

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

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1865

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All data subject to correction and change

- Jan. 1, 1865 New Jersey Railroad increases the salary of Pres. Alfred L. Dennis to \$5,000 and Capt. Charles A. Woolsey, Superintendent of Ferries, to \$4,000 because of his skill in designing boats. (MB)
- Jan. 1, 1865 Joint Companies appoint Robert Stewart (1839?-1904) Superintendent of Telegraph. (MB)
- Jan. 1, 1865 Washington & New York RPO fully organized with a full complement of clerks. (HistRyMail)
- Jan. 1, 1865 Junction & Breakwater Railroad makes a contract with the Adams Express Company. (MB)
- Jan. 1, 1865 Future PRR Chief Engineer William H. Brown named Roadmaster of the Pittsburgh & Steubenville Railroad. (MB)
- Jan. 1, 1865 PRR names James McClintock Creighton (1833-1887) of Pittsburgh as first General Agent at Pittsburgh, in charge of all terminal operations; W. McCormick appointed Superintendent of Telegraph replacing David McCargo, transferred to Assistant Superintendent of the Pittsburgh Division; McCargo later becomes Superintendent of the Oil Creek Railroad; S. P. Darlington named Assistant Superintendent of the Philadelphia Division (verify last). (MB, USRR&MR, ARJ, Wilson)
- Jan. 1, 1865 Richmond & Miami Railway (Ohio state line-Richmond Jct.) leased to the Dayton & Western Railroad for 99 years under a new agreement of Nov. 26, 1864; operated by the Little Miami Railroad and Columbus & Xenia Railroad jointly. (C&C)

- Jan. 1, 1865 John Maxwell, J. Rodgers Maxwell (1846-1910) and Henry Graves (1838-1906) form the banking house of Maxwell & Graves, later involved with the LIRR and CNJ. (NYT)
- Jan. 1, 1865 Coal miners' strike begins in the Lehigh Region. (LC&N AR)
- Jan. 2, 1865 Port Deposit commissioners allow the Columbia & Port Deposit Railroad to occupy a 30-foot right-of-way in any street but Main Street. (portdeposit.org)
- Jan. 3, 1865 Junction Railroad stockholders approve an issue of \$300,000 in Second Mortgage bonds. (MB)
- Jan. 3, 1865 Property of Dayton, Xenia & Belpre Railroad (Xenia-Dayton) sold at foreclosure to Little Miami and Columbus & Xenia Railroads for \$251,000 in ratio of 33% to 66%; sale terminates lease of DX&B to Columbus & Xenia. (Church, C&C)
- Jan. 3, 1865 S.S. L'Hommedieu is elected Pres. of the Atlantic & Great Western Railroad of Ohio. (Felton)
- Jan. 4, 1865 Cleveland & Pittsburgh Railroad Board authorizes subscription to Lawrence Railroad & Transportation Company; authorizes purchase of 26.5% interest in Cleveland, Zanesville & Cincinnati Railroad, with PFW&C taking the rest; C&P stockholders then reject CZ&C purchase by large margin; approve leasing Tuscarawas Branch to persons interested in mining lands. (MB, ARJ)
- Jan. 4, 1865 New York & Boston Railroad (Brookline-Woonsocket) merged into Boston, Hartford & Erie Railroad as the Woonsocket Division; incomplete portions between New Haven and Willimantic are lost. (NHCorp, USRR&MR)
- Jan. 5, 1865 Allegheny Valley Railroad annual meeting approves lease to Mahoning & French Creek Railroad, which is to extend it to Oil City. (ARJ)
- Jan. 5, 1865 Tom Scott's agent Thomas R. Bard arrives in San Francisco on the *Sacramento*. (Hutchinson)
- Jan. 5, 1865 Future Superintendent Henry A. Jaggard (1865-) born at Altoona, Pa. (PRRBio)
- Jan. 7, 1865 William D. Judson resigns as Pres. of the Cincinnati & Chicago Air-Line Railroad. (MB)
- Jan. 7, 1865 Chicago & Cincinnati Railroad First Mortgage bondholders agree to

exchange their holdings for 65% in bonds of Chicago & Great Eastern Railway; C&C floating debt to be funded into C&GE bonds. (Church)

- Jan. 7, 1865 United States Petroleum Company of New York brings in the “United States” or “Fraser” well on the Thomas Holmden farm on Pithole Creek; it produces 650 barrels per day, sparking a frantic oil boom at Pithole; it soon has the third busiest post office in Pennsylvania after Philadelphia and Pittsburgh and 60 hotels; by 1876, it is completely depopulated; the Holmden Farm has been purchased for \$25,000; in Sep. 1865 it sells for \$2 million. (Newton, Babcock)
- Jan. 9, 1865 West Chester & Philadelphia Railroad Board authorizes settlement of bill of PW&B and Philadelphia & Baltimore Central Railroad for running over WC&P in winter of 1863-64; authorizes lease of West Chester Railroad for one year from Jan. 1 at \$1,500 per year. (MB)
- Jan. 9, 1865 William L. Scott (1828-1891) defeats John A. Tracy for the presidency of the Erie & Pittsburgh Railroad by a large margin; several other owners of Mercer coal lands become directors; Scott maintains control thereafter and remains Pres. until his death. (MB, Spence)
- Jan. 10, 1865 Future VP John Pugh Green (1839-1924), a lawyer and Civil War Captain, a veteran of Chancellorsville, Lookout Mountain and Sherman’s March, joins the PRR as private secretary to Tom Scott. (Wilson)
- Jan. 10, 1865 Charter supplement permits the Western Central Railroad to extend eastwards from Philipsburg down the Susquehanna River to the Philadelphia & Erie Railroad or Bellefonte & Snow Shoe Railroad; however, the Tyrone & Clearfield Railroad is to have priority of construction between Philipsburg and Clearfield, with the Western Central having trackage rights. (PL)
- Jan. 11, 1865 William A. Patton (1849-1927) joins the PRR as an office boy in the office of General Superintendent Enoch Lewis at Altoona; he becomes the protégé of Lewis’s successor A. J. Cassatt, who takes him to Philadelphia when he becomes General Manager. (PR)
- Jan. 11, 1865 Corporators of the Mineral Railroad & Mining Company meet and resolve to seek a charter supplement allowing the company to lease as well as own coal land. (MB)
- Jan. 13, 1865 Tom Scott proposes to Secretary of War Stanton that instead of the PRR having skilled railroad workers drafted, it will furnish substitutes for three years service to be furnished at Pittsburgh, Harrisburg or Philadelphia, regardless of where actual employees are registered for the draft; Stanton accepts. (OR)

- Jan. 14, 1865 Washington, Alexandria & Georgetown Railroad issues \$100,000 in bonds at 80. (MB)
- Jan. 15, 1865 Fort Fisher, guarding the approach to Wilmington, N.C., finally falls to a combined Union naval and ground assault, closing the last Confederate port. (Wagner)
- Jan. 1865 Surveys begin for a road from Relay on the Northern Central Railway to Canton, crossing Belair Avenue at the entrance to the Baltimore Cemetery and Monument Street a half mile east of the old line stopped by injunction a few years ago. (ARJ)
- Jan. 1865 PRR contracts with Juniata Steam Boat Company to operate two boats on the canal between Huntingdon and Hollidaysburg; only one is placed in service during the year. (MB)
- Jan. 1865 Bill introduced in House of Representatives for creating a National Railroad & Transportation Company to enable B&O interests to build between Connellsville and Cumberland and lease Pittsburgh & Connellsville and guarantee bonds of PFW&C, Cleveland & Pittsburgh and Pittsburgh & Connellsville. (USRR&MR - not found in CongGlobe)
- Jan. 1865 Oil boom begins at Pithole east of the main oil well area on Oil Creek; the new wells are inaccessible. (Maybe)
- Jan. 1865 Steubenville & Indiana Railroad signs agreement with Central Ohio Railroad for joint operation and maintenance of line between Newark and Columbus, to be called Columbus & Newark Division; to be under joint superintendent or trainmaster; Central Ohio Railroad (later B&O) is responsible for maintenance; contract is signed between brothers Hugh J. Jewett, Pres. of Central Ohio, and Thomas L. Jewett, Pres. of Steubenville & Indiana. (Church)
- Jan. 1865 Pres. John M. Tobin of the Hudson River Railroad demands of NYC Pres. Dean Richmond that the Hudson River Railroad receive the higher local rates on through traffic between Albany and New York during the winter when the People's Line steamboats can't operate; Richmond refuses, because that would cripple his ability to compete with the other Trunk Lines. (Stiles)
- Jan. 1865 Two coal-burning passenger locomotives delivered to the Lehigh Valley Railroad by William Mason. (MB)
- Jan. 1865 Flood destroys the locks and dams of the Youghiogheny Navigation Company; they are not rebuilt. (Canals&RRs)

- Jan. 1865 Secretary of State William H. Seward engages four Democratic lobbyists who are loyal to him from his days in New York State politics to work behind the scenes and at arm's length to swing sufficient House Democratic votes to pass the Thirteenth Amendment abolishing slavery by granting patronage jobs or by outright bribery; they are lawyer and banker Robert W. Latham (1811? -1879), who was associated with Secretary of War John B. Floyd before the war and will be associated with various railroad schemes, William N. Bilbo (1815?-1867) of Nashville, Tenn., professional lobbyist George O. Jones, and former Democratic Congressman Emanuel B. Hart (1809-1897). (Cox&Cox)
- Jan. 1865 Dr. __ Franklin, an oil operator from Franklin, discovers oil on Slippery Creek in Butler County, Pa.; after several years of experimental drilling, Butler County experiences an oil boom. (HistButlerCo)
- Jan. 16, 1865 New Jersey Railroad Board reports it has floated \$300,000 in 6% bonds through Ward & Co. (MB)
- Jan. 16, 1865 U.S. Senate begins consideration of the former Raritan & Delaware Bay Railroad bill, now recast as a general bill to regulate commerce among the several states. (CongGlobe)
- Jan. 16, 1865 Gen. William T. Sherman issues Special Field Order No. 15, reserving all the coastal lands between Charleston and Jacksonville to the freed people, who are to have the management of their own affairs; almost 40,000 freedmen stake out farms, only to be evicted by Pres. Andrew Johnson in Aug. 1865, when he returns the land to its former owners. (Wagner)
- Jan. 17, 1865 William D. Judson, George B. Ripley and Amos Tenney direct Frederick Schuchardt, Frederick C. Gebhard and Uriel A. Murdock to transfer their 2,501 shares of the Cincinnati & Chicago Air-Line Railroad to new parties pending the merger with the Chicago & Great Eastern Railway and the Chicago & Cincinnati Railroad; the merged system is to run to Galena, Ill., via Chicago. (MB)
- Jan. 17, 1865 Chicago & Great Eastern Railway Board authorizes merger of Chicago & Cincinnati Railroad, which has been completed from Logansport to Valparaiso. (MB)
- Jan. 17, 1865 John DuBois, the Williamsport, Pa., lumber baron, receives patent No. 45,913 for an improved "revolving flood gate," a variation on Josiah White's "bear trap" lock for releasing artificial freshets; they are widely used to float logs and rafts on the upper tributaries of the West Branch of the Susquehanna River and the Allegheny River. (GooglePnt)

- Jan. 18, 1865 Joint Board authorizes a mortgage to the Hoboken Land & Improvement Company for land bought at Hoboken for a marine shop. (MB)
- Jan. 18, 1865 Pres. Lincoln's private secretary John G. Nicolay (-) approaches the president with a message from Ohio Rep. James M. Ashley (1824-1896), who is managing the crucial Thirteenth Amendment battle in the House; Nicolay reports that the Camden & Amboy has approached Ashley offering to guarantee that New Jersey's representatives will vote for the amendment or be absent, providing that Pres. Lincoln pressures Sen. Charles Sumner to drop the Raritan & Delaware Bay Railroad bill for this session of Congress; Lincoln realizes that his intervention will only make Sumner more intransigent and does nothing; although Sumner continues to press the Raritan & Delaware Bay bill as part of his general crusade against the States Rights doctrine, two of New Jersey's four Democratic Representatives, George Middleton and Andrew J. Rogers, will indeed be absent for the Thirteenth Amendment vote. (Hay/Nicolay, mrlincolnandfreedom.org)
- Jan. 18, 1865 On leaving the Union Army, future Lines West traffic officer John Thaw Denniston (1843-1909) joins the PRR system at the Pittsburgh Transfer station. (MB obit)
- Jan. 18, 1865 Gen. Schofield's 23rd Corps leaves Paducah, Ky., by river en route to North Carolina, where they are to rendezvous with Gen. Sherman on his march northward; among the officers on Schofield's staff is his Quartermaster, Capt. Joseph F. Boyd. (, Wilson)
- Jan. 19, 1865 Gen. Sherman issues orders for a march from Savannah into the Carolinas. (Long)
- Jan. 19, 1865 Philadelphia & Trenton Railroad Board authorizes conveying its Lehigh Valley Railroad stock held as collateral to Robert F. Stockton. (MB)
- Jan. 19, 1865 Senate continues debating the commerce (Raritan & Delaware Bay) bill; Reverdy Johnson (1796-1876) Democrat of Maryland, makes the first major speech against it, stressing States' Rights doctrines. (CongGlobe)
- Jan. 19, 1865 Article in the San Francisco *Evening Bulletin* attacks Prof. Benjamin Silliman's prospectus for the California Petroleum Company as a swindle and questions the very existence of petroleum in California, although it admits there are asphaltum and tar seeps like the famous La Brea Tar Pits. (Hutchinson)
- Jan. 20, 1865 Railroad Committee of the Brooklyn City Council reports against allowing the Brooklyn Central & Jamaica Railroad to use "dummy" locomotives as far west as Flatbush Avenue. (BrklnEgle)

- Jan. 20, 1865 Summit Branch Railroad Company Board discusses it proposed reorganization. (MB)
- Jan. 21, 1865 Because of river ice, Schofield's Corps is sent eastward from Cincinnati by rail, leaving between Jan. 21 and Jan. 23; most travel via Little Miami, Central Ohio, and B&O; some via Cincinnati, Hamilton & Dayton and Steubenville & Indiana; movement is more difficult than that of 1863 because of severe cold weather.
- Jan. 23, 1867 Glen Cove Branch Railroad opens between Mineola and Glen Head; controlled by LIRR. (Seyfried)
- Jan. 23, 1865 Newark commuters' "Permanent Committee to Procure New Lines of Communication with New York" meets at Library Hall and resolves to support a charter for the Newark & New York Railroad., which is to be an air line with 15-cent fare, vs. cheapest fare of 20 cents on the New Jersey Railroad. (NwkDlyAd)
- Jan. 23, 1865 Bear Valley Coal Company approves reorganization plan. (MB)
- Jan. 25, 1865 Brooklyn Central & Jamaica Railroad raises fare to 8 cents in an attempt to keep up with war inflation. (BrklnEgle)
- Jan. 25, 1865 Cincinnati & Chicago Air-Line Railroad merged into Chicago & Great Eastern Railway; articles not filed until May 15, 1865 in Illinois and July 1, 1867 in Indiana; Joseph E. Young, Pres. of the merged company. (MB, Church, C&C, ARJ)
- Jan. 25, 1865 Samuel S. L'Hommedieu, Pres. of Cincinnati, Hamilton & Dayton Railroad, elected Pres. of Atlantic & Great Western Railroad in New York and Chairman of the Central Board of the A&GW Companies. (ARJ, Felton)
- Jan. 26, 1865 New Jersey Railroad Board appoints Fred W. Rankin Secretary, separating his duties from those of General Superintendent F. Wolcott Jackson; approves Jersey City & Bergen Railroad building a double track between Monticello and Jersey Avenues. (MB)
- Jan. 26, 1865 Summit Branch Railroad Company agrees with Josiah Caldwell to grade its railroad from the Lykens Valley Railroad to the new colliery (Williamstown) and to acquire the property of the Bear Valley Coal Company and lease of the Lykens Valley Railroad & Coal Company from Caldwell on its completion. (MB)
- Jan. 1865 Union Transportation & Insurance Company renamed "Union R.R. & Transportation Company" to avoid implication that the company automatically insures all shipments. (Church)

- Jan. 27, 1865 Delaware Legislature passes joint resolution for investigating the affairs of the Junction & Breakwater Railroad. (PL)
- Jan. 27, 1865 Junction & Breakwater Railroad Board authorizes presenting a bill for aid to the Legislature. (MB)
- Jan. 28, 1865 *American Railroad Journal* reports that George W. Cass has bought \$90,000 of the stock of the New Castle & Beaver Valley Railroad. (ARJ)
- Jan. 28, 1865 Lewis S. Coryell (1788-1865), Democratic politico and pioneer in the development of the Delaware and Lehigh Valleys, dies at home in New Hope. (USRR&MR)
- Jan. 29, 1865 Joint operation of Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad ends.
- Jan. 30, 1865 Joint Companies Executive Committee authorizes selecting a site in Camden for a combined shops for the Camden & Amboy and West Jersey Railroads; authorizes commutation tickets from points between New Brunswick and Trenton at \$110 per year. (MB)
- Jan. 30, 1865 In the House, Rep. James A. Garfield of Ohio introduces a bill for a military railroad from Washington to New York; referred to the Committee on Military Affairs. (CongGlobe)
- Jan. 30, 1865 Act of Congress extends time for completion of the Metropolitan Railroad by one year. (CongGlobe)
- Jan. 30, 1865 New Chicago & Great Eastern Railway organized; William D. Judson of New York as Pres.; Joseph E. Young of Chicago VP & Chief Engineer; Amos Tenney Secretary, and Henry Morgan Treasurer; Frederick Schuchardt a director and trustee of mortgage. (MB)
- Jan. 30, 1865 Partnership of Coxe Brothers & Company formed by brothers Eckley Brinton Coxe (1839-1895), Alexander Brinton Coxe (1838-1906), Henry Brinton Coxe (1841-1904), and Charles Brinton Coxe (1843-1873) and cousin Franklin Coxe (1840-1903) to develop and work the dormant anthracite coal properties east of Hazleton and in the Black Creek Valley amassed by their grandfather Tench Coxe (1755-1824) and owned by themselves as beneficiaries of his Estate; Eckley B. Coxe has returned from study at the Ecole des Mines at Paris and the school of mines at Freiberg (?), Saxony, for the express purpose of working the family coal lands in the most scientific manner; the first operation is at Drifton, northeast of Hazleton; the Coxes later surpass the Pardees as the largest operators in the Eastern Middle Field around Hazleton. (HSP/CoxePprs, Bradsby)

- Jan. 31, 1865 J. Edgar Thomson has interview with S.S. L’Hommedieu of the Atlantic & Great Western Railroad concerning developing a through route between the Philadelphia & Erie Railroad and the A&GW. (Casebk)
- Jan. 31, 1865 House passes the Thirteenth Amendment abolishing slavery by a vote of 119-56, with 8 abstentions, after sharp horse-trading by Administration agents to secure the votes of conservative Border State Republicans and Unionists and pressuring 8 Democrats, who are at least lukewarm on the issue, into siding with the Administration; the Amendment had passed the Senate but had been defeated in the House in 1864; the Republican side of the House breaks into spontaneous celebrations and the House adjourns; a 100-gun salute is soon fired outside; the Amendment’s passage constitutes Lincoln’s single greatest achievement. (Long, mrlincolnandfreedom.org)
- Early 1865 Philadelphia & Erie Railroad builds a row of double houses accommodating 12 families on 6th Street at Renovo, by 1870, the population of the town is over 2,000. (clintoncogensociety)
- Feb. 1, 1865 New Jersey Riparian Commission makes its first report on an examination of lands underwater between high and low tide, including fixing pierhead and bulkhead lines along the Hudson River and Kill von Kull. (PL)
- Feb. 1, 1865 Boston entrepreneur Josiah Caldwell begins operating the Lykens Valley Railroad & Coal Company under one-year lease; Caldwell also constructs on his own account an extension from Lykens to the Summit Branch Mining Company's railroad at Williamstown, which opens later in the year. (Val)
- Feb. 1, 1865 Lykens Valley Railroad & Coal Company signs agreements with coal operators: Short Mountain Coal Company, Franklin Coal Company and Lykens Valley Coal Company. (Digest)
- Feb. 1, 1865 Lykens Valley Coal Company makes a 50-year operating lease to the “Franklin Coal Company of Lykens Valley,” replacing the lease to Josiah Caldwell, et al., as individuals. (MB)
- Feb. 1, 1865 Anti-Monopoly meeting held in Trenton; organized by Joseph C. Potts of the Raritan & Delaware Bay Railroad. (NwkDlyAd)
- Feb. 1, 1865 George C. Wilkins (1835-1916) named Superintendent of the Middle Division of the Philadelphia & Erie Railroad, replacing John J. Lawrence (1827?-1893). (Watkins)
- Feb. 1, 1865 New York & Middle Coal Field Railroad & Coal Company closes bids for Eastern Division from Lizard Creek on the Lehigh Valley Railroad to

Schuylkill Haven, and the Western Division from Schuylkill Haven into the Mahanoy Valley via inclined planes; this railroad is never built, but the LV eventually inherits its coal lands in the area north of Centralia and Mount Carmel. (ARJ)

- Feb. 1, 1865 Through line between Chicago & St. Louis via Alton opens. (ARJ ??)
- Feb. 1, 1865 Gen. William T. Sherman leaves Savannah with 60,000 soldiers to march into the Carolinas and come up on the rear of the Army of Northern Virginia. (Wagner)
- Feb. 2, 1865 Wilmington & Brandywine Railroad renamed Delaware & Pennsylvania State Line Railroad. (Rdg)
- Feb. 2, 1865 John D. Rockefeller (1839-1937) dissolves the Cleveland oil refining partnership of Andrews, Clark & Co. by buying out Andrews's former partners Maurice B. Clark, James Clark and Richard Clark; the new partnership of Rockefeller & Andrews takes over operation of the Excelsior Oil Works. (Nevins)
- Feb. 3, 1865 Sinnemahoning Portage Railroad incorporated in Pa. to build from Emporium towards Buffalo. (Val, Corp. Hist.)
- Feb. 3, 1865 Gen. Schofield's 23rd Corps arrives at camp on the Potomac; over 11,000 men moved in 11 days.
- Feb. 3, 1865 Pres. Lincoln meets with Confederate Peace Commissioners on the steamboat *River Queen* in Hampton Roads; Lincoln demands unconditional surrender, which the South refuses. (Wagner)
- Feb. 4, 1865 Buffalo & Washington Railroad organized at New York; James Brayley, Pres., and William Wallace, Chief Engineer. (C&C)
- Feb. 4, 1865 Columbus & Xenia/Little Miami Railroads execute new lease of Dayton & Western Railroad (Dayton-Indiana line) retroactive to Jan. 1, 1865; replaces old lease of 1863; includes its interest in the Richmond & Miami Railway, which completes line between Dayton and Richmond. (Church)
- Feb. 4, 1865 Lake Erie & Louisville Railroad incorporated as merger of Lake Erie & Pacific Railroad and Fremont, Lima & Union Railroad, under agreement of Dec. 8, 1864; only portion open is Fremont-Findlay, Ohio; all but five miles graded between Cambridge City and Union City, Ind.; half of grading done between Cambridge City and Rushville, and most track is down between Findlay and Lima; the completed railroad was to have run from Fremont, Ohio, to Rushville, Ind., via Union City and Cambridge City. (ICC, Church, C&C)

- Feb. 6, 1865 Eaton & Hamilton Railroad Board agrees to the debt adjustment plan; the City of Cincinnati, holding First Mortgage bonds is to surrender back interest due; the Second Mortgage bondholders are to receive par value \$300,000 in 6% preferred stock; Third Mortgage bonds are to receive \$60,000 in common stock; Sterling bonds are to receive \$80,000 in common stock; stockholders are to receive \$150,000 in new stock. (MB)
- Feb. 7, 1865 Buffalo & Washington Railroad incorporated in New York to build from the Pennsylvania state line near Olean to meet the Buffalo & Allegany Valley Railroad near Yorkshire in Cattaraugus County. (Val, C&C)
- Feb. 7, 1865 First RPO leaves Jersey City over the Erie Railway for Dunkirk, returning on Feb. 9. (HistRyMail)
- Feb. 7, 1865 Delaware voters reject the Thirteenth Amendment outlawing slavery. (Long)
- Feb. 7, 1865 St. Louis City Council appoints a special committee and City Engineer Truman J. Homer to study question of bridge across the Mississippi. (Jackson)
- Feb. 8, 1865 Lykens Valley Railroad & Coal Company Board reviews a new contract with Josiah Caldwell to operate and extend the railroad. (MB)
- Feb. 9, 1865 George A. Parker elected Pres. pro-tem of the Philadelphia & Baltimore Central Railroad because of the illness of Samuel M. Felton. (MB)
- Feb. 10, 1865 J. Edgar Thomson writes to S.S. L'Hommedieu of the Atlantic & Great Western Railroad professing the desire for through traffic agreement but insisting that PRR control the routing of all such traffic east of the Susquehanna, as A&GW may control the routing west of Pa. (Casebk)
- Feb. 10, 1865 St. Louis, Vandalia & Terre Haute Railroad incorporated in Illinois to build from a point opposite St. Louis through Vandalia to a point on the Indiana state line near Terre Haute; takes the place of the earlier Mississippi & Atlantic Railroad and Highland & St. Louis Railroad; townships in Effingham County subscribe a total of \$80,000. (Church, Perrin)
- Feb. 10, 1865 Benjamin Silliman issues his second report on the petroleum on the Rancho Ojai after he has returned to the East; it is combined with a prospectus for the California Petroleum Company, which is capitalized at \$10 million; it proposes to issue 10% of its capital at 40 for working capital; most of the people involved with the company are New Yorkers; Pres. Augustus C. Richards; directors include Tom Scott, Henry Baldwin Hyde of the Equitable Life Assurance Company, Henry M. Alexander and Ashbel Green

of Alexander & Green, members and counsel to the Equitable, John B. Church, William W. Stone, et al. (Rept)

- Feb. 11, 1865 Truman J. Homer reports to St. Louis City Council giving estimate of \$3.3 million for a plate tube bridge across the Mississippi. (Jackson)
- Early 1865 New Jersey Railroad completes second track between New Brunswick and the junction with Camden & Amboy (present "COUNTY" Interlocking), making the line double track over its entire length except for the Passaic River Bridge.
- Early 1865 Northern Central Railway completes new shops and engine terminal at Bolton and new roundhouse at Marysville, Pa. (AR)
- Early 1865 Lehigh Valley Railroad completes double-tracking between Easton and Mauch Chunk. (AR)
- Feb. 13, 1865 Joint Companies Executive Committee declines to grant the Adams Express Company a car on the 7:00 PM Washington train, as it make the train too long to meet the mail schedule, but they can ship crates in the baggage car; authorizes wage increases for mechanics; Ashbel Welch presents a draft of a bill on taxes to be sent to the New Jersey Legislature; authorizes having the engine of the *John Neilson* placed in a new wooden hull; authorizes purchasing \$100,000 of the Schuylkill Navigation Company's new Boat & Car Loan for Belvidere Delaware Railroad stock at 95. (MB)
- Feb. 13, 1865 Delaware Railroad Board resolves that any railroad running east of the Delaware Railroad to the river and bay except the Junction & Breakwater Railroad are to be considered hostile to the interests of the Delaware Railroad, and if any receive state aid, it is a violation of pledges made to the Delaware Railroad; are determined to lobby against current legislation. (MB)
- Feb. 13, 1865 Union Stock Yard & Transit Company of Chicago incorporated by Samuel W. Allerton (1828-1914), John B. Sherman (1835-1902) and others to replace separate facilities maintained by the PFW&C, the Michigan Southern yards, the CB&Q yards, the Northwestern yards, the Sherman yards and the Cottage Grove Yard of the Illinois Central and Michigan Central; railroads initially supply all but \$75,000 of the \$1 million capital, but soon sell to the public; the closure of the Mississippi River and the large Union military demand have drawn the livestock trade to Chicago during the war, causing Western livestock receipts there to more than triple over the course of the war. (Pate, CHTaylor, chicagohs.org)
- Feb. 13, 1865 Hancock County Bridge Company incorporated in Iowa to build a railroad and road bridge across the Mississippi River between Keokuk and

Hamilton. (JrnnlFrnklnInst)

