replies that it will continue to haul CNJ passengers east of Elizabeth to Sep. 1, 1863, providing it gets 20 cents per passenger instead of 15 cents. (MB)
- July 16, 1863 Columbus, Piqua & Indianapolis Railroad, Richmond & Covington Railroad and Indiana Central Railroad make telegraph contract with United States Telegraph Company for a line between Columbus and Indianapolis. (Church)
- July 16, 1863 Gen. Joseph E. Johnston successfully extricates himself from Jackson, Miss., where he has been cornered by Gen. Sherman, saving all his army but abandoning central Mississippi. (JSmith)
- July 17, 1863 The New York City Draft Riots are finally suppressed by the Fifty-Sixth Regiment, recalled from Gettysburg; the casualty figures are grossly

inflated in the press, but modern counts show 85-100 rioters and 10 soldiers and police killed, 11 African Americans lynched, and \$1.5 million in property damage; the government agrees to suspend the draft in New York City and Brooklyn temporarily; to restore order, the Republicans forego almost all reprisals; Pres. Lincoln appoints Democratic Gen. John A. Dix to head the Dept. of the East, and the Democrats in the city government, including future Boss William M. Tweed, create a \$2 million fund to buy substitutes for the poor and for city workers. (McPherson, Trager, Burrows/Wallace)

- July 18, 1863 Frankford & Holmesburg Railroad Company incorporated in Pa. (C&C)
- July 18, 1863 West Chester & Philadelphia Railroad Board authorizes purchasing the stock of the West Chester Railroad. (MB)
- July 18, 1863 Atlantic & Great Western Railroad signs contract with Cleveland & Toledo Railroad for through freight between Cleveland and Toledo. (Felton)
- July 18, 1863 48-car train returns the Second New York Regiment and 400 Confederate POW's from Gettysburg via Allentown Route. (NJJrnl)
- July 18, 1863 Some African Americans flee Trenton fearing an outbreak of racial rioting by draft resisters, and at least one hangs himself out of despair. (TrueAm)
- July 18, 1863 Provost Marshal General James B. Fry orders Col. J. V. Bomford to proceed with the draft at Philadelphia, as he has an adequate military force. (OR)
- July 18, 1863 Capt. Charlemagne Tower writes to Provost Marshall General Col. James B. Fry from Pottsville that the miners can mount 10,000 armed men to oppose the draft. (Bridges)
- July 18, 1863 Keystone Gold & Silver Mining Company incorporated in Pa. by Tom Scott, Francis W. Hughes and Benjamin Haywood of Pottsville, R. M. Clymer, A. B. Cochran, et al., to operate in Colorado; Scott now begins investing in western minerals. (PL)
- July 18, 1863 Failed assault on Battery Wagner on Morris Island in Charleston Harbor, led by the African American 54th Massachusetts, is repulsed. (carolana.com)
- July 19, 1863 Federal troops and gunboats foil John Hunt Morgan's attempt to cross the Ohio into Kentucky at Buffington Island; 120 killed or wounded and 700 captured; Morgan's dwindling forces make for Pennsylvania. (BtIs&Ldrs)
- July 20, 1863 B&O restores bridge at Harpers Ferry. (B&O AR)

- July 20, 1863 Columbia & Maryland Line Railroad authorizes opening books for an additional \$100,000 stock; Tom Scott elected a director. (MB)
- July 21, 1863 Stockholders and creditors of Cincinnati, Wilmington & Zanesville Railroad sign reorganization agreement calling for foreclosure and organization of new company; First Mortgage bondholders are to get First Mortgage bonds of new company at full value; Second Mortgage bondholders are to get stock of new company at full value; Third Mortgage bondholders are to get stock at 30 cents on the dollar; floating debt and Income bondholders are to get stock at 15 cents on the dollar. (MB, Church)
- July 22, 1863 First National Bank of the City of New York, destined to be one of the Big Three Wall Street banks, opens for business at 2½ Wall Street; Samuel C. Thompson (1834-1884) is Pres.; originally concerned with war finance, the First National becomes a “banker’s bank,” holding the deposits of a large network of correspondent banks across the country and helping cement New York’s role as the financial center of the country. (Logan, Larson, Cleveland/Huertas)
- July 22, 1863 22-car train arrives in Elizabethport with more Confederate POW’s from Gettysburg via the Allentown Route; a total of about 10,000 prisoners are sent this way to prisons on islands in the East River. (NJJrnl, RREmpl)
- July 22, 1863 Indianapolis & Cincinnati Railroad buys much of the right of way of the abandoned Whitewater Valley Canal, including the tunnel between Cleves and North Bend, and builds its track on the towpath. (Mitchell/profsurv.org)
- July 23, 1863 B&O sends an iron-clad train as far west as Opequon, Va. (B&O AR)
- July 23, 1863 Joseph M. Wilson writes to Frank Thomson, who wishes to return to the PRR, that they are planning to create Assistant Superintendents for all divisions; Thomson manages to return to the PRR for about a month before being recalled to government service by Tom Scott to assist with a massive troop movement in Sep. 1863. (FThomsonPapers)
- July 23, 1863 Gen. William D. Whipple informs Provost Marshal General James B. Fry that the drawing of the draft in Schuylkill County be postponed and then all the drawings be held in Pottsville under the protection of at least a regiment of infantry and a battery of artillery; reports that the miners of Cass Township have an antidraft organization numbering 2,500-3,000 armed men, while the Union forces at Pottsville are limited to 2 corps of invalidated men with only 20 rounds of ammunition. (OR)
- July 24, 1863 Oil City & Ridgway Railroad incorporated in Pa.; controlled by PRR and Philadelphia & Erie; not built, merely created to appropriate the route. (Digest)

- July 25, 1863 Brooklyn & Jamaica Railroad reorganized with new Board; Electus B. Litchfield replaces Dr. R.H. Thompson as Pres.; new directors include Leonard W. Jerome, John M. Tobin and William R. Travers. (NYT, BrklnEgle)
- July 25, 1863 Addison G. Jerome begins an attempt to corner the Michigan Southern & Northern Indiana Railroad, which is now selling at 81. (Harlow)
- July 26, 1863 Confederate raider John Hunt Morgan surrenders at Salineville, Ohio, on the Cleveland & Pittsburgh Railroad with 364 men. (Btls&Ldrs)
- July 27, 1863 John H. Devereux of the U.S. Military Railroads restores the Orange & Alexandria Railroad as far as Warrenton Jct. (Haupt)
- July 27, 1863 First iron puddled at the Bethlehem Iron Company. (Levering)
- July 28, 1863 N.J. Gov. Joel Parker issues a proclamation that no draft has been ordered and instead calls for volunteers to make the state's quota; this leads to many signing up to claim the bounty and then deserting. (TrueAm)
- July 1863 U.S. Military Railroad reopens Orange & Alexandria Railroad to Culpeper, Va., to supply Gen. Meade. (OR)
- July 29, 1863 New York Court of Common Pleas issues an injunction in the case of *John J. Phelps v. New York & Harlem Railroad Company* barring the Harlem from laying tracks in Madison Avenue and Broadway. (NYT)
- July 31, 1863 Wyoming Canal Company reorganized as Wyoming Valley Canal Company; property delivered by receiver. (PaState)
- July 31, 1863 George B. Roberts elected Treasurer of the Western Transportation Company; Board issues \$500,000 in stock to J. Edgar Thomson, trustee, in return for \$300,000 in First Mortgage bonds of the Pittsburgh & Steubenville Railroad. (MB)
- July 31, 1863 Gen. William D. Whipple (1826-1902) placed in command of the 2nd Division of the Lehigh District. (Cullum)
- Summer 1863 First oil pipeline laid from the Tarr Farm on Oil Creek to the Plumer Refinery on Cherry Run, 3 miles; oil is lifted 400 feet by steam pumps. (HistCrawfrdCo)
- Aug. 1, 1863 U.S. Military Railroad restores Northern Central Railway and branches to owners.

- Aug. 1, 1863 Four companies of infantry and a battery of field artillery arrive in the Schuylkill County coal fields to cow the miners and enforce the draft; Capt. Charlemagne Tower travels with escorts to complete the enrollment, and when miners at Heckscherville, Forestville and Thomaston refuse to cooperate, he has the troops bring in the clerks and impound the payroll books to draw up the draft lists. (OR, Bridges)
- Aug. 1, 1863 Gen. Darius N. Couch returns to Harrisburg from an inspection of the coal fields at Pottsville. (OR)
- Aug. 1, 1863 Gen. William D. Whipple is shot at while inspecting the area around York Farm just west of Pottsville. (Brks&SchJrnl)
- Aug. 3, 1863 Western Insurance & Transportation Company renamed Union Transportation & Insurance Company (Church); begins operation of "Union Line" or "Star Union Line" over PRR and connections; guarantees 6-day service between Chicago and New York.
- Aug. 3, 1863 War Dept. ends the enlistment of 6-month volunteers begun during the Gettysburg Campaign crisis; Provost Marshal-General James B. Fry orders Gen. William D. Whipple of the Dept. of the Susquehanna at Pottsville to protect the calling of the draft and make an example of any miners who resist the law by force. (OR)
- Aug. 3, 1863 48th Pennsylvania Regiment arrives in Scranton from Camp Muhlenberg near Reading to guard against violence by the anthracite coal miners. (Brks&SchJrnl)
- Aug. 3, 1863 Old Colony & Fall River Railroad purchases the property of the Dorchester & Milton Branch Railroad at foreclosure sale. (NHCorp)
- Aug. 4, 1863 Based on experience with Cumberland Valley Railroad, Herman Haupt sends Gen. Halleck a report on how to restore railroads quickly, including devices for straightening rails cold and the design of impromptu furnaces for those so badly bent as to require reheating. (Haupt)
- Aug. 4, 1863 Gen. Henry W. Halleck advises not to push the draft in the anthracite fields with short-term militia troops called up for Gettysburg; Provost Marshal-General Fry wires Gen. Couch for further orders. (OR)
- Aug. 5, 1863 New Jersey Railroad imposes new rules requiring passengers to show tickets in the cars, in passing to the ferry at Jersey City, and in leaving the ferry at New York; draws protests from commuters and sparks effort to establish a new railroad led by drygoods merchant John McGregor (1822-1890) and Isaac Pomeroy. (NwkSntFrdm, RREmp)

- Aug. 5, 1863 Warren & Tidouite Railroad Company organized at Philadelphia by Jay Cooke, William G. Moorhead, J. Edgar Thomson, Tom Scott, et al.; J. Y. James, Pres. (Val, C&C, Larson)
- Aug. 5, 1863 Watts Sherman, now a member of Duncan, Sherman & Co. in New York City, warns his relative and mentor NYC Pres. Erastus Corning of a plot by Albany banker Thomas W. Olcott and Leonard W. Jerome to take control of the NYC at the next annual meeting in Dec.; Republican papers in New York City support Jerome, because the current managers are Democrats and Corning has strongly opposed the Lincoln Administration. (Neu)
- Aug. 5, 1863 Old Colony & Fall River Railroad merges with Newport & Fall River Railroad to form Old Colony & Newport Railroad. (NHCorp)
- Aug. 5, 1863 Gen. Couch responds to Col. Fry that he has two regiments and a battery at East Pottsville and Scranton and three regiments and batteries in reserve at Reading, which should be adequate, but he advises more men or more reliable troops to be sent when the drafted men are to be shipped out; Federal troops are the only way to prevent rebellion; Gov. Curtin informs Couch that he wants all but seven Philadelphia regiments of volunteers mustered out, as they were called for defense against Lee, not to enforce the draft, and are demanding to be discharged. (OR)
- Aug. 5, 1863 Maple Shade Well brought in at what will become Petroleum Center, Pa., on Oil Creek; flows at 350 barrels a day. (Babcock)
- Aug. 5, 1863 Federal certificate to do business under the National Bank Act is issued to the First National Bank of Pittsburgh, formerly operating under a state charter as the Pittsburgh Trust Company; first national bank established in Pittsburgh; James Laughlin, Pres., Samuel Rea, Sr., a director. (StdHistPitts)
- Aug. 5, 1863 West Virginia admits Berkeley County, Va., as part of W.Va. after a referendum; the eastern W.Va.; the "Panhandle" counties are wrested from Virginia, with which they have more in common, so that the B&O, West Virginia's lifeline to the east, will not be in Virginia territory; Virginia tries to recover the counties after white supremacy is restored after the war, but is defeated in the Supreme Court. (Evans, Long, Eckenrode, Summers)
- Aug. 6, 1863 B&O reopens as far east as Hancock. (B&O AR)
- Aug. 6, 1863 Columbus, Piqua & Indiana Railroad sold at foreclosure at Columbus for \$500,000 to Lowell Holbrook, James A. Roosevelt (1825-1898) and Joseph T. Thomas, reorganization trustees. (Church)
- Aug. 6, 1863 Reorganization meeting of purchasers of Columbus, Piqua & Indiana

