

## **PRR CHRONOLOGY**

### **1866**

**June 2004 edition**

- Jan. 1, 1866      George C. Franciscus (1818-1870) appointed to new position of General Agent at Philadelphia, to have oversight of all local Transportation Dept. functions; S.P. Darlington appointed Superintendent of Philadelphia Division; Edward Higginson Williams (1824-1899) named General Superintendent, replacing Enoch Lewis, resigned.
- Jan. 2, 1866      Philadelphia & Erie issues \$3 million in 7%, 20-year Third Mortgage bonds; convertible into 8% preferred stock if interest is not paid; PRR purchases these bonds; retains \$2.4 million and sells \$600,000 with stipulation changing convertibility from preferred stock to 7% non-convertible bonds; PRR uses the \$600,000 to purchase P&E stock, giving it a total of 31,636 shares.
- Jan. 3, 1866      Cleveland & Pittsburgh Railroad Board approves pooling contract with PFW&C; approves sale of part of Whiskey Island at Cleveland to Amasa Stone, Jr. (MB)
- Jan. 8, 1866      Rep. Thaddeus Stevens introduces bill for federal National Railway Company between New York and Washington via Lancaster, Reading and Easton. (NDA)
- Jan. 8, 1866      Joseph P. Norris elected Treasurer of Philadelphia & Trenton Railroad, replacing A.H. Thomson, deceased. (MB)
- Jan. 9, 1866      Littlestown Railroad (1864) files certificate of organization. (Val)
- Jan. 10, 1866      Atlantic & Great Western Railway and Philadelphia & Reading Railroad sign 99-year traffic contract; Reading is to build Hamburg-Topton and Allentown-Easton to link Catawissa with Morris & Essex; A&GW agrees to standard-gauge its line west of Oil City; Reading joins suit of Philadelphia & Erie vs. A&GW.
- Jan. 11, 1866      Pennsylvania Supreme Court begins preliminary hearings on PRR bill for injunction against Catawissa Railroad lease; the Reading's counsel Franklin B. Gowen (1836-1889), a flamboyant and persuasive attorney, unexpectedly appears on Atlantic & Great Western's defense team; PRR contends that A&GW is not recognized in Pa. because its 1865 consolidation was not filed with the Secretary of the Commonwealth (who had refused to accept it

under PRR pressure) and that the lease is invalid because the two lines don't physically connect. (Schlegel)

- Jan. 15, 1866 North Branch Canal Company reorganized as Pennsylvania & New York Canal & Railroad Company under control of Lehigh Valley Railroad, which begins to build railroad along towpath.
- Jan. 17, 1866 Holders of Erie & Pittsburgh Railroad stock issued to Erie & North East Railroad sue in U.S. Circuit Court to block issue of E&P \$500,000 preferred stock; later settled out of court. (Church)
- Jan. 19, 1866 Northern Central Railway signs new contract with the Erie Railway, cancelling the Buffalo, New York & Erie contract of Apr. 1863; Erie transfers its lease of the Elmira, Jefferson & Canandaigua Rail Road (which in turn operates Chemung Railroad) to NC, effective May 1; Erie agrees to build a third rail between Elmira and Watkins by May 1 and convert EJ&C to standard-gauge line within 20 additional days; in return, all traffic off EJ&C bound for New York is to go via Erie Railway; NC cites difficulty in gauge break at Elmira and very low traffic as reasons for abandoning BNY&E route.
- Jan. 20, 1866 Samuel D. Young, Superintendent of Middle Division, dies.
- Jan. 20, 1866 U.S. Military Railroad restores Winchester & Potomac Railroad to company; given to B&O, which has agreed to operate it; last railroad in Virginia theater to be restored. (War)
- Jan. 23, 1866 A.J. Cassatt named General Superintendent of Philadelphia & Erie, replacing J.J. Lawrence, who becomes Superintendent of Erie & Pittsburgh Railroad. (USRR&MR - verify)
- Jan. 1866 Camden & Amboy completes connecting line between Monmouth Jct. and Jamesburg; Rocky Hill Branch rerouted from Deans Pond to Monmouth Jct. (AR for 1865 says will complete)
- Jan. 27, 1866 Maryland act authorizes City of Baltimore to subscribe to stock of Western Maryland Railroad.
- Jan. 29, 1866 Through passenger service begins between Trenton and Somerville, N.J., over new connection between Flemington Railroad & Transportation Company and South Branch Railroad; through service is soon abandoned. (SG)
- Jan. 29, 1866 Central Ohio Railroad reorganized under same name. (Church)
- Jan. 31, 1866 William Wallace Atterbury (1866-1935), tenth president of PRR, born at

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

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| Early 1866    | West Philadelphia roundhouse and shops open; Mifflin Shops downgraded and most work moved to Altoona.   |
| Early 1866    | Philadelphia & Erie completes shops at Sunbury, Kane and Erie.  |
| Feb. 6, 1866  | Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad Company (shell company) merged into Camden & Burlington County Railroad Company.  |
| Feb. 6, 1866  | Union Railroad Company of Baltimore incorporated to give Western Maryland Railroad and Northern Central an outlet to Canton waterfront; to build from Relay on NC to Canton; City of Baltimore, NC, WM and Canton Company all allowed to subscribe.   |
| Feb. 6, 1866  | Dorchester & Delaware Railroad incorporated in Maryland to build from Cambridge to Delaware state line. (Digest)  |
| Feb. 6, 1866  | Charter supplement authorizes Allegheny Valley Railroad to issue \$1 million in preferred stock and \$4 million in bonds to complete line to Oil City. (Digest)   |
| Feb. 7, 1866  | Supplying Dept. created in Transportation Dept. to centralize purchases; headed by Purchasing Agent replacing the Supply Agent. (2/7 is date of approval by Board, not effective date! - which is prob. 2/1)  |
| Feb. 7, 1866  | William G. Fargo (1818-1881) of Buffalo elected Pres. of Buffalo & Washington Railway Company.  |
| Feb. 13, 1866 | State of Delaware lowers amount Junction & Breakwater Railroad must raise before receiving \$352,000 state loan from \$200,000 to \$50,000. (Digest)  |
| Feb. 13, 1866 | Alexandria ordinance authorizes Washington, Alexandria & Georgetown Railroad to build track in Henry Street south to Orange & Alexandria Railroad at Duke Street and to extend south in St. Asaph Street to King Street; Alexandria & Fredericksburg Railway may extend in street south from intersection of Duke & Henry Streets. (Digest) |
| Feb. 15, 1866 | First locomotive crosses the new Hudson River Bridge at Albany.   |
| Feb. 15, 1866 | New Jersey validates lease of Morris & Essex Railroad to A&GW.  |