- Feb. 14, 1865 Senate resumes debate on the commerce bill (HR-307); Massachusetts Senator Charles Sumner makes a major speech, "The Railroad Usurpation of New Jersey" on behalf of the Raritan & Delaware Bay Railroad's bill; links the Camden & Amboy Monopoly with slavery and the States Rights doctrines of South Carolina, demanding that both be overthrown in the name of nationalism. (CongGlobe)
- Feb. 14, 1865 West Chester & Philadelphia Railroad Board orders termination of verbal agreement made with Philadelphia & Baltimore Central Railroad in 1863 by Mar. 1, 1865, and to begin charging them high local rates; charges P&BC has refused to sign formal contract and is now charging high rates that discourage through traffic. (MB)
- Feb. 14, 1865 Smyrna & Delaware Bay Railroad incorporated in Delaware in the interest of residents of Vineland, N.J., and Kent County, Del.; to be joined to the Vineland Railway in N.J. by a car ferry across Delaware Bay. (Cards - verify PL)
- Feb. 14, 1865 Thomas L. Jewett elected Pres. of the Steubenville & Indiana Railroad; New York lawyer Ashbel Green (1825-1898) elected to the Board. (MB)
- Feb. 15, 1865 John D. Rockefeller (1839-1937) and Samuel Andrews form the new partnership of Rockefeller & Andrews and assume operation of the Excelsior Oil Works; within a year it is the largest refinery in Cleveland. (Nevins)
- Feb. 15, 1865 Alexander Lyman Holley (1832-1882) of Erastus Corning, John F. Winslow and John A. Griswold's Albany & Rensselaer Iron & Steel Works at Troy, stages the first blow of its Bessemer converter; the second in the U.S.; while the company owns the rights to the Bessemer patent, Holley also uses Mushet's method of recarburizing the iron, thus violating his patent, owned by the Kelly Pneumatic Process Company; as neither company has complete rights to all the patents needed to make successful Bessemer steel, the two parties seek a compromise. (Swank, Neu)
- Feb. 15, 1865 With Gen. Sherman approaching Columbia, S.C., Gen. William J. Hardee begins preparing the military evacuation of Charleston. (Wagner)
- Feb. 1865 B&O opens double track between Washington and Annapolis Jct. (AR)
- Feb. 1865 The Army's Lehigh District releases the cavalry troops guarding the Anthracite Fields. (Palladino)
- Feb. 1865 Sharp drop in the price of gold in greenbacks on the New York money

market retards many investment projects, including Tom Scott's purchase of California lands. (Hutchinson - verify)

- Feb. 1865 There are now over 500 oil corporations chartered in Pennsylvania since early 1864 with an authorized capital of over \$356 million. (Williamson/Daum)
- Feb. 1865 There are now 63 oil companies in Pittsburgh and vicinity with a total capital of \$21.61 million; refinery production is about 30,000 bbls. per week. (StdHistPitts)
- Feb. 16, 1865 Republican Sen. John C. Ten Eyck (1814-1879) of New Jersey delivers a rejoinder to Sen. Charles Sumner in defense of States' Rights and the Camden & Amboy Railroad. (CongGlobe)
- Feb. 16, 1865 Illinois act increases number of directors of Chicago & Great Eastern Railway to 13 and authorizes meetings to be held out of state. (Church)
- Feb. 16, 1865 Chicago, Danville & Vincennes Railroad incorporated in Ill. by William D. Judson, Joseph D. Young, et al., to build from a point in Lawrence County opposite Vincennes to Chicago via Paris and Danville. (Lyford)
- Feb. 16, 1865 Illinois act empowers organizers of St. Louis & Illinois Bridge Company (Mo.) to bridge Mississippi River and form similar company in Illinois. (Church)
- Feb. 16, 1865 Supplement to the charter of the Woodburne Mining Company permits it to change its name and to operate in California. (PL)
- Feb. 17, 1865 Supplement to 1862 Post Road Act authorizes Louisville & Nashville Railroad and Jeffersonville Railroad to build a railroad bridge over the Ohio River, providing maintain a minimum 56 feet vertical clearance. (LBCo AR, Church)
- Feb. 17, 1865 Marietta & Cincinnati Railroad opens its extension between Loveland on the Little Miami Railroad to Ludlow Grove (Winton Jct.) on the Cincinnati, Hamilton & Dayton Railroad; ends the use of the Little Miami Railroad between Loveland and Cincinnati. (B&O CorpHist)
- Feb. 17, 1865 Gen. William T. Sherman enters Columbia, the capital of South Carolina; the city is burnt in the confusion following the occupation; Sherman's troops are even more destructive in South Carolina than in Georgia, holding the state responsible for the war; Confederate troops and wealthy civilians evacuate Charleston and set fire to the city. (Wagner, Long)
- Feb. 18, 1865 PRR Board authorizes sale of Western Division Canal bed west of

Blairsville to Western Pennsylvania Railroad. (MB)

- Feb. 18, 1865 Rep. John F. Farnsworth of Illinois reports a bill from the House Committee on Military Affairs in the interest of the PRR to permit building a railroad from Washington to a point on the Northern Central Railway at or north of Baltimore without a charter from Maryland; defeated by opposition of the B&O and the State of Maryland; Rep. Francis Thomas of Maryland says there is more need to parallel the PRR and New York & Erie railroads to bring soldiers to repel a foreign attack on the coast; bill is postponed indefinitely. (CongGlobe, Summers)
- Feb. 18, 1865 South span of the Long Bridge collapses under U.S. Military locomotive *Minot*, putting the bridge out of action; USMRR takes possession of the new bridge built just to the south by the Washington, Alexandria & Georgetown Railroad, but which lacks rails, and begins laying track on it. (OR)
- Feb. 18, 1865 Union troops, including African American regiments, enter Charleston and begin putting out the fires set by the departing Confederates; the seat of Nullification and the birthplace of the war is demoralized, humiliated and resentful. (Wagner)
- Feb. 19, 1865 Future PRR Motive Power Dept. officer James Milliken (1865-1940) born at Newtown, Bucks County, Pa.; son of Samuel John Milliken (1826-1900) and Elizabeth Porter Gemmill Milliken (1833-1920). (ancestry.com)
- Feb. 21, 1865 PRR annual meeting; Col. James Page secures appointment of committee to investigate the 30% stock dividend and the 40% stock increase by vote of 33-31; Page refuses to serve on it as a concession. (MB)
- Feb. 21, 1865 U.S. Military Railroads opens the new Washington, Alexandria & Georgetown Railroad bridge across the Potomac just south of the Long Bridge; the old Long Bridge is retained for pedestrians and road traffic; operates three passenger trains daily each way in addition to government freight. (OR)
- Feb. 22, 1865 Senate continues to debate the commerce bill (HR-307); Sen. James W. Nye (1815-1876) of Nevada makes a major speech, interrupted and continued next day, defending the powers of the Federal government over States' Rights. (CongGlobe)
- Feb. 22, 1865 Sen. James H. Lane of Kansas introduces a bill to allow the Union Pacific Railway Company, Eastern Division, to acquire lands from the Wyandotte Indians; bill is not brought to a vote this session. (CongGlobe)
- Feb. 22, 1865 Wilmington, N.C., last major Confederate port and outlet for blockade

runners, falls. (Long)

- Feb. 22, 1865 Tennessee voters approve constitutional amendments repealing the secession ordinances and all Confederate laws, abolishing slavery, and requiring loyalty oaths, by a vote of 21,104 to 40. (Thorpe)
- Feb. 22, 1865 Name of seat of Mecosta County, Mich., changed from Leonard to Big Rapids. (Long)
- Feb. 23, 1865 Minnesota ratifies the federal land grant for the Lake Superior & Mississippi Railroad. (ARJ)
- Feb. 24, 1865 Chicago & Great Eastern Railway issues supplement to First Mortgage explicitly covering the railroad of the former Chicago & Cincinnati Railroad. (Church)
- Feb. 24, 1865 Tom Scott orders Levi Parsons to stop buying California oil lands except those still in negotiation; by now, Parsons has spent \$165,000 in gold on almost all the best oil properties in California; Parsons has acquired a total of 245,115 acres; of which Scott holds 240,243 acres, broken down as follows: Rancho Calleguas, 5,916 acres; Rancho Cañada Larga, 6,660 acres; Rancho El Río de Santa Clara ó La Colonia, 32,100 acres; Rancho Las Posas, 26,623 acres; Rancho Ojai, 17,717 acres; Rancho San Francisco, 42,218 acres, and Rancho Simi, 99,009 acres; a portion of Rancho San Francisco is in Los Angeles County and the rest in Ventura County; only the Las Posas, Ojai, San Francisco and Simi lands are involved in Scott's petroleum ventures; Scott also acquires land in Humboldt County near Eureka in northern California. (Hutchinson)
- Feb. 27, 1865 Joint Companies Executive Committee authorizes taking \$100,000 of the new Schuylkill Navigation Company loan at 110 with Belvidere Delaware Railroad stock at par. (MB)
- Feb. 27, 1865 Pa. act authorizes railroad companies to commission private police forces with all the powers of the Philadelphia police force; persons so employed must have commissions registered with the counties and an oath of office filed with the Secretary of the Commonwealth. (Rdg, Shaloo)
- Feb. 27, 1865 Maryland House of Delegates issues protest against the federal bill for a new railroad between Baltimore and Washington. (Summers)
- Feb. 27, 1865 Gen Grant begins his final offensive against Petersburg and Richmond. (Johnston)
- Feb. 28, 1865 John W. Garrett presents a letter to Congress protesting the federal bill for new railroad between Washington and Baltimore as a PRR plot to destroy

the B&O. (CongGlobe, Summers)

- Feb. 28, 1865 Supplement to charter of South Mountain Iron Company permitting it to build a railroad to reach the Cumberland Valley Railroad; company owns 20,000 acres of land. (PL)
- Mar. 1, 1865 New Jersey voters reject the Thirteenth Amendment abolishing slavery. (Long)
- Mar. 1, 1865? Samuel A. Black resigns as Superintendent of the Oil Creek Railroad to be Assistant Superintendent of the Middle Division of the PRR; E. C. Gibson appointed Superintendent of the Oil Creek Railroad. (ARJ - verify MB)
- Mar. 1, 1865 Lake Erie & Louisville Railroad organized; L. Q. Rawson, Pres., and Sylvester Medberry, Engineer; extends operation for short distance south of Findlay. (Church; C&C)
- Mar. 1, 1865 Charles Minot resigns as General Superintendent of the Erie Railway and is replaced by Hugh Riddle. (ARJ)
- Mar. 1, 1865 Bridgeton, N.J., incorporated as a city by the merger of Bridgeton and Cohansey Townships under an act of Mar. 29, 1864. (Cushing)
- Mar. 2, 1865 Property owners meet at Brooklyn County Clerk's office to protest Brooklyn Central & Jamaica Railroad's plan to use dummy locomotives on Atlantic Avenue. (BrklnEgle)
- Mar. 2, 1865 Gen. Philip Sheridan's forces overwhelm the remnant of Gen. Jubal Early's force at Waynesboro, Va., and advance over the Blue Ridge, destroying the Virginia Central Railroad as they go. (Johnston)
- Mar. 3, 1865 Railroad Committee of the Brooklyn City Council rejects the application of the Brooklyn Central & Jamaica Railroad to run "dummy" locomotives on Atlantic Avenue as far west as Flatbush Avenue between the hours of 11:00 PM and 4:00 AM for freight service. (NYT)
- Mar. 3, 1865 Bill to legalize Raritan & Delaware Bay Railroad defeated in House of Representatives by combined lobbying of the Camden & Amboy and B&O; opposition uses various delaying tactics to prevent a vote until the 38th Congress is forced to adjourn at 8:00 AM on Mar. 4 for VP Andrew Johnson's swearing in and Lincoln's second inaugural. (CongGlobe)
- Mar. 3, 1865 Act of Congress extends the time for completing the Grand Rapids & Indiana Railroad 8 years to June 3, 1874. (Baxter)
- Mar. 3, 1865 Act of Congress imposes a 10% annual tax on state bank notes with the

object of driving them out of circulation so that paper money will consist entirely of Greenbacks; state banks have the choice of either joining the national bank system or ceasing to circulate notes and only receiving deposits; however, by the late 19th century, state banks have learned to exist by paying in checks rather than bank notes, and by 1900, there are more state banks than national banks. (wiki, Logan, HistofComptrollerofthe Currency)

- Mar. 3, 1865 Congress creates the Bureau of Refugees, Freedmen & Abandoned Lands, later the Freedmen's Bureau, to aid the emancipated slaves in their transition to freedom. (CongGlobe)
- Mar. 3, 1865 Post Office Act recognizes the railway post offices (RPOs) and authorizes the appointment of two special agents to manage them. (HistRyMail)
- Mar. 3, 1865 Gen. Philip Sheridan occupies Charlottesville and destroys tracks on both sides of the junction of the Virginia Central and Orange & Alexandria Railroads. (Johnston)
- Mar. 3, 1865 Indiana passes a revised General Railroad Law. (C&C)
- Mar. 4, 1865 As the adjournment of Congress ends debate on the Raritan & Delaware Bay Railroad bill, Congress assembles in the Senate chamber for outgoing VP Hannibal Hamlin's farewell speech and VP Andrew Johnson's rambling, incoherent inauguration speech; Johnson has fortified himself with whiskey, embarrassing the Republican members; the ceremonies then move outside to the east steps, where the sun breaks through the clouds almost on cue for Lincoln's sublime Second Inaugural Address, in which he justifies the war as divine chastisement for centuries of slavery and calls for a generous and charitable peace. (Wagner)
- Mar. 4, 1865 James Guthrie, Pres. of the Louisville & Nashville Railroad, is elected to the U.S. Senate. (CongBio)
- Mar. 5, 1865 Gen. Isaac R. Trimble is released from prison at Fort Warren, but is unable to rejoin Lee's army before the surrender; then returns to his old home at Baltimore, where he remains an unreconstructed Confederate and a leader of the city's Confederate community. (Tucker)
- Mar. 6, 1865 Chicago & Great Eastern Railway opens between La Crosse, Ind., and 12th Street, Chicago, completing line between Richmond, Ind., and Chicago; old line between La Crosse and Valparaiso removed; ends use of PFW&C between Valparaiso and Chicago; enters Chicago over old Galena line of C&NW and has Union Depot with the Chicago & Milwaukee Railroad at the southwest corner of Kinzie & Canal Streets across the street from that of the C&NW; line is double-tracked between Chicago and the Union Stock

Yards by the end of the year. (or uses old Galena & Chicago Union Depot of C&NW on N. Water & Wells Streets? - RRH44) (Val, ARJ)

- Mar. 6, 1865 Terre Haute & Richmond Railroad renamed Terre Haute & Indianapolis Railroad; given seven years to complete from Terre Haute to Illinois state line. (Church)
- Mar. 6, 1865 Franklin Branch of Atlantic & Great Western Railroad of Pennsylvania opens from Franklin to Oil City. (USRR&MR)
- Mar. 6, 1865 Federal cavalry under Gen. Philip Sheridan occupies Scottsville, Va., and begin destroying the works on about 90 miles of the James River & Kanawha Canal down to within 30 miles of Richmond, ending its ability to supply the Confederate capital from the west. (Dunaway)
- Mar. 7, 1865 Eastbound Washington-New York express rear-ends Kensington-New York "owl" train at Bristol at 2:30 AM; "owl" was running two hours late because of derailed Adams Express train ahead, which it was pushing; "owl" was moving at 3 MPH and express at 7 MPH; five soldiers on leave on local and fireman of express killed, and about 48 injured; prompts Ashbel Welch to establish block system, which he had studied in England, on Philadelphia & Trenton Railroad. (PubLdgr)
- Mar. 7, 1865 W. W. Holloway elected VP of Cleveland & Pittsburgh Railroad, replacing James F. Clark, resigned; Board orders Tuscarawas Branch placed in good condition. (MB)
- Mar. 7, 1865 Gen. William T. Sherman's troops cross into North Carolina, where their extracting of vengeance lessens noticeably. (Wagner)
- Mar. 9, 1865 Pennsylvania act authorizes Philadelphia & Erie Railroad to issue \$3 million of convertible bonds. (PL)
- Mar. 9, 1865 Hazleton Coal Company renamed Hazleton Railroad Company. (Baird, ICC)
- Mar. 9, 1865 Supplement to Tom Scott's Keystone Gold & Silver Mining Company allows it to operate in California as well as Colorado. (PL)
- Mar. 10, 1865 Joint Companies Executive Committee authorizes settling the claims from the Mar. 7 Bristol accident; adopts a new rule that trains must place a flagman 600 yards back when stopped, and he is to stay there and board the following train; torpedoes are to be placed every 100 yards, and a red signal is to be exhibited at all stations and switches for 10 minutes after the passage of trains. (MB)

- Mar. 10, 1865 Little Miami Railroad Board approves a contract with the Cincinnati & Zanesville Railroad. (MB)
- Mar. 10, 1865 State of Michigan transfers additional land grant of 1864 to the Grand Rapids & Indiana Railroad; brings total land grant to 850,960 acres; no land actually granted south of Grand Rapids. (Church, ARJ)
- Mar. 10, 1865 Pennsylvania Transportation & Insurance Company incorporated in Pennsylvania as a fast freight line on the Philadelphia & Erie Railroad; powers equal to the Western Insurance Company (Union Line). (TheRoad)
- Mar. 10, 1865 Coal strike ends in the Lehigh Region. (LC&N AR)
- Mar. 10, 1865 Gen. Sheridan's forces complete the destruction of over 100 miles of the James River & Kanawha Canal west of Columbia. (Johnston)
- Mar. 10, 1865 Millville Manufacturing Company incorporated in N.J. by Richard D. Wood (1799-1869), family and associates for the purpose of building a cotton textile mill at Millville to utilize the water power and supplement the family's pipe foundry operations. (NJCorps)
- Mar. 13, 1865 Joint Companies Executive Committee authorizes building two tugboats; Ashbel Welch makes a preliminary report on telegraphic block signals; Wilmon Whilldin, Jr., and Thomas Clyde request a cut in rates on the Delaware & Raritan Canal. (MB)
- Mar. 13, 1865 Philipsburg Coal, Iron & Oil Company incorporated in Pa.; builds 2.61 mile coal branch from Philipsburg Jct. to mines (Val)
- Mar. 13, 1865 Col. William Painter, future NYP&N official, promoted to Brevet Brigadier-General of Volunteers for his services. (findagrave)
- Mar. 13, 1865 Prof. Benjamin Silliman and promoters of the California Petroleum Company meet with potential investors at Boston's Revere House; about \$160,000 subscribed. (Hutchinson)
- c. Mar. 1865 New Jersey Railroad runs first regular freight trains (earlier attempts were short-lived); two round trips with special freight locomotives. (AR)
- Mar. 14, 1865 Delaware act loans \$352,000 in state bonds to Junction & Breakwater Railroad once stockholders raise \$200,000 in new stock, in return for mortgage on railroad. (PL, Digest)
- Mar. 14, 1865 Union forces destroy four major bridges on the Richmond, Fredericksburg & Potomac Railroad south of Fredericksburg, putting the entire line out of service. (AR, Johnston)

- Mar. 14, 1865 *Springfield Republican* of Springfield, Mass., prints an article by botanist William H. Brewer (1828-1910), now of Yale and formerly with the first California Geological Survey denying the existence of petroleum similar to that of Pennsylvania's in California; the story results in Boston capitalists cancelling \$140,000 of their subscriptions to Tom Scott's California Petroleum Company; the impact cripples Scott's fund-raising efforts. (Hutchinson)
- Mar. 15, 1865 N.J. House defeats the bill for the Newark & New York Railroad by 19-32. (MinAssmby)
- Mar. 15, 1865 Short Mountain Coal Company authorized to extend its tunnel through North Mountain into the Lykens Valley. (Digest)
- Mar. 15, 1865 Delaware act authorizes the Columbia & Port Deposit Railroad to extend to the Delaware River or Bay; to be used as an outlet for coal from the Susquehanna Valley to an ice-free port, possibly as far south as Bombay Hook or Lewes. (MB, ARJ)
- Mar. 15, 1865 Western Transportation Company incorporated in Pennsylvania by Tom Scott and others for purpose of building and operating the Pittsburgh & Steubenville Railroad. (Church)
- Mar. 15, 1865 Prof. Benjamin Silliman issues a glowing report to Pres. John C. Cresson of the Philadelphia & California Petroleum Company on its oil properties on Rancho Simi, Rancho Las Posas, and Rancho San Francisco in Ventura County, Calif.; includes a very favorable analysis of a sample sent from California; it is later shown to have been doctored by local land dealers with the object of duping Silliman and eastern investors; the report also contains favorable notes made by one "Col. J. Williamson" of his surveys of the southern California coast in 1850-1852 and for a transcontinental railroad from Texas in 1857-1858; Williamson has been identified as James D. Williamson of New York City, but his claims of making surveys in the 1850s are unsubstantiated; Tom Scott pays Williamson \$1,050 for the use of his name and notes. (Rept, Hutchinson)
- Mar. 15, 1865 Gen. Sherman leaves Fayetteville, N.C., making for Goldsboro. (Alexander)
- Mar 15-7, 1865 Major flood in Susquehanna watershed; North Branch Extension Canal most heavily damaged; flood is 23½ feet at Harrisburg, highest yet recorded; crest is 28 feet at Williamsport; damage to former state canals \$650,000; Philadelphia & Erie Railroad bridges washed out at Muncy and Williamsport; Bald Eagle & Spring Creek Navigation destroyed and not repaired; 15 bridges on Elmira & Williamsport Railroad washed out. (PaCC AR, Mitchell, CnlCrnts, NC AR)

- Mar. 15, 1865 Flood damages Jervis Langdon's iron furnace at Astonville, south of Ralston, Pa., and it is not repaired, ending attempts to smelt iron there; the settlement disappears. (Meginnis/Lycoming)
- Mar. 15, 1865 Flooding in the Allegheny River at Oil City begins, damaging oil tanks and other facilities. (PittsComml)
- Mar. 1865 PRR begins using the Reading between Philadelphia and Marysville for western traffic because of flooding of tracks at Harrisburg. (Rdg)
- Mar. 1865 Tom Scott is demanding that John D. Perry and his St. Louis group grant him and his Pennsylvania and Ohio associates full control of the Union Pacific Railway Company, Eastern Division, as the price of aid. (Petrowski)
- Mar. 1865 Third rail being laid on the Oil Creek Railroad for standard-gauge interchange with the Philadelphia & Erie Railroad. (USRR&MR)
- Mar. 1865 W. W. Chandler of the Star Union Line (Union R.R. & Transportation Company) rebuilds 30 box cars as refrigerator cars called "ice houses on wheels," although experiments with refrigerator cars date back to at least 1842; ships butter, eggs, cheese, dressed poultry and fresh meat from Chicago to New York. (CHTaylorHCHill, White)
- Mar. 1865 City of Baltimore passes an ordinance repealing that part of the ordinance of 1856 guaranteeing \$1 million in bonds of the Pittsburgh & Connellsville Railroad giving the city a first lien and now giving the first lien to the private subscribers. (ARJ)
- Mar. 1865 Massachusetts Supreme Court rules against Herman Haupt and orders him to pay \$53,000 on the overissue of state bonds. (Ward)
- Mar. 1865 Jay Cooke's distribution network for the sale of war bonds peaks with 5,000 subagents. (Logan)
- Mar. 16, 1865 Kent County Railroad incorporated in Del. (Digest, C&C)
- Mar. 16, 1865 Floods in the Susquehanna River watershed damage the Philadelphia & Erie Railroad, causing the suspension of service. (Wilson)
- Mar. 16, 1865 John B. Jervis resigns as Chief Engineer of PFW&C and is named Consulting Engineer; H. A. Gardner appointed Chief Engineer; William H. Barnes resigns as PFW&C Secretary but remains as Comptroller; F. M. Hutchinson appointed Secretary. (MB)
- Mar. 17, 1865 Joseph D. Potts resigns as a director of the Northern Central Railway to

devote his time to the oil trade; Board grants the Borough of York \$2,500 as its share of the \$100,000 in money and \$60,000 in stores extorted by Gen. Jubal Early in the Gettysburg Campaign; the townspeople have raised another \$40,000; Board hears rival bids from the United States Telegraph Company (in which both Tom Scott and John Hulme are interested), the American Telegraph Company, and the Western Union Telegraph Company for a right-of-way. (MB)

- Mar. 17, 1865 Major flooding peaks in the Susquehanna, Allegheny and Genesee watersheds caused by a quick snow melt, but little rain; damage to the oil industry at Oil City hits \$5 million. (Aldrich, Babcock)
- Mar. 17, 1865 Lewisburg Bridge of 1818 is destroyed in the flood, except for one span, when the wreckage of the Milton Bridge from upstream carries away 3 spans; replaced by ferry until a new bridge is built in 1868. (C&C, HistJuniata/Susq)
- Mar. 17, 1865 Flood destroys the Freeport Aqueduct over Allegheny River, causing the cessation of most Western Division Canal traffic between Allegheny and Leechburg. (PittsComml, PhlInq)
- Mar. 17, 1865 Flood on Oil Creek carries off all the wooden oil tankage along its banks and causes \$5 million in damages. (Williamson/Daum)
- Mar. 17, 1865 Future PRR Chief Engineer William H. Brown named Chief Engineer of the Oil Creek Railroad. (MB)
- Mar. 18, 1865? Susquehanna River flood destroys the lower end of the Conestoga Navigation Company, which is the only real access to the Safe Harbor Iron Works; the works shut down. (Paskoff ed)
- Mar. 19, 1865 Gen. Sherman's forces repulse a Confederate attack at Bentonville, N.C. (Alexander)
- Mar. 20, 1865 PRR begins handling all freight for points east of Pittsburgh from freight station at 15th & Market Streets and for Pittsburgh and points west as well as all inbound freight at 13th & Market Streets. (USRR&MR)
- Mar. 20, 1865 Works begins on Section 5 of the Columbia & Port Deposit Railroad.(MB)
- Mar. 20, 1865 Bear Creek Railroad incorporated in Pa.; to build from on the Erie & Pittsburgh Railroad between Sharpsburg and West Greenville to mouth of Bear Creek at Martinsburg in Butler County; gauge is to be 4'-10", and Erie & Pittsburgh Railroad is to provide through connections; Atlantic & Great Western Railroad hopes to make it its entry to Pittsburgh and the Mercer County Coal Field. (PL, Felton)

- Mar. 20, 1865 North Branch Canal Company renamed Pennsylvania & New York Canal & Railroad Company with power to build a railroad on the towpath from Wilkes-Barre to Athens. (Baird, LV Val)
- Mar. 21, 1865 PRR reopens between Columbia and Harrisburg.
- Mar. 21, 1865 Charter supplement authorizes Pittsburgh & Erie Railroad to issue \$500,000 preferred stock to complete Erie docks. (Church)
- Mar. 21, 1865 Units of Gen. Sherman's army win the Battle of Bentonville in North Carolina, the last organized opposition, although Gen. Joseph E. Johnston's hopelessly outnumbered force remains intact behind its defenses. (Wagner)
- Mar. 21, 1865 Gen. William Jackson Palmer leaves Knoxville with a large cavalry force, part of Gen. George Stoneman's raid into the Carolinas to destroy rail lines and stores. (Fisher)
- Mar. 22, 1865 Provident Life & Trust Company incorporated in Pa. by Philadelphia Quakers; it becomes the Provident Trust Company in 1922. (PL, Holdsworth)
- Mar. 23, 1865 Maryland act to secure the completion of the Maryland & Delaware Railroad waives the state's lien to secure 6% on the state stock in favor of the bondholders, effective when two-fifths of the line is under contract and the contract approved by the Board of Public Works; at such time the state will also pay the balance of the state's appropriation to the company. (PL)
- Mar. 23, 1865 Mill Creek Railroad Company incorporated to build a line from the mouth of Mill Creek to Stewart's Run in the Oil Region. (Val, C&C)
- Mar. 23, 1865 Middle Creek Railroad Company incorporated to build branch from the Mifflin & Centre County Railroad near Lewistown to Selinsgrove and the Susquehanna River. (Val, HistJuniata/Susq)
- Mar. 23, 1865 Barclay Mining Company incorporated in Pa. by Richard D. Barclay (Tom Scott's confidential secretary), J. D. Elwell, Joseph Lesley, and Oliver W. Barnes with unlimited capital and the power to operate mines in Arizona; charter also gives the power to operate in California and to change the name of the company. (PL)
- Mar. 23, 1865 Union Pacific Mining Company incorporated in Pa. by Tom Scott, Thomas C. Durant, George W. Cass, Thomas B. Howe, Benjamin F. Pettit, James B. Murray, Cornelius S. Bushnell, et al., with a capital of \$1 million and the power to operate anywhere west of the Mississippi River. (PL)