- Railroad; to be reorganized as Columbus & Indianapolis Railroad; William Dennison, Benjamin E. Smith, John L. Gill, et al., elected directors. (MB)
- Aug. 8, 1863 Gen. Halleck approves Herman Haupt's request to have his construction and transportation crews armed and drilled for self-defense against Confederate guerillas, now that the fighting has moved back into Virginia. (Haupt)
- Aug. 8, 1863 Gov. Curtin demands that the 47th Regiment of volunteers now guarding Schuylkill County be sent to Reading and mustered out and presses for the discharge of all regiments; Gen. Couch threatens Curtin with responsibility for any violence if the militia are withdrawn before replacement troops are sent. (OR)
- Aug. 10, 1863 Jersey City ordinance grants the Jersey City & Bergen Railroad the right to lay track in Pavonia Avenue from Prevost Street to Erie Street to connect with the Jersey City & Hoboken Horse Railroad at Grove Street and Erie Street. (Digest)
- Aug. 10, 1863 B&O main line reopens over whole length. (B&O AR)
- Aug. 10, 1863 Rockville Railroad opens between Vernon and Rockville, Mass. (NHCorp)
- Aug. 12, 1863 Trunk Line heads meet at Niagara Falls; rate compact breaks up because of undercutting by Grand Trunk Railway of Canada; PRR leads a general reduction. (USRR&MR, Neu)
- Aug. 12, 1863 Fire destroys standing cars of coal and oil at West Philadelphia at 3:00 AM; cars collide, breaking an oil barrel, which takes fire from a brakeman's lantern. (USRR&MR)
- Aug. 12, 1863 Union artillery and naval forces begin a massive, but ultimately unsuccessful bombardment of Confederate fortifications guarding Charleston Harbor. (Long)
- Aug. 12, 1863 Anthracite coal miners in the Pittston, Pa., area make the first recorded formal contract with the operators, providing for regular wages and grievance procedures. (Aurand)
- Aug. 13, 1863 Richmond & Covington Railroad Board votes to release H.G. Carey from his contract to built the road effective with the completion of track laying. (MB)
- Aug. 14, 1863 Camden & Atlantic Railroad Board orders the proceeds of two Atlantic City excursions paid to the families of draftees and sick and wounded soldiers. (MB)

- Aug. 15, 1863 Washington, Alexandria & Georgetown Railroad Chief Engineer Silas Seymour gives Post & Co. until Aug. 20 to make new arrangements; no piles have been driven for the new Long Bridge this month for want of a steam pile driver. (MB)
- Aug. 1863 PRR receives first cast steel rails (150 tons) from Charles Cammell & Co. of England; 56-pound; not installed until July 1864; PRR also receives iron rail with steeled head made by Dodd's process. (unclear exactly when the latter was received)
- Aug. 1863 Cornerstone laid for roundhouse at Renovo Shops. (clintoncognsociety)
- Aug. 1863 U.S. Military Railroads reopens Manassas Gap Railroad briefly to supply Army of the Potomac on its march to Warrenton. (OR)
- Aug. 1863 Cornelius Vanderbilt completes his corner in New York & Harlem Railroad stock, forcing the short sellers to settle at 179; Vanderbilt then uses his profits to begin buying stock in the parallel Hudson River Railroad. (Harlow)
- Aug. 1863 Samuel Hallett & Co. begins advertising for laborers to grade the Union Pacific Railway Company, Eastern Division, promising exemption from the Civil War draft; old contract to Ross, Steele & Co. abrogated after they had graded less than 10 miles; Ross, Steele & Co. and their lawyers, ex-Sen. Orville H. Browning and James F. Joy, sue to enforce contract; the prospect of litigation causes John C. Fremont to panic and attempt to protect his money. (Petrowski)
- Aug. 1863 Pennsylvania & Ohio Coal Company organized at Anandale, Butler County, Pa., to develop coal lands in Butler and Mercer Counties and to build a railroad from the Atlantic & Great Western Railroad at Greenville to Bradys Bend. (Felton)
- Aug. 16, 1863 After months of inactivity, Union Army of the Cumberland under Gen. William S. Rosecrans (1819-1898) begins a rapid advance from Nashville against Chattanooga, the junction of the Confederacy's two major trunk line railroads. (Clark)
- Aug. 17, 1863 Joint Companies Executive Committee orders a circular for the conductors on lack of courtesy; authorizes giving \$30,000 to the state fund for enlistment bonuses. (MB)
- Aug. 17, 1863 Michigan Southern & Northern Indiana Railroad stock crests at 113 as Addison G. Jerome tried to corner it; however, Pres. Henry Keep keeps issuing new stock, raising the total from \$9 million to \$10.5 million; Keep

- uses the money to retire \$1.5 million in Second Mortgage bonds. (Harlow)
- Aug. 19, 1863 Drawings of the military draft resume in New York City under military guard; by now, 20,000 Union troops are stationed in the city; the City Council has appropriated \$2 million to pay the commutation fees of draftees; in the aftermath of the riots, many New York City Irish and Germans begin to drift away from the Peace Democrats. (Stokes, McPherson, Burrows/Wallace)
- Aug. 20, 1863 After recuperating at Gettysburg, Gen. Isaac R. Trimble is taken by train to a prison hospital in Baltimore; later imprisoned at Fort McHenry. (Tucker)
- Aug. 20, 1863 Jay Gould writes to Erastus Corning of the NYC informing him of a plot by Leonard W. Jerome and others associated with the Hudson River Railroad to purchase control of the NYC. (Stiles)
- Aug. 20, 1863 Samuel Hallett & Co., bankers of New York, agree to purchase the 2,000 tons of rail ordered by the aborted Schuylkill Haven & Lehigh River Railroad now at the Allentown Rolling Mill; it is later reduced to 1,000 tons. (Rdg)
- Aug. 20, 1863 Dept. of the Susquehanna creates the Lehigh District to maintain order in the Anthracite Fields; first based in Reading, then Pottsville, Scranton and Mauch Chunk; includes the coal counties of Schuylkill, Luzerne and Carbon, as well as Berks, Lehigh, Northampton and Monroe; the coal operators use the military presence to suppress local union activity. (OR, Palladino)
- Aug. 21, 1863 Gen. Rosecrans begins bombarding Chattanooga. (Clark)
- Aug. 22, 1863 Cape May & Millville Railroad closes gap between Dennisville and Cape May Court House; through service inaugurated over West Jersey Railroad line between Camden and Cape May, N.J. (USRR&MR, ARJ - Sat. - revenue prob. 8/24)
- Aug. 22, 1863 Union forces begin a 587-day bombardment of Charleston, S.C. (carolana.com)
- Aug. 24, 1863 Oil Creek & Ridgway Railroad receives letters patent; of 6,000 shares, 5,777 are in the name of Joseph Lesley; Tom Scott has 3 shares, Joseph D. Potts 3 shares, and C.L. Lamberton 50 shares; road is never built. (Maybee)
- Aug. 24, 1863 Erie & Pittsburgh Railroad Board authorizes a branch from Sharpsville to intersect the coal railroad of James Pierce in Mercer County. (MB)
- Aug. 24, 1863 Pres. Jefferson Davis and Gen. Robert E. Lee discuss means of relieving

pressure on Chattanooga; Lee favors a new invasion of the North across the Potomac. (Clark)

- Aug. 26, 1863 Columbus & Xenia Railroad Board appoints committee to purchase stock of Indiana Central Railway and Dayton, Xenia & Belpre Railroad. (MB)
- Aug. 26, 1863 Last slave auction held in Easton, Md.; the course of the war has driven the price of an able-bodied slave down to \$184, down from over \$1,000 in 1855. (Preston)
- Aug. 27, 1863 Cincinnati, Wilmington & Zanesville Railroad sold at foreclosure to Charles Moran, Trustee under reorganization plan, for \$600,000. (Church, C&C)
- Aug. 28, 1863 Gen. Isaac R. Trimble is among a group of Confederate prisoners sent by Northern Central Railway and PRR to the prison camp on Johnson's Island at the mouth of Sandusky Bay on Lake Erie; Trimble is involved in several escape plots in 1863-64 and is later sent to Fort Warren in Boston Harbor. (Tucker)
- Aug. 28, 1863 Boston, Hartford & Erie Railroad leases the property of the Hartford, Providence & Fishkill Railroad, which continues to be operated by the trustees of the Connecticut mortgage. (NHCorp)
- Aug. 1863 PRR and other creditors of Cresson Springs Company agree to fund claims into new stock and further enlarge the property. (PRR MB)
- Aug. 31, 1863 Directors of West Chester Railroad sell stock control to the West Chester & Philadelphia Railroad for \$103,500 under a contract dated Aug. 10; PRR continues to operate the West Chester Railroad until its lease expires on Apr. 1, 1864. (MB, Moore)
- Aug. 31, 1863 Great Western Railroad Company of 1859 leases the Illinois & Southern Iowa Railroad. (ICC)
- Sep. 1, 1863 Secretary of War Stanton asks Herman Haupt to file a formal acceptance of his appointment as General by Sep. 5, which would prevent him from leaving the Army periodically in order to attend to the ongoing Hoosac Tunnel litigation; Haupt attributes the move to pressure on Secretary of War Stanton from Massachusetts Gov. John A. Andrew; Andrew is friendly to the Western Railroad, which hopes to see the rival Hoosac Tunnel project killed and is trying to repudiate any payments to reimburse Haupt for work already done; Andrew was particularly incensed by Haupt's appearance before the last session of the Legislature. (Haupt, Ward)
- Sep. 1, 1863 Lehigh & Mahanoy Railroad opens from Delano to Mahanoy City. (LV)

AR)

- Sep. 1, 1863 Naugatuck Railroad acquires its own facilities at Bridgeport and ends the use of the Housatonic Railroad. (NHCorp)
- Sep. 1, 1863 Future PRR motive power officer Robert K. Reading (1863-) born at Trenton, N.J. (PRRBio)
- Sep. 1, 1863 Through the mediation of Andrew Carnegie, Kloman & Co. is reorganized as Kloman & Phipps with Andrew Kloman, Thomas Miller, Henry Phipps, Jr., and Thomas M Carnegie (1843-1886); the other partners proceed to force out Miller. (Seely)
- Sep. 2, 1863 PRR Board appoints a special committee to see if a steamship company can be organized under the new city ordinance. (MB)
- Sep. 2, 1863 Union forces under Gen. Ambrose E. Burnside take Knoxville, Tenn., cutting the direct rail link between Virginia and Chattanooga, just when it is most needed to send Confederate reinforcements from the East; leaves the Petersburg Railroad and the lines in North Carolina as the only supply route between the Deep South and Richmond. (Clark, Trelease)
- Sep. 2, 1863 Capt. Charlemagne Tower informs Provost Marshall General Fry that he has enrolled 20,207 men for the draft in Schuylkill and Lebanon Counties. (Bridges)
- Sep. 2, 1863 Richard D. Wood pays \$6,100 in income tax, probably the highest in Philadelphia. (Wood)
- Sep. 3, 1863 Board of Joint Companies appropriates \$30,000 for Union volunteers in N.J. in lieu of the draft. (TrueAm)
- Sep. 3, 1863 Toledo, Logansport & Northern Indiana Railroad incorporated in Indiana under articles dated June 20, 1863, as the reorganization of the Logansport & Northern Indiana Railroad; to build from Logansport to the Ohio state line. (Church)
- Sep. 4, 1863 Oil Creek Transportation Company organized for the benefit of the Atlantic & Great Western Railroad and the Oil Creek Railroad; it is to build pipelines to the termini of both the Oil Creek Railroad and the Eastern Coal Field Branch giving them a near monopoly of oil shipments. (Felton, Reynolds)
- Sep. 4, 1863 New Castle & Beaver Valley Railroad Board authorizes notifying the iron men of Youngstown and Middlesex that when finished it will carry pig iron to Pittsburgh at \$1.50 a ton, the iron men doing the loading and unloading.