Feb. 1866	PRR completes second track between Lewistown and Andersons Station.
Feb. 16, 1866	Josiah Caldwell assigns operation of Lykens Valley Railroad & Coal Company to Summit Branch Railroad Company, retroactive to Feb. 1, 1866. (Val)
Feb. 20, 1866	PRR annual meeting; Col. James Page again fails to get appointment of committee to investigate expansion program and stock dividend; majority passes resolution offered by P. Frazer Smith thanking management and one by John M. Kennedy praising policy of discriminating in favor of Philadelphia; approve establishment of a line of steamships to Liverpool. (MB)
Feb. 20, 1866	Brief credit crisis and panic on Wall Street. (Wyckoff)
Feb. 22, 1866	Railroad bridge over the Hudson between Albany and Greenbush opens with formal ceremony, linking the New York Central and Hudson River Railroads; NYC begins through trains between New York and Buffalo (same date?) but in summer still delivers most freight to the river steamers.
Feb. 23, 1866	Swedesboro Railroad incorporated in N.J. to build from Woodbury to Swedesboro. (Val)
Feb. 26, 1866	Judge ____ Read of Pennsylvania Supreme Court rules that Catawissa/Atlantic & Great Western Railway lease is illegal as lines do not physically connect, supporting PRR on all points and issues temporary injunction against the lease.
Feb. 26, 1866	A new Covington & Ohio Railroad incorporated in Virginia for purpose of completing state-owned Covington & Ohio Railroad as a private enterprise; inc. in W.Va. on Mar. 1. (C&O)
Feb. 28, 1866	New Jersey Senate passes bill for Newark & New York Railroad; outgrowth of commuters' opposition to New Jersey Railroad service and fares; new line to have 15 cent fare vs. 25 cents on NJRR. (SG)
Mar. 1, 1866	Baltimore & Potomac Railroad Board meets for first time since 1860 and revives company. (MB)
Mar. 1, 1866	Lykens Valley Railroad & Coal Company leased to Summit Branch Railroad Company.
Mar. 2, 1866	Hudson River Railroad and New York & Harlem Railroad begin operating into Albany. (USRR&MR)
Mar. 2, 1866	Columbus & Indianapolis Central Railway Board votes to sell the 8,600

shares of Indiana Central stock which it owns and which is held by Bartlitt & Smith as collateral in order to pay debts and maturing bonds of Indiana Central. (MB)

- Mar. 7, 1866      PRR Board states intent to lease Huntingdon & Broad Top Mountain Railroad & Coal Co. for 99 years; H&BTM declines; also requires Central Transportation Co. to keep sleeping cars in good repair and PRR officials to inspect them monthly. (MB)
- Mar. 10, 1866      CNJ-Catawissa *Erie Express* makes last run after failing to meet expenses.
- Mar. 12, 1866      Gov. Curtin vetoes bill that would have given Philadelphia & Erie power to locate unlimited number of lateral branches in such a way as to block competing lines without having to engage in actual construction.
- Mar. 12, 1866      Oil City & Pithole Railroad opens.
- Mar. 13, 1865      Philadelphia & Trenton Railroad authorizes seven round trips between Kensington and Cornwells for local passenger traffic. (MB)
- Mar. 1866          PRR opens extension from 25th Street & Long Lane near Gas Works to Greenwich Point in South Philadelphia; to serve as coal and oil terminal to keep out of built-up portions of city. (MB - AR says turned over to op. dept. 6/1!)
- Mar. 15, 1866      Buffalo & Oil Creek Cross Cut Railroad suspends construction.
- Mar. 15, 1866      Sir S. Morton Peto completes *Resources and Prospects of America*, which is published in London and the U.S. later in the year; based on his travels in the fall of 1865, Peto is bullish on British investment in the U.S.; calls for greater integration of railroad network and construction of lines linking North and South, a program in which the PRR will enjoy more success than the Atlantic & Great Western Railway. (Peto)
- Mar. 16, 1866      Future PRR VP Charles Shalter Krick (1866-1943) born in Reading, Pa.  
Mar. 17, 1866      Exhibition run on CNJ of new Woodruff Silver Palace sleeping cars operated by Central Transportation Company on Allentown Route and PRR.
- Mar. 17, 1866      Ohio portion of Eaton & Hamilton Railroad sold at foreclosure at Hamilton to Stephen M. Blake, Ezekiel W. McGuire and John L. Monor, Trustees for bondholders. (Church)
- Mar. 19, 1866      Philadelphia & Baltimore Central Railroad opens for full revenue service between Oxford and Rising Sun, Md. (CCHS)