- Mar. 23, 1865 Montana Gold & Silver Mining Company incorporated in Pa. by Tom Scott, F.M. Kimmel, L.P. Williston, William McLellan, George B. Messersmith, J. Alison Eyster, et al. (PL)
- Mar. 23, 1865 Sullivan & Erie Coal & Railroad Company incorporated in Pa. to hold 6,000 acres in the Sullivan County semi-anthracite coal field and to construct a railroad by way of Towanda to a connection with the Erie Railway. (Baird)
- Mar. 23, 1865 N.J. act authorizes the Morris & Essex Railroad to build a low-grade line from Denville through Boonton and Great Notch to Bloomfield or Jersey City for coal and freight traffic, avoiding the grades via Morristown. (DL&WCorps)
- Mar. 23, 1865 Lehigh Rolling Mill at Allentown, Pa., incorporated as the Lehigh Rolling Mill Company; Samuel Lewis (1805-) Pres.; it is later bankrupted by the mishandling of funds by its New York and Philadelphia sales agents. (PL, Mathews/Hngrfrd)
- Mar. 23, 1865 Gen. Schofield effects a junction with Gen. Sherman's army at Goldsboro, N.C., bringing the Union strength to 60,000 men and effectively preventing any union between Gen. Robert E. Lee and Gen. Joseph E. Johnston. (Johnston)
- Mar. 24, 1865 Pres. Lincoln arrives at Gen. Grant's headquarters at City Point, Va., to witness the culmination of the campaign. (Wagner)
- Mar. 25, 1865 Gen. Lee's attempt to break out of Petersburg via an attack on Fort Stedman is thwarted by a Union counterattack that costs Lee 10% of his remaining forces. (Wagner)
- Mar. 25, 1865 Kasson & Co. of Buffalo first advertise their "Locomotive Express" or "Oil Creek Line" to carry portable and stationary engines to the Oil Regions via the Erie Railway; promise 4-day service from New York. (ARJ)
- Mar. 1865 Camden & Amboy fills in additional two acres at Camden extending 400 feet west of the old ferry house.
- Mar. 27, 1865 New Jersey Railroad appoints a committee to investigate a more efficient way of moving freight across the Hudson River; abolished commutation tickets for minors. (MB)
- Mar. 27, 1865 Joint Companies Executive Committee receives a report blaming the conductor of the "owl" train for backing without standing on the rear platform; Ashbel Welch delivers his written report on telegraphic manual block signals, which are to be installed between Kensington and New

- Brunswick; authorizes keeping passenger cars in reserve at Trenton to be added to trains as needed; Thomas P. Clyde proposes a new canal line between Washington and New York. (MB)
- Mar. 27, 1865 Gen. Sheridan's cavalry arrives at Petersburg from its campaign in the Shenandoah Valley; Gen. Sherman arrives for a consultation with Pres. Lincoln and Gen. Grant. (Wagner)
- Mar. 28, 1865 Philipsburg Coal, Iron & Oil Company receives letters patent. (C&C)
- Mar. 28, 1865 Central Ohio Railroad sold at foreclosure to John W. Garrett of the B&O and William H. Clement of the Little Miami Railroad for \$1 million. (B&O Val, ARJ)
- Mar. 28, 1865 Legendary Wall Street bear operator Jacob Little (1797-1865) dies at New York. (NYT, MerchMag)
- Mar. 29, 1865 Gen. Grant begins his final offensive to outflank Lee and force him to abandon Petersburg. (Long)
- Mar. 29, 1865 Passaic Valley & Peapack Railroad incorporated in N.J. to build a local line from near Newark to Peapack in the territory between the CNJ and the Morris & Essex Railroad. (Baird, DL&WCorps, Taber)
- Mar. 29, 1865 N.J. act provides for incorporating associations to improve agriculture and animal breeding; provides the cover for building and operating race tracks for thoroughbred horses. (Ellis)
- Mar. 30, 1865 Camden & Philadelphia Steam Boat Ferry Company Board reports that they have sold the Arch Street ferry property to Charles W. Locke; have placed the new ferry *Delaware* in service. (MB)
- Mar. 31, 1865 Gold peaks at 151, then falls in anticipation of the end of the war. (Trager)
- Mar. 31, 1865 *George Weems* restored to the Weems Line. (Holly)
- Apr. 1, 1865 Robert Pitcairn (1836-1909) appointed Superintendent of Pittsburgh Division, replacing Andrew Carnegie, resigned; John Reilly (1836-1904) named Superintendent of Transportation replacing Pitcairn; according to William B. Wilson, Pitcairn is first on PRR to devise a modern system of telegraphic train orders; is also the main sponsor of air brake experiments. (MB, Wilson)
- Apr. 1, 1865 Allegheny Valley Railroad leased to the Mahoning & French Creek Railroad; it does not go into effect. (ARJ)

- Apr. 1, 1865 Chicago & Great Eastern Railway issues \$5.6 million Mortgage bonds to George N. Titus and James D. Fish to fund bonds of Cincinnati & Chicago Air-Line Railroad, New Castle & Richmond Railroad, and prior C&GE bonds. (MB, Church)
- Apr. 1, 1865 Gen. Sheridan turns Lee's right flank at the Battle of Five Forks south of Petersburg, rendering Lee's position in Petersburg untenable. (Long, Wagner)
- Apr. 1, 1865 Northern Central Railway opens new warehouse at Calvert Station on the west side of North Street between Centre & Monument Streets. (Wilson)
- Apr. 1, 1865 Dr. Jonathan Letterman (1824-1872), a former Army surgeon known as the "Father of Battlefield Medicine," leaves San Francisco with the drilling equipment for Tom Scott's Philadelphia & California Petroleum Company. (Hutchinson)
- Apr. 1, 1865 *Mary Washington* restored to the Weems Line. (Holly)
- Apr. 1, 1865 Boston investment banking house of Kidder, Peabody & Co. formed by Henry P. Kidder (-1886), Francis H. Peabody (-1905), and Col. Oliver W. Peabody (-1896); it takes over the exchange and investment business of John E. Thayer & Brother, following the retirement of Nathaniel Thayer. (OfficialChronicle, Carosso)
- Apr. 2, 1865 Union forces break through the Confederate lines at Petersburg and cut the South Side Railroad; Gen. Grant launches a last, massive frontal assault on the Confederate lines at 4:40 AM; Confederate Gen. A. P. Hill (1825-1865) is killed while trying to rally his men; Lee flees Petersburg and tells the Confederate government it must evacuate Richmond; the Richmond & Danville Railroad readies 8 trains to evacuate the government; at 11:00 PM, Pres. Jefferson Davis and the Confederate government flee Richmond down the Richmond & Danville Railroad, the only remaining escape route; fires set by the retreating Confederates and looters rage out of control in the city. (Long, Wagner, Prince)
- Apr. 2, 1865 U.S. Military Railroads seizes the Richmond, Fredericksburg & Potomac Railroad south of Fredericksburg; it is out of service because of the destruction of bridges by the Union Army and removal of about 10 miles of rail by Confederates. (AR)
- Apr. 2, 1865 A large Union army commanded by Gen. James H. Wilson (1837-1925) takes the manufacturing and munitions center at Selma, Ala., seizing 2,700 prisoners and huge quantities of ordnance and other supplies; Wilson continues his devastation through central Georgia. (Wagner)

- Apr. 3, 1865 The last train on the Richmond & Danville Railroad departs Manchester opposite Richmond at 11:00 AM, the bridge over the James River already having been burned; Union troops begin arriving immediately after. (Prince - verify?)
- Apr. 3, 1865 Union Army, including African American regiments, occupies Richmond; Grant pursues Lee westward; the Confederate government arrives in Danville; celebrations break out across the North. (Long, Wagner)
- Apr. 3, 1865 Fall River, Warren & Bristol Railroad opens between Warren, R.I., to Brayton Point on the Taunton Great River with a ferry from Brayton Point to Fall River; operated by Providence, Warren & Bristol Railroad. (nhrhta.org - check)
- Apr. 4, 1865 Pres. Lincoln tours Richmond, shunned by the remaining white citizens and greeted as a liberator by former slaves. (Wagner)
- Apr. 4, 1865 Gen. Sheridan blocks Lee's escape route down the Richmond & Danville Railroad; Lee makes for the South Side Railroad, which can supply him from Lynchburg and begins retreating west along it. (Long)
- Apr. 4, 1865 Oil Creek Lake & Titusville Mining & Transportation Company incorporated to build railroad from the outlet of Oil Creek Lake to Titusville. (Val, Corp Hist)
- Apr. 5, 1865 PRR Board approves operation of through lines between Jersey City and Erie via CNJ-LV-Catawissa RR route but must charge same rate as via Philadelphia; approves limited endorsement of \$1 million on Western Pennsylvania Railroad bonds to permit extension from Freeport (Kiski Jct?) to Allegheny City. (MB)
- Apr. 5, 1865 Zenus Barnum (1810-1865), former (?) director of the Northern Central Railway and Pres. of the American Telegraph Company, dies at Baltimore. (WwasW)
- Apr. 6, 1865 PRR Board inspects Myer's patent rotary car for petroleum, which the Eagle Transportation Company hopes to operate over PRR. (MB)
- Apr. 6, 1865 Charter supplement authorizes the Morris & Essex Railroad to bridge the Delaware River between Phillipsburg and Easton as part of the Atlantic & Great Western Railroad line. (DL&WCorp)
- Apr. 6, 1865 Pennsylvania act authorizes the Lehigh Coal & Navigation Company to bridge the Delaware River between Easton and Phillipsburg for its Lehigh & Susquehanna Railroad. (LC&N AR)

- Apr. 6, 1865 Cornelius S. Bushnell, Henry S. McComb, et al., assign the construction contract for the Union Pacific Railroad to the Credit Mobilier of America. (Klein)
- Apr. 6, 1865 Gens. Sheridan and Meade attack the fleeing Confederates in the valley of the Appomattox River, capturing a quarter of Lee's remaining force and leaving Lee outnumbered three to one. (Wagner)
- Apr. 7, 1865 Former Reading Pres. John Tucker offer New York banker Moses Taylor the first opportunity to purchase some of the bonds of the Junction Railroad. (Hodas)
- Apr. 7, 1865 U.S. Military Railroads reopens Richmond & Petersburg Railroad to Manchester, opposite Richmond; a temporary trestle is built across the Appomattox River to connect the R&P with the City Point Railroad. (OR)
- Apr. 7, 1865 Erie & Pittsburgh Railroad issues remaining \$360,000 to Erie & North East Railroad for construction, bringing total to \$400,000. (MB, Church)
- Apr. 9, 1865 Gen. Robert E. Lee surrenders the remaining 30,000 men of the Army of Northern Virginia to Gen. U.S. Grant at Appomattox Court House after Gen. Sheridan reaches Appomattox Jct. ahead of him, capturing 4 trains of provisions and his reserve artillery; 15,000 fresh Union troops are blocking his escape, with Grant moving in with his main force from the east. (Wagner, JSmith)
- Apr. 10, 1865 Joint Companies Executive Committee authorizes the return of collateral to Asa Packer, as his loan to build the Lehigh Valley Railroad has been repaid; authorizes a cash advance of one-third of the necessary funds to the Lehigh Coal & Navigation Company for 100 boats to operate between Mauch Chunk and New York. (MB)
- Apr. 10, 1865 Samuel A. Black (1821?-1890), formerly Superintendent of the Philadelphia & Erie Railroad and the Oil Creek Railroad, named Superintendent of the Middle Division of the PRR, replacing Samuel D. Young (1820?-1866). (Watkins)
- Apr. 10, 1865 Gen. George Stoneman sends a Federal cavalry brigade under Col. William Jackson Palmer to cut railroad bridges on the North Carolina Railroad north and south of Greensboro to block Gen. Johnston's retreat. (Trelease)
- Apr. 11, 1865 Pres. Lincoln addresses a crowd on the White House lawn and puts forth suggestions for Reconstruction that include granting the vote to at least some African Americans, especially those who have served in the armed forces; the actor John Wilkes Booth (1838-1865), a rabid Southern sympathizer and racist who had been plotting to kidnap Lincoln to ransom

for Southern independence, is in the audience and now determines to kill Lincoln and other Cabinet members. (Wagner)

- Apr. 11, 1865 Cavalry raiders under Col. William Jackson Palmer burn the Piedmont Railroad bridge 10 miles north of Greensboro, not realizing that Pres. Jefferson Davis and the Confederate Cabinet have passed over it on their way south a half hour earlier. (Trelease)
- Apr. 11, 1865 U.S. Military Railroads reopens the South Side Railroad, rebuilt from 5'-0" to standard gauge, to Burkeville to supply Grant's army encamped near Appomattox Court House. (OR)
- Apr. 11, 1865 Columbus & Xenia Railroad appoints committee to meet with Cleveland, Columbus & Cincinnati Railroad regarding a new passenger depot at Columbus. (MB)
- Apr. 12, 1865 Mineral Railroad & Mining Company organized; Northern Central Railway subscribes for 49,000 shares; Jacob P. Jones elected Pres., Edward C. Biddle, Secretary-Treasurer; other directors are John A. Wright, William Colder, Wistar Morris, J. Donald Cameron and John M. Kennedy. (MB)
- Apr. 12, 1865 Pres. Jefferson Davis and party arrive at Greensboro, N.C. (BDavis)
- Apr. 12, 1865 Mobile, Ala., surrenders. (Wagner)
- Apr. 1865 New Jersey Railroad and Camden & Amboy Railroad begin negotiating a truce to end their six-year rivalry.
- Apr. 1865 PFW&C completes double track between Pittsburgh and Rochester, Pa.
- Apr. 1865 Economic expansion ends with the close of the war; two and a half year downturn begins. (NBER)
- Apr. 13, 1865 Gen. Grant returns to Washington to begin ending the war effort, halting the draft, recruiting and the purchase of supplies. (JSmith)
- Apr. 14, 1865 In line with the Mayor's proclamation, PRR Road Committee votes at 11:00 AM to close its offices on Apr. 17 in celebration of peace and to have its offices illuminated in the evening; the plans are changed by events in Washington that night. (MB)
- Apr. 14, 1865 At Fort Sumter, Robert Anderson raises the flag he was forced to lower 4 years earlier; in the evening Pres. and Mrs. Lincoln attend a light farce at Ford's Theatre, where Lincoln is shot at close range in the back of the head by John Wilkes Booth, who as a well-known actor, gains easy access to the presidential box; Booth escapes to the southeast into pro-Southern parts of

Maryland and eventually succeeds in crossing the Potomac into Virginia; Lincoln is taken to a house across the street where he dies at 7:22 AM on Apr. 15; a second conspirator, Lewis Thornton Powell, alias Lewis Paine (1844-1865), manages to wound Secretary of State William H. Seward with a knife before being overpowered; the other conspirators fail to attack their targets; the president's assassination on Good Friday seems almost Providential to a people already turning to religion to cope with mass death and suffering and renders him a martyr and saint across the North; doubtless many across the South rejoice privately at Booth's action, but publicly, everyone there knows they now face vengeance rather than reconciliation. (Long, Wagner)

- Apr. 14, 1865 Gen. & Mrs. Grant depart Washington in John W. Garrett's private car, en route to Burlington, N.J., where their children are staying; at Havre-de-Grace, a possible assassin is forcibly prevented from entering the car; Grant is informed of Lincoln's assassination on arriving at the Philadelphia station; the Grants continue to Burlington, and then Gen. Grant returns to Washington without an escort. (JSmith, Kenney obit)
- Apr. 15, 1865 VP Andrew Johnson (1808-1875), a former Jacksonian Democrat and Tennessee Unionist, is sworn in as Pres.; a representative of the Southern poor whites, Johnson is no friend to African Americans and, like many of his class, simultaneously hates and envies the planter upper class and is somewhat awed by them. (Wagner)
- Apr. 15, 1865 Gen. Grant returns to Washington in a special train arranged by PW&B Assistant Superintendent H. F. Kenney. (Kenny obit)
- Apr. 15, 1865 All B&O trains held at Relay until noon by military order to help prevent the escape of the assassins. (B&O AR)
- Apr. 15, 1865 Samuel M. Felton resigns as Pres. of PB&W for reasons of health, having been prostrated several months by a stroke, during which time George A. Parker has served as acting Pres.; succeeded by Isaac Hinckley (1815-1888) of Lowell, Mass. (BdPap, Wilson)
- Apr. 15, 1865 First U.S. mail since 1861 arrives in Washington from Richmond. (ARJ)
- Apr. 15, 1865 Jefferson Davis resumes his flight from Greensboro, N.C., heading for Charlotte. (BDavis)
- Apr. 1865 City Engineer of St. Louis reports on a proposed bridge across the Mississippi River; to cost \$3.33 million. (ARJ)
- Apr. 17, 1865 U.S. Military Railroads surrenders the Richmond, Fredericksburg & Potomac Railroad, now out of service, to the company. (AR)

- Apr. 18, 1865 Abram S. Hewitt elected a director of the LIRR. (MB)
- Apr. 19, 1865 PRR offices closed and all non-essential employees given a day off to mark Lincoln's funeral, which is held in the White House; all business in Philadelphia is suspended for two hours during the funeral. (MB, Scharf)
- Apr. 20, 1865 Philadelphia & Erie Railroad fully reopened after flood damage. (Wilson)
- Apr. 20, 1865 Andrew Carnegie invites Frank Thomson to subscribe 40 shares to his Keystone Bridge Company at \$25 for par-50 shares; promises it will pay an annual dividend of 24%; similar forms are sent to other PRR friends. (FThomsonPapers)
- Apr. 20, 1865 Northern Coal & Iron Company, controlled by the Delaware & Hudson Canal, receives letters patent. (Val)
- Apr. 21, 1865 William Cook (1801-1865), Camden & Amboy Chief Engineer and lobbyist, dies at Hoboken; replaced as Chief Engineer of the Joint Companies by Ashbel Welch. (MtHolHrd)
- Apr. 21, 1865 Camden & Atlantic Railroad Board considers how to address the road's deteriorating financial condition caused by war inflation and a growing floating debt; it is now impossible to meet interest on the Second Mortgage bonds, whose holders are threatening to foreclose. (MB)
- Apr. 21, 1865 PRR contracts with Catawissa Railroad to form part of short route to New York from Philadelphia & Erie Railroad and pro-rate through traffic from Cleveland and Erie. (Rdg)
- Apr. 21, 1865 Northern Central Railway Board approves a lease of its coal lands to the Mineral Railroad & Mining Company; the MRR&M stock is to be sold to the NC stockholders. (MB)
- Apr. 21, 1865 Abraham Lincoln's funeral train leaves Washington at 8:00 AM for Baltimore over the B&O and leaves Calvert Station, Baltimore, for Harrisburg over the Northern Central Railway at 3:10 PM; Lincoln's coffin is carried in a special U.S. Military Railroads car *United States* that has been built, but not used, for presidential travel; car is equipped with broad treads for multiple gauges; car also carries the body of Lincoln's favorite son Willie (1850-1862), who is to be buried with his father in the family tomb; last car is the PW&B directors' car for the use of family and dignitaries; it and the *United States* are the only two cars to travel through; these cars are moved by horses via the Howard Street track to Bolton and back to Calvert Station while the coffin is lying in state at the Exchange; Uriah H. Painter, later an official of the NYP&N, accompanies the funeral

train as a reporter for the *Philadelphia Inquirer*. (Withers, Trostel)

- Apr. 21, 1865 New York City grants ferry leases to Gideon Lee Knapp for routes on the East River between 10th Street and Greenpoint and between 23rd Street and Greenpoint. (Valentine)
- Apr. 22, 1865 Lincoln funeral train departs Harrisburg for Philadelphia at 11:15 AM behind PRR 4-4-0 No. 331 (BLW c/n 1344), John E. Miller, engineer; runs over Delaware Extension into PW&B depot on Broad Street; as the train passes through West Philadelphia, minute guns are fired by the J. Edgar Thomson Cannon Club; minute guns are also fired as the train enters the PW&B depot; bells of Independence Hall and churches toll; a civic procession several miles long follows the cortege to Independence Hall, where the body lies in state and is viewed by over 85,000 during the next day and a half; train is then backed to West Philadelphia, where the two funeral cars are detached and stored at the 13th & Market Depot. (Withers, Trostel, Scharf, PubLdgr)
- Apr. 23, 1865 Car *United States*, containing the coffin of Willie Lincoln, and the PW&B directors' car are shifted to Kensington over the Junction Railroad during the day to be attached to a Philadelphia & Trenton train early next morning. (PubLdgr, Scharf)
- Apr. 24, 1865 At 2:45 AM, Lincoln's body is removed from Independence Hall and carried in a somber torchlight procession to Kensington; train departs Kensington at 3:15 AM behind Camden & Amboy No. 72 with a stop in Trenton; changed to NJRR No. 40 at New Brunswick, arriving at Jersey City at 10:03 AM; hearse is taken to Debrosses Street on the ferry *Jersey City*, arriving at 10:50; the two funeral cars are carried one at a time to the foot of Christopher Street on special tracks laid athwart a steam lighter, then moved to the Hudson River Railroad track by a temporary connection. (Withers, Trostel, Scharf, PubLdgr)
- Apr. 24, 1865 War Dept. orders Richmond & Danville Railroad reopened. (OR)
- Apr. 25, 1865 Lincoln funeral train leaves Hudson River Railroad's 30th Street depot at 4:00 PM for East Albany; Lincoln's body is taken to the Capitol by hearse, while the train crosses the Hudson at Troy. (Withers, Trostel)
- Apr. 25, 1865 Joint Companies Executive Committee appoints Ashbel Welch Chief Engineer of the Camden & Amboy Railroad, replacing William Cook, deceased; grants a 12% drawback to Thomas Clyde's new Washington canal line. (MB)
- Apr. 25, 1865 Andrew Carnegie, Aaron G. Shiffler, et al., found Keystone Bridge Company to built iron railroad bridges; successor to Piper & Shiffler

partnership of 1862; Jacob Linville, Pres., John Piper, General Manager, and A.G. Shiffler, Assistant to General Manager, Walter Katté, Chief Engineer; Tom Scott takes half of Carnegie's \$80,000 subscription, and J. Edgar Thomson takes 5%. (StdHstPitts, Jackson)

- Apr. 25, 1865 Future PRR civil engineer Luther Reese Zollinger (1865-1913) born at Harrisburg, Pa. (Info)
- Apr. 26, 1865 LIRR Board resolves that its operation is embarrassed by the refusal of the James Slip Ferry Company to operate during the winter; appoints Pres. Charlick to remedy the situation. (MB)
- Apr. 26, 1865 Summit Branch Railroad Company signs an agreement to absorb the Millersburg & Rausch Gap Railroad, George E. Hoffman, Pres.; this gives the Summit Branch Railroad Company the power to mine coal. (MB)
- Apr. 26, 1865 James H. Banker elected to the Board of the Michigan Southern & Northern Indiana Railroad to represent Cornelius Vanderbilt. (Stiles/MB)
- Apr. 26, 1865 Gen. Joseph E. Johnston surrenders the Army of Tennessee to Gen. Sherman near Durham, N.C., ending most Confederate resistance; assassin John Wilkes Booth is trapped and killed by Union soldiers near Port Royal, Va. (Long)
- Apr. 26, 1865 Lincoln funeral train leaves Albany via NYC at 4:00 PM, arriving in Buffalo next morning. (Withers, Trostel)
- Apr. 27, 1865 Lincoln funeral train leaves Buffalo over Lake Shore route, arriving in Cleveland 7:00 AM next morning. (Withers, Trostel)
- Apr. 27, 1865 Between 1,500 and 1,700 newly released Union POW's bound upriver are killed in the explosion of the badly overloaded Mississippi River steamboat *Sultana*, the worst maritime disaster in U.S. history. (Wagner)
- Apr. 28, 1865 Lincoln funeral train arrives at Cleveland Union Station at 7:00 AM; Cleveland & Pittsburgh Railroad No. 40 then pulls train back to C&P's Euclid Avenue Station to permit a solemn funeral procession down the length of Euclid Avenue to the Public Square; train then lays over at Union Station; train leaves CC&C's Vineyard Street Station at midnight for Columbus over Cleveland, Columbus & Cincinnati Railroad. (Withers, Trostel)
- Apr. 28, 1865 Gen. William Jackson Palmer's cavalry force is ordered to move south into the Carolinas in pursuit of Jefferson Davis. (Fisher)
- Apr. 29, 1865 Pennsylvania Transportation & Insurance Company opens books;

subscribers are William Thaw - 975 shares, Thomas S. Clarke - 975 shares, Clarke & Co. - 666 shares, George W. Cass - 646 shares, William F. Leech - 200 shares; and H.H. Houston - 200 shares. (Fernon)

- Apr. 29, 1865 Lincoln funeral train arrives at Columbus at 7:30 AM; departs at 8:00 PM via Columbus & Indianapolis Central Railway (future PRR main) for Indianapolis via Piqua. (Withers, Trostel)
- Apr. 30, 1865 Lincoln funeral train arrives in Indianapolis at 7:00 AM; leaves at midnight for Lafayette via Lafayette & Indianapolis Railroad, then via Louisville, New Albany & Chicago to Michigan City and Michigan Central to Chicago. (Withers, Trostel)
- Apr. 30, 1865 War Dept. orders a halt to rebuilding all railroads in Virginia and recalls construction crews to Alexandria. (OR)
- May 1, 1865 Robert White named Superintendent of LIRR, replacing Andrew Reasoner. (Seyfried)
- May 1, 1865 Pennsylvania Transportation & Insurance Company receives letters patent; 20 subscribers include William F. Leech, H.S. Leech, D.S. Leech, H.H. Houston, John J. Houston, George W. Cass, William Thaw, Thomas S. Clarke and Clarke & Co. (Fernon, Maybee)
- May 1, 1865 Bald Eagle Valley Railroad opens between Howard and Lock Haven, Pa., completing line between Lock Haven and Tyrone. (Val, AR)
- May 1, 1865 Eaton & Hamilton Railroad Board appoints a committee to investigate the condition and proposed resumption of work on the Richmond & Fort Wayne Railroad and Fort Wayne & Mackinaw Railroad. (MB)
- May 1, 1865 Lincoln funeral train arrives in Chicago over Michigan Central/Illinois Central at 11:00 AM. (Trostel)
- May 1, 1865 Reading cuts its rate on coal by \$1.00 per ton; Lehigh Valley Railroad, CNJ and Belvidere Delaware Railroad match the cut; North Pennsylvania Railroad consents to receive \$0.80 per ton. (MB)
- May 1, 1865 Union Iron Mills organized by Andrew Carnegie, Thomas M. Carnegie, Henry Phipps, Jr., Andrew Kloman, et al., as merger of properties of Iron City Forge Company and Cyclops Iron Company. (StdHistPitts, HistPitts - Seely has as merger of Cyclops Iron Co (Lower Union Mill) and Kloman & Phipps (Upper Union Mill))
- May 1, 1865 Secretary of the Interior John P. Usher informs John D. Perry that government commissioners have been appointed to view the first 40 miles

of the Union Pacific Railway Company, Eastern Division. (Petrowski)