(MB)

- Sep. 5, 1863 Washington, Alexandria & Georgetown Railroad Pres. Alexander Hay reports that the City of Washington has advertised the part of the railroad in the city for sale under the old Alexandria & Washington Railroad debt, which frustrates the company's ability to sell bonds; have applied for an injunction to stop the City of Washington from proceeding with the sale, which it to be heard by the Supreme Court of Washington on Sep. 9; Secretary Joseph B. Stewart reports on a plan for a Washington depot at 6th Street & Pennsylvania Avenue, near the business center, as 6th Street is to be opened soon; Board grants bookkeeper Oscar A. Stevens \$300 to buy a substitute for the draft. (MB)
- Sep. 5, 1863 After a week of temporizing, Pres. Jefferson Davis decides to send six brigades or 13,000 men under Gen. James Longstreet from the Army of Northern Virginia to reinforce Gen. Braxton Bragg at Chattanooga; Davis's delay and Burnside's capture of Knoxville mean that troops must be sent on a 950-mile roundabout routes via Augusta, Savannah and Atlanta, requiring eight transfers. (Clark)
- Sep. 5, 1863 Herman Haupt refuses to accept the rank of general without conditions that will allow him to continue the Hoosac Tunnel suits and asks instead to manage the U.S. Military Railroads as a civilian. (Haupt)
- Sep. 5, 1863 Overnight fire destroys the Bridgeton depot of the West Jersey Railroad and 9 cars. (MB, AR)
- Sep. 5, 1863 City of Baltimore demands interest payments from the Northern Central Railway. (MB)
- Sep. 7, 1863 Union Pacific Railway Company, Eastern Division, holds formal ground-breaking near the Kansas-Missouri border. (Petrowski, Curcio)
- Sep. 8, 1863 First Confederate troops leave Richmond for Chattanooga. (Clark)
- Sep. 8, 1863 First Mahanoy coal arrives at Elizabethport from the mines of J. & O. O. Bowman at Delano. (USRR&MR)
- Sep. 8, 1863 Boston, Hartford & Erie Railroad acquires the Thompson & Willimantic Railroad and the Southern Midland Railroad; the Boston-Islington segment of the latter is not being operated; Dedham-Blackstone section operated by Norfolk County Railroad trustees. (NHCorp, Humphrey)
- Sep. 9, 1863 Philadelphia & Erie opens between Driftwood and Sterling, Pa. (AR)
- Sep. 9, 1863 U.S. District Court upholds the constitutionality of the draft. (Scharf)

- Sep. 9, 1863 Union Army of the Cumberland under Gen. William S. Rosecrans occupies Chattanooga as Gen. Bragg withdraws into Georgia. (Long)
- Sep. 9, 1863 Herman Haupt makes his final report to Secretary of War Stanton, covering the entire period of his military service. (Haupt)
- Sep. 10, 1863 Philadelphia & Baltimore Central Railroad authorizes a further extension of the line as money allows. (MB)
- Sep. 11, 1863 Camden & Atlantic Railroad Board orders G.W. Cass & Company's Philadelphia & Eastern Transportation Company to remove its boat from the Coopers Point wharf and cease running through freight within 5 days. (MB)
- Sep. 11, 1863 Directors of Galena & Illinois River Railroad assign charter to Joseph E. Young, Pres. of Chicago & Great Eastern Railway. (Church)
- Sep. 13, 1863 Army of Northern Virginia withdraws from Culpeper to below the Rapidan River; within days, the bulk of Meade's army occupies the area between the Rappahannock and the Rapidan and strips it of all supplies. (Johnston)
- Sep. 14, 1863 Joint Companies Executive Committee considers the application of J. Edgar Thomson to pro-rate the New York-Chicago fare; the Camden & Amboy is to count as 130 miles (although it is actually 90), the PRR at 360, and the PFW&C at 468 miles; authorizes taking West Jersey Railroad bonds at par; authorizes establishing a company store and doctor at South Amboy; Ashbel Welch directed to investigate a new coupler; agrees to buy 7 mail cars for the Burlington County Railroad, in return for it buying 3. (MB)
- Sep. 14, 1863 West Jersey Railroad subscribes an additional \$5,000 to the Salem Railroad. (MB)
- Sep. 14, 1863 Secretary of War Stanton relieves Herman Haupt after the dispute over the nature and duration of his commission. (Haupt)
- Sep. 14, 1863 Gen. James Longstreet and staff leave Richmond for Chattanooga. (Clark)
- Sep. 15, 1863 After a string of writs of *habeas corpus* from Democratic judges, Pres. Lincoln issues a proclamation declaring a constitutional state of emergency and suspending *habeas corpus* nationwide in cases of prisoners of war, deserters, spies and persons resisting or interfering with the draft or operations of the armed forces. (NYT)
- Sep. 15, 1863 Little Miami Pres. William H. Clement reports to the Board that negotiations for the lease of the Sandusky, Dayton & Cincinnati Railroad

have failed; the move to control the Indiana Central Railway has failed because of Treasurer Samuel Hannah's failure to deliver \$150,000 in stock at 75; the Atlantic & Great Western lease has failed from the inability of the LM to control the SD&C, so that they must negotiate further with the Cincinnati, Hamilton & Dayton Railroad; Clement has spoken to the CH&D regarding a merger or modifying their traffic contract to permit the LM to share in the profits from the CH&D's lease of the Dayton & Michigan Railroad and in the A&GW traffic; Board contributes \$200 to the Kilgour Rifles organized by employees at Pendleton. (MB)

- Sep. 1863 Future PRR General Manager Joseph B. Hutchinson (1844-1934) discharged from the Union Army after serving in all campaigns through Gettysburg; returns to PRR. (NYT)
- Sep. 1863 Baltimore City Council passes another ordinance covering Northern Central Railway's Canton Extension; Mayor Chapman again vetoes it, but suggests that the company adopt a new and cheaper route. (AR)
- Sep. 1863 PRR is carrying more oil than either the NYC or the Erie Railway; that which is not sent on the Atlantic & Great Western Railroad is stored in tanks and then floated down the Allegheny River in floods to the PRR at Pittsburgh. (Reynolds)
- Sep. 1863 St. Marys Coal Company goes into operation at St. Marys, Pa., on the Philadelphia & Erie Railroad. (Leeson)
- Sep. 1863 Future inventor George Westinghouse (1846-1914) enters the Union Army as a private; he later serves as an officer in the Engineer Dept. of the Navy. (Prout, Skrabec)
- Sep. 1863 Chisholm, Jones & Co. incorporated as the Cleveland Rolling Mill Company with a rail mill at Newburgh near Cleveland. (Johnson/Cuyahoga)
- Sep. 16, 1863 PRR Board makes donation of \$1,000 each to the two regiments of Grey Reserves and Blue Reserves called from Philadelphia to Harrisburg on July 1; authorizes construction of a line to meet the Pittsburgh & Steubenville on the south side of Pittsburgh. (MB)
- Sep. 16, 1863 Cornelius Vanderbilt meets with Erastus Corning in an effort to get the NYC to throw more traffic to his New York & Harlem Railroad. (Stiles)
- Sep. 17, 1863 LIRR Board authorizes placing a \$150,000 mortgage on the Glen Cove Branch and placing it under contract. (MB)
- Sep. 18, 1863 Northern Central Railway Board orders extension of double track from Relay to Cockeysville; discharges C.V. Fisher as Resident Engineer of the

- Canton Division for failure to construct the line; appoints James Stokes Biddle (1818-1900) as Resident VP at Baltimore. (MB)
- Sep. 18, 1863 First three Confederate brigades arrive at Dalton, Ga., 10 miles from Bragg's positions on Chickamauga Creek. (Clark)
- Sep. 18, 1863 Middletown Extension Railroad merged into the Hartford & New Haven Railroad. (NHCorp)
- Sep. 20, 1863 Confederates under Gen. Braxton Bragg defeat Gen William S. Rosecrans in the two-day Battle of Chickamauga in Georgia south of Chattanooga, the bloodiest battle of the war in the western theater; two more brigades from Virginia arrive in disjointed fashion, but three brigades arrive too late, and the artillery is still five days away at the time of the battle; on the second day, Confederates break through the Union line; Rosecrans falls back to Chattanooga, where he is besieged; although the Confederates retain the field, they have gained no strategic objective for their heavy losses; Col. William Jackson Palmer participates in the battle. (Clark, Fisher)
- Sep. 22, 1863 Gen. William T. Sherman's forces leave Vicksburg by river to march to the relief of Gen. Rosecrans in Chattanooga following the Memphis & Charleston Railroad. (Clark, JSmith)
- Sep. 23, 1863 CNJ accepts New Jersey Railroad's terms for hauling its passengers east of Elizabeth and asks that it be extended month-to-month until its own line to Jersey City is done. (MB)
- Sep. 23, 1863 Gen. Braxton Bragg cuts the Nashville & Chattanooga Railroad, which serves as Rosecrans's supply line, and prepares to starve him into surrender; future Cumberland Valley Railroad Superintendent Capt. Joseph F. Boyd (1832-1907) placed in charge of all Union transportation from the railhead at Stevenson, Ala., to Chattanooga. (Clark, Wilson)
- Sep. 23, 1863 Secretary of War Stanton, Gen. Henry W. Halleck and Pres. Lincoln meet at the War Dept. to respond to the plea of Gen. Rosecrans, now besieged in Chattanooga, for reinforcements within 10 days; Stanton favors a bold plan to move 30,000 troops from the Virginia theater by rail; in size, scope and distance, it will not be exceeded until the modern wars of the 20th century. (Summers, Clark)
- Sep. 24, 1863 Secretary of War Stanton summons Tom Scott, John W. Garrett, William P. Smith and Samuel M. Felton of the PB&W to the War Dept. to develop his plan to move the 11th & 12th Corps of the Army of the Potomac, now a smaller group of 23,000 men, to reinforce Gen. Rosecrans in Chattanooga; to run 1,230 miles from Culpeper via Washington, Relay, Benwood, Columbus, Indianapolis and Louisville to Bridgeport, Ala., on the north

bank of the Tennessee River, the railhead closest to Chattanooga; Gen. Daniel C. McCallum of U.S. Military Railroad is in overall command and handles the Culpeper-Washington leg with John H. Devereux, the head of the USMRR in Virginia, Garrett the Washington-Jeffersonville leg, and Scott, with the rank of Colonel and Assistant Quartermaster of Volunteers, the Jeffersonville-Bridgeport leg; troops are commanded by Gen. Joseph Hooker and Gen. Daniel Butterfield; among the troops being transferred is future PRR VP Capt. John P. Green of the 12th Corps. (FThomsonPapers, Clark, Sipes, Summers, Wilson)

- Sep. 24, 1863 Tom Scott and Samuel M. Felton travel together from Philadelphia to Washington, where they meet with Secretary of War Stanton and Gen. Hooker to plan the troop movement; Scott leaves Washington at 6:30 PM for Louisville. (FThomsonPapers)
- Sep. 24, 1863 J. Edgar Thomson proposes an exchange of property between the West Chester & Philadelphia Railroad and the Junction Railroad through the Almshouse property, with the two roads crossing between Spruce & Mansion Streets. (MB)
- Sep. 25, 1863 First two trains of the Union troop movement leave Culpeper, arrive in Washington and are sent west; Northern Central Railway and PW&B contribute cars; many trains are made up of box cars fitted with board seats; soldiers knock large ventilation holes in the sides; B&O forces build a pontoon bridge over the Ohio River at Benwood. (Summers, Clark)
- Sep. 25, 1863 North Shore Railroad Company incorporated in New York under articles dated July 1 to build Flushing to Hempstead Harbor, about 12 miles. (Val, NYState, C&C)
- Sep. 25, 1863 Atlantic & Great Western Railroad contracts for third rail on the Cincinnati, Hamilton & Dayton Railroad between Dayton and Cincinnati. (Minor)
- Sep. 26, 1863 Central Transportation Company takes bids from car builders to build five sleeping cars by Feb. 20, 1864 and twenty more in 1864; now has eight cars ("M"- "T") in service, four on PRR, one on CNJ-PRR, two on the Northern Central Railway and two on the Bee Line. (USRR&MR)
- Sep. 26, 1863 Last 1,700 men of 11th Corps loaded in Virginia; first train reaches Martinsburg; Tom Scott arrives in Louisville to make arrangements for transfer across Ohio River; Scott places Frank Thomson, who had returned to PRR from the U.S. Military Railroads in Va. only a few weeks earlier, in charge of the line south of Nashville, which was the part most exposed to enemy action. (Clark, FThomsonPapers, RyW)
- Sep. 26, 1863 North Shore Railroad Company organized at Manhasset Valley, N.Y.;

William P. Miller, Pres. (C&C)