Mar. 21, 1866	PRR Board revises terms of Liverpool steamer offer; ships to be iron or steel of minimum 2,000 tons; any over five are to be built in U.S.; are to operate a sailing every other week; PRR to provide operating subsidy of \$10,000 per month. (MB)
Mar. 22, 1866	Eastern Shore Railroad opens between Salisbury and Princess Anne. (AR)
Mar. 23, 1866	Pennsylvania Legislature passes revised bill giving Philadelphia & Erie right to build branches but not in such a way as to preclude construction of other railroads.
Mar. 24, 1866	Pennsylvania Steel Company organized. (NYT - verify)
Mar. 26, 1866	Sinnemahoning Portage Railroad Company issued letters patent in Pennsylvania to build between Emporium towards Buffalo as extension of Buffalo & Washington Railway; inc. in 1865. (Val, C&C)
Mar. 27, 1866	Bridgeton & Port Norris Railroad incorporated in N.J. (PL)
Mar. 29, 1866	PRR and A&GW sign agreement for interchange of traffic; to build connection at Union, and A&GW is to build third rail thence to Dayton; A&GW is to be able to use a variety of PRR lines to reach New York and Philadelphia, but is to construct no new lines.
Apr. 1, 1866	Headquarters of Philadelphia & Erie moved from Williamsport to Erie.
Apr. 2, 1866	Columbus & Kinkora Railroad incorporated in N.J.
Apr. 2, 1866	Mount Holly, Lumberton & Medford Railroad incorporated in N.J. (C&C)
Apr. 2, 1866	Pres. Andrew Johnson proclaims Rebellion at an end in all ex-Confederate States except Texas. (War)
Apr. 4, 1866	PRR contracts with Empire Transportation Company for oil traffic; to have exclusive right to run tank cars on P&E in return for shipping all oil via PRR. (MB)
Apr. 1866	Summit Branch Railroad opens from Lykens to Williamstown Colliery. (just before 4/7 USRR&MR)
Apr. 9, 1866	Civil Rights Act passed over Pres. Johnson's veto.
Apr. 9, 1866	Committee of Huntingdon & Broad Top Mountain Railroad & Coal Company presents proposal of lease to PRR Road Committee. (MB)
Apr. 10, 1866	PRR appoints Samuel A. Black Superintendent of Middle Division. (MB)

Apr. 13, 1866	Summit Branch Railroad begins operating Lykens Valley Railroad & Coal Company under 999-year lease. (Val)
Apr. 1866	Future General Superintendent Robert E. Pettit joins PRR as Assistant Engineer on Low Grade Line of Allegheny Valley Railroad. (Wilson)
Apr. 16, 1866	Chester Creek Railroad Company incorporated in Pa. to build from Lenni to Chester. (Val)
Apr. 16, 1866	Lancaster & Susquehanna Slack-Water Navigation Company sold at foreclosure to Samuel J. Reeves (1818-1878), owner of Safe Harbor Rolling Mill.
Apr. 19, 1866	Headquarters of General Superintendent of Philadelphia & Erie Railroad moved from Williamsport to Erie. (USRR&MR)
Apr. 1866	A.J. Cassatt named Superintendent of Motive Power and Machinery of Philadelphia & Erie. (Wilson - verify)
Apr. 23, 1866	First Maryland & Delaware Railroad locomotive <i>Baltimore</i> delivered; M&D train arrives in Smyrna Station (Clayton) from Wilmington following regular Delaware Railroad train; makes first trip on M&D to Slaughters station; to be run for construction work. (SmyrnaTimes)
Apr. 25, 1866	Steamboats <i>Chester</i> and <i>Arrow</i> belonging to the estate of the late H.B. Slaughter sold at auction at Baltimore. (SmyrnaTimes)
Apr. 27, 1866	Isaac Hinckley and S.M. Felton of PW&B visit Smyrna, Del., to arrange for construction of Smyrna & Smyrna Station Railroad. (SmyrnaTimes)
May 1, 1866	Northern Central Railway creates Elmira & Canandaigua Division from Elmira Division and Elmira, Jefferson & Canandaigua; operation by Erie Railway ends; Erie Railway pays for third rail for narrow gauge between Elmira and Watkins; track between Watkins and Canandaigua is converted from 6'-0" to standard gauge over three days. (AR)
May 1, 1866	Enoch Lewis returns to PRR as first Purchasing Agent. (MB)
May 1, 1866	Pennsylvania Canal Company incorporated to assume operation of surviving PRR canals. (PL)
May 1, 1866	Indianapolis, Cincinnati & Lafayette Railroad leases Cincinnati & Indiana Railroad. (Church)
May 2, 1866	Allegheny Valley Railroad opens between Kittanning and Templeton, Pa.

May 2, 1866	Pennsylvania Canal Company, a PRR subsidiary, acquires remaining sections of Main Line canals.
May 2, 1866	Burlington County Railroad and Camden, Moorestown, Hainesport & Mount Holly Horse Car Railroad merged to form Camden & Burlington County Railroad. (C&C)
May 2, 1866	Trunk lines meet at Buffalo.
May 3, 1866	Union Depot Hotel opens at Pittsburgh; leased to Keystone Hotel Co. by June. (find out when Keystone Hotel inc. from Beitel)
May 3, 1866	Ohio portion of Eaton & Hamilton Railroad reorganized as Cincinnati, Richmond & Chicago Railroad Company under control of Cincinnati, Hamilton & Dayton Railroad; S.S. L'Hommedieu Pres.; also begins operation of portion of Richmond & Miami Railway between Richmond and Neels. (Church, C&C)
May 5, 1866	Allegheny Valley Railroad opens between Templeton and Mahoning, Pa.
May 7, 1866	M.B. Loring appears before PRR Road Committee with offer asking for aid to Erie & Allegheny Valley Railroad; Frisby & Berry ask for aid for Union & Titusville Railroad. (MB)
May 7, 1866	Maryland & Delaware Railroad begins revenue freight and passenger service between Clayton and Slaughters station. (SmyrnaTimes)
May 7, 1866	Congress extends time for beginning Northern Pacific Railroad to July 1868. (Splawn)
May 1866	Ground broken for Pennsylvania Steel Company works at "Baldwin" (later Steelton) south of Harrisburg.
May 1866	Northern Central installs 300 tons of steel rails at points of greatest wear, mostly between Bolton and Calvert Station. (AR)
May 8, 1866	Oil Creek Lake & Titusville Mining & Transportation Company renamed Union & Titusville Railroad Company. (Val - filing date, doc. 5/1)
May 9, 1866	Dorchester & Delaware Railroad organized.
May 10, 1866	London banking house of Overend, Gurney & Co. fails, precipitating a financial crisis in Great Britain.
May 10, 1866	Trunk lines meet at Indianapolis.