- May 1, 1865 Post Office Dept. appoints George B. Armstrong and Harrison Park as special agents in charge of RPOs; Armstrong for the West at Chicago and Park for the East at Washington. (HistRyMail)
- May 2, 1865 Joint Companies Executive Committee orders that when the new straight line between Deans Pond and Trenton has been double-tracked, the old line is to be removed and the rails used to build a connecting line between Deans Pond and Jamesburg on the Camden-South Amboy line. (MB)
- May 2, 1865 U.S. Military Railroads reopens Richmond & Danville Railroad from Danville to junction with South Side Railroad at Burkeville; used to move troops and captured ordnance northward. (OR)
- May 2, 1865 Lincoln funeral train leaves Chicago at 9:30 PM from Chicago & Alton/PFW&C station at Canal & (south of Madison) Streets en route to Springfield. (Trostel - according to Buder, included Pullman sleeping car *Pioneer*)
- May 3, 1865 Lincoln funeral train arrives in Springfield, Ill., ending its long journey from Washington. (Withers)
- May 3, 1865 Gen. Grant sends Gen. Philip Sheridan to Texas with a 50,000-man army to send a message to the Mexican government of Maximilian and Napoleon III; Sheridan supplies Mexican resistance leader Benito Juárez with 60,000 rifles. (JSmith)
- May 4, 1865 Gen. William Jackson Palmer arrives at Athens, Ga. (Palmer)
- May 1865 Grice & Long steamcar for service on Camden & Amboy Princeton Branch shuttle received at Bordentown Shops. (PrnctnPrss)
- May 7, 1865 Gen. William Jackson Palmer's forces capture Jefferson Davis's wagon train with \$188,500 in gold, \$4.265 million in Confederate money and other valuables. (Fisher)
- May 8, 1865 Dr. Jonathan Letterman of Tom Scott's Philadelphia & California Petroleum Company begins drilling the first true oil well in California about a mile east of Camulos on the Rancho San Francisco. (Hutchinson)
- May 9, 1865 Lehigh Valley Railroad Pres. William W. Longstreth notes that he is to meet a committee from the Lehigh Coal & Navigation Company regarding their building a parallel line of their Lehigh & Susquehanna Railroad between Penn Haven and White Haven and for working their connecting track between Mauch Chunk and the Narrows (Packerton Jct.); Board

- authorizes a joint effort with the CNJ to secure a mail contract for the Allentown Route. (MB)
- May 9, 1865 Pres. Andrew Johnson recognizes the Alexandria government of Gov. Francis H. Pierpont (1814-1899) as the legitimate government of Virginia. (Eckenrode)
- May 9, 1865 On orders of Secretary of War Edwin M. Stanton, Union troops arrest Georgia Gov. Joseph E. Brown (1821-1894) after he issues a call to convene the Legislature; he is taken by train to prison in Washington, D.C.. (Parks)
- May 10, 1865 Union troops capture Jefferson Davis and his entourage near Irwinsville, Ga.; the coastal blockade of the South is partially lifted; Confederate guerilla leader William Quantrill (1837-1865) is mortally wounded in Kentucky; a military tribunal is convened to try the surviving Lincoln conspirators. (Wagner)
- May 11, 1865 Union League Club opens its present club house at Broad & Sansom Streets in Philadelphia; interestingly, relatively few PRR executives belong to the Union League, which is more middle-class than the older Philadelphia Club. (Sheridan)
- May 11, 1865 New Weems Line steamboat *Matilda*, named for the late wife of Mason L. Weems, is released by the government and is placed on the Patuxent and a newly-restored Rappahannock River line; the region served by the Weems Line suffers population loss and stagnation after the war, as freed slaves leave the plantations, land is divided into smaller farms, and soil depletion forces a switch from tobacco to grains, fruits and vegetables. (Holly)
- May 13, 1865 North Carolina Gov. Zebulon Vance (1830-1894) is arrested on orders of Pres. Johnson; Vance is released from prison in Washington on July 6 and pardoned in 1867. (Sobel)
- May 15, 1865 Cincinnati & Chicago Air-Line Railroad and Chicago & Cincinnati Railroad merged into Chicago Great Eastern Railway under agreements of Jan. 25, 1865; William D. Judson, Pres. (Church)
- May 15, 1865 British stockholders of Atlantic & Great Western Railroad meet in London. (ARJ)
- May 15, 1865 John P. Usher, a friend of the Perry faction of the Union Pacific Railway Company, Eastern Division, resigns as Secretary of the Interior and is replaced by ex-Sen. James Harlan of Iowa, a friend of Thomas C. Durant. (Petrowski)

- May 1865 Merchants' Steamship Company incorporated in Rhode Island to begin the Bristol Line between New York and Bristol; it quickly becomes bankrupt through building two ships of unprecedented size and luxury, later known as the *Bristol* and *Providence*. (Morrison)
- May 1865 George F. Baker (1840-1931) is promoted from paying teller to cashier of the First National Bank of the City of New York. (Logan)
- May 16, 1865 New Jersey Court of Chancery upholds the constitutionality of the Camden & Amboy Monopoly on the suit of the Raritan & Delaware Bay Railroad, but rules that the Monopoly grant only covers through and not local traffic. (Baer/Coxey)
- May 16, 1865 Joint Companies Executive Committee appoints Ashbel Welch, Joseph P. Bradley and John G. Stevens a committee to receive propositions from the Raritan & Delaware Bay Railroad; name the new steamboat under construction at Hoboken the *William Cook*; give a one-year free pass to Gen. U.S. Grant; authorize building a new hull for the engine from the *Independence*. (MB)
- May 16, 1865 Chicago & Great Eastern Railway authorizes placing \$1,353,000 bonds in Europe. (MB)
- May 16, 1865 Northern Coal & Iron Company, controlled by the Delaware & Hudson Canal for the purpose of extending its coal mines and railroad further down the Wyoming Valley, is organized. (Val)
- May 16, 1865 Barney & Smith Manufacturing Company incorporated in Ohio, replacing the partnership of Barney, Smith & Co. and successor to the car-building business founded by Eliam E. Barney and Ebenezer Thresher in Dayton in 1849. (Drury)
- May 17, 1865 Henry Fletcher Kenney appointed Superintendent of PW&B. (Obit)
- May 17, 1865 Andrew Carnegie and two young friends and business associates, Henry Phipps (1839-1930) and John Vandevort, leave New York on the *Scotia* for a year-long tour of Europe, leaving his brother Tom Carnegie in charge of his affairs; although he enjoys the traditional sights of the Grand Tour, Carnegie uses the opportunity to examine British and European iron works. (Nasaw)
- May 1865 Mifflin & Centre County Railroad opens between Lewistown Jct. and Reedsville, Pa.; operated by PRR under lease of May 27, 1865; track is laid over the bridge of the Lewistown & Tuscarora Bridge Company across the Juniata River. (Val, HistJuniata/Susq)

- May 1865 Camden & Amboy completes double track between Camden and Burlington.
- May 18, 1865 Pres. William L. Banning of the Lake Superior & Mississippi Railroad writes to Jay Cooke to seek his aid in financing it. (Oberholtzer)
- May 19, 1865 Workmen building the Long Branch & Sea Shore Railroad through the U.S. military reservation on Sandy Hook are served with a stop and desist order from Gen. John A. Dix. (Moss)
- May 19, 1865 Northern Central Railway Board considers a new Baltimore ordinance to settle the back interest claims through an issue of new bonds and approve the location of the Canton Branch and the new line to Calvert Station, in return for which the company must keep its headquarters and shops in Baltimore forever; the City Council has failed to approve the settlement made with the Mayor and Finance Committee in 1864. (MB, AR)
- May 19, 1865 Quartermaster General Montgomery C. Meigs submits a memo to Secretary of War Stanton on terms for surrendering occupied railroads to owners or to state boards of public works; suggests Virginia railroads be surrendered to the Board of Public Works, who can then sort out the conflicting claims of stock and bondholders; only railroad officials who take a loyalty oath should be retained. (OR)
- May 19, 1865 Schuylkill and Lehigh anthracite coal operators announce a wage cut of 15 cents per ton, or from about \$7 to \$6 per week.
- May 20, 1865 Columbia & Port Deposit Railroad begins construction on Section 5. (MB)
- May 21, 1865 Post Office Dept. contracts for the Philadelphia & Pittsburgh RPO over the PRR. (HistRyMail)
- May 21, 1865 In response to announced wage cuts, large gatherings of disgruntled anthracite coal miners and dock workers are held at Mauch Chunk, Pottsville and Schuylkill Haven; two breakers are fired at Ashland; in the evening, 4 companies of the 202nd Volunteers are sent to Pottsville and 3 to Mauch Chunk; the Northern Field remains untroubled; with the end of war demand for coal and iron, both prices and wages fall sharply. (NYT)
- May 22, 1865 New Jersey Railroad Board authorizes a stone bridge over the Elizabeth River; considers a lease or sale of all or part of the Jersey City & Bergen Railroad; committee report on moving freight across the Hudson River is read and tabled. (MB)
- May 22, 1865 Severe flood disables canals along the Susquehanna River. (SN AR)

- May 22, 1865 Federal officers arrest Mississippi Gov. Charles Clark (1810-1877). (Sobel)
- May 23, 1865 Union armies stage a mammoth two-day victory parade in Washington, the first for the Army of the Potomac and the second for the armies of the West, then go into encampments on the heights surrounding the city awaiting demobilization; within a year the army is reduced from 1 million men to 80,000 and then to 27,000; many African American units are retained for occupation duty in the South. (Wagner, OR)
- May 23, 1865 Having learned of the capture of Jefferson Davis the day before, the nine officers and civilian officials escorting the Confederate "Treasure Train," an ambulance and wagon containing the Confederate government archives and its last \$35,000 in gold, disband at Archer, Fla., and surrender; they include Tench F. Tilghman (1833-1867) of the Maryland & Delaware Railroad, and his companion, company Treasurer John W. Scott. (TFT Diary, Preston)
- May 23, 1865 Pennsylvania Coal Company holds its first auction sale of coal at New York, joining the DL&W, which began last year; exerts further downward pressure on prices. (NYT)
- May 24, 1865 Pennsylvania Transportation & Insurance Company organized in Philadelphia and renamed Empire Transportation Company; William H. Barnes elected Pres. and John J. Houston, Secretary; headquarters moved to New York; begins fast freight business over Philadelphia & Erie and west to Omaha via Lake Shore and Burlington lines; originally called "Arrow Line," from its logo, for general freight, and "Pennsylvania Railroad & Allegheny Valley Railroad Oil Line" or "Green Line" for petroleum. (Feron)
- May 24, 1865 First U.S. Bessemer steel rail rolled at North Chicago Rolling Mill from ingots made at the experimental Bessemer works at Wyandotte, Mich., under the supervision of William F. Durfee. (Swank, BethStl, Walker)
- May 24, 1865 Members of the American Iron & Steel Association, which is meeting in Chicago, witness the rolling of three Bessemer steel rails at the North Chicago Rolling Mill; they include Benjamin F. Jones of Pittsburgh, Robert H. Lamborn of Philadelphia, and George Fritz (1828-1873) of the Cambria Iron Company. (Swank)
- May 24, 1865 Pithole City, Pa., the ultimate Oil Region boom town, platted, and the first lots are offered for sale; by the end of Nov. there are over 400 houses and a population of at least 15,000; the *Nation* brands it "the sewer city" for its vice and crime and for the patchwork architecture of its hurriedly-improvised buildings. (Henry, Newton, Williamson/Daum)
- May 25, 1865 Third rail for standard gauge completed on Oil Creek Railroad. (Maybee)

- May 25, 1865 Little Miami Railroad Board appoints a committee on the new joint passenger house at Columbus. (MB)
- May 25, 1865 Richard J. Bright replaces James Guthrie as a director of the Indianapolis & Madison Railroad. (MB)
- May 25, 1865 Chicago & Alton Railroad puts new Pullman sleeping car *Pioneer* into regular service between Chicago and St. Louis. (Buder)
- May 26, 1865 Joseph P. Bradley files a protest with the War Dept. action blocking the construction of the Long Branch & Sea Shore Railroad and refers to the map endorsed by Pres. Lincoln in 1864. (Moss)
- May 26, 1865 Gov. Francis H. Pierpont relocates his “Restored” government of Virginia from Alexandria to Richmond. (Lowe)
- May 26, 1865 Dayton & Western Railroad grants the Cincinnati, Hamilton & Dayton Railroad trackage rights between Miami City Jct. and Wayne Avenue in Dayton (1.2 miles). (B&O Val)
- May 26, 1865 Gen. Edmund Kirby-Smith surrenders all Confederate forces west of the Mississippi River to Gen. Edward R. S. Canby. (Clements)
- May 27, 1865 New Jersey Railroad Board adopts plan for carrying freight across the Hudson River, but implementation is delayed until 1866. (MB)
- May 27, 1865 Massive movement of soldiers and equipment from Washington to mustering out stations in the Northern and Midwestern States begins; by July 6, 233,200 men, 12,838 horses and 4.3 million pounds of baggage are shipped out; War Dept. prefers water transportation wherever possible, as it is more restful; to avoid crowding, many troops march overland to Baltimore; troops for the B&O load at Alexandria; troops for Ohio and Missouri Valleys take the B&O and Ohio River steamboats; those for Columbus take the B&O and Central Ohio Railroad; those for Michigan and Wisconsin take the Northern Central, PRR, Cleveland & Pittsburgh and Lakes; those for northern Ohio, Indiana, Illinois, Iowa and Minnesota take the Northern Central, PRR, PFW&C and branches; those for central New York take the Northern Central and Elmira & Williamsport; those for eastern Pa., N.J., eastern N.Y. and New England take the PW&B. (OR)
- May 28, 1865 Federal authorities depose Andrew G. Magrath (1813-1893), last Confederate Gov. of South Carolina. (Sobel)
- May 29, 1865 Gen. Delafield of the U.S. Engineers reports to the War Dept. in opposition to allowing the Long Branch & Sea Shore Railroad to build through the

U.S. military reservation on Sandy Hook; notes that it will interfere with harbors for naval vessels and is being built only to harass the Raritan & Delaware Bay Railroad. (Moss)

- May 29, 1865 Joint Companies Executive Committee authorizes selling the Joint Companies' holdings of Belvidere Delaware Railroad and West Jersey Railroad bonds at 80. (MB)
- May 29, 1865 Princeton Branch of Camden & Amboy opens for revenue service using Grice & Long steam "dummy"; last passenger train removed from the old line along the canal between Deans Pond and Trenton. (PrnctnPrss)
- May 29, 1865 All Belvidere Delaware Railroad passenger trains begin running through to Kensington Station in Philadelphia. (Lee)
- May 29, 1865 Junction & Breakwater Railroad accepts the offer of A.T. Johnson to take all the new stock on behalf of out-of-state parties for a 5% commission. (MB)
- May 29, 1865 Assistant Secretary of War Charles A. Dana (1819-1897) approves Montgomery C. Meigs's memo on the surrender of occupied railroads with the addition that companies are to pay for substantial rebuilding done by the military, and the federal government is to retain title to all rails in storage; government rolling stock belonging to companies before the war to be returned and rest to be sold at public sale to highest bidder; all southern railroads are completely broken down and are soon seen as investment opportunities by northern capitalists, including those associated with the PRR. (OR, Stover)
- May 29, 1865 S.S. L'Hommedieu of the Atlantic & Great Western Railroad writes to J. Edgar Thomson informing him of his intention of leasing Catawissa Railroad and hoping to maintain friendly relations with the PRR. (Casebk)
- May 29, 1865 Pres. Johnson issues a proclamation offering amnesty to Southerners who take a loyalty oath, with only a few prominent exceptions. (Clements)
- May 29, 1865 Pres. Johnson appoints William Woods Holden (1818-1892), a lukewarm Secessionist who had become disenchanted with the course of the war and formed a secret peace movement, as Provisional Governor of North Carolina; under Johnson's plan, loyal Union men who have taken his loyalty oath are to elect a convention to write a new state constitution. (Sobel, Woolley)
- May 29, 1865 New Secretary of the Interior James Harlan recommends that the government not accept the first 40 miles of the Union Pacific Railway, Eastern Division, complicating Perry's negotiations with Tom Scott; Harlan

is a partisan of the Union Pacific Railroad route through his native Iowa and Nebraska over the UPED route through Kansas. (Petrowski)

- May 31, 1865 PFW&C Board allows stock cars to run to any stockyard in Chicago rather than being confined to PFW&C rails. (MB)
- May 31, 1865 Banker J. Pierpont Morgan (1837-1913) marries his second wife, Frances Louisa Tracy (-1924), daughter of Charles Tracy (-), at St. George's Episcopal Church in New York. (Strouse)
- June 1, 1865 Washington, Alexandria & Georgetown Railroad fails to pay interest on the \$100,000 bonds of Jan. 1865. (MB)
- June 1, 1865 Alban N. Towne appointed Superintendent of Chicago & Great Eastern Railway, replacing General Superintendent John Brandt, Jr., resigned. (MB)
- June 1, 1865 Eaton & Hamilton Railroad Board approves a new reorganization plan; the company is now to be sold at foreclosure to reorganization trustees; the new company is to issue \$560,000 in 7% First Mortgage bonds, of which the City of Cincinnati (present First Mortgage bonds) is to receive \$150,000 or one-for-one; Second Mortgage bondholders are to receive \$300,000, also one-for-one, plus \$12,000 cash; Third Mortgage bonds are to receive \$40,000 in new bonds for \$74,000 in old; Sterling bonds are to receive \$70,000; stockholders are to receive 1 share in the new company for each share in the old. (MB)
- June 1, 1865? Lehigh Coal & Navigation Company's Lehigh & Susquehanna Railroad opens between Penn Haven and Coalport on the east bank of the Lehigh above Mauch Chunk, where new docks are placed in service for transferring coal from the Wyoming Valley and the upper Lehigh Region to boats on the Lehigh Canal; the new railroad parallels that of the Beaver Meadow-Lehigh Valley Railroad; Coalport becomes the new head of the Lehigh Canal following the loss of the rest of the Upper Grand Section in the Flood of 1862. (LC&N AR)
- June 2, 1865 J. Edgar Thomson writes to Frank Thomson urging dispatch in handling traffic to and from Erie via the Oil Creek Railroad; notes that the Oil Creek Railroad below Shaffer Farm is to be laid with standard-gauge track only. (FThomsonPapers)
- June 3, 1865 A. T. Johnson notifies the Junction & Breakwater Railroad that his backers demand bonds to build the road, not stock. (MB)
- June 3, 1865 Cumberland Valley Railroad Company (1835) merged into Franklin Railroad Company (1859) under agreement of Jan. 10, 1865. (C&C)

- June 3, 1865 Pres. Andrew Johnson has Confederate Gov. of Georgia Joseph E. Brown released on parole; both men come from the hill country yeoman class; Brown now changes his colors, realizing that by accepting defeat and giving up slavery, the white South has a better chance of getting a favorable peace. (Parks)
- June 5, 1865 J. Edgar Thomson writes to S.S. L’Hommedieu of the Atlantic & Great Western Railroad noting that the Empire Line will be in service before fall and will render the A&GW lease of the Catawissa Railroad “unimportant”; says he has urged James McHenry to convert the A&GW to standard gauge west of Corry and to take up the third rail on the Cleveland & Mahoning Railroad and relay it on Philadelphia & Erie between Corry and Erie for lake access. (Casebk)
- June 5, 1865 Jeffersonville Railroad acquires Clark County Central Plank Road for \$5 a share to obtain right-of-way between Jeffersonville and New Albany, Ind. (Church)
- June 5, 1865 Ex-Gen. Pierre G. T. Beauregard is appointed General Superintendent & Chief Engineer of the New Orleans, Jackson & Great Northern Railroad. (Stover)
- June 6, 1865 Sen. John P. Stockton writes to Pres. Andrew Johnson with a memorial of the Long Branch & Sea Shore Railroad asking that he countermand the War Dept. order; notes that the railroad will not be ballasted and can be removed within three days if desired. (Moss)
- June 6, 1865 Franklin Railroad Company (1859) renamed Cumberland Valley Railroad Company by a decree of the Court of Quarter Sessions of Franklin County; former Franklin Railroad becomes main company because, unlike old Cumberland Valley Railroad, it has charter rights in both Maryland and Pennsylvania. (Digest, C&C)
- June 6, 1865 David McCargo replaces Frank Thomson as General Superintendent of the Oil Creek Railroad. (FThomsonPapers)
- June 1865 Citizens of Philadelphia present Samuel M. Felton with a model locomotive in silver and a set of silver plate worth \$6,000; Felton has resigned as President of PW&B because of "paralysis of the throat."
- June 7, 1865 PRR Board approves first contract with Empire Line for a fast freight line over Philadelphia & Erie, connecting with the Atlantic & Great Western and Cleveland & Erie-CC&C routes to Chicago and St. Louis on the west and the Northern Central and Catawissa-CNJ routes on the east; is to operate as long as Merchants Despatch does; in event is discontinued, PRR will buy cars; is not to transport livestock; PRR is paid on oil sent via

Catawissa at same rate as if sent to Philadelphia (i.e., an extra 12 cents per car); PRR grants Empire a drawback of 5 mills per ton-mile; at this time, the P&E carries only a small amount of anthracite westbound and Michigan lumber eastbound to and from Erie; all grain on the Lakes goes east to Buffalo. (MB)

- June 7, 1865 PRR Board approves contract with the Eagle Transportation Company for the transportation of oil; also lease of the Mifflin & Centre County Railroad. (MB)
- June 7, 1865 Robert M. Shoemaker & Co. formed by eight members of the backers of the Union Pacific Railway Company, Eastern Division, as a construction company; PRR & Ohio group is to get four directors, the St. Louis group four, with the ninth to be chosen jointly by J. Edgar Thomson and John D. Perry; 2,000 certificates of interest liable for payments up to \$1,000 each are issued to 73 individuals for working capital. (Petrowski)
- June 7, 1865 Federal grand jury in Norfolk, Va., indicts Confederate Generals Robert E. Lee, James Longstreet, Joseph E. Johnston and others for treason; Gen. Grant intervenes, claiming it violates the terms he and Lincoln granted at Appamattox; the government drops the prosecution on June 20. (JSmith)
- June 8, 1865 Brooklyn, Bath & Coney Island Railroad is extended from Bath to near the new Tivoli Hotel on Coney Island. (BrklnEgle)
- June 8, 1865 Jeffersonville Railroad Board authorizes building a railroad to the steamboat landing at New Albany on the bed of the Clark County Plank Road; authorizes eliminating one track between Columbus and Edinburg; Horace Scott is appointed General Superintendent. (MB)
- June 8, 1865 White Water Valley Railroad incorporated in Indiana to build a railroad on the towpath of the old White Water Canal. (GrnBk)
- June 10, 1865 Steamer *Bosphorus*, intended to be first for new Philadelphia-Boston-Liverpool line, arrives in Philadelphia. (Scharf)
- June 10, 1865 Maryland & Delaware Railroad Board receives two proposals to build the road as far as Greensboro and one to Hillsboro; accepts the bid of Robert Crain to build Kenton-Hillsboro and repair the road between Clayton and Kenton. (MB)
- June 12, 1865 West Chester & Philadelphia Railroad Board again orders Philadelphia & Baltimore Central Railroad be charged full local rates unless it signs a through traffic contract by July 1. (MB)
- June 12, 1865 Cornelius Vanderbilt elected President of Hudson River Railroad, replacing

John M. Tobin, who has lost Vanderbilt's confidence; William H. Vanderbilt named VP. (Stiles/MB)

- June 12, 1865 *Planter*, the last of the fleet, restored to the Weems Line. (Holly)
- June 13, 1865 Empire Transportation Company signs contract with PRR; the contract is to remain as long as the rival Merchants Despatch Company and Great Western Despatch Company operate on the NYC and Erie Railway; the contract can be cancelled on six months notice, but if so, the PRR is to purchase the equipment at a price set by the purchaser; are not to transport livestock; the PRR receives an extra \$12 per car on oil sent to New York via the Catawissa-Lehigh Valley-CNJ route as a concession to short-routing itself. (MB, BdFile)
- June 13, 1865 Pres. Johnson appoints William Lewis Sharkey (1798-1873) as Provisional Governor of Mississippi. (Sobel)
- June 14, 1865 P. Metcalf elected Pres. of the Union & Titusville Railroad; E. T. Parsons, VP; Tom Scott and W. A. Baldwin among the directors. (ARJ)
- June 14, 1865 Cincinnati, Dayton & Eastern Railroad incorporated in Ohio for the purpose of combining the Sandusky, Dayton & Cincinnati Railroad with the Dayton & Cincinnati Railroad. (Drury)
- June 15, 1865 Harman & Co. offers to build the Junction & Breakwater Railroad from Milford to Lewes and furnish engineers for \$650,000, of which \$50,00 to be in stock. (MB)
- June 15, 1865 Summit Branch Railroad Company stockholders approve acquiring the property of the Bear Valley Coal Company under the Jan. 26 contract with Josiah Caldwell. (MB)
- June 1865 Atlantic Avenue, Brooklyn, has now been widened to 100 feet all the way east to the city line. (BrklnEgle)
- June 1865 PRR installs 100 tons of imported crucible steel rails on yard tracks at Philadelphia and Altoona; all of 56-lb. P&E pattern. (AR)
- June 1865 Empire Transportation Company establishes a business office at Shaffer Farm in the center of the Oil Region with Charles P. Hatch as agent. (Maybee, Johnson)
- June 1865 PFW&C completes Allegheny Locomotive Shops; 314' x 100'.
- June 1865 Schuylkill and Lehigh anthracite coal operators announce a second wage cut of 15 cents per ton, which is accepted with the understanding that wages be

based on fluctuations in the price at New York.

- June 1865 Coxe Brothers & Company begins shipping anthracite coal from Drifton, Pa., which becomes its main base of operations. (Bradsby)
- June 1865 W.H. Stone arrives at Buenaventura (Ventura) from San Francisco with drilling machinery for the California Petroleum Company; begins drilling on the Lower Ojai with Thomas R. Bard in charge of field operations. (Hutchinson)
- June 1865 The New Brunswick European & North American Railway makes an agreement with the Maine company after the City of St. John fails to extend aid; the New Brunswick company is to raise \$200,000 in subscriptions and the \$10,000 per mile government subsidy, with the Maine company raising the remainder, and to create a \$2 million mortgage for the benefit of the Maine company, which is to contract the entire line from Bangor to St. John. (ARJ)
- June 1865 Gen. Ario Pardee, Jr. (1839-1901) is mustered out of the Army; he has contracted dysentery and never regains his health; he returns to Hazleton and becomes a partner in A. Pardee & Co., but is unable to take an active role; he spends much time traveling in Europe. (Foulke&Foulke)
- June 17, 1865 Pres. Johnson appoints James Johnson (1811-1891), a pre-war Unionist and Whig, as Provisional Governor of Georgia; Johnson is sympathetic to the pre-war elite. (Sobel, Woolley)
- June 17, 1865 U.S. Military Railroads turns over part of the Richmond & Danville Railroad between Richmond and Burkeville to Gov. Pierpont. (Johnston)
- June 17, 1865 Virginia pro-slavery polemicist Edmund Ruffin (1794-1865), who fired the first shot at Fort Sumter, blows his brains out rather than live under Yankee domination. (DAB)
- June 18, 1865 William Torrey writes to the Camden & Atlantic Railroad asking for arbitration of the Torreys' contract to build the Batsto Branch. (MB)
- June 18, 1865 U.S. District Court rules repeal of Pittsburgh & Connellsville's charter rights was unconstitutional in suit brought by City and Mayor of Baltimore; holds question of abuse of privileges must be determined by jury trial, not by Legislature; PRR attempts to delay further proceedings. (PittsGaz, ARJ, Clark)
- June 19, 1865 Brooklyn City Council grants petition of C. Godfrey Gunther of the Brooklyn, Bath & Coney Island Railroad to allow it to operate a steam dummy from the city line at 36th Street & 5th Avenue along 5th Avenue to

26th Street because the Brooklyn, Central & Jamaica Railroad and Brooklyn City Railroad have refused to connect with it. (BrklnEgle)

- June 19, 1865 Joint Companies Executive Committee authorizes a new note issue of \$700,000 to retire the floating debt of \$275,000 and raise money; Joseph P. Bradley reports on an interview with the Raritan & Delaware Bay Railroad. (MB)
- June 19, 1865 Kaighns Point & Philadelphia Ferry Company buys the *Eagle*, formerly on the Red Bank Ferry. (MB)
- June 19, 1865 Gen. Daniel C. McCallum approves the first 40 miles of the Union Pacific Railway Company, Eastern Division. (Petrowski)
- June 19, 1865 Restored Legislature of Virginia convenes in Richmond; at the request of Gov. Pierpont, they remove most of the provisions in the 1864 constitution disenfranchising Confederate soldiers and civilians, allowing most to take Pres. Johnson's loyalty oath or secure presidential pardons; done because otherwise the government is based on less than 10% of the population; former officers of the federal and state Confederate governments are still disenfranchised: Pierpont's lenient policy results in ex-Confederates winning most local elections in July. (Lowe, Thorpe)
- June 19, 1865 Cornelius Vanderbilt joins the annual NYC directors' inspection, leaving New York and running to Buffalo and Niagara Falls, where they view the Great Western Railway of Canada. (Stiles)
- June 21, 1865 Erie & Western Transportation Company incorporated in Pa. in the interest of the Empire Transportation Company to operate steamers on the Great Lakes and associated piers and grain elevators. (PL)
- June 21, 1865 Charter supplement to the Western Transportation Company grants it all the rights of a railroad under the general law of April 23, 1861; may purchase stocks and bonds of any railroad in Pennsylvania and operate same. (MB)
- June 21, 1865 Gen. William Jackson Palmer's regiment is mustered out at Nashville. (Fisher)
- June 23, 1865 *Pittsburgh Chronicle* reports that engineers are surveying the eastern extension of the Atlantic & Great Western Railroad between Franklin and Snow Shoe, Pa., via Brookville and Reynoldsville. (ARJ)
- June 23, 1865 City of New Albany, Ind., authorizes Jeffersonville Railroad to lay tracks in Troy and McBeth Streets. (Church)
- June 23, 1865 Union Pacific Railway Company, Eastern Division, files location with

- government up the Republican River to the 100th meridian. (Petrowski)
- June 24, 1865 Tench F. Tilghman returns to Easton, Md., with \$1,940, his share of the Confederate Treasury. (Preston)
- June 24, 1865 Richmond & Danville Railroad reopens except for the bridge over the James River at Richmond. (ARJ)
- June 24, 1865 U.S. Treasury Dept. seizes the Piedmont Railroad (Danville to Greensboro) in North Carolina on grounds it is property of the late Confederate Government. (ICC)
- June 24, 1865 Federal Army returns the devastated New Orleans, Jackson & Great Northern Railroad to the company; Judge C. C. Shackelford of Canton, Miss., is Pres. (Stover)
- June 25, 1865 Millersburg & Rausch Gap Railroad merged into Summit Branch Railroad under agreement of Apr. 26, giving it mining privileges; Summit Branch Railroad is now controlled by Boston capitalists, including George B. Upton (1804-1874), Samuel H. Gookin and Josiah Caldwell. (Digest)
- June 26, 1865 Brooklyn ordinance authorizes the Brooklyn, Bath & Coney Island Railroad to operated steam dummy locomotives from the city line to 36th Street & 5th Avenue and up 5th Avenue to 26th Street. (NYState)
- June 26, 1865 New Jersey Railroad Board declines Jay Gould's offer to subscribe to the Paterson & Newark Railroad; reports CNJ has refused to lease or buy the Jersey City & Bergen Railroad; authorizes extending the York Street pier at Jersey City to 80 x 40 wide. (MB)
- June 26, 1865 West Jersey Railroad Board authorizes a contract with the American Telegraph Company for lines from Camden to Cape May, Bridgeton and Salem. (MB)
- June 26, 1865 Empire Transportation Company ships the first five flat cars of oil barrels eastward from Oil City, Pa. to New York at 10:00 PM via Philadelphia & Erie, Catawissa, Lehigh Valley and CNJ; oil arrives at storage facility in Red Hook, Brooklyn, at 8:00 AM, on 43-hour schedule; the Empire Transportation Company soon becomes a major factor in the oil trade of northwestern Pennsylvania. (PittsGaz,)
- June 26, 1865 Pennsylvania Steel Company organized with \$200,000 capital to manufacture Bessemer steel rails at present-day Steelton, Pa.; directors include J. Edgar Thomson, Matthew Baird, Tom Scott and Robert H. Lamborn; Samuel M. Felton elected Pres.; they arrange to bring William Butcher, Jr., one of the best English steel-makers from Sheffield to

superintend the construction and operation of the works, however he proves to be unavailable. (BethSteel - PRR eventually has a 1/3 interest purch from JET, et al in 1871!)