- Sep. 26, 1863 Bethlehem Iron Company rolls its first iron rails for the Lehigh Valley Railroad. (Levering, BethStl)
- Sep. 27, 1863 First trains of troop movement arrive at Benwood, W.Va. at 11:00 AM, having run from Washington in 42:00; troops cross Ohio River on foot on pontoon bridge. (Summers)
- Sep. 27, 1863 Tom Scott orders Hugh J. Jewett of the Central Ohio Railroad to have all baggage and horses put in cars with compromise wheels at Bellaire to avoid changing cars at Indianapolis. (FThomsonPapers)
- Sep. 27, 1863 Tom Scott receives Secretary of War Stanton's approval of his suggestion to change the gauge of the Louisville & Lexington and Lexington & Frankfort Railroads from standard to 5'-0" to permit greater flexibility in sending troops and supplies south across Kentucky. (FThomsonPapers)
- Sep. 28, 1863 Secretary of War Stanton approves building a connection between the L&N, the Louisville & Lexington Railroad and the Ohio River at Louisville. (FThomsonPapers)
- Sep. 28, 1863 Last units of the 12th Corps of the Army of the Potomac leave Virginia; lead train passes Columbus, Ohio at 3:00 AM. (Summers, Clark)
- Sep. 28, 1863 Gen. Robert E. Lee informs Pres. Jefferson Davis of the Union troop movement; orders Gen. John D. Imboden to break the line of B&O, but it is too well guarded. (Clark)
- Sep. 28, 1863 New York & Flushing Railroad leases operation of North Shore Railroad. (Val)
- Sep. 29, 1863 First troop train arrives in Jeffersonville at 1:30 AM; troops march to Louisville and depart at 5:30 AM and reach Nashville at 6:40 PM; depart south at 7:10 PM; the second train leaves Louisville at 7:00 AM and the third at 10:00 AM; in the afternoon, two cars are lost being ferried across the Ohio at Louisville; at 11:15 PM Gen. Carl Schurz (1829-1906), his staff, and 800 men are sent south from Louisville. (FThomsonPapers)
- Sep. 29, 1863 Secretary of War Stanton sends Tom Scott a congratulatory telegram, "Your work is brilliant. A thousand thanks. It is a great achievement." (FThomsonPapers)
- Sep. 30, 1863 Last troop train arrives in Benwood; first four troop trains arrive at Bridgeport, Ala., having made the journey in five days. (Clark, Summers, Kamm, FThomsonPapers)

- Sep. 30, 1863 PRR Board authorizes purchase of 156 shares of Western Transportation Company, contractor for Pittsburgh & Steubenville; subscription of \$70,000 to Pacific Railroad Company of Texas. (MB)
- Sep. 30, 1863 Baltimore Councils pass an ordinance for the Northern Central Railway to complete its Canton Extension, providing it is finished by Jan. 1, 1868, and the company keeps its headquarters in Baltimore; the ordinance is vetoed by the Mayor, and the First Council fails to override the veto. (ARJ)
- Oct. 1, 1863 Columbus & Indianapolis Railroad organized as reorganization of Columbus, Piqua & Indiana Railroad; William Dennison, Pres.; Benjamin E. Smith, John T. Seeley, W. D. Thompson and S. Morris Waln, directors; CP&I First, Second and Third Mortgage bondholders have agreed to donate one third of their bonds for building the Richmond & Covington Railroad; \$1.51 million debt and stock wiped out; stockholders receive 25 cents on the dollar in new stock. (MB, Church, C&C, Marvin)
- Oct. 1, 1863 Message from a Confederate spy in Washington is delivered to Pres. Jefferson Davis, confirming details of the Union troop movement; last units of the 11th Corps reach Bridgeport. (Clark)
- Oct. 1, 1863 Tom Scott sends Gen. Joseph Hooker and his staff south from Louisville on the regular 8:00 AM train. (FThomsonPapers)
- Oct. 1, 1863 PW&B completes second track from Philadelphia to Newport, Del. (ARJ)
- Oct. 1, 1863 Illinois River Railroad sold at foreclosure to bondholders for \$400,000. (Church)
- Oct. 1, 1863 Boston, Hartford & Erie Extension Railroad Company incorporated in N.Y. to extend the Boston, Hartford & Erie Railroad to the Hudson River at Fishkill Landing. (NHCorp)
- Oct. 2, 1863 Benjamin E. Smith elected Pres. of Columbus & Indianapolis Railroad after William Dennison resigns. (MB)
- Oct. 2, 1863 Last draft animals of the 11th Corps shipped from Bealton, Va.; Confederate cavalry destroy an 10-mile long wagon train between Bridgeport and Chattanooga, cutting Rosecrans's supply line. (Clark)
- Oct. 3, 1863 New Castle & Beaver Valley Railroad opens between Homewood Jct. on the PFW&C and New Castle, Pa. (Church, C&C - ARJ, USRR&MR has 10/5! Mon. prob revenue date - see 6/15 - this is correct date, Durant)
- Oct. 4, 1863 Railroads begin shipping additional horses and baggage of 11th and 12th

Corps from Culpeper; Confederate cavalry cuts Nashville & Chattanooga Railroad near Murfreesboro, Tenn., interrupting the troop movement. (Summers. Clark)

- Oct. 4, 1863 Capt. Joseph F. Boyd and about 300 other Union troops are captured by Confederate cavalry under Gen. Joseph Wheeler, who are cutting the railroad between Stevenson and Nashville. (Wilson)
- Oct. 4, 1863 Samuel Prescott Bush (1863-1948), future Lines West officer and grandfather of Pres. George Herbert Walker Bush (1924-), born at East Orange, N.J. (NCAB)
- Oct. 4, 1863 Future New Haven Railroad Pres. Edward Jones Pearson (1863-1928) born. (AR)
- Oct. 5, 1863 First train opens Camden & Amboy tunnel under Broad & Center Streets, Trenton, on the new straight line from Clinton Street Station to the Delaware River Bridge; the line also includes a tunnel under the Delaware & Raritan Canal. (TrueAm)
- Oct. 5, 1863 Camden & Atlantic Railroad leases the wharves and landing of the Coopers Point & Philadelphia Ferry Company at Coopers Point, Camden. (MB)
- Oct. 5, 1863 New York Board of Aldermen passes a resolution confirming the right of the Hudson River Railroad to operate “dummy” locomotives in the streets between Chambers Street and 31st Street. (NYT)
- Oct. 5, 1863 Brooklyn, Bath & Coney Island Railroad holds an opening excursion from 35th Street to Bath along the Bath Plank Road using a “dummy” steamcar; no regular service until next summer. (BrklnEgle)
- Oct. 6, 1863 Last troop trains pass Louisville. (Summers)
- Oct. 6, 1863 Little Miami Railroad Pres. William H. Clement reports to the Board that he has purchased \$150,000 in bonds of the Cincinnati & Indiana Railroad. (MB)
- Oct. 6, 1863 Henry Miller, Theodore H. Butler, and John H. Bradley elected directors of the Indiana Central Railway, replacing Treasurer Samuel Hannah, David Commons and H. Gatch Carey, resigned. (MB)
- Oct. 7, 1863 Atlantic & Great Western Railroad leases Cleveland & Mahoning Railroad retroactive to Oct. 1; gives Erie system access to Cleveland; Cleveland & Mahoning builds “straddle rails” for 6'-0" cars. (Minor, Maybee)
- Oct. 7, 1863 Cincinnati, Hamilton & Dayton Railroad approves contract with Atlantic &

- Great Western Railroad to lay a third rail between Dayton and Cincinnati and operate a through 6'-0" gauge line from New York. (USRR&MR, ARJ)
- Oct. 8, 1863 Movement of 11th & 12th Corps complete; 23,000 men moved 1,233 miles in 14 days; last baggage trains leave Virginia in early morning, making total of 719 vehicles and 3,396 animals. (Clark)
- Oct. 8, 1863 Millville & Glassboro Railroad Board approves contract with George W. Thomas, Alfred S. Porter and Nathaniel F. Chew (G.W. Thomas & Co.) to operate the railroad under a 20-year lease; Richard D. Wood is a silent partner and guarantees them that they will receive an amount at least equal to their old wages; in return, Wood is to receive a share of any profits. (Val, MB, Wood)
- Oct. 8, 1863 Farmers Railroad in the Pennsylvania Oil Regions receives letters patent. (C&C)
- Oct. 1863 Confederates destroy the Orange & Alexandria Railroad between Manassas and Brandy Station near Culpeper. (OR)
- Oct. 9, 1863 New York City ordinance permits Hudson River Railroad to operate steam "dummy" engines to draw cars within the city for 10 years and an annual license fee of \$50 per engine. (Valentine, NYState)
- Oct. 9, 1863 Tom Scott begins changing the gauge of the Louisville & Lexington and Lexington & Frankfort Railroads from standard to 5'-0". (FThomsonPapers)
- Oct. 10, 1863 New Jersey Railroad Board approves Camden & Amboy Railroad's request to extend double track to Camden & Amboy Jct. ("COUNTY") and eliminate a curve at that point; authorizes signing the Morris & Essex Railroad contract as mediated by ex-Gov. Peter D. Vroom, providing the stock of the Middlesex & Union Railroad is delivered to the NJRR first. (MB)
- Oct. 10, 1863 Baldwin Locomotive Works makes a secret arrangement to build locomotives for PRR at \$250 under any other manufacturer's bid in recognition that PRR offers larger orders and prompt payment. (Brown)
- Oct. 10, 1863 Unionist Daniel Agnew (1809-1902) elected to the Pennsylvania Supreme Court, replacing Chief Justice Walter H. Lowrie (1807-1876), who is voted out, changing the party balance on the court. (wiki)
- Oct. 12, 1863 Frankford & Holmesburg Railroad Company receives letters patent. (C&C)
- Oct. 12, 1863 West Chester & Philadelphia Railroad Board orders report on question of selling the old Commonwealth Passenger Depot at 18th & Market Streets.

(MB)

- Oct. 12, 1863 Deadline for John C. Fremont and Samuel Hallett making final payment on purchase of Union Pacific Railway Company, Eastern Division, passes, and control technically reverts to Stone, Isacks, Ewing and McDowell. (Petrowski)
- Oct. 13, 1863 Last Army of Potomac baggage train passes Indianapolis. (Summers)
- Oct. 13, 1863 War Democrat John Brough defeats Copperhead Democrat Clement L. Vallandigham, who has been campaigning from exile in Canada, for Gov. of Ohio; Vallandigham continues his political activities but without winning office; when he accidentally shoots himself to death in 1871 with a pistol he believes to be empty while demonstrating to a courtroom how an alleged murder victim may have done the same, Republicans across the country hold it to be divine justice; Stillman Witt takes Brough's positions on the Bellefontaine Line pro-tem. (Wagner, StGaz, AR)
- Oct. 14, 1863 Jersey City & Bergen Railroad extended in Bayonne from about 33rd Street to Bergen Point; runs on a private right of way between Avenues C & D (Broadway) from 32nd Street to 1st Street on the Kill van Kull ending alongside the La Tourette Hotel. (VanBuskirk)
- Oct. 14, 1863 All Morris & Essex trains removed from New Jersey Railroad between Newark and Jersey City in favor of the new Hoboken Land & Improvement Company line and the Erie Tunnel after the through service contract of 1853 expires. (Taber)
- Oct. 14, 1863 Gen. William S. Rosecrans wires Tom Scott that he needs stock cars from Chicago to bring beef cattle to his army. (FThomsonPapers)
- Oct. 14, 1863 Indiana Central Railway Board orders paying the Columbus banking house of Bartlit & Smith \$4,500 advanced by them to the Richmond & Covington Railroad, and John S. Newman and H. Gatch Carey \$2,000 advanced for the same purpose. (MB)
- Oct. 14, 1863 B&O Board approves lease of Newark, Mansfield & Sandusky Railroad; to be changed from 5'-4" gauge to 4'-9½"; B&O plans to operate compromise cars to Chicago via Bellaire, Sandusky and Michigan Southern. (USRR&MR)
- Oct. 14, 1863 U.S. Adjutant-General announces the draft in New Jersey is scheduled for Oct. 26. (TrueAm)
- Oct. 15, 1863 Jersey City & Bergen Railroad opens a branch to the Erie's Pavonia Ferry. (VanBuskirk - what route?)