May 10, 1866	Thomas A. Morris elected Pres. of Indianapolis & Vincennes Railroad; John P. Harper, Chief Engineer. (C&C - check MB)
May 11, 1866	London banking house of Peto & Betts, which had been building A&GW, fails with debts of , 4 million; leaves James McHenry practically in sole control of Atlantic & Great Western Railway. (Felton)
May 11, 1866	London panic spreads to Wall Street. (Wyckoff)
May 16, 1866	PRR approves lease of Union & Titusville Railroad. (get date fm. C&C)
May 1866	Union & Logansport Railroad executes contract with Benjamin E. Smith to build line from Union City to Anoka Jct. for \$2 million in bonds and \$200,000 in stock, to be operated in connection with Columbus & Indianapolis Central Railway. (Church)
May 22, 1866	Start of two-day railroad convention in New York; John W. Garrett introduces resolutions against fast freight lines, freight solicitors and drawbacks, supported by Erie; Tom Scott joins with New York lines in criticism of Garrett; agree to appoint Samuel Sloan, an ally of Vanderbilt, as commissioner to police rates and to stop employing runners or agents after June 10.
May 1866	<i>John Bull</i> substitutes for dummies on Princeton Branch while they are repaired. (Princeton newspaper)
May 1866	Franklin & Warren Railroad completed between Irvine and Tidioute, Pa. (USRR&MR); Edward Miller & Co. contractors. (Wilson)
May 24, 1866	Washington ordinance permits Washington, Alexandria & Georgetown Railroad to operate locomotives over Long Bridge and down Maryland Avenue and 1st Street to B&O station, provided not exceed 4 MPH; may extend branch down 6th Street to Missouri Avenue in lieu of branch down 7th Street authorized in 1855; to establish depot on Maryland Avenue between 7th & 10th Streets. (Digest)
May 26, 1866	PRR establishes third round trip on Paoli Local. (RW)
May 29, 1866	National Railway bill passes House but amended to authorize no new construction. (NDA - USRR&MR has 5/31)
May 29, 1866	Pres. S.S. L'Hommedieu of Atlantic & Great Western Railway notifies J. Edgar Thomson that A&GW has signed a through line contract with the Catawissa Railroad; Thomson replies the Empire Line will be ready before fall and will render Catawissa contract "unimportant"; urges standard-

gauging A&GW west of Corry. (Maybee)

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| June 1, 1866  | Jeffersonville, Madison & Indianapolis Railroad incorporated by merger of Indianapolis & Madison Railroad Company and Jeffersonville Railroad, retroactive to May 1, 1866; JM&I also begins operating Shelby & Rush Railroad and Columbus & Shelby Railroad retroactive to May 1 without agreement. (Church)  |
| June 5, 1866  | Jeffersonville, Madison & Indianapolis Railroad (JM&I) organized. (Church)  |
| June 7, 1866  | Hugh J. Jewett writes to Benjamin E. Smith of the Columbus & Indianapolis Central Railway proposing a consolidation of all railroads entering Columbus, viz., the Little Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati, Steubenville & Indiana, Columbus & Indianapolis Central, and Central Ohio.  |
| June 1866     | Theodore N. Ely (1846-1916) graduates from Rensselaer Polytechnic Institute with degree in civil engineering; soon joins Fort Pitt Foundry at Pittsburgh. (NCAB)  |
| June 12, 1866 | Western Union Telegraph Company acquires property of American Telegraph Company, including lines between New York and Philadelphia.   |
| June 18, 1866 | Congress passes a general law reasserting right of railroads to engage in interstate commerce but forbidding new construction without state charters; gives some encouragement to opponents of Camden & Amboy Monopoly.   |
| June 20, 1866 | Oil Creek Railroad extended to Petroleum Centre; revenue service to begin shortly. (USRR&MR)  |
| June 20, 1866 | Columbus & Indianapolis Central Railway appoints committee to meet with representatives of other railroads entering Columbus to consider Hugh J. Jewett's proposition of merger; approves contract with Jeffersonville, Madison & Indianapolis and Lake Erie & Louisville; orders extension of old Piqua track eastward from High Street, Columbus, to connect with Central Ohio Railroad. (MB) |
| June 1866     | Union Transportation Company drops rate surcharge for time-guaranteed delivery first imposed to cope with blockades that developed at gauge-change points at close of Civil War; surcharge was one source of charges of exorbitant profits made by fast freight lines.  |
| June 1866     | Empire Transportation Company acquires Titusville Pipe Company, its first pipeline in the oil regions of northwestern Pennsylvania; Empire Transportation Company soon expands pipeline network and becomes a   |

major factor in the oil trade.

June 1866	South Side Railroad Company of Long Island begins construction. (C&C - see Seyfried)
June? 1866	CNJ has leased land to New Jersey Stock Yard & Market Company for 30 years; to build large abattoir at Communipaw for livestock brought from West via Allentown Route.
June 23, 1866	New Chestnut Street Bridge (vehicular) formally opens across Schuylkill River at Philadelphia. (Walther)
June 25, 1866	Engineer John Mifflin Hood makes report to S.M. Felton on survey to extend Philadelphia & Baltimore Central Railroad south of Susquehanna River to intersect PW&B at Stemmers Run.
June 25, 1866	PFW&C Board approves draft of agreement with Atlantic & Great Western Railway for a through route to Cleveland via the Lawrence Railroad and the Cleveland & Mahoning Rail(way?). (MB)
June 27, 1866	Tyrone & Clearfield Railroad sold at foreclosure to J. Edgar Thomson and George B. Roberts; portion between Tyrone and Vail later conveyed to PRR; portion between Vail and Philipsburg conveyed to Tyrone & Clearfield Railway. (C&C)
June 28, 1866	Jury trial in U.S. Circuit Court at Williamsport finds that Pittsburgh & Connellsville has not abused charter and there is no grounds for repeal; issues injunction against interference with Pittsburgh & Connellsville; PRR delays by appeal to U.S. Supreme Court.
June 29, 1866	Full Pennsylvania Supreme Court reverses verdict in favor of Atlantic & Great Western Railway on appeal by 4-1 with Justice Read dissenting; holds lease of Catawissa Railroad is legal; Philadelphia & Erie does serve to connect A&GW and Catawissa despite gauge difference; reminds PRR it is not a sovereign government body and has no right to question the legality of the A&GW; Franklin B. Gowen, arguing for Catawissa, makes first appearance in a big railroad trial. ( , Schlegel)
June 29, 1866	Steamer <i>Samuel M. Felton</i> built by Reany, Son & Archbold of Chester for PW&B begins summer excursion service between Philadelphia (Chestnut St.), Wilmington, New Castle and Cape May three times a week; connects for Baltimore passengers at New Castle. (Stanton, BaltAm)
July 1, 1866	Southern part of Junction Railroad opens between Haverford Street and Grays Ferry, Philadelphia, via 32nd Street Tunnel, making direct connection with Philadelphia, Wilmington & Baltimore Railroad and

permitting through trains between Jersey City and Baltimore with out reverse movements; PRR retains full ownership of middle section between 35th and Market Streets. (Hare says was through tunnel to WC&P only - rest built in 12/1864) (Casebook - notes connection with WC&P is at Spruce St.)