- June 26, 1865 Summit Branch Railroad Company Board establishes offices at Wiconisco and Boston; names the mine village and colliery under construction Williamstown. (MB)
- June 26, 1865 Anthracite miners at Heckschersville who had agreed to work at the reduced wages are driven off by strikers, who stop the pumps until stopped by the militia. (CarbDem)
- June 27, 1865 Two dummies with a Trenton horsecar sandwiched between them used to carry large crowds to Princeton commencement on the Princeton Branch; dummies derail frequently and are not powerful enough to climb the grade from the canal when fully loaded with passengers and baggage. (PrnctnPrss)
- June 27, 1865 A meeting held at Cleveland of the Bee Line and its eastern connections informs the Union & Logansport Railroad that they have no money available at present; the Union & Logansport then turns to the PRR-allied line from Pittsburgh through Steubenville to Columbus, and the Benjamin E. Smith roads from Columbus to Logansport and Peoria. (MB)
- June 27, 1865 U.S. Military Railroads restores Orange & Alexandria Railroad to agents of Virginia Board of Public Works; the Board then appoints Phillip Quigley of Delaware and Andrew Jamieson of Alexandria commissioners to repair and operate the Orange & Alexandria Railroad for the state and stockholders. (OR, ARJ)
- June 27, 1865 In the midst of a Grand Tour through Europe, Egypt and the Holy Land, Richard D. Wood stops at Abraham Darby's Ebbw Vale Iron Works in Wales, where he examines the works and discusses the manufacture of steel rails by the Bessemer process. (Wood)
- June 28, 1865 PRR Board appoints Edward G. Carlin General Detective; first PRR detective and beginnings of Police Dept. (MB)
- June 28, 1865 PRR Board authorizes J. Edgar Thomson to terminate joint operation with Erie Railway between Elmira and Buffalo at his discretion. (MB)
- June 28, 1865 Special Committee reports to PRR Board on petitions of persons desiring to ship petroleum; oil is to be shipped in box or cattle cars in covered vats; rate is to include fire insurance; PRR to build river-to-rail terminal at Kiski Jct. when Western Pennsylvania Railroad is completed. (MB)
- June 28, 1865 Lykens Valley Railroad & Coal Company authorizes Josiah Caldwell to

transfer his lease of the railroad to the Summit Branch Railroad Company.
(MB)

- June 28, 1865 Summit Branch Railroad Company releases the Bear Valley Coal Company from its obligations. (MB)
- June 28, 1865 Indianapolis, Delphi & Chicago Railway incorporated in Indiana by local Delphi interests, who have been bypassed by other railroads crossing west-central Indiana; the plan is to build from Indianapolis via Frankfort, Delphi and Crown Point to Chicago; there is no support in the other intermediate towns, most of which have railroads already, and the project languishes until the 1870s. (Hilton - verify ICC)
- June 29, 1865 PFW&C leases New Castle & Beaver Valley Railroad (Homewood-New Castle), effective July 1; cars and locomotives then run through between Pittsburgh and New Castle; NC&BV Board authorizes shipping coal from Clinton to Erie via the Erie & Pittsburgh Railroad at through rates. (C&C, PittsGaz, MB)
- June 30, 1865 Erie Railway cancels its contract with the Northern Central Railway covering the Buffalo, New York & Erie Railroad, as there is very low traffic because of the need to change to 6'-0" gauge cars at Elmira. (MB, AR)
- June 30, 1865 U.S. Military Railroads surrenders Norfolk & Petersburg Railroad to the company. (OR)
- June 30, 1865 Pres. Andrew Johnson appoints Benjamin Franklin Perry (1805-1886) a back-country Democrat of similar outlook, as Provisional Governor of South Carolina; Perry infuriates the Radical Republicans by reappointing Confederate state officials. (Sobel)
- June 30, 1865 Toledo & Wabash Railway, Illinois & Southern Iowa Railroad, Great Western Railroad Company of 1859 and Quincy & Toledo Railroad merged to form the Toledo, Wabash & Western Railway Company. (ICC)
- July 1, 1865 George W. Cass and John J. Marvin convey to the PFW&C the rights and property of former Cleveland, Zanesville & Cincinnati Railroad (Hudson to Millersburg) purchased at foreclosure; continues to be operated by its own Superintendent, former Pres. Col. Simon Perkins. (Val, AR)
- July 1, 1865 Pennsylvania Canal reopens between Columbia and Hollidaysburg after flood damage.
- July 1, 1865 First elements of Renovo Shops open on Philadelphia & Erie Railroad; to be the equivalent of Altoona for the P&E; a brick station with restaurant measuring 112 x 75 also built at Renovo. (, clintoncogensociety)

- July 1, 1865 Future PRR Chief Engineer William H. Brown named Principal Assistant Engineer of the Philadelphia & Erie Railroad. (MB)
- July 1, 1865 Frank J. Firth appointed Auditor of Empire Line. (PRRMN)
- July 1, 1865 Union Pacific Railway Company, Eastern Division, makes construction contract with R.M. Shoemaker & Co. to construct the section from milepost 40 to Fort Riley, Kan., at \$50,000 per mile to be paid half in stock and half in cash; also contract to build a branch from Lawrence to Leavenworth, for which they actually are paid \$12,000 per mile in stock, \$10,000 per mile in income bonds, \$250,000 in Leavenworth County bonds and \$600,000 in railroad's Leavenworth Branch bonds; also receive the Delaware Indian lands. (ICC)
- July 1, 1865 Portion of the American Central Railway in Illinois sold at foreclosure to James S. Thompson; about 90 miles have been graded between the Illinois and Mississippi Rivers at a cost of about \$200,000, and 13 miles are partly graded in Jasper County, Ind.; the never-finished road was to have formed a direct route from Fort Wayne to Council Bluffs, bypassing Chicago. (PFWC MB)
- July 3, 1865 Toledo, Wabash & Western Railroad opens for through service between Toledo and Keokuk/Quincy. (ARJ)
- July 3, 1865 U.S. Military Railroads restores Richmond & Petersburg Railroad to the company. (OR)
- July 4, 1865 U.S. Military Railroads restores the balance of the Richmond & Danville Railroad to the company. (OR)
- July 4, 1865 Boston, Newport & New York Steamship Company places the new steamboat *Newport*, the largest Sound steamer yet, in service between New York and Newport, running in tandem with the *Metropolis*. (Dunbaugh)
- July 6, 1865 Lawrence Railroad organized under articles dated June 29; J. M. Crawford, Pres.; other directors are George W. Cass, J. N. McCullough, William McCreery, Springer Harbaugh, Kent Jarvis and John Larwill. (MB, C&C)
- July 6, 1865 A Richmond, Va., paper reports that the Virginia & Tennessee Railroad is now reopened from Lynchburg to Big Lick, 7 miles east of Salem, but the bridges over the Roanoke River are not rebuilt; the Orange & Alexandria Railroad is now opened beyond Manassas. (ARJ)
- July 7, 1865 Empire Transportation Company inaugurates through oil trains from oil regions to Elizabethport via P&E, Catawissa, LV, and CNJ; at first runs 12-

25 cars per day; cars carry 3 vertical wooden tanks marked with Empire Line's arrow logo; called "Allentown Oil Line," later known as "Green Line" from color of iron tank cars; oil is boated from Elizabethport docks of CNJ to refineries in Williamsburg and on Shooters Island. (CarbDem, NJJrnl)

- July 7, 1865 Washington, Alexandria & Georgetown Railroad requests the delivery of the old Alexandria & Washington Railroad from the U.S. Military Railroads; Quartermaster General Montgomery C. Meigs is opposed. (MB)
- July 7, 1865 John S. Thompson, Pres. of American Central Railway, a projected line from Fort Wayne to Omaha, writes to PFW&C proposing merger. (MB)
- July 7, 1865 Four of the Lincoln conspirators, George Atzerodt (1835-1865), David Herold (1842-1865), Lewis Powell alias Lewis Paine (1844-1865) and Mary Surratt (1823-1865), are hanged in the yard of Fort McNair at Washington. (Wagner)
- July 10, 1865 John Stambaugh, Edward M. Clymer (1822-1883), Horatio Trexler (1813-1900) and William H. Clymer (1820-1883) of Reading take control of the South Pennsylvania Railroad charter, although the stock is actually in the name of McCalmont Brothers & Co. except for qualifying shares; James Worrell remains Pres.; location of Board meetings is moved from Perry County to Reading, Pa. (MB)
- July 10, 1865 Philadelphia & Reading Railroad removes J. Dutton Steele as Chief Engineer. (ARJ)
- July 10, 1865 B&O begins locating the Metropolitan Railroad between Washington and Point of Rocks, Md. (ARJ)
- July 11, 1865 Lehigh Valley Railroad Board rejects the first draft of a contract with the Empire Transportation Company; refers the request of the Nanticoke Railroad for aid to a committee. (MB)
- July 11, 1865 Future Lines West traffic officer Ulysses Grant Couffer (1865-1940) born in Ohio; son of William Couffer (1814-1896) and Sarah Ann Couffer (1833-1906). (ancestry.com)
- July 11, 1865 Levi Parsons arrives at California Petroleum Company's Well No. 1 on the Rancho Ojai, bringing botanist John Torrey (1796-1873) and geologist Charles T. Jackson (1805-1880) to evaluate the company's prospects. (Hutchinson)
- July 12, 1865 James F. Joy elected Pres. of the CB&Q for a second term, the first being 1853-1857; Joy serves until July 1871. (Overton)

- July 1865 Western Pennsylvania Railroad completed to junction with Allegheny Valley Railroad (Kiskiminetas Jct.). (Val, C&C)
- July 1865 Camden & Amboy removes old line between Princeton and Trenton; portion retained to serve industries along canal on east end of Trenton. (PrnctnPrss)
- July 14, 1865 Altoona & Pittsburgh RPO and Philadelphia & Altoona RPO established. (Key)
- July 14, 1865 Tom Scott notes that an agreement for PRR men and their Ohio allies to go into the Union Pacific Railway Company, Eastern Division, has been shown to one of the Ohio parties, who rejects it because the John D. Perry faction has not relinquished control; says they want control as part of a transcontinental link and are willing to give up some of the profits from construction; PRR and Ohio men are also worried about the tangle of claims from earlier members of the company; William Jackson Palmer handles the negotiations for Scott; PRR group includes Tom Scott, J. Edgar Thomson, and Reading ironmaster John McManus; Ohio parties include Thomas L. Jewett, Robert M. Shoemaker, William Dennison and William H. Clement. (Petrowski)
- July 14, 1865 B&O buys four small surplus steamboats from the War Dept.; renamed *Alleghany*, *Carroll*, *Somerset* and *Worcester* for operation between Baltimore and Liverpool. (AR)
- July 15, 1865 Summit Branch Railroad Company Board agrees to receive the lease of the Lykens Valley Railroad & Coal Company as soon as it is extended to the new Williamstown Colliery as per the Jan. 26 contract with Josiah Caldwell; Caldwell and George P. Sanger resign as directors and are replaced by Samuel D. Crane and George Higginson. (MB)
- July 15, 1865 Anthracite coal miners in the Northern Field strike to protest a proposed 15-cent per ton pay cut; the operators, many of whose mines are idle anyway, make no concessions; Schuylkill miners remain at work, which is sufficient to supply the market. (USRR&MR, CntryofPrgrss - says 70 days)
- July 15, 1865 Maryland & Delaware Railroad Board authorizes appointing an engineer. (MB)
- July 1865 Baltimore City Council passes an ordinance offering to sell its \$850,000 interest in the old Baltimore & Susquehanna Railroad bonds of 1837 and 1838 at par and interest from Apr. 1, 1863, or \$1.2 million. (AR)
- July 1865 Grand Rapids & Indiana Railroad between Sturgis and Kalamazoo relet to

responsible parties. (ARJ)

- July 1865 South Side Railroad (Va.) has been reopened to Farmville. (ARJ)
- July 1865 Virginia & Tennessee Railroad is restored between Lynchburg and Bristol. (ARJ)
- July 1865 Daniel W. Caldwell (1830-1897) appointed Superintendent of the Central Ohio Railroad. (ARJ)
- July 1865 Andrew Carnegie inspects a mill making a steel-faced rail using a process invented by the Englishman Thomas Dodd. (Nasaw)
- July 1865 Future inventor George Westinghouse (1846-1914) returns from military service to his father's machine shop. (Prout)
- July 1865 Pres. Moses Taylor (1806-1882) converts the City Bank of New York from a state bank under the New York State Free Banking Law to one under the National Bank Act and changes its name to the National City Bank. (Cleveland/Huertas)
- July 16, 1865 Severe flood hits the Schuylkill Valley, particularly between Reading and Philadelphia. (SN AR)
- July 16, 1865 Delaware Division Canal closed by flood damage. (LC&N AR)
- July 17, 1865 Pres. Andrew Johnson orders his enemy Secretary of War Stanton to direct the military not to interfere with the Long Branch & Sea Shore Railroad. (Moss)
- July 17, 1865 Stephen Farnum Peckham (1839-1918) arrives at Ojai as the California Petroleum Company's chemist and refiner. (Hutchinson)
- July 17, 1865 William S. Wait (-1865), principal projector of the Vandalia Line, dies. (Perrin)
- July 18 1865 Lawrence Railroad Board authorizes negotiating with the Atlantic & Great Western Railroad and Cleveland & Mahoning Railroad to buy or lease two miles of the C&M east of Youngstown. (MB)
- July 18, 1865 Benjamin E. Smith and John H. Bradley of the Columbus & Indianapolis Central Railway propose to build and operate the Union & Logansport Railroad for \$200,000 in cash and bonds. (MB)
- July 18, 1865 Jeffersonville Railroad Board authorizes proceeding to remove one track between Columbus and Edinburg without the vote or consent of the

- Indianapolis & Madison Railroad's mortgage trustees; Michael G. Bright resigns as a director and is replaced by R. J. Bright of Madison. (MB)
- July 19, 1865 Joint Board appoints a committee to negotiate with the Raritan & Delaware Bay Railroad. (MB)
- July 19, 1865 Buffalo & Oil Creek Cross Cut Railroad incorporated in New York by Thomas Struthers, Worthy S. Streater and persons associated with the American Express Company to build line from Westfield, Chautauqua County to Pennsylvania state line in direction of Oil Regions; the object is to link the Oil Creek Railroad with the Buffalo & Erie Railroad and the NYC system. (Val, Corp Hist, HistErieCo)
- July 19, 1865 Stockholders of the U.S. European & North American Railway approve merger negotiations with the Maine Central Railroad and ratify a contract with the European & North American Railway (New Brunswick) and for building the whole line. (ARJ)
- July 19, 1865 Merchant banker and railroad investor Frederick C. Gebhard (1825?-1865) dies at West Point, N.Y., at age 40. (NYTrib)
- July 20, 1865 Orange & Alexandria Railroad resumes service with one round trip between Washington and Richmond via Gordonsville; probably runs from Maryland Avenue over Alexandria & Washington Railroad; Adams Express Company resumes service between Washington and Richmond via this route. (NatIntlgncr, ARJ)
- July 20, 1865 Cincinnati, Wilmington & Zanesville Railroad deeds its franchises to the new Cincinnati & Zanesville Railroad. (C&C)
- July 21, 1865 Camden & Atlantic Railroad Board reject William Torrey's request for arbitration of the contract to build its Batsto Branch and orders the Raritan & Delaware Bay Railroad to settle its accounts. (MB)
- July 21, 1865 Southeastern Railroad (S.C.) reopens over whole length between Charleston and Florence. (ARJ)
- July 22, 1865 Dunreith, Ind., platted on the National Road and Indiana Central Railway. (Hazzard)
- July 23, 1865 Virginia Central Railroad restores service over its whole line from Richmond to Jacksons River. (Bias)
- July 23, 1865 Pioneer civil engineer Joseph G. Swift (1783-1865) dies at Geneva, N.Y. (WwasW)

- July 24, 1865 West Jersey Railroad ferry connection moved from Walnut Street to Market Street, Philadelphia.
- July 24, 1865 U.S. Military Railroads restores the Southside Railroad to the company after being used to move Sherman's army northward from North Carolina. (OR)
- July 24, 1865 George J. Sherman, Henry E. Picket and Brian Philpot purchase the Thomas Holmden Farm at the site of Pithole for \$1.3 million; production at Pithole is now running at 3,500 barrels a day and 100 wells are being drilled. (Henry, Babcock)
- July 26, 1865 A Richmond paper reports that the Richmond, Fredericksburg & Potomac Railroad is now open from Richmond to 3 miles south of Fredericksburg and trains are run daily except Sunday to Milford. (ARJ)
- July 26, 1865 George W. Weems (1799-1865) of the Weems Line and youngest of the Weems brothers dies. (Holly)
- July 28, 1865 Dayton & Cincinnati Railroad sells its unfinished right-of-way between Sharon and Dayton to Cincinnati, Dayton & Eastern Railroad; the CD&E makes an arrangement with the Cincinnati, Hamilton & Dayton Railroad and does not use this line; it is later used by the Cincinnati & Springfield Railway and it eventually passes into the CCC&StL (Big Four) system; original company continues to own the unfinished tunnel and line between Cincinnati and Sharon. (Church, C&C)
- July 28, 1865 First train since Aug. 6, 1864 arrives in Petersburg, Va., from Gaston over the Petersburg Railroad. (ARJ)
- July 31, 1865 Long Branch & Sea Shore Railroad opens between a pier in Spermacite Cove near the south end of Sandy Hook and Long Branch, N.J., with a steamboat connection to New York with the steamboat *Neversink*; a summer-only operation funded entirely by Edwin A. Stevens to attack the Raritan & Delaware Bay's income from resort traffic; the LB&SS is a cheaply-built line running down the nearly empty barrier beach and operating during the summer only; Mifflin Paul (1814-), an employee of E. A. Stevens, is Superintendent. (NwkDlyAd, Ellis)
- July 31, 1865 Locomotive and cars shipped from Washington to Aquia Creek to reopen service on Richmond, Fredericksburg & Potomac Railroad; will operate as far as Potomac Creek Bridge with stage coach connection to Fredericksburg. (NatIntlgner)
- Summer 1865 Pennsylvania Attorney General William M. Meredith (1799-1873) brings suit to stop the Pittsburgh & Connellsville from continuing with

construction of Sand Patch Tunnel; PRR has the case delayed and not brought to trial until Jan. 1868.

- Summer 1865 Pennsylvania Tubing & Transportation Company organized by Col. James Brackett, N. T. Hilton and other Rochester, N.Y., businessmen. (Babcock)
- Summer 1865 Edward Ketchum, son of banker Morris Ketchum (1796-1880) is arrested for embezzling \$3 million from the family firm, Ketchum Son & Co. and forged \$1.5 million in gold certificates, some in the name of his sometime partner in gold speculations, J. Pierpont Morgan; his father is ruined in an attempt to repay the victims and moves to Georgia; Morgan swallows Ketchum's \$50,000 debt to Dabney, Morgan & Co.; the Morgan firm keeps a tight lip until the crisis blows over; young Ketchum goes to State Prison. (Strouse)
- Aug. 1, 1865 Western Pennsylvania Railroad opens between Blairsville and Freeport (or Kiski Jct.); leased to PRR; later improved as a low-grade freight line between Johnstown and Pittsburgh. (Val, C&C, AR)
- Aug. 1, 1865 PRR begins operating Western Pennsylvania Railroad under lease. (C&C)
- Aug. 1, 1865 War Dept. restores the old Long Bridge to the control of the Washington Commissioner of Public Buildings & Grounds. (C&C - see below)
- Aug. 1, 1865 Pittsburgh & Steubenville Railroad defaults on First Mortgage bonds. (Church)
- Aug. 1, 1865 Joel N. Converse elected Pres. of the Union & Logansport Railroad; board accepts a proposed contract dated July 18, 1865, with Benjamin E. Smith and John H. Bradley to build the road. (MB)
- Aug. 1, 1865 Ground broken for the Pittsburgh Locomotive & Car Works at Manchester (Pittsburgh); John A. Wright (1820-1891) of Philadelphia, Pres.; David A. Stewart (1831?-1888) of Pittsburgh, VP; Thatcher Perkins (1810?-1882), former master mechanic of the B&O and partner in Smith & Perkins at Alexandria, Va., is Superintendent. (PittsGaz)
- Aug. 1865 Pittsburgh Locomotive & Car Works organized by Andrew Carnegie and T.N. Miller; David A. Stewart (1831?-1888), a nephew of Tom Scott, as Pres., and Thatcher Perkins as Superintendent. (Steinbrenner)
- Aug. 1, 1865 Future Lines West traffic officer James P. Orr joins the PFW&C as a clerk. (MB obit)
- Aug. 1, 1865 NYC officials pass through Urbana, Ohio, to locate the Dayton & Cincinnati Railroad from Dayton and Cincinnati via the Walnut Hills

Tunnel under NYC influence. (ARJ)

- Aug. 1, 1865 Merchants' Navigation & Transportation Company (Stonington Line) merges with the Neptune Steamship Company (New York-Providence) to form the Merchants' Steamship Company, which prepares to compete with the Newport Line by running to Bristol, R.I. (Dunbaugh)
- Aug. 1, 1865 George Westinghouse (1846-1914) receives an honorable discharge from the armed forces, having served since 1863 as a cavalryman and engineer in the U.S. Navy; he then enters Union College in Schenectady, but soon drops out to pursue a career as an inventor. (StdHistPitts)
- Aug. 2, 1865 Cleveland & Pittsburgh Railroad orders construction of bridge over the Cuyahoga River at Cleveland to reach Whiskey Island, where it has purchased 53 acres for a freight and coal terminal, and to make whatever arrangements needed with Cleveland & Toledo Railroad. (MB)
- Aug. 2, 1865 Cincinnati, Peru & Chicago Rail ___ sold at foreclosure at Laporte, Ind. (ARJ)
- Aug. 2, 1865 Pioneer civil engineer and surveyor of the New York City gridiron plan John Randel, Jr. (1787-1865) dies at Albany, N.Y., of "inflammation of the brain." (Holloway)
- Aug. 1865 William Jackson Palmer completes negotiations between John D. Perry group and PRR and Ohio men for the latter to obtain a half-interest in the Union Pacific Railway Company, Eastern Division, in return for advancing \$1 million. (Petrowski)
- Aug. 4, 1865 J. H. Alexander of the North Missouri Railroad writes to Jay Cooke to ask him to place \$2 million of a \$6 million bond issue; Cooke has the road examined by civil engineer W. Milnor Roberts. (Oberholtzer)
- Aug. 5, 1865 Canals along lower Susquehanna between Duncans Island and Wilkes-Barre reopen after flood repairs.
- Aug. 5, 1865 Virginia Board of Public Works approves delivery of the old Alexandria & Washington Railroad to the Washington, Alexandria & Georgetown Railroad. (MB)
- Aug. 7, 1865 Brooklyn Central & Jamaica Railroad sold at foreclosure of the Fourth mortgage on a judgement of Ira Smith for \$107,000; sold to Pres. Electus B. Litchfield for \$106,000; includes 2 locomotives, 5 8-wheel passenger cars, 45 4-wheel passenger cars, 3 8-wheel excursion cars, 22 4-wheel freight cars and 204 horses. (NYState, NYT, ARJ, BrklnEgle)

- Aug. 7, 1865 U.S. Military Railroads restores the line between Washington and Alexandria, including the Henry Street Branch, to the Alexandria, Washington & Georgetown Railroad, a Northern company formed to manage it; Alexander Hay (1814-1884), Pres.; original Virginia stockholders later sue and recover it; because the new company has no rolling stock, it is operated by the Orange & Alexandria Railroad under a one-year contract; the District of Columbia government then moves to stop steam operation through the streets; it also demands repayment of the whole \$60,000 of Alexandria & Washington Railroad certificates with interest; the District government can force the company to make concessions by refusing to open 6th Street, in which the company hopes to lay tracks. (OR, MB, NatIntlgncr)
- Aug. 7, 1865 Thomas Benton Hamilton (1865-1939), future PRR VP, born at Columbus, Ohio. (PRRBio, RyAge)
- Aug. 8, 1865 Lehigh Valley Railroad committee reports that they have been unable to reach an arrangement with the Nanticoke Railroad, and it has passed under control of the Lehigh Coal & Navigation Company. (MB)
- Aug. 8, 1865 Gen. Daniel C. McCallum submits the final report of the U.S. Military Railroads; it completely omits Herman Haupt's name. (Ward)
- Aug. 8, 1865 U.S. Military Railroad restores Alexandria, Loudoun & Hampshire Railroad to agents of Virginia Board of Public Works. (OR)
- Aug. 9, 1865 PFW&C Board appoints a committee to visit route of American Central Railway but stops short of buying its stock or guaranteeing bonds; authorizes ___ from Clinton or Massillon on the coal fields in Lawrence Township, Stark County. (MB)
- Aug. 9, 1865 Separate Lawrence Railroad & Transportation Companies of Pa. and Ohio merged to form Lawrence Railroad under agreement of June 29, 1865 (filing date). (Church)
- Aug. 12, 1865 Lawrence Railroad Board authorizes beginning grading as soon as the issue of the two miles east of Youngstown is settled. (MB)
- Aug. 13, 1865 Montgomery & West Point Railroad reopens in Alabama. (ARJ)
- Aug. 14, 1865 Orange & Alexandria Railroad begins running its train to Richmond from 1st Street, Washington, near the B&O depot; apparently no connection with B&O yet. (NatIntlgncr)
- Aug. 1865 *John Bull* replaced by a more reliable locomotive on the Rocky Hill Branch because of heavy peach traffic. (PrnctnPrss)