- Oct. 15, 1863 Last Army of the Potomac baggage train passes Jeffersonville. (Summers)
- Oct. 1863 Cleveland & Pittsburgh Railroad declares a 4% dividend, its first in 10 years. (AR)
- Oct. 1863 Robert Neilson (1837-1896), a 1861 graduate of Rensselaer, enters PRR service as a rodman on the Middle Division of the Philadelphia & Erie Railroad. (SnbrySmphr)
- Oct. 1863 James McHenry, T.W. Kennard, William Reynolds, James J. Shryock and George A. Bittenbanner admitted to the Pennsylvania & Ohio Coal Company, which is renamed the Mercer Mining & Manufacturing Company. (Felton)
- Oct. 16, 1863 Last Army of the Potomac baggage train arrives at Bridgeport, Ala. (Clark)
- Oct. 16, 1863 PRR Board appoints William J. Howard Assistant Secretary; authorizes purchase of majority of stock of Tyrone & Clearfield Railroad. (MB)
- Oct. 16, 1863 James S. Biddle refuses to serve as the Northern Central Railway's Resident VP at Baltimore, as he does not want to leave Philadelphia; Board appoints a committee on coal lands and orders a halt to expenditures on new construction. (MB)
- Oct. 16, 1863 Little Miami Railroad orders purchase or construction of two coal-burning locomotives because of growing shortage of fuel wood. (MB)
- Oct. 16, 1863 Columbus & Xenia Railroad Board appoints committee to purchase stock and bonds of Dayton & Western Railroad. (MB)
- Oct. 16, 1863 Cincinnati & Fort Wayne Railroad accepts Indiana act that extends time for completion to Dec. 30, 1872. (Church)
- Oct. 17, 1863 On recommendation of Tom Scott, Louisville & Lexington Railroad changed from standard gauge to 5'-0" gauge and connected to Louisville & Nashville Railroad; creates a more direct route to Chattanooga via Cincinnati and allows free movement of rolling stock within Union territory in Kentucky and Tennessee. (Clark)
- Oct. 17, 1863 Secretary of War Stanton, who has come on a special train from Washington to meet Gen. U. S. Grant at Louisville, meets Gen. U. S. Grant by chance at Indianapolis and proceeds with him to Louisville; Gen. Grant is placed in charge of all operations of the new Division of the Mississippi between the Alleghenies and the Mississippi; Grant relieves Gen. Rosecrans, whom both he and Stanton dislike, as commander of the Dept.

of the Tennessee and replaces him with Gen. George H. Thomas (1816-1870), the hero of Chickamauga, who is ordered to hold Chattanooga, where troops are starving on half rations, at all costs; Gen. William Tecumseh Sherman (1820-1891) is placed in charge of the Dept. of the Tennessee, replacing Grant. (Long, Clark, JSmith, Pletcher)

- Oct. 17, 1863 Col. William Jackson Palmer takes his cavalry regiment from Chattanooga over Walden's Ridge into the Saquatchie Valley to strip the area of grain and cattle for the support of the army. (Fisher)
- Oct. 18, 1863 Tom Scott meets with Secretary of War Stanton and Quartermaster General Montgomery C. Meigs and briefs them on the situation between Louisville and Nashville. (FThomsonPapers)
- Oct. 19, 1863 Philadelphia & Erie Railroad opens between Sterling and Emporium, Pa. (AR - Rosenberger and USRR&MR have 10/20, Tues)
- Oct. 19, 1863 Maximilien (Max) Riebenack (1844-1910), later PRR's accounting expert, joins PRR as clerk to the Military Agent in the Passenger Dept.
- Oct. 19, 1863 Secretary of War Edwin M. Stanton appoints John B. Anderson (1818?-1897) of the Louisville & Nashville Railroad, formerly with the PRR and PFW&C, General Manager of all railroads in government possession in the Departments of the Cumberland, Ohio and Tennessee. (FThomsonPapers, Klein)
- Oct. 20, 1863 Opening of the Philadelphia & Erie Railroad from Driftwood to Emporium celebrated with an ox-roast. (McKean/Elk, ARJ)
- Oct. 20, 1863 Gen. U.S. Grant and staff arrive in Nashville by rail; Tom Scott accompanies Grant as far as Shepardsville, where he takes a train back to Louisville. (Btles&Ldrs, FThomsonPapers)
- Oct. 20, 1863 Hudson River Railroad Board votes to loan Leonard W. Jerome \$400,000 for his operation to buy control of the NYC and secure all its through traffic. (Stiles/MB)
- Oct. 20, 1863 Provost Marshal Capt. Charlemagne Tower has his deputy deliver draft notices in Audenried, Honey Brook and nearby patch towns in the Eastern Middle Field and in Schuylkill and Blythe Townships, Schuylkill County under the guard of 50 cavalry; at Yorktown, George K. Smith, the mining lessee at Honey Brook, entertains the troops at his home. (OR)
- Oct. 20, 1863 Thomas W. Kennard of the Atlantic & Great Western holds an open house at the country estate he has purchased at Glen Cove on the fashionable north shore of Long Island. (Reynolds)

- Oct. 21, 1863 Gen. Grant travels to Stevenson, Ala., where he meets Gen. Rosecrans, both proceeding to the end of track at Bridgeport. (Btls&Ldrs)
- Oct. 21, 1863 Among his last orders, Tom Scott orders stopping construction on the track between Jeffersonville and New Albany and instead completing a track down to the river in Jeffersonville to improve ferriage across the river. (FThomsonPapers)
- Oct. 22, 1863 John S. Darcy (1788-1863), Pres. of the New Jersey Railroad since 1832, dies at Newark at age 76. (MB)
- Oct. 22, 1863 Tom Scott retires from military service after Gen. Grant replaces Gen. Rosecrans at Chattanooga. (Kamm)
- Oct. 22, 1863 Joseph W. Cooper (1799-1871) elected Pres. of Camden & Atlantic Railroad, replacing John Brodhead. (MB)
- Oct. 22, 1863 Junction & Breakwater Railroad stockholders authorize negotiating a loan to buy rail and finish the road to Georgetown. (MB)
- Oct. 23, 1863 Tom Scott arrives in Pittsburgh, where he has ordered Superintendent Andrew Carnegie to have the PRR directors' car and extra engine waiting for him; Scott leaves for Washington. (FThomsonPapers)
- Oct. 23, 1863 Gen. U. S. Grant arrives in Chattanooga, having taken two days to travel the wretched 60-mile supply road from the railhead at Bridgeport on horseback. (Btls&Ldrs. JSmith)
- Oct. 23, 1863 Cumberland & Pennsylvania Railroad purchases the railroad of the Georges Creek Coal & Iron Company for \$250,000; the latter becomes the Georges Creek Coal Company. (B&O Val)
- Oct. 23, 1863 N.J. Gov. Joel Parker gets the draft postponed until Jan. 1, 1864. (TrueAm)
- Oct. 24, 1863 Track is completed to the river at Louisville. (FThomsonPapers)
- Oct. 24, 1863 Gen. U. S. Grant orders a supply line be opened from Chattanooga to the railhead at Bridgeport in order to bring food to the besieged army. (Wagner)
- Oct. 26, 1863 Trenton Horse Railroad opens streetcar line from Clinton Street Station to State & Calhouun Streets, linking Camden & Amboy station with State House district. (TruAm has first car 10/22)
- Oct. 26, 1863 PFW&C begins furnishing a locomotive, baggage car and coach to make two round trips over the New Castle & Beaver Valley Railroad between

Homewood and New Castle, until Apr. 1, 1864 or such date as the Erie & Pittsburgh Railroad is completed. (MB)

- Oct. 26, 1863 Gen. Hooker's troops from the Army of the Potomac leave Bridgeport, Ala., and advance to the relief of Chattanooga and secure new supply lines for the besieged city; new Union bombardment of Charleston forts begins. (Long)
- Oct. 27, 1863 Galena & Illinois River Railroad, incorporated in 1857, organized; Joseph E. Young, Pres. (C&C)
- Oct. 27, 1863 Troops from Chattanooga occupy the south bank of Tennessee River, lining up with the 11th & 12th Corps at Bridgeport and opening a level supply route between Bridgeport and Chattanooga to replace the steep detour over Walden's Ridge. (Clark)
- Oct. 28, 1863 U.S. Circuit Court denies Ross, Steele & Company's petition for an injunction to force the Union Pacific Railway Company, Eastern Division, to honor their contract. (Petrowski)
- Oct. 29, 1863 John L. Winner elected Pres. of Richmond & Covington Railroad, replacing Evan Baker, deceased. (MB)
- Oct. 29, 1863 Chicago & Great Eastern Railway issues contract for building La Crosse to Chicago to John Brandt, Jr., William D. Judson and Amos Tenney; largest stockholder is Joseph E. Young of Chicago. (MB)
- Oct. 29, 1863 Jeffersonville Railroad Board approves the purchase of the Wallace property at 1st & Wall Streets and moving the company offices there; authorizes providing 42 of a pool of 150 compromise box cars with the Bellefontaine Railway and Cleveland, Columbus & Cincinnati Railroad. (MB)
- Oct. 30, 1863 U.S. Military Railroad reopens Orange & Alexandria Railroad from Manassas to Warrenton Jct. (OR)
- Oct. 30, 1863 Certificate of reorganization incorporating the Columbus & Indianapolis Railroad filed in Ohio. (C&C)
- Oct. 30, 1863 Galena & Illinois River Railroad, with charter for unbuilt railroad from Galena to Indiana state line, merged into Chicago & Great Eastern Railway. (Church)
- Oct. 30, 1863 New York banker William D. Judson (1813?-1894) elected Pres. of Chicago & Great Eastern Railway. (MB)
- Oct. 31, 1863 Columbus & Indianapolis Railroad formally incorporated in Ohio as

reorganization of Columbus, Piqua & Indiana Railroad. (Church)

- Oct. 31, 1863 William Gibbs McAdoo (1863-1941), builder of Hudson & Manhattan Tubes, Director-General of USRA and Secretary of the Treasury, born at Marietta, Ga.; son of a planter soon to be impoverished by the Civil War. (McAdoo)
- Fall 1863 U.S. Military Railroad constructs a large engine house at Alexandria and begins repairs to the draw spans of the Long Bridge. (OR)
- Nov. 1, 1863 PW&B resumes use of contractors for maintenance of way. (AR)
- Nov. 1, 1863 Col. John B. Anderson takes charge of the Louisville & Nashville Railroad as General Manager for the U.S. Military Railroads; promises to forward 100 cars per day. (FThomsonPapers)
- Nov. 3, 1863 First through train of 10 freight cars and T.W. Kennard's official's car arrives in Cleveland from Jersey City via Erie/Atlantic & Great Western route after straddle rails laid for 6'-0" gauge on Cleveland & Mahoning Railroad; first broad-gauge train into Cleveland. (Reynolds, ARJ, NYT)
- Nov. 3, 1863 Democrats carry both houses of the New Jersey Legislature in reaction to the draft and Lincoln's war policies. (TrueAm)
- Nov. 3, 1863 Unionists cement their control of the Maryland Legislature, permitting them to call a new constitutional convention to abolish slavery. (Clark)
- Nov. 4, 1863 PRR and Junction Railroad make proposition to West Chester & Philadelphia Railroad for joint occupancy of its right of way through the Almshouse property in West Philadelphia; are to occupy the WC&P right of way and purchase a new right of way to shift the WC&P to the west. (Casebook)
- Nov. 4, 1863 Indiana Central Railway Board appoints a committee to meet with the Columbus & Indianapolis Railroad, which is seeking to merge, on buying or leasing locomotives for its line; reports it is inexpedient to raise passenger fares.(MB)
- Nov. 4, 1863 Union & Logansport Railroad Board authorizes a survey via Jonesborough. (MB)
- Nov. 4, 1863 F. M. Bowen appointed Superintendent of the Jeffersonville Railroad, replacing General Superintendent A. S. Crothers, resigned for health; Board approves an agreement with the City of Louisville to exchange the Jeffersonville Railroad stock for city bonds. (MB)

- Nov. 4, 1863 Responding to orders from Pres. Jefferson Davis, Gen. Braxton Bragg sends a force under Gen. James Longstreet from Chattanooga to besiege Knoxville in the hope of reopening the direct rail line to Virginia; the siege fails and weakens Bragg's position at Chattanooga. (Wagner)
- Nov. 5, 1863 New York and Washington attorney Robert W. Latham writes to Thomas C. Durant urging that he discuss Latham's plan to combine the various Union Pacific interests with Secretary of the Interior John P. Usher, who has already used his influence to help the Union Pacific Railway Company, Eastern Division get Indian lands. (Petrowski)
- Nov. 5, 1863 A large group of miners from Hazleton marches to Audenried and Honey Brook and orders the men there to quit work or they will destroy the breakers; they boast of being able to stop the war by cutting off the coal supply; that evening, men with blackened faces invade the home of mine operator George K. Smith, who had provided payroll lists to the draft officers and entertained the federal troops in Aug., and shoot him dead in front of his wife; those later arrested are freed when a mob intimidates the sheriff. (OR, Broehl, Palladino)
- Nov. 1863 Tyrone & Clearfield Railroad opens between Powelton and Philipsburg, Pa., (7.5 miles) for passenger service; freight service to follow (AR, Val)
- Nov. 1863 Capt. Joseph F. Boyd arrives in Richmond, where he spends three months in Libby Prison as a prisoner of war. (Wilson)
- Nov. 7, 1863 First steam "dummy" begins running on a Philadelphia street railroad between Berks Street and Frankford. (Scharf)
- Nov. 8, 1863 Hamilton Fish (1808-1893) elected Pres. of the New Jersey Railroad & Transportation Company, replacing John S. Darcy, deceased; Board considers the sale of its Jersey City & Bergen Plank Road stock; authorizes the sale of the ferry *Aresseoh*. (MB)
- Nov. 8, 1863 New New Jersey Railroad & Transportation Company ferryboat *New York* placed in revenue service on the Cortlandt Street run. (HC)
- Nov. 9, 1863 Washington, Alexandria & Georgetown Railroad Pres. Alexander Hay reports that the company has applied to Gov. Pierpont for Virginia legislation; Board authorizes Chief Engineer Silas Seymour to secure rolling stock and build depots and engine houses at Washington and Alexandria. (MB)
- Nov. 9, 1863 On appeal of three draftees, the Pennsylvania Supreme Court by 3-2 rules the draft is unconstitutional and issues an injunction barring the state draft commissioners from working; however, lame duck Chief Justice Lowrie is

responsible for the majority; the federal government ignores the ruling.
(Shankman)