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| July 1, 1866  | Buffalo & Oil Creek Cross Cut Railroad resumes construction.   |
| July 1, 1870  | PFW&C Comptroller Thomas D. Messler promoted to Assistant to Pres. (MB - or "Asst. Pres.") with special responsibility for accounting, taxes, etc. (MB)  |
| July 2, 1866  | Northern Central Railway begins operating through coaches to Rochester over NYC from Canandaigua. (USRR&MR - tt shows begin 8/6!)  |
| July 4, 1866  | National convention of railroad presidents, superintendents and chief engineers convenes in Philadelphia for purpose of forming a permanent organization for the exchange of technical information; only 40 of 2,500 invited actually attend; J. Edgar Thomson elected Pres. |
| July 5, 1866  | Cincinnati & Fort Wayne Railroad revived and renamed Cincinnati, Richmond & Fort Wayne Railroad. (Church)  |
| July 8, 1866  | Communipaw abattoir of New Jersey Stock Yard & Market Company destroyed by tornado while under construction. (SG)  |
| July 9, 1866  | Maryland & Delaware Railroad opens between Slaughter and Halltown (Marydel). (SmyrnaTimes)   |
| July 11, 1866 | Alexandria & Fredericksburg Railway placed under contract between Alexandria and Occoquan, Va.; Daniel C. McCallum Pres.   |
| July 13, 1866 | Congress reduces war taxes.  |
| July 1866     | John B. Collin (1830-1886) appointed first PRR Mechanical Engineer; begins standardization of locomotive design and construction.  |
| July 1866     | PRR begins use of steel for axles of freight and passenger cars.   |
| July 1866     | New smith shop opens at Altoona.   |
| July 1866     | PRR completes double track between Mill Creek and Bridgeport on Middle Division.   |
| July 15, 1866 | Robert E. Ricker, formerly Superintendent of the Terre Haute & Indianapolis, named PRR Supt. of Motive Power & Machinery, replacing  |

J.P. Laird, who moved to the Terre Haute, Alton & St. Louis.

- July 23, 1866      Kensington & New Jersey Ferry Company begins operating between Point Street, Coopers Point, Camden, and Shackamaxon Street, Philadelphia.
- July 24, 1866      Trunk Lines, meeting at New York, agree to raise rates.
- July 25, 1866      Tornado blows down all but one span of PW&B's Susquehanna River Bridge at Perryville while under construction. (BaltAm)
- July 25, 1866      Act of Congress authorizes Washington, Alexandria & Georgetown Railroad to extend from intersection of Maryland and Virginia Avenues down D Street to New Jersey Avenue and via tunnel to 8th Street, East and connection with B&O. (Digest)
- July 25, 1866      Act of Congress on bridges as post roads authorizes St. Louis & Illinois Bridge Company to bridge Mississippi River providing is not a suspension or draw bridge and is at least 50 feet clear above water.. (Church)
- July 27, 1866      House of Representatives passes a bill for the National Railway Company to build a New York-Washington air line; bill fails to pass Senate. (SG)
- July 1866          City of Philadelphia sues PRR in Pennsylvania Supreme Court to force it to account for the \$1.7 million withheld from payment to the state while the Tonnage Tax was being contested; City wants any surplus paid as dividends.
- Aug. 1, 1866      Warren & Franklin Railway opens for revenue service between Irvineton and Oil City, Pa., giving PRR its own line into the oil region; financed by J. Edgar Thomson, Jay Cooke, Tom Scott and William G. Moorhead. (C&C-USRR&MR - Val has done 7/66)
- Aug. 6, 1866      Baltimore & Potomac Railroad employs William W. Taylor as engineer to locate line from Baltimore to Upper Marlboro with a branch to the District of Columbia; appoints committee to oversee contracts. (MB)
- Aug. 6, 1866      Central Transit Company organized; called the "White Line", the first cooperative fast freight line on NYC; starts with 270 cars. (Maybee)
- Aug. 7, 1866      Baltimore & Potomac Railroad awards construction contract to John W. Forney, Clinton Lloyd, John B. Clarke, Jr., Martin H. Cassell, Gideon L. Walker and J.W. Parrish; approves increase of capital stock to \$3 million. (MB)
- Aug. 1866          New machine shops open at Tyrone.