- Aug. 1865 Empire Transportation Company is now shipping oil to New York via the Catawissa Railroad route which is 412 miles, vs. 476 miles via the Atlantic & Great Western Railway and Erie Railway. (USRR&MR)
- Aug. 1865 Eastern Shore Railroad begins working south at Salisbury, Md. (Cooper)
- Aug. 1865 Lawrence Railroad is nearly ready for track between Lawrence Jct. and Lowell, Ohio; is surveyed to site of bridge across the Mahoning River at Powell's Coal Bank two miles from Youngstown; from that point may use Atlantic & Great Western Railroad. (PittsGaz)
- Aug. 1865 William Jackson Palmer (1836-1909), formerly assistant to J. Edgar Thomson, named Treasurer of Union Pacific Railway Company, Eastern Division, later the Kansas Pacific Railway; Charles Lamborn is made Secretary. (RRH, Ward)
- Aug. 1865 Adams Express Company now runs between Washington and Richmond via Gordonsville and has reopened its old offices in Richmond. (ARJ)
- Aug. 1865 Pressured between competition with the PRR and demands of Vanderbilt's Hudson River Railroad for more through freight, NYC Pres. Dean Richmond agrees to turn over to the Hudson River Railroad all freight originating within New York State and thus not subject to Trunk Line competition; long-distance freight will continue to be given to the People's Line of steamboats during summer. (Stiles)
- Aug. 1865 Atlantic & Great Western Railroad begins construction of the Oil City & Pithole Railroad. (Maybee)
- Aug. 1865 East Tennessee & Virginia Railroad reopens between Knoxville and Jonesborough. (ARJ)
- Aug. 1865 Pennsylvania Tubing & Transport Company builds a 15,000-gallon iron oil storage tank at Oleopolis to receive oil brought by pipeline from Pithole, marking the gradual development of storage tanks of the modern type. (Williamson/Daum)
- Aug. 19, 1865 Separate Atlantic & Great Western Railroad Companies in New York, Pennsylvania and Ohio sign agreement merging into Atlantic & Great Western Railway. (Minor)
- Aug. 21, 1865 Future Lines West officer William Chappell Downing (1865-) born at Richmond, Ind. (PRRBio)
- Aug. 21, 1865 Mississippi Constitution is amended to abolish slavery. (Thorpe)

- Aug. 23, 1865 John Derbyshire, Jr. (1822?-1865), a flour merchant in the firm of A. & J. Derbyshire and a city director of the PRR, drops dead while boarding a street car in Philadelphia in his 44th year. (PhlInq, B&K)
- Aug. 25, 1865 Connellsville & Southern Pennsylvania Railroad files answer to finding in case brought against it in U.S. Circuit Court by the City of Baltimore. (PittsGaz)
- Aug. 25, 1865 William Jackson Palmer writes that the St. Louis parties in the Union Pacific Railway Company, Eastern Division, feel that Tom Scott “drove a pretty hard bargain” and are resentful, a division that will ultimately cripple the company. (Ward)
- Aug. 25, 1865 David Muir, Superintendent of the ___ Colliery in Foster Township, is murdered in broad daylight after discharging four Irishmen. (Riffenburgh, Lewis - verify MJ)
- Aug. 27, 1865 Wilmington & Weldon Railroad resumes freight service in North Carolina; the new Pres. is Robert Rufus Bridgers (1819-1888) of Tarboro, a former Confederate Congressman. (Hoffman)
- Aug. 27, 1865 Delegation of British investors in Atlantic & Great Western Railway, headed by Sir S(amuel) Morton Peto (1809-1889) and James McHenry embarks from Liverpool to explore the Oil Regions and the International Bridge at Buffalo. (ARJ)
- Aug. 28, 1865 Union and Cooper Shop Volunteer Refreshment Saloons formally close, accompanied by ceremony at the Academy of Music; Union Volunteer Refreshment Saloon had served 1,025,000 meals to over 800,000 soldiers in course of war; buildings remain open for transient soldiers until Dec. 1. (Scharf)
- Aug. 28, 1865 LIRR Greenport train No. 1 (9 cars) collides head-on with Hunters Point train No. 2 near Jamaica, killing five. (NYT, Shaw)
- Aug. 28, 1865 U.S. Military Railroads restores the East Tennessee & Virginia Railroad and East Tennessee & Georgia Railroad to their owners. (Klein)
- Aug. 29, 1865 Ohio Gov. and Bellefontaine Railway Pres. John Brough (1811-1865) dies.
- Sep. 1, 1865 Northern Central Railway votes to purchase all the rights and claims of the City of Baltimore against the company arising from the Mortgage loans of 1837 and 1838 for \$880,150, payable one-quarter in cash and the rest in 6 months. (MB)

- Sep. 1, 1865 William P. Shinn (1834-1892) appointed General Freight Agent of PFW&C, replacing John H. Houston, resigned; James D. Layng (1833-1908) named Superintendent of Eastern Division, replacing Shinn. (MB)
- Sep. 1, 1865 Orange & Alexandria Railroad begins running a round trip between Washington and Lynchburg, in addition to trip between Washington and Richmond; reopens line south of Gordonsville. (NatIntlgncr)
- Sep. 1, 1865 Ocean Oil Company of Philadelphia brings in a gusher on a hillside north of Bennehoff Run; the first successful attempt to find oil somewhere except on the flats adjacent to the creeks. (Williamson/Daum)
- Sep. 2, 1865 Camden & Philadelphia Steam Boat Ferry Company Board orders construction of a new ferry boat; probably the *Philadelphia*. (MB)
- Sep. 3, 1865 War Dept. restores the Eastern Division of the Memphis & Charleston Railroad, Stevenson, Ala., to Decatur, to the company. (ARJ/AR)
- Sep. 4, 1865 Mississippi Central Railroad appoints Henry S. McComb of Wilmington, Del., to be their agent in Washington to raise funds and procure equipment for reconstruction; McComb is also contracting with the Mississippi & Tennessee Railroad, which runs from Memphis to the MC at Grenada. (Stover)
- Sep. 5, 1865 Delegation of British investors in Atlantic & Great Western Railway, headed by Sir S(amuel) Morton Peto (1809-1889) and James McHenry arrives in U.S. on the Cunard liner *Scotia* beginning a two-month tour along the line and into the Midwest, where Peto promises more British investment; Peto refuses the hospitality of the PRR during the tour, though extended frequently; A&GW is not eager to trade dependence upon Erie Railway for dependence upon PRR. (NYT, Casebk)
- Sep. 5, 1865 PRR agrees with Atlantic & Ohio Telegraph Company for lines Sunbury to Erie and Lock Haven to Tyrone. (MB)
- Sep. 6, 1865 Joseph D. Potts resigns as General Manager of Philadelphia & Erie to devote full time to presidency of Empire Line; Alfred L. Tyler, late Superintendent of the Macon & Western Railroad, named General Superintendent of P&E, effective Oct. 1. (MB, ARJ)
- Sep. 6, 1865 PRR Board approves contract giving PRR and NYC joint stock control of Oil Creek Railroad. (MB - HistCrawfrdCo says contract of Dean Richmond and Tom Scott to buy from Struthers and Streator; places in trust with Samuel J. Tilden - may be different year? see 1864?)
- Sep. 6, 1865 Southern Central Railroad incorporated in N.Y. to build from the

- Pennsylvania state line near Waverly to North Fairhaven on Sodus Bay. (ICC)
- Sep. 6, 1865 Fur trade pioneer and railroad promoter Pierre Chouteau, Jr. (1789-1865) dies at St. Louis. (Hoig)
- Sep. 6, 1865 Pres. Johnson pardons Confederate Georgia Gov. Joseph E. Brown. (Parks)
- Sep. 7, 1865 James McHenry and Sir S. Morton Peto leave New York over the Erie Railway to tour the line of the Atlantic & Great Western Railway; tour generates much hoopla in the press, making both Peto and the A&GW seem more important than they turn out to be. (NYT, Felton)
- Sep. 7, 1865 Secretary of the Interior James Harlan, an enemy of the Perry faction, informs Pres. Johnson that many bridges on the Union Pacific Railway Company, Eastern Division, have been washed out in recent floods, highlighting substandard construction, and gets Johnson to authorize a new inspection. (Petrowski)
- Sep. 8, 1865 European & North American Railway lets construction contract to George H. Pierce and Albert Blaisdell. (ARJ)
- Sep. 9, 1865 Maryland & Delaware Railroad Board accepts the proposal of C. B. Dungan & Co. to build to Oxford instead of Hillsboro if the Maryland Board of Public Works rejects the Crain contract. (MB)
- Sep. 9, 1865 Delaware Division Canal reopens after flood damage in July. (LC&N AR)
- Sep. 10, 1865 New Union Station at Liberty & Washington Streets, Pittsburgh opens, replacing original "Union Passenger Depot" at Liberty & Grant Streets; track between Union and Outer Depots removed from Liberty Street to private right-of-way. (PittsGaz, AR)
- Sep. 11, 1865 War Dept. restores the Western Division of Memphis & Charleston Railroad, Memphis to Decatur, to the company; only the portion from Memphis to Iuka is open, and only the portion from Memphis to Pocahontas is in full running order. (ARJ/AR)
- Sep. 12, 1865 Alabama Constitutional Convention meets at the call of Provisional Gov. Lewis E. Parsons; it repeals the secession ordinance of 1861 and adopts a Constitution abolishing slavery but with office holding and the vote limited to white men. (Thorpe)
- Sep. 13, 1865 Algernon Sydney Buford (1826-1911), a son-in-law of the company's founder, is elected Pres. of the Richmond & Danville Railroad after federal authorities oust wartime Pres. Lewis Harvie; Gov. Pierpont intervenes on

his behalf to prevent the election of ex-Gen. Joseph E. Johnston as a choice more likely to antagonize Northern opinion; Buford is a Danville lawyer and publisher with no railroad experience, but he spends \$1 million over the next two years to rehabilitate the line and begins working to extend the R&D southwards across the Southern Piedmont to Atlanta; Buford eventually makes an alliance with the PRR and the northern capitalists allied with it to their mutual advantage. (Rept, Nelson, Davis)

- Sep. 13, 1865 Sir S. Morton Peto and party are feted at a huge banquet in St. Louis, attended by Generals Grant and Sherman; the party returns east via Detroit and Canada. (NYT)
- Sep. 14, 1865 Brooklyn Central & Jamaica Railroad sold at foreclosure again to Electus B. Litchfield on suit of Joseph W. Vail, et al. (NYState - BrklnEgle has 10/13!!)
- Sep. 14, 1865 Columbia & Port Deposit Railroad postpones a conditional subscription of \$100,000 by the Junction & Breakwater Railroad; authorizes letting contracts for the entire line between Columbia and Port Deposit at \$2 million. (MB)
- Sep. 14, 1865 New Albany Branch of Jeffersonville Railroad opens between Wall & Court Streets, Jeffersonville, and State Street, New Albany (5.42 miles); the original purpose of the line is to replace carting around the Falls of the Ohio. (Val, C&C - may be wrong - date of ext. from State St. to 1st St. unknown - paper fm PRR Library says open to Vincennes St. - to State St. in Dec. 1865 - Church says open to State St. 10/1865)
- Sep. 15, 1865 Joint Board approves the consolidation of the Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad Company and the Burlington & Mount Holly Railroad & Transportation Company. (MB)
- Sep. 15, 1865 Joint Companies lease branch of Freehold & Jamesburg Agricultural Railroad under construction between Monmouth Jct. and Jamesburg. (Val - C&A AR for 1865 state branch is to be done in late 1/1866; no mention in 1866 AR)
- Sep. 1865 Chicago & Great Eastern Railway secures a £10,000 loan from the Bank of Ireland. (MB)
- Sep. 1865 First tub-type tank car, invented by Amos Densmore of Densmore, Watson & Co. travels from Oil City to New York over the Atlantic & Great Western and Erie Railways; consists of two vertical wooden tubs containing 40-45 barrels mounted on flat cars. (Carr, Williamson/Daum)
- Sep. 1865 Reading installs its first steel rails at places of maximum wear; however, it

- lags behind the PRR and retains iron rails for a longer period of time. (AR)
- Sep. 1865 Stillman Witt elected Pres. of the Bellefontaine Railway, replacing John Brough, deceased. (ARJ)
- Sep. 16, 1865 Maryland & Delaware Railroad contracts with Charles B. Dungan to build line from Smyrna Station on Delaware Railroad to Oxford, Md. (ARJ)
- Sep. 16, 1865 Future Assistant Treasurer George Alexander Walker (1865-1931) born at Philadelphia, Pa. (PRRBio)
- Sep. 16, 1865 Atlantic & Great Western Railway Board authorizes through traffic contract with the Catawissa Railroad.
- Sep. 1865 Camden & Amboy builds a turntable at each end of the Princeton Branch to avoid running dummies backward; freight station built at Princeton Jct. and freight car placed on Princeton Branch; remainder of old line removed between Kingston and Princeton; portion north of Kingston remains as part of Rocky Hill Branch. (PrnctnPrss)
- Sep. 1865 Hull of the old Camden & Amboy steamer *John Stevens*, burned in 1855, fitted with a twin-propeller engine and converted to a cattle boat for use in New York harbor. (Heyl)
- Sep. 1865 Bear Valley Coal Company is building a breaker, and the Lykens Valley Railroad is being extended to it. (USRR&MR)
- Sep. 1865 John Mifflin Hood (1843-1906), formerly of the Confederate engineers and later Pres. of the Western Maryland Railroad, joins PW&B as engineer of Port Deposit Branch and Philadelphia & Baltimore Central extension; later Chief Engineer and Superintendent of Philadelphia & Baltimore Central Railroad. (Memoir)
- Sep. 1865 Meeting held at Rushville, Ind.; representatives of the Indiana Central Railway and Jeffersonville Railroad pledge to complete the portion of the Lake Erie & Pacific Railroad between Rushville and Cambridge City by June 1, 1866, if the citizens will subscribe \$60,000; no action is taken by the meeting, some favoring the Junction Railroad. (Gary)
- Sep. 1865 Red Line Transit Company, a cooperative fast freight line formed by the railroads (later the NYC system) between New York/Boston and Toledo, goes into operation; created by Otis Kimball, the agent of the Lake Shore Line; operated Chicago to Boston in 4-5 days, vs. 20-30 before. (ARJ, USRR&MR)
- Sep. 1865 Pres. Johnson begins issuing wholesale pardons to former Confederates and

allows them to reclaim all confiscated lands not already sold. (Foner)

- Sep. 1865 Union prison camp on Johnson's Island in Sandusky Bay closes; it has been used mostly to detain Confederate officers, including Gen. Isaac R. Trimble, and has one of the lowest mortality rates of any Union POW camp. (wiki)
- Sep. 1865 Virginia Gov. Pierpont publicly invites northern capitalists to rebuild the state's railroads. (Stover)
- Sep. 1865 In London, Andrew Carnegie secures the American rights to Thomas Dodd's patent for making steel-faced rails. (Nasaw)
- Sep. 1865 South Carolina adopts a new constitution providing for the popular election of governors and presidential electors, equal representation based on population, the abolition of the parish system and ratification of the Thirteenth Amendment. (Sobel)
- Sep. 19, 1865 Steubenville Bridge over Ohio River completed; first train of locomotive *T.L. Jewett* and 10 cars crosses at 8:00 PM under command of Superintendent W.W. Card; this is the first railroad bridge across the Ohio below Pittsburgh and the first long-span iron bridge (320'); fabricated at Altoona Shops to design of J. H. Linville. (PittsGaz, C&C)
- Sep. 19, 1865 South Bethlehem organizes as a borough; in contrast to the old Moravian settlement across the river, it becomes the headquarters and residence of persons connected with the Lehigh Valley Railroad and the Bethlehem Iron (later Steel) Company. (Levering)
- Sep. 20, 1865 PRR approves contract with Erie & Western Transportation Company to operate a line of steamers on Great Lakes from Port of Erie; to be steam propellers of 500 tons minimum; the steamship company to provide its own agents east and west, PRR to supply coal at Erie at 20% discount. (MB)
- Sep. 20, 1865 PRR Board approves contract with Howard Oil Tanking & Transportation Co. to place 25 of its own tank cars on PRR on same terms as those of Eagle Transportation Co. (MB)
- Sep. 20, 1865 *Somerset*, first steamship of Baltimore & Liverpool Line, leaves Baltimore on maiden voyage; first regular steamship service between Baltimore and any European port. (Vexler - Scharf has 11/30 - verify BaltAm)
- Sep. 22, 1865 Northern Central Railway purchases back \$200,000 of its stock and \$850,000 of Baltimore & Susquehanna bonds with overdue interest and dividends from the City of Baltimore after they are offered for sale under the City Council's Resolution No. 132; total value of \$1.2 million for

\$880,150 cash. (C&C)

- Sep. 22, 1865 Northern Central Railway Board approves a contract with the Atlantic & Ohio Telegraph Company; considers a proposed lease of the Trevorton Coal Company railroad; receives a request from the Western Maryland Railroad for a third track between Baltimore and Relay. (MB)
- Sep. 22, 1865 Richmond, Fredericksburg & Potomac Railroad reopens over whole length between Aquia Creek and Richmond, including restoring the wharf at Aquia Creek. (AR - ARJ says open to Potomac Creek except for the bridge at Fredericksburg)
- Sep. 22, 1865 Sir S. Morton Peto and party arrive in Hamilton, Ont. (NYT)
- Sep. 23, 1865 Government inspectors report that first 40 miles of Union Pacific Railway Company, Eastern Division, does not meet government standards. (Petrowski)
- Sep. 23, 1865 Two CNJ coaches in special black and gold livery with special lettering for New York-Erie service arrive in Erie via Philadelphia & Erie. (USRR&MR)
- Sep. 23, 1865 Stockholders of the abandoned Franklin & Martinsville Railroad in Indiana make an agreement with Ambrose E. Burnside to turn over to him all the stock and subscriptions in return for his reopening the railroad and extending it to a connection with the Indianapolis & Cincinnati Railroad. (GrnBk)
- Sep. 25, 1865 *Erie Express* begins running through between Jersey City and Erie via CNJ-LV-Catawissa-P&E with special equipment; cars are black with gilt ornament and lettered "NJCRR - Erie City & New York - via Catawissa RR"; advertised as shortest route between New York and the Oil Region. (CarbDem, USRR&MR, ARJ)
- Sep. 25, 1865 Camden & Atlantic Railroad Board authorizes the construction of a new dock at Coopers Point. (MB)
- Sep. 25, 1865 Delaware & Hudson Canal Company reopens its mines, ending the coal strike in the Carbondale area; the Pennsylvania Coal Company and DL&W soon follow. (USRR&MR)
- Sep. 25, 1865 Sir S. Morton Peto arrives in Cleveland from Buffalo, later going east on the Atlantic & Great Western Railway. (NYT)
- Sep. 25, 1865 U.S. Military Railroads restores the Western & Atlantic Railroad to the state of Georgia. (ARJ)

- Sep. 26, 1865 Cincinnati & Martinsville Railroad incorporated in Indiana by Gen. Ambrose E. Burnside and associates to extend the Franklin & Martinsville Railroad, which they have acquired from the original owners, to a connection with the Indianapolis & Cincinnati Railroad at Fairland. (GrnBk, Sulzer)
- Sep. 27, 1865 Monongahela River Bridge completed on Steubenville Extension between Pittsburgh and South Side; first special train is finally able to cross all the way at 6:00 PM; also built by Keystone Bridge Company; papers say revenue service is to begin Oct. 1, but that is a Sunday; there is some evidence a limited service began earlier; no timetable is published before Oct. 9. (PittsGaz).
- Sep. 27, 1865 Last Confederate POWs discharged from Elmira Prison at Elmira, N.Y., which is then demolished. (wiki)
- Sep. 27, 1865 South Carolina Convention called by Provisional Gov. Benjamin F. Perry issues a new Constitution abolishing slavery but denying the vote to African Americans and barring any disenfranchisement or punishment of ex-Confederate officers and officials. (Thorpe)
- Sep. 28, 1865 Pres. S.S. L'Hommedieu proposes that Atlantic & Great Western Railway and Erie Railway operate as a single line with the Erie setting rates on westbound freight and A&GW on eastbound (i.e. oil) freight and local freight (i.e., Oil Region to Cleveland); both railroads to be double-tracked; Erie declines as it does not want to antagonize the Lake Shore route. (Maybee)
- Sep. 29, 1865 Atlantic & Great Western Railway send copy of its merger agreement of Aug. 19, 1865, to Secretary of Commonwealth of Pa. Eli Slifer for filing. (Casebk)
- Sep. 29, 1865 Summit Branch Railroad Board accepts the offer of Isaac Livermore to take \$100,000 in bonds at 67½. (MB)
- Sep. 29, 1865 PFW&C Board approves joining with Erie & Pittsburgh Railroad and New Castle & Beaver Valley Railroad in buying \$75,000 in bonds of Jamestown & Franklin Railroad; appoints special committee to arrange for purchase of 50,000 shares of Cleveland & Pittsburgh Railroad; select Thomas A. Scott to be referee in dispute between members of Executive Committee. (MB)
- Sep. 29, 1865 Indianapolis & Vincennes Railroad organized at Gosport, mostly by local people; Thomas A. Morris elected Pres.; William M. Franklin of Spencer, La., as VP. (MB, Church)
- Sep. 29, 1865 B&O steamer *Somerset* leaves Baltimore for Liverpool, inaugurating steam

packet service; John W. Garrett had purchased four small surplus steamers from the government after the close of the Civil War and renamed them *Somerset*, *Worcester*, *Alleghany* and *Carroll*; the largest was only 218 feet long; however, B&O is able to offer monthly sailings for through freight, while PRR and Philadelphia are unable to start their own line. (ARJ, AR)

- Sep. 30, 1865 Buffalo & Washington Railway contracts the grading between Buffalo and East Aurora to A. E. DeGraff and Charles DeGraff, but it is not ratified by the Board. (C&C)
- Sep. 30, 1865 Pacific Railroad (Mo.) runs first train to Kansas City; guests include Tom Scott, H.J. Jewett, Ashbel Green, and Pres. John D. Perry of Union Pacific Railway Company, Eastern Division; that evening, party proceeds to Lawrence, Kan., over UPED and returns next day. (PittsGaz)
- Oct. 1, 1865 Thomas L. Jewett, receiver of Steubenville & Indiana Railroad, makes an agreement with Western Transportation Company to operate entire line from Pittsburgh to Columbus as "Pittsburgh, Columbus & Cincinnati Railroad"; so operated until reorganization of 1868; John Durand, formerly Superintendent of Marietta & Cincinnati Railroad, named General Superintendent. (MB, Church, PittsGaz)
- Oct. 1, 1865 Union Station in Erie, Pa., opens. (Wilson)
- Oct. 1, 1865 PFW&C completes double track between Economy and Baden. (AR - see earlier Pitts-Rochester!)
- Oct. 1, 1865 Alfred L. Tyler named General Superintendent of the Philadelphia & Erie Railroad, replacing Joseph D. Potts, who resigns as General Manager to devote time to the Empire Line. (USRR&MR - see above)
- Oct. 2, 1865 PRR obtains trackage rights over Reading between Rockville and Dauphin and Reading obtains trackage rights over PRR between Rockville and Harrisburg under agreement of Sep. 22; supersedes earlier 1860 contract for joint operation by PRR equipment and crews; all Reading trains may now run to Harrisburg with own locomotives and crews, and PRR/NC trains may run through with own locomotives and crews; the Northern Central Railway may deliver southbound coal to the Reading at Dauphin. (Val, Rdg)
- Oct. 2, 1865 Separate Atlantic & Great Western Railroad Companies in New York, Pennsylvania and Ohio are merged into Atlantic & Great Western Railway under agreement of Aug. 19, 1865. (Minor)
- Oct. 2, 1865 North Carolina Provisional Governor William W. Holden convenes a constitutional convention, which repeals the secession ordinance and prohibits slavery. (Thorpe)

- Oct. 2, 1865 Ex-Confederate Gen. Benjamin Grubb Humphreys (1808-1882) elected Gov. of Mississippi under Pres. Johnson's plan of Reconstruction. (Sobel)
- Oct. 3, 1865 Secretary of the Commonwealth Eli Slifer returns Atlantic & Great Western Railway merger agreement with a letter saying he can find no authority for such a merger. (Casebk)
- Oct. 3, 1865 Levi Parsons leaves California, ending his involvement with Tom Scott's petroleum ventures; he is later active in John C. Fremont's transcontinental railroad schemes and in the Missouri, Kansas & Texas Railroad. (Hutchinson)
- Oct. 3, 1865 Little Miami Railroad Board appoints a committee to purchase the Springfield & Columbus Railroad and another on an extension to Lebanon. (MB)
- Oct. 3, 1865 Pacific Railroad (Mo.) reaches Kansas City. (Overton)
- Oct. 4, 1865 Gen. U. S. Grant arrives at Steubenville at 8:00 AM in a special train from Cincinnati en route to Washington; is welcomed by a delegation from Pittsburgh; after breakfast, departs and arrives at 2nd Street, Pittsburgh around 12:10 PM for a formal reception; leaves Pittsburgh at 9:00 PM for Washington. (PittsGaz)
- Oct. 4, 1865 J. Edgar Thomson, Pres. W. D. Griswold of the Ohio & Mississippi, Pres. Hugh J. Jewett of the Central Ohio, and Pres. William H. Clement of the Little Miami Railroad, who went west on an excursion to Lawrence, Kan., a few days ago, are to meet the government commissioners of the Union Pacific Railway Company, Eastern Division; have engaged to build the 60 miles west from Lawrence by May 1, 1866; Thomson has already purchased the iron. (ARJ)
- Oct. 5, 1865 Maryland & Delaware Railroad appoints Tench F. Tilghman (1833-1867), late of the Confederate Army, Chief Engineer; formerly Chief Engineer of Junction & Breakwater Railroad; Board approves the location of stations at Kenton, Slaughter, State Line and Oldtown. (MB, ARJ)
- Oct. 6, 1865 Atlantic & Great Western Railway returns merger agreement to Secretary of the Commonwealth with a reference to the act of Mar. 24, 1865, authorizing the merger. (Casebk)
- Oct. 9, 1865 Joint Companies Executive Committee appoints a committee to study a new line from Pemberton through New Egypt to Hightstown; Superintendent Robert S. Van Rensselaer reports that cars of other lines lack brackets on which to place red lanterns or flags; are to be placed on the platforms; agree

with PW&B to carry the freight of John S. Shriver's Baltimore canal line between Baltimore and South Amboy when the canals are closed in winter, including ferrying over the Delaware River between Southwark and Camden when practicable. (MB)