- Nov. 9, 1863 Mauch Chunk lawyer Charles Albright (1830-1880) writes directly to Pres. Lincoln calling for a large federal force and martial law to crush violence and resistance to the war in the anthracite fields. (OR)
- Nov. 10, 1863 Arguments begin in the suit of the Joint Companies against the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad. (TrueAm)
- Nov. 10, 1863 Jeffersonville Railroad agrees to repurchase \$200,000 stock held by City of Louisville from its original subscription and return the 6% city bonds given in payment with interest; the issue is not fully settled until May 1873. (MB, Church)
- Nov. 1863 City of Jeffersonville agrees to surrender 1,000 shares of Jeffersonville Railroad in return for company assuming \$60,000 in city bonds. (Church)
- Nov. 10, 1863 Chicago & Great Eastern Railway issues \$2 million First Mortgage to Frederick Schuchardt and Henry Morgan. (Church)
- Nov. 10, 1863 Federal troops arrest 40 residents of Yorktown and Jeansville in the Eastern Middle Anthracite Field near Audenried. (Palladino)
- Nov. 10, 1863 Cleveland Rolling Mill Company incorporated in Ohio by Henry Chisholm (1822-1881), Andros B. Stone (1824-1896), Amasa Stone (1818-1883), Stillman Witt (1808-1875), Jephtha Wade and Harry B. Payne (1810-1896); it purchase the rolling mill and furnaces of the former partnership of Stone, Chisholm & Jones and the Railroad Rolling Mill; the new company intends to serve the rapidly expanding network of Ohio railroads, even though it must import ore from the Great Lakes and coke from Pennsylvania. (OhioCorps, Paskoff ed)
- Nov. 11, 1863 Philadelphia & Erie Railroad acquires use of (CP&A?) tracks and station at Erie, Pa.; later inherited by PRR. (Val)
- Nov. 11, 1863 Cornelius Vanderbilt writes to NYC Pres. Erastus Corning offering aid in thwarting Thomas W. Olcott's and Leonard W. Jerome's takeover bid; notes he already holds 5,250 shares under his own name and is soliciting proxies for the next election. (Stiles)
- Nov. 11, 1863 Argument heard in the case of the B&O vs. the Pittsburgh & Connellsville Railroad for a permanent injunction to stop the election scheduled for Nov. 12 and for each stockholder to have no more than 20 votes. (USRR&MR)
- Nov. 12, 1863 Pittsburgh & Connellsville annual meeting held to vote on accepting

supplement of Apr. 1, 1863, limiting B&O voting power; no quorum, and meeting adjourns; on same day B&O secures an injunction from the Circuit Court ordering voting at the annual meeting to be under the old law with one vote per share. (USRR&MR, ARJ, AR)

- Nov. 12, 1863 PFW&C Board approves one to six months compensation to families of employees killed on duty. (MB)
- Nov. 13, 1863 John C. DaCosta resigns from the Board of the Camden & Atlantic Railroad. (MB)
- Nov. 13, 1863 Formal opening of Cleveland & Mahoning Railroad to Cleveland.
- Nov. 13, 1863 Gen. Couch writes that the troops should not be withdrawn from the Anthracite Region until the operators have replaced all refractory workers and strikers, or two-thirds of the coal shipments will be cut off. (Palladino)
- Nov. 14, 1863 Cleveland & Pittsburgh, Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula Railroads sign agreement for construction and operation of Union Passenger Depot in Cleveland. (Church)
- Nov. 14, 1863 Robert Garrett & Sons and PRR sign reorganization plan for Steubenville & Indiana Railroad without foreclosure, whereby stockholders surrender one half of stock to pay overdue mortgage coupons. (Church)
- Nov. 14, 1863 Gen. Sherman arrives in Chattanooga, although most of his force is two days behind him. (JSmith)
- Nov. 14, 1863 Because of war inflation, anthracite coal is selling at \$8.50 a ton at Trenton. (TrueAm)
- Nov. 1863 PRR is building new car shops at Race Street, Powelton, West Philadelphia; site of old shops is being cleared for a proposed West Philadelphia union station for the PRR, Reading and PW&B. (ARJ)
- Nov. 1863 Companies of the 10th New Jersey have been stationed in the Eastern Middle Anthracite Field at Beaver Meadow, Tresckow, Yorktown, Audenried and Hazleton; about 100 have been arrested and about 70 imprisoned in Fort Mifflin in Philadelphia. (Palladino)
- Nov. 1863 George H. Bissell & Co. leases the McClintock farm at what will become Petroleum Center, Pa. (Babcock)
- Nov. 16, 1863 Joint Companies Executive Committee authorizes a temporary loan of \$100,000 to the West Jersey Railroad. (MB)

- Nov. 16, 1863 Union Transportation & Insurance Company through William Thaw submits a proposal to conduct a fast freight line over PRR. (Watkins)
- Nov. 16, 1863 New York & Boston Railroad extended from West Medway, Mass., to Woonsocket, R.I. (Humphrey)
- Nov. 16, 1863 U.S. Military Railroad reopens Orange & Alexandria Railroad from Warrenton Jct. to Culpeper. (OR)
- Nov. 16, 1863 Confederate Gen. James Longstreet besieges Gen. Ambrose Burnside in Knoxville. (Long)
- Nov. 17, 1863 PRR Road Committee authorizes purchasing the property of the Columbia Bridge Company. (MB)
- Nov. 17, 1863 West Chester & Philadelphia Railroad rejects proposition of PRR and Junction Railroad to shift its right of way in West Philadelphia westward; protests that the grade of the Junction Railroad is so low that it will not be able to occupy its full right of way because of the needed for a sloped embankment between the two railroads. (Casebook)
- Nov. 18, 1863 Formal opening of Erie/A&GW/Cleveland & Mahoning route between New York and Cleveland; opening excursion leaves Jersey City on Nov. 17 and arrives in Meadville on Nov. 18; second excursion train leaves Cleveland Nov. 18 for Meadville; guests include Sen. John Sherman en route to Gettysburg Cemetery dedication; the New York party proceeds to Cleveland, arriving for a celebration on Nov. 19. (NYT, USRR&MR, ARJ)
- Nov. 18, 1863 Pres. Lincoln and Cabinet leaves Washington on a four-car special train en route to Gettysburg to dedicate the national cemetery; cars are hauled through Howard Street from Camden Station to Bolton on the Northern Central Railway, where a fifth car is added; train proceeds on Northern Central and Hanover Branch Railroad via Hanover Jct. (Withers)
- Nov. 19, 1863 Pres. Lincoln and others dedicate Gettysburg Cemetery; the main speaker, Edward Everett (1794-1865), talks for two hours; Lincoln for two minutes; presidential party leaves in evening, arriving in Washington at 1:00 AM on Nov. 20. (Withers, PaHrtg)
- Nov. 19, 1863 John Jacob Astor, a fellow Democrat, informs Gen. George B. McClellan that he is being considered for the presidency of the New Jersey Railroad, but nothing comes of it. (Sears)
- Nov. 20, 1863 Northern Central Railway Board orders double track extended from Cockeysville to Parkton. (MB)

- Nov. 20, 1863 New Castle & Beaver Valley Railroad Board authorizes building a joint station with the PFW&C at Homewood. (MB)
- Nov. 21, 1863 Pres. Vincent L. Bradford presents a proposal from Grice & Long for steam cars to the Philadelphia & Trenton Railroad Executive Committee. (MB)
- Nov. 21, 1863 Trenton Horse Railroad opens a branch north on Warren Street to Hanover Street. (StGaz)
- Nov. 23, 1863 New Jersey Railroad adopts the location for a new double-track line between New Brunswick and Camden & Amboy Jct. ("COUNTY"); authorizes subscribing an additional 615 shares of the Perth Amboy & Woodbridge Railroad, making a total of 1,500 shares. (MB)
- Nov. 23, 1863 Camden & Amboy opens one track of straight line between Deans Pond and Trenton, running into Clinton Street Station; New York-Trenton running time cut to 2:30; service increased to 8 round trips between New York and Trenton and 12 round trips between Philadelphia and Trenton; with old line, completes double track between Jersey City and Trenton.
- Nov. 23, 1863 Northern portion of Junction Railroad opens between Belmont and 35th Street in Philadelphia, permitting through cars and trains to run between Jersey City and Washington for the first time, though several reverse movements are required; Philadelphia & Reading Railroad used between Richmond and Belmont; passenger trains run only of westbound track of Reading's Port Richmond Branch, as eastbound track always clogged with coal trains; south of Market Street trains use PRR Delaware Extension to run onto PW&B; initially, only one round trip runs through; first train leaves Jersey City for Washington at 7:00 AM running through in 10 hours; Camden & Amboy discontinues last rail-steamboat connection at Tacony, but steamer continues to run serving intermediate stops between Philadelphia and Bordentown; ends transfer of through passengers in streetcars of 10th & 11th Street Line. (AR, PubLdgr, Casebook)
- Nov. 23, 1863 Court issues decree of sale covering portion of Logansport, Peoria & Burlington Railroad east of Peoria.
- Nov. 23, 1863 City Council & Mayor of New York authorize the New York & New Haven Railroad to build a track in Franklin Street between Elm Street & Centre Street. (Valentine)
- Nov. 23, 1863 Gen. Sherman's 15,000 men arrive in Chattanooga; Gen. Grant begins a breakout from the city. (Clark)
- Nov. 24, 1863 Gen. Joseph Hooker wins the Battle of Lookout Mountain east of Chattanooga; future PRR VP John P. Green takes part in the battle. (Clark,

PR)

- Nov. 24, 1863 Little Miami Railroad Pres. William H. Clement reports to the Board that he has purchased \$25,000 in Pittsburgh & Steubenville Railroad First Mortgage bonds; presents a letter from the PRR on having the Little Miami change its gauge; Board votes that in the future, all cars will have compromise wheels for 4'-10" and 4'-8½" gauge. (MB)
- Nov. 25, 1863 PRR Board authorizes purchase of Columbia Bridge Company. (MB)
- Nov. 25, 1863 Gen. Grant defeats Gen. Braxton Bragg in the Battle of Missionary Ridge; Gen. George H. Thomas sweeps the entire Confederate force off the ridge; Bragg retreats into Georgia and soon sends in his resignation; the battle reveals serious Union supply problems, and most of the blame falls on John B. Anderson, who is discharged from the U.S. Military Railroads; Anderson may have had southern sympathies or simply been inept. (Long, Wagner, Klein)
- Nov. 25, 1863 Bolivar, Pa., incorporated as a borough; located on the PRR main line between Johnstown and Blairsville Int., a center of the fire clay industry. (Albert)
- Nov. 1863 Strike of Camden & Amboy Railroad employees at South Amboy. (MB)
- Nov. 27, 1863 Confederate raider Gen. John Hunt Morgan escapes from the Ohio State Penitentiary in Columbus; he will succeed in reaching the Confederate lines. (Wagner)
- Nov. 29, 1863 Gen. James Longstreet launches an attack on Gen. Burnside at Knoxville and is repulsed with heavy losses. (JSmith)
- Nov. 30, 1863 New Castle & Beaver Valley Railroad Board authorizes arranging with the PFW&C for running arrangements; will carry mail free until July 1, 1864. (MB)
- Late 1863 Robert Pitcairn establishes the beginnings of the PRR's Car Record Office; large sheets are used to keep the daily movement of home cars on the home road. (Loree)
- Dec. 1, 1863 New Jersey Railroad raises the charge for hauling the CNJ passengers east of Elizabeth to 25 cents a head. (MB)
- Dec. 1, 1863 Riots in South Amboy. (TrueAm - verify NYT or Trib)
- Dec. 1, 1863 Property of the former Columbus, Piqua & Indiana Railroad deeded to the Columbus & Indianapolis Railroad. (C&C)