Aug. 1866	Engineer J.M. Hood reports on survey for extension of Philadelphia & Baltimore Central Railroad from Susquehanna River to intersect PW&B at Stemmers Run near Baltimore.
Aug. 12, 1866	PRR starts sending Delaware Extension freight over Junction Railroad between Market & Spruce Streets in West Philadelphia and ceases using that part of West Chester & Philadelphia. ( , Casebook)
Aug. 15, 1866	At Baltimore & Potomac Railroad annual meeting, Pres. Oden Bowie notes that entire line, including the Washington Branch, has been placed under contract. (verify not in MB?)
Aug. 20, 1866	Alexandria & Fredericksburg Railway places section between Occoquan and RF&P under contract.
Aug. 20, 1866	Delaware Division Canal Company of Pennsylvania leased to Lehigh Coal & Navigation Company. (LCN)
Aug. 20, 1866	Pres. Andrew Johnson proclaims end of Rebellion in Texas marking official end of Civil War. (War)
Aug. 22, 1866	Jeffersonville, Madison & Indianapolis and Columbus, Cincinnati & Indianapolis Central agree to complete and lease Lake Erie & Louisville Railroad between Cambridge City and Rushville, Ind., in return for LE&L bonds. (Church)
Aug. 22, 1866	St. Louis, Vandalia & Terre Haute Railroad contracts construction to E.F. Winslow. (Church)
Aug. 27, 1866	City of Pittsburgh executes quitclaim deed to stocks of PFW&C, Pittsburgh & Connellsville, Allegheny Valley and Pittsburgh & Steubenville Railroads to William Phillips; stocks had been owned by the city but sold at marshall's sale. (Church)
Aug. 27, 1866	NYC Pres. Dean Richmond (1804-1866) dies at 63.
Summer 1866	"Silver Palace" sleeping cars introduced by Central Transportation Company.
Aug. 28, 1866	Pres. Andrew Johnson (1808-1875), vilified by Radical Republicans for his lenient treatment of Confederates and hostility to freedmen, leaves Washington via B&O on a "swing-round-the-circle" mid-term electioneering campaign; arrives in Philadelphia, where city refuses an official reception; Johnson is well-received in Democratic Maryland and New Jersey and New York City, where Southern sympathies and hostility to emancipation had run high. (Withers)

Aug. 29, 1866	Pres. Johnson travels from Philadelphia to New York via Camden & Amboy-New Jersey Railroad route; well-received in New York City; next day proceeds by boat to Albany and west on New York Central, Lake Shore, and Michigan Central route to Chicago; northern Republicans heckle and shout down Johnson, whose combative Tennessee stump-speaking style makes him appear unlettered and boorish. (Withers)
Sep. 1, 1866	Future PRR Mechanical Engineer William Frederic Kiesel, Jr. (1866-1954) born in Scranton, Pa. (NCAB)
Sep. 3, 1866	NYC begins White Line, a cooperative fast freight line with pool of 400 cars. (see above)
Sep. 7, 1866	Matthias W. Baldwin (1795-1866), founder of Baldwin Locomotive Works, dies at 71; succeeded by partner Matthew Baird. (DAB, Brown)
Sep. 10, 1866	Pres. Johnson travels from St. Louis to Louisville via Vandalia Line and Jeffersonville, Madison & Indianapolis. (Withers)
Sep. 11, 1866	Pres. Johnson travels from Louisville to Cincinnati by steamboat. (Withers)
Sep. 11, 1866	City of Jeffersonville, Ind., authorizes Jeffersonville, Madison & Indianapolis Railroad to lay tracks in Pearl Street to the Ohio River in return for removing track in Wall Street; must limit operation to 4 MPH. (Church)
Sep. 12, 1866	Pres. Johnson travels from Cincinnati to Columbus via Little Miami Railroad; then east on Pan Handle line to Pittsburgh. (Withers)
Sep. 14, 1866	Pres. Johnson travels east over PRR main line; at Johnstown, planks over the canal bed collapse under a crowd of 500, several of whom are killed; Johnson received a big welcome at Altoona and banquet at Logan House; arrives in Harrisburg at 6:30 PM. (Withers)
Sep. 15, 1866	Pres. Johnson completes his "swing-round-the-circle" by traveling from Harrisburg to Washington via Northern Central and B&O. (Withers)
Sep. 1866	Winslow Colliery Company begins grading railroad between Driftwood and Brookville. (was in int. of A&GW-Catawissa) (Rdg records)
Sep. 1866	New Alliance station with hotel and restaurant opens, serving PFW&C and C&P.
Sep. 1866	Old Colony Railroad takes over Easton Branch Railroad and converts most of it into a new route between Braintree and Fall River via Taunton.

(Humphrey)

- Sep. 24, 1866 Charles E. Smith of Reading elected Pres. pro-tem of Junction Railroad, as J. Edgar Thomson is out of the country. (MB)
- Sep. 24, 1866 Old Colony Railroad completes new Dighton & Somerset line from Braintree Highlands to Somerset Jct., forming a shorter (or parallel?) route from Boston to Fall River and Newport (Humphrey); Fall River Line boat trains rerouted from via Middleboro to via Randolph over new line. (RRH)
- Sep. 27, 1866 Portion of Tyrone & Clearfield between Tyrone and Vail sold under foreclosure of special mortgage to PRR.
- Oct. 1, 1866 Buffalo & Oil Creek Cross Cut Railroad leases unfinished Cross Cut Railroad for five years. (Val)
- Oct. 2, 1866 Middle Creek Railroad Company organized.
- Oct. 2, 1866 Petroleum Board of Cleveland incorporated as trade association, but excluding the Rockefellers.
- Oct. 3, 1866 Sinnemahoning Portage Railroad Company merged into Buffalo & Washington Railway Company under agreement of Aug. 6, 1866. (Val)
- Oct. 3, 1866 At PFW&C Board meeting, GR&I Pres. Joseph K. Edgerton appears to plead for aid; Board agrees providing he can get deadline for completing road extended; Board adopts new organization manual; appoints committee to negotiate with Cincinnati, Zanesville & Western Railroad (?) for using the Akron Branch as part of a through line; postpones consideration of aid to Goshen, Kosciusko & Peru Railroad; agrees in principle to put up money to extend Indianapolis, Rochester & Chicago Railroad from Rochester to Plymouth providing its stockholders can complete line between Rochester and Peru. (MB)
- Oct. 7, 1866 Commodore Robert F. Stockton (1795-1866), president of Delaware & Raritan Canal and West Jersey Railroad, dies. (DAB)
- Oct. 8, 1866 Chicago ordinance authorizes Chicago & Great Eastern Railway to build track in Kinzie Street parallel to C&NW from Western Avenue to a point between North Morgan and North Sangamon Streets; also on Carroll Avenue east from Halsted Street to Chicago River. (Church)
- Oct. 1866 Farmers Railroad opens between Rouseville and Petroleum Centre; was opened from Oil City to Rouseville earlier. (week before 10/11 - Val has c. 11/66)