- Oct. 9, 1865 Pittsburgh & Steubenville Railroad opens between Smithfield Street, Pittsburgh, and Ohio River Bridge (Wheeling Jct.); operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad. (Val)
- Oct. 9, 1865 Pittsburgh & Steubenville Railroad opens for regular through revenue service between Pittsburgh giving PRR a direct line between Pittsburgh and Columbus, Ohio.; entire railroad is operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad as sub-lessee of Western Transportation Company under agreement of Oct. 1, 1865; entire line is called "Pittsburgh, Columbus & Cincinnati Railroad"; service consists of three main line round trips and a Steubenville local; at Pittsburgh, a small frame station is built on the south side of the track west of Smithfield Street. (PittsGaz, C&C)
- Oct. 9, 1865 Steubenville Extension opens at Pittsburgh for regular revenue service linking PRR station at Washington Street with the Panhandle Line on the South Side via the Grants Hill Tunnel. (PittsGaz,)
- Oct. 9, 1865 Steubenville Bridge across the Ohio River opens; built by George W. McCook; consists of seven deck Linville truss spans fabricated at Altoona; the channel span is 320 feet, the longest truss span built up to this time. (C&C)
- Oct. 9, 1865 Mineral Railroad & Mining Company Board approves leasing the Shamokin area coal lands of the Northern Central Railway; the company takes no further actions until Sep. 1871, when a new Board is elected and the lease cancelled. (MB)
- Oct. 9, 1865 Washington, Alexandria & Georgetown Railroad grants the United States Telegraph Company the right to string its wires along the line. (MB)
- Oct. 9, 1865 North Carolina convention adopts an ordinance prohibiting slavery. (Thorpe)
- Oct. 10, 1865 New Board elected on the Washington, Alexandria & Georgetown Railroad; Leonard Huyck votes 2,500 shares and Joseph B. Stewart 1,520 shares; directors include Leonard Huyck, Robert W. Latham, F. P. Stanton, Joseph B. Stewart and Samuel M. Shoemaker. (MB)
- Oct. 10, 1865 Buffalo & Oil Creek Cross Cut Railroad begins construction.
- Oct. 10, 1865 Samuel E. Van Syckle, H.C. Ohlen, Henry Harley, Charles Hickox, Charles

W. Noble and Reed & Cogswell, the Oil Transportation Association, open a 2-inch pipeline from the Miller Farm to Pithole; however, it proves unsuccessful and is later sold to William H. Abbott and Henry Harley. (McKean/Elk, Johnson, Henry, Williamson/Daum)

- Oct. 10, 1865 Clarion Well No. 1 strikes oil on the Robinson farm 1 mile north of Parkers Landing in Armstrong County, Pa. (Smith/Armstrong)
- Oct. 11, 1865 Kensington & New Jersey Ferry Company organized. (Val)
- Oct. 11, 1865 Robert W. Latham elected Pres. of the Washington, Alexandria & Georgetown Railroad, replacing Alexander Hay. (MB)
- Oct. 11, 1865 Lehigh Valley Railroad Board authorizes an extension from White Haven into the Wyoming Valley to combat the Lehigh & Susquehanna Railroad's extension south to Mauch Chunk, after the Lehigh Coal & Navigation Company refuses the LV's terms to carry its coal south of White Haven; leads to two parallel lines in the Lehigh Valley, one serving the mines owned by the LC&N-Leisenring Group and one by the Packer-Pardee-Coxe-Markle Group; Board considers an offer of the North Pennsylvania Railroad to take \$15,000 in stock of the Chestnut Hill & Cheltenham Railroad. (MB, AR)
- Oct. 12, 1865 Empire Transportation Company Board authorizes the purchase of 100 tank cars. (Maybee)
- Oct. 12, 1865 Columbus & Indianapolis Central Railway approves guarantee of interest of bonds of Union & Logansport Railroad and Toledo, Logansport & Burlington Railway.
- Oct. 12, 1865 Conservatives (mostly former Whigs) sweep first postwar Virginia state elections; voters approve eliminating last constitutional restrictions on voting and holding office by former Confederates. (Lowe)
- Oct. 13, 1865 Summit Branch Railroad Company Board authorizes the purchase of all the property of the North Mountain Coal Company for \$100,000 in Summit Branch stock and the assumption of its liabilities. (MB)
- Oct. 13, 1865 Sandusky, Dayton & Cincinnati Railroad enters receivership; the receiver, O. Follett, continues to operate the Sandusky City & Indiana Railroad and the Springfield & Columbus Railroad. (GrnBk, HistSenecaCo)
- Oct. 15, 1865 John Durand named General Superintendent of the entire line between Pittsburgh and Columbus. (S&I MB)
- Oct. 1865 Maryland & Delaware Railroad resumes work as far as Hillsboro. (ARJ)

- Oct. 1865 Sunbury Shops open. (PittsGaz)
- Oct. 1865 Webster Wagner's New York Central Sleeping Car Company now has 8 new sleeping cars with two tiers of berths instead of three in service on the NYC. (Harlow)
- Oct. 1865 Lehigh Coal & Navigation Company announces it will extend its Lehigh & Susquehanna Railroad south from White Haven to Penn Haven, resulting in two parallel railroads for the entire length of the Lehigh Gorge. (LV AR, LC&N AR)
- Oct. 1865 Lehigh Valley Railroad contracts its extension from White Haven to the top of Penobscot Mountain at Solomons Gap to Sidney Dillon, the 8-mile descent of the mountain to P. & T. Collins, and the rest to Wilkes-Barre to Charles McFadden. (AR)
- Oct. 1865 Lewis Blanchard Brown (-1900) and Howard Potter (-) of New York buy 200 acres lying south of Park Avenue in Long Branch from Benjamin Wooley and lay out the development of Blythe Beach Park, with a street plan by famed landscape architect Frederick Law Olmsted (1822-1903); it later becomes "Elberon," a contraction of "L. B. Brown," a very exclusive neighborhood at the south end of Long Branch. (Baer/Coxey, Ellis)
- Oct. 1865 The inland rail route from Washington to Atlanta via Bristol and Chattanooga is now completely restored following the rebuilding of the Holston River Bridge on the East Tennessee & Virginia Railroad. (ARJ)
- Oct. 1865 New Orleans, Jackson & Great Northern Railroad reopens between New Orleans and Canton. (Stover)
- Oct. 1865 J. F. Keeler of Pittsburgh builds an improved oil tank car; it consists of a horizontal iron tank with a U-shaped cross section; a wooden false roof under the main one floats on the oil and prevents sloshing while permitting expansion, thus eliminating features of the tub-type tank cars that make them prone to tip over or rupture; however, Keeler's invention is too complicated and is not adopted. (USRR&MR, Williamson/Daum - verify patent?)
- Oct. 16, 1865 City of New Albany, Ind., authorizes Jeffersonville Railroad to extend track from the present terminus at Upper Vincennes & Albany Streets down Albany and Upper High Streets to the intersection of Upper 15th Street, then to Dewey Street and down it to Upper 13th Street, then to McBeth Street and down McBeth to its end, and thence to the intersection of Upper 6th Street and the alley between Upper High & Water Streets, the down the alley to Lower 1st Street; can at any point diverge to Water Street and down Water

- Street to Falling Run. (MB, Church)
- Oct. 17, 1865 Government begins selling at Alexandria 50 locomotives, 653 freight cars, 20 passenger cars and 2,000 tons of railroad iron. (ARJ)
- Oct. 17, 1865 Sir S. Morton Peto travels to Washington to meet Pres. Johnson and take a short excursion on the B&O. (NYT)
- Oct. 18, 1865 Philadelphia & Baltimore Central Railroad opens between Oxford, Pa., and Rising Sun, Md., for bi-weekly market train only. (CCHS)
- Oct. 18, 1865 Union & Logansport Railroad Board adopts the location of line via Jonesborough to the Toledo, Logansport & Burlington Railway depot in Logansport; the stockholders are told that they have still not raised enough money and to “be patient.” (MB)
- Oct. 18, 1865 James Lawrence Orr (1822-1873), a conservative Democrat who later becomes a moderate Republican, is elected Gov. of South Carolina. (Sobel)
- Oct. 1865 North Branch Extension Canal reopens between Pittston and Tunkhannock.
- Oct. 1865 New Jersey Railroad installs manual block system between Jersey City and New Brunswick. (NB: Watkins gives both dates of 10/65 and 1867 - check Welch? AR? prob. not 1865, this may be date for P&T)
- Oct. 1865 PRR installs first imported Bessemer steel rails, 100 tons at 56-lb.; used on station and yard tracks only as fear may be brittle and pose risk at high speed; PRR remains undecided as to merit for about one year.
- Oct. 1865 PRR engineers are locating a branch from Irvine to Franklin in the Oil Regions. (PittsGaz)
- Oct. 1865 Empire Line begins operating over PFW&C between Crestline and Chicago; carries mostly bulk flour and meat eastbound with most westbound cars empty.
- Oct. 21, 1865 Brooklyn & Rockaway Beach Railroad opens between East New York and Canarsie with boat to Rockaway Beach; the first rail line to Rockaway; built by DeWitt Clinton Littlejohn (1818-1892), former Mayor of Oswego, N.Y. (Cunningham/DeHart)
- Oct. 23, 1865 Meeting held at Cambridge, Md., for a railroad to Bridgeville. (ARJ)
- Oct. 23, 1865 U.S. Military restores the North Carolina Railroad between Raleigh and Greensboro to the company. (Brown)

- Oct. 24, 1865 Case of *Connellsville & Southern Pennsylvania Railroad v. Pittsburg & Connellsville Railroad* argued before the U.S. Circuit Court at Philadelphia. (ARJ)
- Oct. 24, 1865 Sir S. Morton Peto and party attend a banquet at Delmonico's in New York. (NYT)
- Oct. 24, 1865 The Warren brothers open a 2-inch pipeline from Pithole to Henry's Bend on the Allegheny River. (Williamson/Daum)
- Oct. 25, 1865 Charles F. Welles, Jr. (1812-1872), of Athens, N.Y., agrees to turn over all to the stock and franchise of the Pennsylvania & New York Canal & Railroad Company to Asa Packer of Lehigh Valley Railroad for \$1.05 million. (MB, ICC)
- Oct. 25, 1865 Clarion No. 1 becomes the first successful oil well in the Parkers Landing field in Butler County; by Nov. 1869, there are 1,058 wells there. (HistButlerCo)
- Oct. 25, 1865 Georgia constitutional convention convenes at the call of the provisional Gov. James Johnson; dominated by moderate Democrats who had supported Stephen A. Douglas before the War. (Thorpe, Parks)
- Oct. 26, 1865 H.H. Boody and Henry M. Alexander (1822-1899) replace Joseph C. Potts as representatives of the Raritan & Delaware Bay Railroad on the Camden & Atlantic Railroad Board. (MB)
- Oct. 26, 1865 Atlantic & Great Western Railway Board authorizes Sir S. Morton Peto, T.W. Kennard, et al., to negotiate for connections to New York and Philadelphia independent of Erie Railway. (Casebk)
- Oct. 26, 1865 After private meeting with Pres. Andrew Johnson, the Union Pacific Railway Company, Eastern Division, wins conditional acceptance of first 40 miles, provided it reduces grades equal to those of Union Pacific Railroad within one year. (Petrowski)
- Oct. 27, 1865 LIRR Board appoints committee to make new running arrangement with the East River Ferry Company. (MB)
- Oct 28, 1865 New Jersey Railroad Board reports the sale of the ferry *Aresseoh* for \$5,050; orders construction of a new ferry, *New Brunswick*; authorizes new depots at Wheat Sheaf and Uniontown. (MB)
- Oct. 28, 1865 Alexandria & Fredericksburg Railway organized; Robert W. Latham elected Pres.; Silas Seymour named Chief Engineer; directors include Samuel M. Shoemaker, Julius Stahl, E.D. Burr and Alexander Hay; Leonard

- Huyck, Treasurer. (MB, ARJ)
- Oct. 30, 1865 Mercersburg College incorporated at Mercersburg, Franklin County, Pa.; it is a German Reformed institution and occupied buildings originally owned by Marshall College (1836-1853) before its merger with Franklin College at Lancaster. (HistFranklinCo)
- Oct. 30, 1865 Union & Logansport Railroad Board rescinds authority for \$1 million in bonds and authorizes a new \$2 million issue with J. Edgar Thomson as trustee. (MB)
- Oct. 30, 1865 Georgia constitutional convention repeals the 1861 secession ordinance. (Thorpe)
- Oct. 31, 1865 Little Miami Railroad authorizes construction of branch from Gainsborough to Lebanon, providing residents subscribe \$60,000 by mar. 1, 1866; Columbus & Xenia Railroad refers question of terminating Cincinnati, Hamilton & Dayton Railroad pooling arrangement to a committee. (MB)
- Oct. 31, 1865 Petroleum Board formed in New York as exchange for trading in oil company stocks. (Wyckoff)
- Oct. 31, 1865 George Westinghouse receives his first patent for a rotary steam engine. (Prout)
- Fall 1865 Lehigh Valley Railroad places its extension from White Haven to Wilkes-Barre under contract to parallel the Lehigh Coal & Navigation Company's Lehigh & Susquehanna Railroad; contractors include Sidney Dillon (White Haven to Solomon's Gap), P. & T. Collins (Solomon's Gap to Lender's Gap, and Charles McFadden. (AR)
- Fall 1865 Henry Harley (1839-1889) begins building his first pipeline from Benninghoff Run to Shaffer Farm on the Oil Creek Railroad. (Henry)
- Nov. 1, 1865 Atlantic & Great Western Railway leases Morris & Essex Railroad effective Feb. 1, 1866; M&E is to extend from Hackettstown to Phillipsburg, build a low-grade freight line via Boonton and Paterson, and spend \$100,000 making improvements to its terminal at Hoboken; also, in conjunction with Western Central Railroad, A&GW leases Catawissa the Railroad at \$1,000 a day effective Dec. 1; Western Central was to build between Bellefonte and Franklin; Lewisburg, Centre & Spruce Creek Railroad (inc. 1853) was to form link between Milton and Bellefonte. (DL&WCorp, StGaz, Casebk, Rdg)
- Nov. 1, 1865 Sir S. Morton Peto and party embark for England; Peto publishes his observations in 1866 as *Resources and Prospects of America*; he is

especially impressed by the continuance of prosperity and good credit through the Civil War. (NYT, Casebk, Peto)

- Nov. 1, 1865 Algernon S. Buford elected Pres. of Piedmont Railroad; Board authorizes one-year lease to Richmond & Danville Railroad. (ARJ)
- Nov. 1, 1865 Thomas C. Durant files protest with Treasury Dept. against issue of government bonds on first 40 miles of Union Pacific Railway Company, Eastern Division. (Petrowski)
- Nov. 3, 1865 Treasury Dept. issues \$640,000 in government bonds on first 40 miles of Union Pacific Railway, Eastern Division, part of which goes to pay off John C. Fremont. (Petrowski)
- Nov. 4, 1865 Mill Creek Railroad renamed Reno, Oil Creek & Pithole Railway; built in 1865-66 between from Rouseville to north Plumer but probably not operated. (Val)
- Nov. 4, 1865 Clinton Line Extended Railroad (Hudson-Tiffin, Ohio) sold at foreclosure at Cleveland. (ARJ)
- Nov. 6, 1865 Memphis & Charleston Railroad reopens over whole length except for bridge over the Tennessee River at Decatur. (ARJ/AR)
- Nov. 7, 1865 Republican Marcus L. Ward (1812-1884) of Newark elected Gov. of New Jersey. (Sobel)
- Nov. 7, 1865 Georgia's voters adopt a new constitution that abolishes slavery but limits the vote to free white males and instructs the new Legislature to be elected to make laws fixing African Americans in a second-class status. (Thorpe, Woolley)
- Nov. 8, 1865 Maryland & Delaware Railroad Board declines to pay Robert Crain's expenses during the period when they are negotiating the contract. (MB)
- Nov. 9, 1865 Jonathon Worth (1802-1869), a former Unionist running as a Conservative, defeats William W. Holden for Gov. of North Carolina; Worth favors the conservative Reconstruction plans of Pres. Johnson and opposes the Fourteenth Amendment. (Nelson, Sobel)
- Nov. 10, 1865 Central Ohio Railroad sold at foreclosure of Fourth Mortgage, excepting undivided half interest owned by Steubenville & Indiana Railroad between Newark and Columbus. (Church - verify if this is date of transfer, not sale - Studer has the new co. org 11/1 with H.J. Jewett Pres.)
- Nov. 10, 1865 George T. Wickes issues report of a survey for the Union Pacific Railway

Company, Eastern Division, up the Smoky Hill River, while Pierre Golay resurveys the old route up the Republican River to the north, both under the direction of Chief Engineer Robert M. Shoemaker; Shoemaker and William Jackson Palmer favor the Smoky Hill River route, which will carry the line direct to Denver, opening a gateway into Colorado and the Southwest, and making it a transcontinental competitor rather than a branch of the Union Pacific Railroad. (Anderson, Petrowski)

- Nov. 10, 1865 Ground broken for European & North American Railway at St. John, New Brunswick. (ARJ)
- Nov. 11, 1865 Philadelphia ordinance appoints a Superintendent of the City Railroad (the portion east of 8th Street being abandoned) with a force of five men to keep road open and in repair; revises toll schedule effective Jan. 1, 1866, eliminating annual payments. (Digest)
- Nov. 12, 1865 Future freight traffic officer Jesse C. Venning (1865-1952) born at Bellaire, Ohio. (PRRBio, findagrave)
- Nov. 13, 1865 Joint Board votes 9-4 to appoint a committee of Robert F. Stockton, Moses Taylor and Samuel Welsh to make arrangements with the Raritan & Delaware Bay Railroad; Edwin A. Stevens, A. W. Markley, Benjamin Fish and W. W. Shippen opposed. (MB)
- Nov. 13, 1865 Catawissa Railroad approves lease to Atlantic & Great Western Railway and Western Central Railroad. (USRR&MR)
- Nov. 13, 1865 Milbury Miller Greene and William P. Cutler of the Mineral Railroad meet in Columbus with William Neil, Benjamin E. Smith, William G. Deshler, et al., to arrange to build a railroad from Columbus to Athens and to the coal, iron and salt region beyond. (Miller)
- Nov. 14, 1865 St. Louis, Vandalia & Terre Haute Railroad organized at Vandalia; directors are: John Schofield and Charles Duncan from Clark County, Samuel W. Quinn from Cumberland County, J.P.M. Howard and S.W. Little from Effingham County, C. Floyd Jones and F. Remann from Fayette County, and William S. Smith and Williamson Plant (1829-1887) from Bond County. (MB, Perrin)
- Nov. 14, 1865 Future PRR VP John Gilmour Rodgers (1865-1923) born at Philadelphia. (PR)
- Nov. 15, 1865 Secretary of Commonwealth Eli Slifer returns certificate of Atlantic & Great Western Railway consolidation a second time with a note that Attorney General William M. Meredith has advised against filing it; probably done on PRR urging, as it makes it impossible to prove that the

merger is legal in Pa.; undercuts legality of A&GW in Pennsylvania as a time when A&GW is a major competitor with the PRR for the oil trade and seeking to construct a new Trunk Line across the state. (Casebk,)

- Nov. 15, 1865 U.S. Military Railroad turns old (vehicular) Long Bridge over to Dept. of the Interior. (OR)
- Nov. 15, 1865 Columbus & Indianapolis Central Railway approves construction of new brick station at Piqua, Ohio.
- Nov. 15, 1865 Morris & Essex Railroad opens between Hackettstown and Phillipsburg, N.J., for coal traffic, completing its line to the Delaware River and a connection with the Lehigh Valley coal trade. (Taber - verify)
- Nov. 15, 1865 Charles Jones Jenkins (1805-1883), a lawyer and pre-war conservative Unionist from the planter class, elected Gov. of Georgia under its new constitution. (Sobel, Woolley)
- Nov. 15, 1865 P.V. Daniel, Jr., elected Pres. of the Richmond, Fredericksburg & Potomac Railroad. (ARJ)
- Nov. 1865 PRR branch is nearly completed from the Delaware Extension to the Gas Works on the Schuylkill River in South Philadelphia. (ARJ)
- Nov. 1865 Atlantic & Great Western Railway organizes an engineering corps to survey an eastward connection to the Catawissa Railroad; Thomas W. Kennard, Chief Engineer; Assistant Division Engineers W. Milnor Roberts and Phaon Jarrett; Col. James Worrall Associate Engineer. (USRR&MR)
- Nov. 1865 Reading begins through passenger service to Ashland, Pa., via Tamaqua and the East Mahanoy Tunnel and ends service via the Mine Hill & Schuylkill Haven Railroad and Gordon Planes. (Heydinger/RRH 107)
- Nov. 1865 Richmond & Danville Railroad Board resolves to substitute white labor for African American labor everywhere. (ARJ)
- Nov. 1865 Albert Fink (1827-1897), later the industry rate tsar and advocate of pooling, is promoted to General Superintendent of the Louisville & Nashville Railroad. (ARJ - verify Klein, DAB)
- Nov. 16, 1865 First train of Lehigh region coal reaches Hoboken via the Morris & Essex Railroad. (Taber, ARJ - verify, may be 11/23??)
- Nov. 16, 1865 Edwin D. Worcester (1828-1904) elected Treasurer of NYC, replacing John V. L. Pruyn (1811-1877) an associate of Erastus Corning, resigned. (ARJ)

- Nov. 17, 1865 Camden & Atlantic Railroad Board directs its counsel to make a settlement of the suit brought by the Joint Companies without having the injunction dissolved; refers the proposed contract with the Raritan & Delaware Bay Railroad to the Executive Committee. (MB)
- Nov. 17, 1865 PRR sells bed of Western Division Canal between Freeport and Allegheny, Pa., and also Allegheny River outlet to Western Pennsylvania Railroad as right-of-way. (C&C, Val)
- Nov. 20, 1865 Joint Companies Executive Committee hears a report that the Long Branch & Sea Shore Railroad is unable to pay debts due the Joint Companies for work amounting to \$13,033; is to be carried on the books of the Joint Companies as a cash advance; Edwin A. Stevens uses the Joint Companies to carry on his vendetta against the Raritan & Delaware Bay Railroad; commutation fare from points between New Brunswick and Trenton reduced from \$110 per year to \$85. (MB)
- Nov. 21, 1865 West Jersey Railroad Board authorizes an issue of \$1 million in First Mortgage bonds; only \$3,000 are sold at first. (MB, AR)
- Nov. 21, 1865 Atlantic & Great Western Railway begins negotiations with Reading to be its outlet to Philadelphia and New York. (Casebk)
- Nov. 22, 1865 Samuel M. Felton and Robert H. Lamborn present a proposal to the PRR Road Committee for a steel works near Harrisburg. (MB)
- Nov. 22, 1865 Pres. George W. Cass informs the PFW&C Board that the contract to buy the bonds of the Jamestown & Franklin Railroad is not satisfactory to William L. Scott of the Erie & Pittsburgh Railroad; Board authorizes construction of 1.27 mile branch to Tuscarawas Mining Company three miles north of Millersburg; authorizes purchase of 300 tons of cast steel rails to be laid on or near Allegheny River Bridge or other areas of heavy wear. (MB)
- Nov. 22, 1865 Little Miami Railroad Board refers the question of terminating the Cincinnati, Hamilton & Dayton Railroad contract to a committee. (MB)
- Nov. 22, 1865 Eaton & Hamilton Railroad Board ratifies the reorganization plan; appoints a committee on leasing the road to the Cincinnati, Hamilton & Dayton Railroad. (MB)
- Nov. 22, 1865 St. Louis, Vandalia & Terre Haute Railroad Board organized at Effingham; J. P. M. Howard, Pres., and Williamson Plant (-1887) Secretary; adopt location and profile. (MB)
- Nov. 22, 1865 Mississippi passes the first southern "Black Codes" designed to confirm the

second-class status of African Americans, leaving them slaves in all but name. (Clements)

- Nov. 23, 1865 PFW&C Board hears report on American Central Railway; recommends aid and authorizes company agents to canvass local subscriptions to it in Illinois and Indiana; authorizes a new iron bridge over the Allegheny River; the American Central Railway is to run from Fort Wayne through Kankakee and Galva to New Boston on the Mississippi River halfway between Burlington and Muscatine and then to Council Bluffs. (MB, ARJ)
- Nov. 25, 1865 PFW&C Board appoints committee to examine contract with Central Transportation Company as believe cars are inadequate for first class transportation; order no freight or cattle cars are to run east of Pittsburgh without compromise treads; passes resolution offered by Samuel J. Tilden that PFW&C subscribe to the Credit Mobilier of America, the construction company for the Union Pacific Railroad. (MB)
- Nov. 27, 1865 Joint Companies Executive Committee approves a contract with the Union Transportation Company; further cuts the commutation fare from points between New Brunswick and Trenton to \$80 per year. (MB)
- Nov. 27, 1865 Summit Branch Railroad Company Board authorizes purchasing iron, and the railroad has been graded under the contract with Josiah Caldwell. (MB)
- Nov. 27, 1865 John D. Perry informs Secretary of the Interior James Harlan that the Union Pacific Railway Company, Eastern Division, is changing its route from the Republican River to the Smoky Hill River further south. (Petrowski)
- Nov. 27, 1865 Reading begins running two passenger round trips between Philadelphia and Ashland, in the center of the Mahanoy Coal Field, and ends passenger service over the old Gordon Planes of the Mine Hill & Schuylkill Haven Railroad. (AR)
- Nov. 28, 1865 Samuel M. Harrington (1803-1865), Pres. of the Delaware Railroad and Chancellor of Delaware, dies at Dover. (Scharf)
- Nov. 29, 1865 New Jersey Railroad Board resolves that the Camden & Amboy Railroad cannot dictate rates charged on through traffic from south of Philadelphia; notes the NJRR is one-sixth of the line between New York and Washington but gets only one-thirteenth of the fare; demands a greater share for terminal and ferry costs; reports progress on the new stations at Elizabeth, presumably the new station at South Elizabeth. (MB, AR)
- Nov. 29, 1865 PRR Board again offers to subscribe \$500,000 or 50% toward establishing a line of steamers between Philadelphia and Liverpool. (MB)

- Nov. 30, 1865 Cleveland & Pittsburgh Railroad authorizes negotiations with Marietta & Cincinnati Railroad to obtain its old unused grade for purpose of extending from Bellaire to Marietta. (MB)
- Nov. 30, 1865 Maryland & Delaware Railroad Board calls for the \$71,350 residue of the Maryland state subscription under the act of 1865; the Board of Public Works has approved the Dungan contract. (MB)
- Nov. 30, 1865 Frederick H. Smith submits his resignation as Pres. of the Indianapolis & Madison Railroad, as he must spend most of his time in the East; it is not accepted. (MB)
- Nov. 30, 1865 Tom Scott writes to Thaddeus Stevens to inform him that Pennsylvania figures have become interested in the Union Pacific Railway Company, Eastern Division, and that the project is now on "a sound basis"; asks that no adverse action be taken by Congress until he can meet Stevens and explain. (Palmer)
- Nov. 30, 1865 Pithole, Pa., incorporated as a borough, having sprung from nothing since the beginning of the year. (Babcock - verify PL)
- Late 1865 Jim Fisk makes the acquaintance of Daniel Drew, for whom he arranges the sale of the Stonington Line steamboats to a Boston syndicate; he then forms the new brokerage firm of Fisk & Belden, with William Belden, the son of an old friend of Drew's; he also enters the Erie Railway circle. (Swanberg)
- Dec. 1, 1865 Cincinnati Street Connection Track opens linking Little Miami and Cincinnati & Indiana depots via Front, Water and Smith Streets. (Church)
- Dec. 1, 1865 Stockholders of the Catawissa Railroad approve the lease to the Atlantic & Great Western Railway at 8% or \$365,000 per year. (ARJ)
- Dec. 1, 1865 Central Ohio Railroad reorganized under name "Central Ohio Railroad Company as Reorganized." (Studer - is date property is transferred)
- Dec. 2, 1865 Chief Engineer John McMinn (1819-1870) reports to Philadelphia & Erie Railroad on Low Grade line to Franklin via valley of Bennett's Branch. (USRR&MR)
- Dec. 3, 1865 Gov. Francis H. Pierpont addresses the first session of the newly-elected Virginia Legislature; recommends selling the state's 60% interest in the railroads, allowing their consolidation into larger systems, the taxes on profitable companies making up for the loss of dividends; Legislature proceeds to pass restrictive vagrancy laws aimed at African Americans and discharges Unionist officials. (Lowe)