- Dec. 1, 1863 Union Pacific Railroad breaks ground at Omaha, Neb.
- Dec. 1, 1863 Democrat Charles Godfrey Gunther (1822-1885) defeats incumbent Republican George Opdyke for Mayor of New York City. (NYT, Burrows/Wallace)
- Dec. 2, 1863 Bear Valley Coal Company incorporated in Mass. by Boston capitalists George B. Upton, Samuel H. Gookin, Josiah Caldwell, et al., to operate in the Lykens Valley Coal Field. (MB)
- Dec. 2, 1863 New York & Harlem Railroad Board authorizes the sale of \$2,139,950 in unissued stock for the purpose of double-tracking and extending the line to Albany. (Stiles/MB)
- Dec. 2, 1863 Following the separation of West Virginia, Francis H. Pierpont is reelected Gov. of the "Restored Government of Virginia" based at Alexandria, where it claims to be the legitimate government of that part of the now-reduced state of Virginia within Union lines; limited to a few counties around Washington, the area around Norfolk and Hampton, and the counties of Northampton and Accomac on the Eastern Shore; Pierpont convenes the Legislature of his "Restored Government" of Virginia in Alexandria on Dec. 9. (Sobel, NYT)
- Dec. 3, 1863 Camden & Amboy Railroad hosts an excursion marking the beginning of regular through service between Jersey City and Washington; leaves Jersey City 8:00 AM and arrives at 6:00 PM for a banquet at Willard's Hotel; returns on Dec. 4; originally took one hour to cover four miles by horses through Philadelphia. (NwkSentFrdm, PubLdgr, Gibb)
- Dec. 3, 1863 Joint Companies Executive Committee appoints William Cook and John P. Stockton a committee to compromise the suit against the companies by Commodore Charles Stewart. (MB)
- Dec. 3, 1863 Summit Branch Railroad Board authorizes selling the Daniel Haim Tract and Samuel Kimmel Tract in Schuylkill County to Samuel A. Munson and Helen E. M. Williams of New York. (MB)
- Dec. 3, 1863 Gen. James Longstreet begins his withdrawal from in front of Knoxville. (Long)
- Dec. 4, 1863 Broad Street Railroad (Newark horse car line) merged into Orange & Newark Horse-Car Railroad under agreement of Nov. 27. (Digest)
- Dec. 4, 1863 Arguments conclude in the suit of the Joint Companies against the Raritan & Delaware Bay Railroad and Camden & Atlantic Railroad. (TrueAm)

- Dec. 4, 1863 Cornelius Vanderbilt meets with Leonard W. Jerome in a failed effort to secure a compromise in the upcoming NYC election. (Stiles)
- Dec. 5, 1863 New Jersey Railroad protests a change in the customs collection that will force the Cunard Line out of Jersey City; authorizes Pres. Hamilton Fish to go to Washington to protect the interests of the company; reports that sleeping cars are now in service between Jersey City and Washington. (MB)
- Dec. 5, 1863 Two-month coal miners' strike in the Broad Top Field ends with miners returning at old rates. (PubLdgr)
- Dec. 5, 1863 Pres. George W. Cass of the PFW&C writes to Pres. Benjamin H. Latrobe of the Pittsburgh & Connellsville Railroad noting that at the last PFW&C annual meeting a resolution was passed in favor of the early completion of the Pittsburgh & Connellsville; the PFW&C wants the choice of a second outlet east of Pittsburgh. (P&C AR)
- Dec. 7, 1863 Pittsburgh & Connellsville annual meeting is held at 11:00 AM instead of noon with local anti-B&O leader J.H. Sewell in the chair; a letter of PFW&C Pres. George W. Cass is read promising a share of through traffic; B&O motion for the company to reject the act of Apr. 1, 1863, is ruled out of order; anti-B&O forces use an obsolete stock ledger that does not show B&O purchases of 1861, enabling them to permit B&O to vote only 700 shares instead of 17,800; City of Pittsburgh votes 10,000 shares it no longer owns; B&O refuses to vote at all and anti-B&O slate elected by 15,900 to 250. (URR&MR, AR, ARJ, Clark)
- Dec. 7, 1863 Richard D. Wood, Thomas Richardson and ___ James meet on the project to develop a steamship line between Philadelphia and Liverpool in connection with the PRR. (Wood)
- Dec. 7, 1863 Col. William Jackson Palmer arrives in Knoxville with 275 cavalymen to come to the aid of Gen. Burnside. (Fisher)
- Dec. 8, 1863 B&O sues to have the Pittsburgh & Connellsville election overturned. (AR)
- Dec. 8, 1863 Lehigh Valley Railroad Board appoints a committee to meet with the North Pennsylvania Railroad on a joint station at Bethlehem. (MB)
- Dec. 9, 1863 At the prompting of William Thaw, President of the Union Transportation & Insurance Company, PRR Board reverses opposition to private freight lines; authorizes Pres. Thomson to negotiate for establishment of a fast freight line. (MB)
- Dec. 9, 1863 PRR Special Committee on Steamship Line presents proposal of Liverpool

& Pennsylvania Steam Ship Company to build ships of 3,000 tons by Mar. 1, 1865, and in meantime put on ships of 1,500 tons by Mar. 1, 1864; to operate every two weeks for 10 years; PRR to provide free wharfage for 20 years and provide traffic and bunker coal at 20% less than regular rates; Steam Ship Company to receive 15% commission on all emigrant fares; PRR to act as agent without charge and guarantee Steam Ship Company a 6% dividend for 10 years; Steam Ship Company not to charge higher fares to Philadelphia than New York; Philadelphia capitalists to subscribe a minimum of £100,000 to Steam Ship Company; despite onerous terms, PRR agrees "in principal." but nothing is done. (MB)

- Dec. 9, 1863 PRR Canal Dept. (Pa. Canals) reorganized.
- Dec. 10, 1863 Maryland & Delaware Railroad Board authorizes compromising the lawsuit brought by former contractors David Mitchell, Jr., and William R. Maffet. (MB)
- Dec. 10, 1863 Gen. Couch reassures Gen. Halleck that the operators in the Lehigh Region are getting their miners under control, that the "worst characters" have been arrested, and others have fled the region. (Palladino)
- Dec. 11, 1863 Bear Valley Coal Company authorizes a lease of land from the Summit Branch Railroad Company. (MB)
- Dec. 11, 1863 After a stormy three-day annual meeting, the old Erasatus Corning slate of NYC directors is reelected by two-to-one, thwarting the designs of Leonard W. Jerome and the Hudson River Railroad; as a reward for his support, Cornelius Vanderbilt's agent James H. Banker (1827-1885) is later given a seat on the NYC Board. (Neu, Stiles)
- Dec. 12, 1863 Little Miami Railroad Board votes to extend double track from Loveland to Fosters Crossing in 1864. (MB)
- Dec. 12, 1863 Fire destroys a portion of the oil fleet waiting at Oil City for the spring floods. (Babcock)
- Dec. 13, 1863 Cincinnati & Indiana Railroad opens from Cincinnati to the Indiana state line, making a connection with the Indianapolis & Cincinnati Railroad; the I&C operates the C&I under lease, forming a through line between Cincinnati and Indianapolis; replaces the use of a third rail on the Ohio & Mississippi Railroad. (GrnBk)
- Dec. 14, 1863 Joint Companies Executive Committee accepts a proposition from J. Edgar Thomson. (MB)
- Dec. 15, 1863 Joint Companies Executive Committee orders the steamboat *Trenton*

brought around to New York. (MB)

- Dec. 1863 PRR begins construction of Steubenville Extension to connect the Pittsburgh & Steubenville line at Birmingham (South Side) with the PRR main line at Union Station; workmen are arrested by city authorities who object to a tunnel under Grants Hill. (Church)
- Dec. 1863 Erie & Pittsburgh Railroad completed from Greenville to Sharon, Pa. (ABuchan - no pass. service)
- Dec. 1863 Col. William Jackson Palmer and Capt. Robert H. Lamborn defeat a raiding force of 250 Confederates, mostly Cherokee Indians, at Gatlinsburg, Tenn., and drive them back into the Great Smoky Mountains. (Fisher)
- Dec. 1863 Rather than drop his offensive and go into winter quarters, Gen. Grant sends Gen. Sherman on a raid against Meridian, Miss., and northern Alabama, destroying railroads and whatever else is of use to the Confederacy. (JSmith)
- Dec. 1863 City of St. Paul votes to issue \$500,000 in bonds to the Lake Superior & Mississippi Railroad. (Shippee)
- Dec. 16, 1863 Washington, Alexandria & Georgetown Railroad Pres. Alexander Hay reports that the company has presented Sen. Lot M. Morrill of Maine a gold watch worth \$450 for his services in passing the act of Mar. 3, 1863; Chief Engineer Silas Seymour reports that they cannot get a locomotive delivered for 10-12 months and suggests that when the U.S. Military Railroads give up operation, the company can acquire locomotive cheaply as war surplus. (MB)
- Dec. 16, 1863 Union & Logansport Railroad Board reports that \$150,000 has been subscribed and installments paid; authorizes the issue of \$1 million in bonds and placing Union City-Marion under contract. (MB)
- Dec. 17, 1863 Columbus & Indianapolis Railroad contracts to buy 6,800 shares of the Indiana Central Railway. (MB)
- Dec. 17, 1863 Columbia & Hamburg Railroad renamed Columbia & Augusta Railroad in Ga. (ICC)
- Dec. 18, 1863 Robert Frazer (-1878) elected Pres. of Camden & Atlantic Railroad, replacing Joseph W. Cooper, resigned. (MB)
- Dec. 18, 1863 C. J. Miller elected VP of the Northern Central Railway. (MB)
- Dec. 19, 1863 In response to the New York City draft riots, Union League Republicans

form and equip the Twentieth Regiment of Colored Troops.
(Burrows/Wallace)

- Dec. 21, 1863 Tom Scott contracts to organize an expedition to Arizona and Southern California proposed by Dr. George M. Willing (1829?-1874) to investigate mineral resources and establish mining claims; underwriters of expedition are to receive shares in any companies organized; Scott take 7 of 12 shares and 1 share to be divided among the 20 members of the expedition; Willing is a former physician from an old Philadelphia family who had gotten into trouble in Philadelphia for performing abortions and who fled to become a prospector and promoter, first to California and then the silver country of Colorado and Idaho. (TheRoad, wiki - Note Hutchinson does not mention Willing and has the expedition to go only to the silver lode country of Arizona)
- Dec. 22, 1863 Senator Charles Sumner (1811-1874) introduces a resolution for the Postmaster General to review mail delays and report on the need for a new railroad line between New York and Washington. (CongGlobe)
- Dec. 22, 1863 PRR files for an injunction to block the City of Pittsburgh from interfering with construction of the Steubenville Extension tunnel under Grants Hill after workmen are arrested. (Church)
- Dec. 22, 1863 Cooper Shop Soldiers Home for disabled soldiers opens at the northwest corner of Race & Crown Streets in Philadelphia. (Scharf)
- Dec. 23, 1863 PRR Board approves a contract with the Union Transportation & Insurance Company to establish a fast freight line; Pres. Thomson reports he has purchased the Columbia Bridge Company for \$57,000. (MB)
- Dec. 23, 1863 Morris & Essex Railroad stockholders ratify agreements dated Dec. 12 with the New Jersey Railroad, purchasing its branch from East Newark Jct. to Broad Street, Newark for \$200,000, and with Edwin A. Stevens purchasing the Hoboken Land & Improvement Company's railroad between Hoboken and East Newark Jct. for \$1,050,710; Stevens recoups all his money, including an excellent price for his right of way and terminal property in Hoboken. (Taber, DL&WCorps)
- Dec. 23, 1863 Tom Scott's Arizona expedition leaves New York for California via Panama; headed by John Wyeth (1841-1907), founder of the pharmaceutical dynasty who has benefitted from war contracts secured through his connection with Scott, and Scott's nephew George Noble, who has worked on Scott's Pennsylvania oil ventures. (Hutchinson, TheRoad)
- Dec. 23, 1863 One span and half of draw of Grays Ferry Bridge burned by spark from locomotive at 2:00 PM; a through train from Washington to New York

actually passes over the bridge after the fire begins; night train detours over PRR Arsenal Bridge and West Chester & Philadelphia Railroad; although passengers have to walk a half-mile to reach the PW&B; within 7 days the bridge is repaired and 1 mile of temporary connecting track built, giving 2 connections to the Grays Ferry Bridge. (PubLdgr. Scharf, Felton)