- Oct. 1866                      Circuit Court of Hancock County, Ill., rules that Toledo, Wabash & Western Railway is rightful owner of ex-Toledo, Peoria & Warsaw Railway branch between Elvaston and Carthage; also rules Wabash owns north side of TP&W right of way between Elvaston and Mississippi River; Wabash only uses part from Hamilton to Keokuk Bridge.
- Oct. 10, 1866                Washington & Alexandria Turnpike Company adopts new bylaws; orders begin legal proceedings to remove all railroad tracks from 100-foot right of way and to compel War Dept. to pay for use of road during war and return it to company. (MB)
- Oct. 13, 1866                Western Pennsylvania Railroad opens between Freeport and Allegheny. (USRR&MR - Allegheny River bridge not done?)
- Oct. 16, 1866                Virginia & Tennessee Railroad stockholders reject William Mahone's proposal to merge with his Norfolk & Petersburg and South Side Railroads. (Blake)
- Oct. 17, 1866                National convention of railroad presidents reconvenes at St. Nicholas Hotel in New York; B.H. Latrobe reports on bridges and construction; Ashbel Welch on signals (block system), and D.C. McCallum on preserving timber; PRR is only Trunk Line represented. (RW) Welch is Chairman of Committee on Safety Signals & Regulations; recommends telegraph block system like that in use for one year between Kensington and New Brunswick. (EngNews 1882)
- Oct. 17, 1866                At same meeting, representatives of what are already known as the "Atlantic Coast Lines" agree for uniform ticketing and schedules from Richmond to Florida, Augusta, Atlanta and New Orleans.
- Oct. 17, 1866                New Jersey Stock Yard & Market Company abattoir opens at Communipaw, Jersey City on CNJ with 2,000 guests and a parade of butchers' trucks from New York's Washington Market. (EDJ)
- Oct. 21, 1866                Sunday Paoli Local discontinued. (RW)
- Oct. 22, 1866                B&O begins "B&O Lightning Express", a fast freight line for westbound oysters and dry goods.
- Oct. 26, 1866                Baltimore & Potomac Railroad modifies construction contract with John W. Forney, et al., so that bonds received in payment are not convertible into stock. (MB)
- Oct. 27, 1866                North Shore Railroad opens between Flushing (Main Street) and Great Neck on Long Island; operated by New York & Flushing Railroad under agreement of Sep. 26, 1863. (Val, C&C)

Oct. 30, 1866	Map of Junction Railroad by W.H. Wilson presented to Junction Railroad Board; George B. Roberts and W.H. Wilson state PRR claim to own one mile in center of Junction Railroad; PRR provides all locomotive power between Belmont and Grays Ferry. (Casebook)
Oct. 30, 1866	Chartiers Valley Railroad Company sold at foreclosure at Pittsburgh for \$45,100 to William J. Howard for First Mortgage bondholders; purchase arranged by George B. Roberts. (Church)
Oct. 1866	CNJ begins operating Silver Palace cars <i>Pittsburgh</i> and <i>Chicago</i> through two times a week between New York and Chicago via the Allentown Route. (USRR&MR of 11/3)
Nov. 1, 1866	U.S. Army completes demobilization of 1,023,021 Union volunteers. (War)
Nov. 1, 1866	War Dept. surrenders Washington & Alexandria Turnpike to company but does not pay them for use during war. (MB)
Nov. 1866	"Silver Palace" sleeping cars begin operating through between Jersey City and Chicago via Allentown Route twice a week; operate daily by Aug. 1867.
Nov. 4, 1866	PRR stops using the West Chester & Philadelphia entirely; West Chester & Philadelphia settles litigation with Junction Railroad (possibly later in 1866) to exchange rights of way so cross each other near Spruce Street instead of near the Almshouse. (Casebook)
Nov. 6, 1866	Eastern Shore Railroad opens between Princess Anne and Annapessex (Crisfield), Md.; operated by Philadelphia, Wilmington & Baltimore.
Nov. 7, 1866	Steamer <i>City of Norfolk</i> arrives at Norfolk on first overnight run from Crisfield; through line established between Philadelphia, Crisfield and Norfolk connecting with Seaboard & Roanoke Railroad for points south (Wilm. paper); Willard Thomson (1837-1917), future General Manager of Baltimore, Chesapeake & Atlantic Railway, named Captain of <i>City of Norfolk</i> . (MB)
Nov. 1866	Brooklyn Central & Jamaica ceases carrying LIRR passenger cars by horse power west of East New York; LIRR resumes indirect lease of BC&J to block use by South Side Railroad and forcing it to build an independent line to the East River. (need date SS inc. from C&C)
c.Nov. 1866	Farmers Railroad opens between Oil City and Petroleum Centre on east bank of Oil Creek. (Val see above)

Nov. 12, 1866	Union Passenger Depot opens at Cleveland. (C&P AR - Haberman has dedication by Amasa Stone, Pres. of CC&C 11/10!)
Nov. 15, 1866	Blue Line, a second cooperative fast freight line, organized at Albany; is to operate over NYC, Great Western of Canada and Michigan Central to Chicago, as soon as Great Western lays a third rail; will run west on Illinois Central, CB&Q, C&NW, Chicago & Alton; is to have 7,000 cars.
Nov. 1866	CNJ places first car float, 140 feet long, in service between Jersey City and New York; carries eight cars; probably first use of car float at New York. (SG - week after 11/13)
Nov. 1866	PFW&C agrees with Louisville, New Albany & Chicago Railway to operate through freight cars to Louisville, Indianapolis, Cincinnati and Madison.
Nov. 1866	PRR opens new Linville iron truss bridge across Brandywine Creek at Coatesville, Pa.
Nov. 20, 1866	First locomotive crosses PW&B bridge over Susquehanna River at Perryville.
Nov. 21, 1866	B&O leases Central Ohio Railroad, extending its influence to Columbus. (B&O AR)
Nov. 21, 1866	Columbus & Indianapolis Central Railway Board authorizes increase of capital stock from \$3 million to \$4 million. (MB)
Nov. 22, 1866	Train ferry <i>Maryland</i> makes last crossing between Perryville and Havre-de-Grace, Md.
Nov. 23, 1866	Catawissa Railroad makes first purchase of Winslow Colliery Company stock; eventually holds 324 shares. (RDG)
Nov. 24, 1866	T. Jones Yorke elected Pres. of West Jersey Railroad, replacing Robert F. Stockton, deceased; Gen. William J. Sewell (1835-1901), a veteran of Chancellorsville, named Superintendent; Sewell eventually becomes chief PRR political representative, U.S. Senator (1881-1887, 1895-1901) and Republican Party boss of southern New Jersey.
Nov. 26, 1866	PW&B bridge over Susquehanna River between Perryville and Havre-de-Grace opens for passenger trains; eliminates last break of line between Jersey City and Washington. (11/26 may be excursion - 11/28 revenue?)
Nov. 26, 1866	Wilmington businessmen interested in Wilmington & Reading Railroad hold press excursion over newly-opened Delaware Railroad route between