- Dec. 4, 1865 Northern Central Railway issues a new \$2.5 million mortgage. (MB)
- Dec. 4, 1865 Cincinnati, Hamilton & Dayton Railroad Board authorizes purchasing a majority of the stock of the Eaton & Hamilton Railroad at up to 25 cents on the dollar. (MB)
- Dec. 4, 1865 Congress reconvenes; creates Joint Committee on Reconstruction to seize control of Reconstruction from Pres. Johnson, whom Radical and centrist Republicans believe is losing the peace by letting former Confederate leaders return to power; refuses to seat members from any former Confederate state, even those professing loyalty to the Union, including 16 former Confederate officers, 4 generals and 5 colonels. (Eckenrode, JSmith)
- Dec. 4, 1865 In his annual report, Secretary of the Treasury Hugh McCulloch (1808-1895), a hard-money advocate, proposes to redeem Greenbacks and asks for legislation. (CongGlobe)
- Dec. 4, 1865 Georgia's first, conservative-dominated Reconstruction Legislature convenes; it ratifies the Thirteenth Amendment but passes a series of "black codes" designed to control the freed people and deny them access to free public schools. (Woolley)
- Dec. 5, 1865 Shamokin Valley & Pottsville Railroad Board approves a branch near the Green Mountain Coal Company's colliery. (MB)
- Dec. 5, 1865 Southern Transportation Company incorporated in Pa. to build and operate sleeping cars on the Woodruff patent in the former Confederate States. (PaSecyState)
- Dec. 5, 1865 White Water Valley Railroad buys the remainder of the abandoned right of way of the White Water Valley Canal. (Mitchell/profsurv.org)
- Dec. 5, 1865 Great Britain awards Sir Henry Bessemer (1813-1898) a patent for his process of converting iron into steel; makes mass-production of steel, and particularly steel railroad rails, feasible for the first time. (or earlier - try DNB?)
- Dec. 5, 1865 Tammany Hall Democrats, who have been in eclipse since 1857, elect John T. Hoffman (1828-1888) Mayor of New York City. (NYT)
- Dec. 6, 1865 Georgia ratifies the Thirteenth Amendment abolishing slavery, making a two-thirds majority of the states, and it becomes law; Delaware does not ratify the amendment until 1901, Kentucky til 1976 and Mississippi til 1995. (Palmer, wiki)
- Dec. 7, 1865 PRR and Philadelphia & Erie Railroad file in Pa. Supreme Court against the

Catawissa Railroad, et al., asking that the court void the lease to the Atlantic & Great Western Railroad and the grant of trackage rights to the Catawissa between Milton and Williamsport. (Casebk)

- Dec. 7, 1865 Gen. William Mahone (1826-1895) Pres. of the Norfolk & Petersburg Railroad is elected Pres. of the Southside Railroad, giving him control of a line (later the Norfolk & Western) from Norfolk to Lynchburg. Va. (Blake)
- Dec. 8, 1865 Samuel M. Felton, the real power in the company for many years, is elected Pres. of the Delaware Railroad, replacing Samuel M. Harrington, deceased. (AR, MB)
- Dec. 8, 1865 U.S. Circuit Court orders sale of the portion of the Louisville, New Albany & Chicago Railroad between Gosport and Indianapolis.
- Dec. 9, 1865 New Jersey Railroad Board authorizes a survey for spur lines in the Fifth Ward of Newark. (MB)
- Dec. 9, 1865 Chicago & Great Eastern Railway authorizes locating its main shops at Logansport after an offer of free land. (MB)
- Dec. 9, 1865 Lehigh Valley Railroad applies to the Pennsylvania Supreme Court for an injunction blocking the Lehigh Coal & Navigation Company from interfering with its extension into the Wyoming Valley. (MB)
- Dec. 9, 1865 U.S. Treasury Dept. restores Piedmont Railroad in North Carolina to its owners; first step in southward expansion of the Richmond & Danville Railroad. (ICC, Nelson?)
- Dec. 9, 1865 New York Stock Exchange moves into its own building at 10-12 Broad Street. (Stokes)
- Dec. 11, 1865 Joint Companies Executive Committee assents to Wilmon Whilldin, Jr., and Thomas P. Clyde operating an outside line between Philadelphia and New York when their canal line is stopped for the winter; notes the recent collision between the *Trenton* and the propeller *Fancy* on the Delaware River, and the steamboat *Atlas* has been sunk by the pilot running aground at Brighton. (MB)
- Dec. 11, 1865 Buffalo & Washington Railroad and Buffalo & Allegany Valley Railroad merge to form Buffalo & Washington Railway under agreement of July 10, 1865; James Brayley, Pres.; William Wallace, Chief Engineer. (Val, C&C)
- Dec. 11, 1865 Pennsylvania Tubing & Transportation Company opens a 6-inch, 6-mile pipeline from Pithole to Oleopolis, Pa., where the company owns the Solar Oil Works refinery. (USRR&MR, Babcock - according to Williamson &

Daum this line opened in 8/65 - prior to the completion of the Warren & Franklin Railway, the oil was sent by barge downriver to Pittsburgh and also towed upstream to the P&E at Irvine)

- Dec. 11, 1865 Rep. James A. Garfield (1831-1881) of Ohio introduces (HR-11), a general bill to allow railroads to form through interstate lines that is the successor to the Raritan & Delaware Bay Railroad bill defeated in the spring. (CongGlobe)
- Dec. 11, 1865 Sen. B. Gratz Brown (1826-1885) of Missouri introduces a bill (S-20) for federal aid to a Southern Pacific Railroad from Missouri and Arkansas to San Diego and San Francisco via the Southern Route. (CongGlobe)
- Dec. 12, 1865 Columbia & Port Deposit Railroad Board approves location between Columbia and Port Deposit; will connect with the PW&B just north of Port Deposit. (MB)
- Dec. 12, 1865 Lehigh Valley Railroad Board awards Chief Engineer & Superintendent Robert H. Sayre 200 shares of Lehigh & Mahanoy Railroad stock as a bonus; also 15% bonuses to other important operating employees. (MB)
- Dec. 12, 1865 Survey teams of Atlantic & Great Western Railway arrive in Brookville to occupy low summit between Allegheny and Susquehanna Rivers. (USRR&MR)
- Dec. 12, 1865 Boston, Newport & New York Steamship Company places the *Old Colony* in service as a winter boat on the Newport Line. (Dunbaugh)
- Dec. 12, 1865 Virginia & Tennessee Railroad Board rebuffs William Mahone's offer to merge it with his roads east of Lynchburg; Orange & Alexandria Railroad, which carries the majority of V&T traffic east of Lynchburg also opposes the merger. (Blake)
- Dec. 12, 1865 Josiah Perham (1803-1868) sells the Northern Pacific Railroad charter to a group of New Englanders headed by former Vermont Gov. and Pres. of the Vermont Central Railroad J. Gregory Smith (1818-1891), who is elected Pres. of the Northern Pacific; he turns the day-to-day organization of the company over to a fellow Vermonter, Thomas Hawley Canfield. (1822-1897); plan is to use the Vermont railroads and the Grand Trunk Railway of Canada, which is to build around the north shore of Lake Superior to effect a junction with the Northern Pacific and form a transcontinental line. (Lubetkin, Winks, Renz)
- Dec. 13, 1865 Philadelphia & Erie Railroad sues Catawissa Railroad and Atlantic & Great Western Railway to cancel lease of P&E east of Williamsport and deny its use to A&GW. (Hare - ARJ has this as date Pa. Supreme Court issues

injunction voiding A&GW lease of Catawissa RR and contract between Catawissa RR and P&E)

- Dec. 13, 1865 PRR contracts with Pennsylvania Steel Company to transport all materials for building works at 80% of regular rates through 1870; carry workers and employees from Philadelphia at commuter fares through 1873; haul all input and output of plant at Philadelphia-Pittsburgh through rates and all local hauls of raw materials at 25% discount; in return, Pennsylvania Steel Company is to ship exclusively via PRR. (MB)
- Dec. 13, 1865 PRR Board authorizes free transportation for agents of Pennsylvania Freedmen's Relief Association and for shipments of books and clothing for ex-slaves. (MB)
- Dec. 13, 1865 Lewis Elkin (-1901) is elected a city director of the PRR, replacing John Derbyshire, deceased. (B&K)
- Dec. 13, 1865 Track connections completed to grain elevator of Pittsburgh Elevator Company, just south of Union Station; elevator has a capacity of 535,000 bu. (PittsGaz)
- Dec. 13, 1865 Cornelius Vanderbilt's son-in-law Horace F. Clark is elected to the Board of the NYC, giving the Vanderbilt interest two seats; ex-Pres. Erastus Corning is voted off and plots revenge against NYC Pres. Dean Richmond. (Neu, Stiles)
- Dec. 13, 1865 Erie Railway directors Daniel Drew, Ambrose S. Murray, Robert H. Berdell, Dudley S. Gregory, Alexander S. Diven and William Evans are elected directors of the Boston, Hartford & Erie Railroad, which they plan to make their extension into New England. (NYT, Mott)
- Dec. 14, 1865 Indianapolis & Vincennes Railroad orders completion of surveys; appoints committee to negotiate with capitalists to build road. (MB)
- Dec. 14, 1865 Mississippi & Wabash Railroad (Warsaw-Carthage) merged into Toledo, Peoria & Warsaw Railway; portion between Warsaw and Elvaston is completed but not in operation; section from Elvaston to Carthage was had been transferred to Illinois & Southern Iowa Railroad, (later part of the Wabash). (Church)
- Dec. 15, 1865 Summit Branch Railroad Board orders suspending work on the Williamstown Colliery and the landings at Millersburg until they have transportation and cars; the question over the legality of the merger with the Millersburg & Rausch Gap Railroad is preventing the sale of bonds. (MB)
- Dec. 15, 1865 Marietta & Cincinnati opens extension from Loveland to Ludlows Grove on

the Cincinnati, Hamilton & Dayton and withdraws traffic from Little Miami Railroad. (see 2/17)

- Dec. 15, 1865 Philadelphia & California Petroleum Company organized by Tom Scott, Levi Parsons, John B. Church, Lewis Cooper and John C. Cresson, using Scott's charter for the Barclay Mining Company; the company issues \$1 million in stock, of which \$160,000 is to be sold to the public with the rest representing promoters' profits; later increased to \$10 million. (Hutchinson)
- Dec. 15, 1865 Va. act authorizes Richmond & Danville Railroad to change gauge of Piedmont Railroad from standard to 5'-0", even though it is located in another state. (Harrison)
- Dec. 1865 N.Y. Court of Appeals finally issues a ruling sought by Cornelius Vanderbilt that the New York & New Haven Railroad owes \$900,000 to the victims of the fraudulent shares issued by Robert Schuyler in 1854. (Stiles)
- Dec. 1865 Lewisburg, Centre & Spruce Creek Railroad Board meets at Bellefonte; G. R. Barrett of Clearfield elected Pres.; S. Morton Peto, VP; Thomas W. Kennard, Chief Engineer; the Atlantic & Great Western Railroad subscribes \$1 million. (ARJ)
- Dec. 1865 Cape Cod Railroad opens between Yarmouth and Orleans, Mass. (NHCorp)
- Dec. 1865 Erie Transportation Company organized to operate a fast freight line over the Erie Railway. (USRR&MR)
- Dec. 1865 Reno Oil & Land Company incorporated in N.Y., and develops Reno, Pa. (Babcock)
- Dec. 1865 After explorations and tests, Stephen Farnum Peckham refutes Benjamin Silliman's exaggerated claims for the petroleum resources of Rancho Ojai, owned by Tom Scott's California Petroleum Company; Peckham presents convincing evidence that both Silliman and Scott have been duped by Thomas Sprague with a sample of "green" California crude blended with refined eastern kerosene; the kerosene made from raw California crude is heavy and malodorous when burned, and thus not marketable. (Hutchinson)
- Dec. 1865 Artist Mary Cassatt (1844-1926) and her mother Katherine Kelso Cassatt (1816-1895) arrive in Paris, where she studies under Jean-Léon Gérôme (-), one of the most important younger painters in the French academic style, a school that renders historical, mythological or allegorical scenes with photographic precision; soon afterward, Robert Simpson Cassatt sells his Chester County farm and moves to Renovo with his other children to be with A. J. Cassatt, who is now acknowledged as the head of the family. (Mathews)

- Dec. 1865 Indianapolis & Cincinnati Railroad opens its Cincinnati terminal station at West Pearl & Plum Streets; the Marietta & Cincinnati Railroad becomes a tenant, leaving the Cincinnati, Hamilton & Dayton Railroad station on Baymiller Street. (Condit)
- Dec. 16, 1865 U.S. Circuit Court in Pittsburgh refuses to grant final decree in suit of Baltimore vs. Connellsville & Southern Pennsylvania Railroad pending outcome of suit in Pennsylvania Supreme Court. (USRR&MR)
- Dec. 16, 1865 Merion Cricket Club first organized by William W. Montgomery and Maskell Ewing for 15 young men of Philadelphia between the ages of 14 and 22 who have summer homes on the Main Line. (MrnCrccktClb, Sheridan)
- Dec. 18, 1865 Indianapolis & Vincennes Railroad incorporated in Indiana. (Church)
- Dec. 18, 1865 Secretary of State William H. Seward proclaims the adoption of the Thirteenth Amendment abolishing slavery. (Parks)
- Dec. 19, 1865 House passes Rep. Garfield's bill (HR-11) to facilitate commerce among the several states over the attempts of Andrew J. Rogers of N.J. and Philip Johnson of Pennsylvania to defeat it. (CongGlobe)
- Dec. 1865 Fort Wayne Locomotive Shops completed on PFW&C; 339' x 110'. (AR)
- Dec. 20, 1865 Indiana Legislature declares the unfinished branch of Louisville, New Albany & Chicago Railroad between Indianapolis and Gosport, abandoned by the New Albany & Salem Railroad in 1854, to be forfeited; portion later becomes main line of Indianapolis & Vincennes Railroad. (Church)
- Dec. 20, 1865 Pennsylvania Steel Company incorporated in Pa. by filing papers; capital now \$1 million; directors include J. Edgar Thomson and Tom Scott of the PRR, Matthew Baird of the Baldwin Locomotive Works, and Samuel M. Felton, who becomes the first Pres. (PaCorps, BethStl)
- Dec. 20, 1865 Secretary of the Interior James Harlan recommends that Pres. Johnson approve the next 22 miles of Union Pacific Railway Company, Eastern Division, subject to the same conditions as the first 40 miles. (Petrowski)
- Dec. 21, 1865 Subscription meeting for Kent County Railroad held at Chestertown, Md. (ARJ)
- Dec. 22, 1865 Ithaca & Towanda Railroad incorporated in N.Y. to build from Ithaca to the Pennsylvania state line near Waverly. (Baird)

- Dec. 23, 1865 Alexandria & Fredericksburg Railway completes first survey near Brooke's station. (ARJ)
- Dec. 24, 1865 Ku Klux Klan founded at Pulaski, Tenn., for the purpose of terrorizing the freed people and maintaining white supremacy. (WwasW, wiki)
- Dec. 25, 1865 Excursion opens Philadelphia & Baltimore Central Railroad to Rising Sun, Md. (ARJ)
- Dec. 25, 1865 Andrew Scott, owner of 12 shares of Atlantic & Great Western Railroad of Pennsylvania, sues to block the lease of the Catawissa Railroad on the grounds that it imperils the charter of the company; he is represented by PRR counsel Theodore Cuyler. (Casebk)
- Dec. 25, 1865 Union Stock Yards open on 345 acres on a drained marsh on the southwest side of Chicago bounded by Halsted Street, South Racine Avenue, 39th Street & 47th Street, outside the then city limits; built in six months at cost of \$1.4 million, they are the largest stockyards in the world. (Pate, CHTaylor)
- Dec. 26, 1865 CB&Q operates the first train, 15 cars with 761 hogs, into the Chicago Union Stock Yards. (Overton)
- Dec. 1865 Camden & Amboy changes New York steamboat terminal from Barclay Street, historic landing of the Stevens family's Hoboken Ferry, to Pier 1 near the Battery. (Mt. Holly Herald - prob. returned after rebuilding from fire - was using Pier 1 in 6/65)
- Dec. 1865 PFW&C closes stock yard on its Chicago terminal property in favor of the Union Stock Yards.
- Dec. 1865 Last portions of Western Division Canal formally abandoned, Allegheny to Blairsville. (Val,)
- Dec. 1865 Jeffersonville Railroad completes branch on the former plank road to State Street, New Albany. (paper in PRR Library)
- Dec. 27, 1865 New Jersey Railroad Board authorizes surveys for spur lines in the Tenth & Twelfth Wards of Newark and to points south. (MB)
- Dec. 29, 1865 Last issue of anti-monopoly Trenton *Monitor* published. (NwkDlyAd)
- Dec. 29, 1865 Joint Companies Executive Committee appoints John G. Stevens and Robert F. Stockton to attend to the companies' interests at the new session of the New Jersey Legislature and "employ such aid as they may deem necessary"; appoint Joseph P. Bradley and A. W. Markley to attend to the

companies' interests at Washington with a grant of \$5,000 for "contingent expenses"; appoint a committee to confer with the New Jersey Railroad on establishing a closer relationship against the common threat of a new line between New York and Washington; appoint John G. Stevens and Ashbel Welch to investigate methods of towing on the canal; appoint William J. Sewell station agent at Camden. (MB)

- Dec. 29, 1865 Little Miami Railroad declines request of Chicago & Great Eastern Railway that it buy three locomotives from Rogers Locomotive Works and sell or lease them to the C&GE; LM approves settlement with Springfield, Mt. Vernon & Pittsburgh Railroad, paying \$4,000 vs. its claim of \$1 million. (MB)
- Dec. 29, 1865 Fire destroys the Groton, Conn., pier of the Merchants' Steamship Company along with its principal steamboat, the *Commonwealth*; the terminus is returned to Stonington, but the line never recovers its former importance relative to the lines via Newport and Norwich. (NHCorp, Dunbaugh)
- Dec. 30, 1865 J. Edgar Thomson advises William Mahone on the benefits of consolidating the railroad between Norfolk and Bristol, Va., little realizing that in five years Mahone will be the main opponent of the PRR's expansion into Virginia. (Blake)
- Dec. 30, 1865 Merchants' Steamship Company begins terminating at Stonington. (Dunbaugh)
- Dec. 31, 1865 Enoch Lewis resigns as PRR General Superintendent; replaced by Edward Higginson Williams (1824-1899). (Wilson)
- Dec. 31, 1865 Camden & Amboy steamboat *Trenton* makes last run on Delaware River between Bordentown, Bristol, Burlington, Tacony and Philadelphia, ending service begun by the Stevens family in 1809; *Trenton* is scrapped in 1866. (BurlGaz, Stanton - this is entered under another date)
- 1865 First manual-block signal system in U.S. instituted on Philadelphia & Trenton Railroad between Philadelphia and Trenton on orders of Ashbel Welch; consisted of 7 block stations using telegraph offices in stations; signals were white board or light sliding in front of an aperture in a black box; operator lifted signal by a rope so it was visible and let it drop out of sight after trains had passed; system was extended to New Brunswick before end of year. (EngNews 1882)
- 1865 Double track completed on Philadelphia & Trenton from Philadelphia to Trenton Bridge; completes double-tracking between Jersey City and Philadelphia. (AR)

- 1865 Camden & Amboy builds new Hoboken Machine Shop on new lot.. (AR)
- 1865 Camden & Amboy begins carrying teamsters' carts on special broad-hulled flat barges between New York and South Amboy because of congestion at its New York pier. (AR)
- 1865 Camden & Amboy builds new 800' x 85' freight pier at South Amboy. (AR)
- 1865 Camden & Amboy builds new stations at Lawrenceville and Princeton Jct. on new line; also at Bordentown and Princeton. (AR)
- 1865 Camden & Amboy builds two additional car floats for service on the Delaware River at Camden; makes total of six, implying first introduced ca. 1863-64. (AR)
- 1865 Ferry *Atlantic* built for Coopers Point & Philadelphia Ferry Company. (Boyer)
- 1865 West Jersey Railroad subscribes \$700,000 to the Cape May & Millville Railroad. (AR)
- 1865 PRR completes new freight car shop at Altoona.
- 1865 PRR is carrying 56-60 carloads or 1,500 barrels of refined oil east from Pittsburgh. (Maybee)
- 1865 Northern Central Railway completes a large freight station in the block north of Calvert Station, which is thereafter used for passenger trains only. (C&C, Gunnarsson)
- 1865 Double track completed between Relay and York on Northern Central Railway. (AR)
- 1865 New engine house and turntable built at Carlisle, Pa. (C&C)
- 1865 Engine house and shops built at Sunbury on the Philadelphia & Erie Railroad. (C&C - probably completed 1866)
- 1865 Moshannon Branch of Tyrone & Clearfield Railroad completed from one mile west of Osceola Jct. to Moshannon (3.5 miles). (Val)
- 1865 Erie Shops and 12-stall roundhouse built on the Philadelphia & Erie Railroad. (C&C - AR says completed early 1866)
- 1865 Erie & Pittsburgh Railroad opens branch from Dock Jct. to the docks at Erie

(3.43 miles). (C&C)

- 1865 Second track completed as far west as Rochester, Pa., on the PFW&C to accommodate the traffic of the Cleveland & Pittsburgh Railroad. (C&C)
- 1865 Second track completed on Pittsburgh, Fort Wayne & Chicago between Chicago and Englewood, Ill. (C&C)
- 1865 PFW&C buys first Bessemer steel rails, to be installed in 1866 as a test.
- 1865 Lawrence Railroad & Transportation Company opens between Mahoningtown, Pa., and Lowell, Ohio. (Church says 2/1867!!)
- 1865 Cleveland & Pittsburgh Railroad completes engine house and car repair shops at Wellsville. (AR)
- 1865 With through-routing to the Steubenville & Indiana Railroad transferred to the Steubenville Bridge instead of the route via Rochester, Pa., the Cleveland & Pittsburgh Railroad opens a new station at the foot of Market Street, Steubenville. (Doyle)
- 1865 Crestline, Ohio, Union Station opens, with hotel and eating house; served by PFW&C, CC&C and Bellefontaine Railroad.
- 1865 Cleveland & Pittsburgh Railroad begins buying land on Whiskey Island, Cleveland, for docks.
- 1865 New Machine Shop opens at Altoona. (not in AR)
- 1865 Philadelphia & Erie Land Company buys the site of Renovo, Pa., donates 50 acres for railroad shops and 10 acres for a hotel. (Sipes - NO - must be 1862 or 1863)
- 1865 Dennison Shops completed on the Pan Handle Line; Dennison Land Company lays out the town of Dennison for railroad workers (it is also a division point); Dennison has a population of 800 by 1870. (Mansfield)
- 1865 Columbus banker Benjamin E. Smith builds a mansion in the Second Empire style on the southeast corner of 4th & Broad Street; designed by architect Nathan B. Kelley (1808-1871), it is the most opulent house in the city for many years and later becomes the Governor's mansion and the Columbus Club. (Miller, ColumbusClub)
- 1865 Local mutual beneficial association formed at Pittsburgh (Watkins - check)
- 1865 New freight car shops built at Terre Haute, Ind., replacing one destroyed by

fire. (C&C)

- 1865 New station built at Brazil, Ind., on the Terre Haute & Indianapolis Railroad. (C&C)
- 1865 Tom Scott marries his second wife, Anna Dike Riddle (1839-1901), daughter of the late Samuel Riddle, publisher of the *Pittsburgh Gazette*. (Nasaw - verify Pittsburgh paper)
- 1865 Future Lines West VP Joseph Wood (1846-1922) in given supervision of the Junction Railroad's 32nd Street Tunnel and the branch to Greenwich Point. (ASCE obit)
- 1865 Eastern Shore Steamboat Company begins operating between Baltimore and Oxford, Cambridge and Denton on the Choptank River; first night boats to the Choptank. (Burgess - verify - may be different name)
- 1865 Mail first picked up "on-the-fly" on Jersey City-Washington route. (Long/Dennis)
- 1865 Philadelphia & Pittsburgh RPO established on the PRR main line. (Long/Dennis)
- 1865 New York & Dunkirk RPO established on the Erie Railway. (Long/Dennis)
- 1865 Vanderbilt's Hudson River Railroad begins installing steel rails at New York City. (Harlow)
- 1865 Dr. Arthur V. Conover of Freehold buys all the land lying along the ocean from present North Long Branch to the northern boundary of Sea Bright from the heirs of Maj. Henry Wardell, whose family has owned it since the 1670s. (Ellis)
- 1865 Morris & Essex Railroad completed to a junction with the Lehigh Valley Railroad bridge at Philipsburg, N.J. (AR)
- 1865 J. C. Haydon assumes the lease of the Spring Mountain Coal Company at Jeanesville, Pa., near Hazleton, originally opened by William Milnes in 1845. (Bradsby)
- 1865 Lehigh & Mahanoy Railroad opens between Barry Jct. and Mount Carmel, Pa., making connection with the Shamokin Valley & Pottsville Railroad. (ICC - verify - Baird says Shenandoah to Mt Carmel)
- 1865 After mustering out of the Army of the Potomac, future PRR civil engineer Joseph U. Crawford (1842-1924) joins crews surveying a line for the

Atlantic & Great Western Railroad across the Allegheny Mountains in central Pennsylvania; following that, he engages in surveys in New York and New England. (MB obit, PRRBio)

- 1865 After mustering out of the 193rd Pennsylvania Volunteers, future Union Line officer Edwin A. Dawson (1845-1917) joins the Allegheny Valley Railroad. (MB)
- 1865 Gen. Isaac Jones Wistar, now Pres. of the Union Canal Company of Pennsylvania, begins a campaign to sell the portion of canal and railroad running from Jonestown through Pine Grove to Lorberrry Jct., isolated since the flood of June 1862; his principal target is the Reading, but in order to stir them to action, he approaches J. Edgar Thomson of the PRR, who gives him a note expressing an interest; this leads eventually to a post on the PRR. (Wistar)
- 1865 William E. Lockwood (1822?-1911), a mechanic turned manufacturer of paper collars and cuffs, builds "Glenloch," a lavish mansion and country estate on the Lancaster Turnpike in Frazer, Pa.; Lockwood will become a quixotic critic of the PRR, making numerous, if futile, anti-management motions at annual meetings. (Phila&PopularPhiladelphians)
- 1865 Edward Julius Berwind (1848-1936), later the head of the Berwind coal-mining interests, enters the Naval Academy at Annapolis and becomes a naval officer; he becomes an officer and a gentleman, more used to mixing with political leaders, visiting royalty, etc., than with mine operatives. (HistBerwind)
- 1865 Former Ohio Gov. and railroad builder John Brough (1811-1865) dies. (verify)
- 1865 Richmond Furnace built in Franklin County, Pa., on the site of the Mount Pleasant Furnace of 1783. (Swank - see also 1864)
- 1865 Foster Coal & Iron Company opens a coal mine at Penn, Pa., on the PRR main line. (WCCo)
- 1865 Because of soaring production in Venango County, the price of oil has fallen to 12½ cents a barrel, down from \$12 at the height of the boom; ends the oil boom at Titusville, Pa., which nevertheless remains the headquarters of many operators whose wells are now elsewhere and of refineries. (HistCrawfrdCo)
- 1865 Clinton Coal Company organized to operate at Point Rock, near New Castle, Pa.; output is later mostly sold to PRR for fuel coal. (Durant - Clinton Coal & Iron Company inc. 4/20/1864 PL 528)

- 1865 Banker Austin Corbin (1827-1896) relocates from Davenport, Iowa, to New York City, where he founds Austin Corbin & Co., after 1874, the Corbin Banking Company. (DAB)
- 1865 White Water Valley Canal Company sells its Indiana line to Henry C. Lord for \$147,348 for use as a rail roadbed between Cincinnati and Cambridge City. (Fatout - prob. 1863?)
- 1865 In the Shamokin Anthracite Coal Region, the Excelsior Coal Mining Company builds the Excelsior Colliery on lands of the Fulton Coal Company; also new breakers at the Brady, Enterprise and Margie Franklin Collieries. (HistCameronColl)
- 1865 Calvin Pardee (1841-1923), Ario Pardee, Jr. (1839-1901), and J. Gillingham Fell form Pardee Brothers & Co. to open mines at Lattimer, northwest of Hazleton. (Foulke&Foulke)
- 1865 Coal miners of the Pennsylvania Coal Company strike to protest a 20% wage cut; the strike spreads throughout the Northern Field, but collapses when the miners of the Schuylkill Region fail to join or offer support. (Aurand)
- 1865 Weymouth Furnace closes, the last in the New Jersey Pine Barrens. (Pierce)
- 1865 Danforth, Cooke & Co. incorporated as the Danforth Locomotive & Machine Company at Paterson, N.J. (WwasW - verify - apparently under Gen. Law or partnership)
- 1865 Charles V. Culver has sunk his fortune in the Reno & Pithole Railroad (?), precipitating the failure of this Oil City Bank and other banks. (Martens - see 1866)
- 1865 No pre-1860 Virginia banks survive the war; all had their assets converted into Confederate notes, which became worthless after Appomattox. (Starnes)