- Dec. 23, 1863 Columbus & Indianapolis Railroad Board authorizes pooling with the Little Miami Railroad on both lines between Columbus and New Paris. (MB)
- Dec. 24, 1863 Brooklyn & Rockaway Beach Railroad incorporated in N.Y. to build from the Broadway Railroad (a street railroad) at Broadway in East New York to Canarsie with steamboat connection to Rockaway. (NYState)
- Dec. 24, 1863 Junction Railroad Board authorizes making a temporary connection between the West Chester & Philadelphia Railroad and PW&B near Grays Ferry because of the damage to the Grays Ferry Bridge; George C. Franciscus appointed Superintendent. (MB)
- Dec. 24, 1863 Sugar and molasses arrive at Louisville from the South for first time since 1861, since the Confederate blockade of the Mississippi has been broken. (FactsStates)
- Dec. 25, 1863 Simon Cameron, J. R. Eby and George Wolf Buehler resign as directors of the Summit Branch Railroad Company, and George B. Upton, Josiah Caldwell and George P. Sanger of Boston elected; control passes to the Boston capitalists who also control the Bear Valley Coal Company. (MB)
- Dec. 25, 1863 Federal court overturns Pittsburgh & Connellsville Railroad election and seats a pro-B&O board. (P&C AR)
- c. Dec. 1864 Railroads between New York and Washington establish a single general superintendent for entire line; establish one round trips for New York-Washington business only and a special military train. (possibly late ca. 12/4/1863 or by 1/2 - see ARJ 1/2/64)
- Dec. 28, 1863 Railroads between New York and Washington inaugurate a night train each way running through Philadelphia without stopping and carrying no local passengers between New York and Baltimore; travelers by this train do not need a military ticket. (NYTrib, BaltAm - note the line is broken by the Grays Ferry fire – no - uses temporary track)
- Dec. 28, 1863 New Jersey Railroad accepts a bid from Devine Burtis to build a new hull for the ferry *Hudson* equal to that of the *D.S. Gregory*; guarantees the bonds of the Perth Amboy & Woodbridge Railroad. (MB)
- Dec. 28, 1863 Joint Companies Executive Committee authorizes the Gov. to keep about 50

- militia at South Amboy to protect property. (MB)
- Dec. 28, 1863 PFW&C grants Joliet & Chicago Railroad (later Chicago & Alton Railroad?) use of its new temporary Madison Street depot in Chicago with provision for a future Union Passenger Station. (Church)
- Dec. 28, 1863 Cincinnati City Council resolution grants authority for Little Miami Railroad and Cincinnati & Indiana Railroad to lay connecting tracks in Front and other streets under 15-year franchise; to be used for freight at night only, but may use locomotives. (Church)
- Dec. 29, 1863 Meeting of New York-Washington railroad lines in Washington. (C&A MB)
- Dec. 29, 1863 Junction Railroad sues West Chester & Philadelphia Railroad in Court of Common Pleas to condemn crossing of WC&P near Arsenal Bridge in West Philadelphia; suit delays completion of southern half of Junction Railroad for several years. (Casebook)
- Dec. 29, 1863 New York and Boston investors incorporate the Merchants' Navigation & Transportation Company in Connecticut to purchase the Stonington Line from Daniel Drew's New Jersey Steam Navigation Company; includes the steamboats *Commonwealth*, *Commodore* and *Plymouth Rock*; Drew sells out his Long Island Sound steamboat operations to obtain capital for his operations in the Erie Railway. (Dunbaugh, Morrison)
- Dec. 30, 1863 Draft commissioners file in Pennsylvania Supreme Court to dissolve the injunction against workings of the draft. (Scharf)
- Dec. 31, 1863 PRR contracts with Union Transportation & Insurance Company for establishing independent fast freight lines (the Star Union and National Lines) over the PRR and its connections. (MB)
- Dec. 31, 1863 Junction Railroad reopens, allowing the resumption of through trains between New York and Washington. (PubLdgr)
- Dec. 31, 1863 PFW&C Railroad deeds franchises in Ohio to PFW&C Railway to conform to new Ohio General Railroad Law of Apr. 4, 1863. (Church)
- Dec. 31, 1863 Atlantic & Great Western Railroad opens between Akron and Galion, Ohio. (Minor, ARJ - HistPrtgCo says completed 12/27)
- Dec. 31, 1863 George W. Vanderbilt (1839-1863), the Commodore's youngest and favorite son, dies at Nice of tuberculosis, leaving the oldest, William H. Vanderbilt (1821-1885), the undisputed heir apparent. (Stiles)

- 1863 The Reading is still slightly larger than the PRR in terms of capitalization and cost, but the PRR earns twice as much on half the tonnage. (PaState)
- 1863 The NYC and Erie Railway combined now carry a greater percentage of the freight originating within New York State than the canals; the Erie Canal still carries a greater amount of freight from the West. (Ellis/NYHist)
- 1863 Samuel S. Moon (1825-1879), a trusted friend of Tom Scott's from his days on the Main Line of Public Works and a printer and lobbyist for insurance companies, becomes the main PRR lobbyist at Harrisburg. (RyW)
- 1863 Lawyer Richard D. Barclay (1836-1908) becomes private secretary to Tom Scott, whom he will represent as a "dummy" in numerous business deals and directorships. (PhiKappaSigmaRgstr)
- 1863 Sparks from a locomotive sets fire to the northernmost span of the Trenton-Delaware Bridge; the company then removes the covered roof and ends. (HistTrenton)
- 1863 PRR purchases control of Pittsburgh & Steubenville Railroad.
- 1863 Ashbel Welch of the Joint Companies designs a steel rail section similar to that used as standard in the 1880s; John Brown & Co. of Sheffield refused to roll it. (RRGaz)
- 1863 Camden & Amboy secures control of Camden & Philadelphia Steam Boat Ferry Company.
- 1863 Camden & Philadelphia Steam Boat Ferry Company begins filling to move its Federal Street ferry house in Camden 400 feet westward. (Boyer)
- 1863 PRR adopts a firebrick deflector without a special firebox as standard for coal-burning locomotives; experiments with anthracite for passenger locomotives prove unsuccessful. (AR)
- 1863 PRR 4-6-0 *Mercer* No. 38 (BLW c/n 497) converted to coal burner at Pittsburgh. (Lovell)
- 1863 PRR builds new station at Rosemont, Pa.; enlarges Whitehall (Bryn Mawr) station; builds new stations at crossing of Reading & Columbia Railroad near Landisville and at Swissvale. (AR)
- 1863 Double track completed between Baltimore and Relay (Hollins) on Northern Central Railway (7.0 miles). (AR)
- 1863 Northern Central Railway builds a new station at York. (AR)

- 1863 Northern Central Railway begins using 64-lb. iron rails. (C&C)
- 1863 PRR completes double track: Aqueduct-Newport, McVeytown-Manayunk, Newton Hamilton-Mount Union. (AR)
- 1863 PRR builds a new brass foundry at Altoona; eastern part of main shop building converted from passenger car shop to machine shop; new fitting shop built next to boiler shop and bridge shop built in former fitting shop; passenger car shop placed in southern wing of main shop. (AR, Loeb)
- 1863? PW&B in cooperation with United States Sanitary Commission develops first hospital car for moving wounded troops. (SMF) (according to Weber, Boston & Albany had hospital cars by May 1862; first in war zone were on L&N 10/17/62 to remove wounded from the battle of Perryville; devised by Illinois agent of the Sanitary Commission)
- 1863 PW&B introduces the first railroad dining cars in U.S.; remodeled coaches are fitted with an eating bar and steam chests, but food is prepared at terminals; remain in use for about three years. (AAR)
- 1863 Bedford Railroad opens between Bloody Run and Bedford. (Val - late 12/63 or very early 1/64 - Baughman has to Mount Dallas, 1.5 mile)
- c. 1863 Oil Creek Railroad opens between Titusville and Boyd Farm (Petroleum Centre) and third rail laid for standard gauge on the entire line. (Val, C&C - verify - Martens says Boyd Farm is north of Petroleum Centre)
- 1863 Sharpsville & Oakland Railroad (unincorporated) opens between Sharpsville and Oakland, Pa. (4.68 miles). (Church)
- 1863 William P. Shinn (1834-1891) named Superintendent of the Eastern Division of the PFW&C. (RyW obit - see 1862)
- 1863 Future Lines West civil engineer Thomas H. Johnson (1841-1914) first joins the PRR system as part of the engineer corps of the Pittsburgh & Steubenville Railroad. (MB obit)
- 1863 Alliance station burns. (pennsywest)
- 1863 Jacob H. Linville of Piper & Shiffler, fabricators of the Steubenville Bridge, uses a 500-ton testing machine developed by William Sellers & Co. to test full-size truss members to failure. (Jackson)
- 1863 Robert Garrett and PRR begin foreclosure proceedings against the Steubenville & Indiana Railroad in Harrison County Court of Common

Pleas. (Church)

- 1863 Henry C. Lord purchases the Indiana property of the White Water Valley Canal Company, Ohio state line to Harrison, at foreclosure sale in Brookville for the purpose of building the Indianapolis & Cincinnati Railroad on its bed, but the sale is set aside. (Fatout)
- 1863 Robert E. Ricker (1828-1894) from Michigan City appointed Superintendent of the Terre Haute & Richmond Railroad, replacing E. J. Peck, who remains Pres.; Ricker brings John E. Simpson (1839-1880), afterwards General Manager, as his telegraph operator. (AR, Bradsby/Vigo)
- 1863 Future LIRR Superintendent and B&O and Southern Railway Pres. Samuel Spencer (1847-1906) of Georgia enlists as a Confederate cavalry private, serving with Nelson's Rangers and later with Nathan Bedford Forrest's raiders. (Stover)
- 1863 Chicago & Great Eastern Railroad moves its shops from Richmond to Logansport. (Powell)
- 1863 Commonwealth of Massachusetts takes over the construction of the Hoosac Tunnel. (Kirkland)
- 1863 Lehigh Valley Railroad buys 47 acres of bottom land at what is now Packerton, just north of Lehighton to build a large yard for making up its coal trains and an engine terminal and shops. (Mathews/Hngrfrd)
- 1863 Coal tonnage of the Lehigh Valley Railroad tops 1 million tons, of which about 40% is delivered to the CNJ and another 33% is consumed by the iron industry in the Lehigh Valley; only 135,061 tons are delivered to the Belvidere Delaware Railroad. (AR)
- 1863 Coal tonnage of the CNJ, derived from both the Lehigh Valley Railroad and DL&W, tops 1 million tons for the first time. (Daddow/Bannan)
- 1863 Coal tonnage of the Reading first exceeds 2 million tons a year. (AR)
- 1863 Luke Fidler Breaker on the east side of Shamokin burns, but it is rebuilt later in the year. (HistCameronColl)
- 1863 Robert Hare Powel (1825-1883) purchases the Prospect Colliery in the Broad Top Region. (Africa)
- 1863 Peter Wright & Sons fits sailing ship *Romney* with tanks for carrying bulk oil to Europe; also carries oil in barrels. (Flayhart)

- 1863 James S. Remsen sells the western part of the Rockaway peninsula to Dr. Richard H. Thompson (-1864) for \$3,000, reserving a strip 1,150 feet wide running from ocean to bay, which is to be called Seaside Park; Thompson is also to build a railroad to the bay shore at Canarsie with a steamboat ferry to Seaside Park. (Bellot)
- 1863 Individual Enterprise Line operating between Baltimore and the Eastern Shore buys the steamboat *Massachusetts*, which has been operating as a dispatch boat out of Fort Monroe, Va.; renamed the *John W. D. Pentz*. (Burgess)
- 1863 William L. Lay of Cincinnati buys land on the south bank of the Allegheny River opposite Oil City and plats the town of Laytonia. (Babcock)
- 1863 Atlantic & Great Western Railroad authorizes its Western Coal Field Branch or Sharon Branch to build from Pymatuning Jct. south into the Mercer Coal Field. (Felton)
- 1863 Samuel Strain, John Crawford and Alexander Crawford lease land from A. W. Knight on the future site of Knightsville, Ind., and sink a shaft on the Brazil block coal, reviving the local coal industry. (Blanchard)
- 1863 London & North-Western Railway first employs Bessemer steel in locomotive boilers. (DNB)
- 1863 Engineer Alexander Lyman Holley (1832-1882) returns to the U.S., having secured American rights to the Bessemer patents for himself and John F. Winslow and John A. Griswold of the Rensselaer Iron Works at Troy. (Neu)
- 1863 Cambria Iron Company buys the Gaysport, Hollidaysburg, Frankstown and Bennington Furnaces and reorganizes them as the subsidiary Blair Iron & Coal Company. (BethStl)
- 1863 Shedd, Clark & Co. (Samuel K. Shedd, William Clark, Edward Clark, James Cartwright and Richard Lundy) build the second rolling mill at Youngstown, Ohio. (Trumbull/Mahoning)
- 1863 Like many New York houses whose cotton and dry goods trades are crippled by the Civil War and blockade, L.P. Morton & Co. becomes a banking house, at first specializing in foreign exchange and later in government loans and railroad securities. (Greenberg)
- 1863 Job H. Jackson (1833-1901) and James. F. Sharp (1815-1888), a carbuilder with Harlan & Hollingsworth, form Jackson & Sharp, wooden railroad car and ship builders at Wilmington, Del. (EvrEvng)

- 1863 Future Pennsylvania Company Chief Engineer Felician Slataper (1828-1906) is appointed a Division Engineer on the PFW&C. (ASCE)
- 1863 Future PRR motive power official Francis D. Casanave (1843-1911), having trained as a machinist, emigrates from France to the U.S. (HistBlairCo)