Wilmington and Norfolk. (SmyrnaTimes)

- Nov. 28, 1866 PRR Board approves Keystone Hotel Company purchasing stock of Cresson Springs Co. from Pennocks at 40¢ on the dollar and assuming its management; PRR to exchange its stock in Cresson Springs Company for that of Keystone Hotel Company at par; also authorizes purchase of \$25,000 in stock of New Jersey Stock Yard & Market Company. (MB)
- Dec. 1, 1866 Western Pennsylvania Railroad completed between Freeport and Allegheny (Federal St., Pittsburgh). (PRR AR says 11/66 - USRR&MR 10/66 - C&C 12/1, includes Allegheny R. bridge)
- Dec. 1, 1866 B&O assumes operation of Central Ohio Railroad. (C&C - check)
- Dec. 1866 PFW&C places in Jersey City-Chicago service two new sleepers designed by its Master Mechanic and built in Fort Wayne Shops; contain five compartments; sold to Central Transportation Company early in 1868.
- Dec. 8, 1866 *Lady of the Lake* joins *City of Norfolk* on Crisfield-Norfolk run; through sleepers operated Philadelphia-Crisfield.
- Dec. 10, 1866 Chartiers Valley Railroad Company reorganized as Chartiers Valley Railway Company.
- Dec. 12, 1866 William G. Fargo, Addison G. Jerome, LeGrand Lockwood, and Henry ("the Silent") Keep (1818-1869) capture control of NYC, displacing traditional directors from upstate; Keep elected Pres. and Fargo (Pres. of American Express Company) as VP; expel Vanderbilt representatives from board and antagonize Hudson River Railroad.
- Dec. 15, 1866 Perryville-Port Deposit branch of Philadelphia, Wilmington & Baltimore opens; revenue service begins Dec. 17.
- Dec. 1866 First complete new locomotive, 4-4-0 No. 142, is built at Altoona Machine Shops.
- Dec. 1866 New York Court of Appeals reverses lower courts and rules that New York & New Haven Railroad is liable for all bogus stock issued by ex-Pres. Robert Schuyler between 1848 and 1854; settled by an issue of new shares with total loss to company of \$1.77 million. (RRH)
- Dec. 19, 1866 PFW&C Board appoints committees to negotiate a lease of the Erie & Pittsburgh Railroad and to negotiate with other railroads for creation of a Union Passenger Depot at Chicago. (MB)
- Dec. 19, 1866 Little Miami Railroad reconveys property of partly completed Cincinnati,

Lebanon & Xenia Railroad (later Cincinnati, Lebanon & Northern Railway) to old company after 1864 sale set aside by courts. (Church)

- Dec. 21, 1866 PFW&C Board requests General Superintendent J.N. McCullough to make report on fast freight lines operating over its road; Charles Moran of New York and Erasmus Gest of Cincinnati present their plan to complete Cleveland, Zanesville & Cincinnati Rail(road), and PFW&C appoints committee to arrange sale or lease of Akron Branch. (MB)
- Dec. 24, 1866 George W. McCook, contractor for Steubenville Bridge, transfers lease of bridge to J. Edgar Thomson as trustee for PRR. (Church)
- 1866 B&O establishes a line of small steamers between Baltimore and Liverpool; runs 14 trips during year. (see AR?)
- 1866 Southwark Railroad track removed from Broad Street, Philadelphia, between South Street and Washington Avenue.
- Early 1866 Camden & Amboy completes connection between Monmouth Jct. and Jamesburg (built under charter of Freehold & Jamesburg), permitting anthracite coal from Bel-Del to be shipped to piers at South Amboy; used for freight service only until 1867. (according to New Brunswick paper was nearly done 1/4/66)
- c. 1866 New Jersey Railroad begins floating of loaded freight cars between New York and Jersey City; first use of car floats in New York harbor.
- 1866 Washington & New York RPO renamed New York & Washington RPO. (Key)
- 1866 Philadelphia & Altoona RPO and Altoona & Pittsburgh RPO combined to Philadelphia & Pittsburgh RPO. (Key)
- 1866 Keystone Hotel Company incorporated; (check Beitel?) assumes operation of Cresson Springs House.
- 1866 PRR installs 1,541 tons of imported Bessemer steel rail; 600 tons are 56# P&E pattern and the rest the new 67# PRR pattern; cost twice as much as iron rails but eight times more durable; Thomson decides to re-roll old iron rail and use steel only to replace amount of rail lost to wear and tear until price of steel rails comes down with expanded production.
- 1866 Dock No. 2 opens at Erie; first Lockport ore cranes installed on Dock #1 (Watkins); first coal pier opens at Erie (AR says coal pier open fall of 65); anthracite coal shipped from Shamokin and Lehigh regions to Lake ports.

- 1866 Peak traffic year for Delaware & Raritan Canal; 2.86 million tons; higher than Erie Canal for same year.
- 1866 PRR completes double track between Royalton and Marietta, Pa.
- 1866 Tyrone Shops open.
- 1866 Red Line, first cooperative fast freight line (car pool of participating lines rather than owned by the railroad or individuals connected with it), begins operating between Boston/New York and western points via NYC, Lake Shore route, and Wabash; carries mostly eastbound flour, meat, and other 4th class freight; makes deep inroads on traffic of PFW&C, which had 60% of eastbound traffic from Chicago in winter of 1865-66. (prob. began in spring)
- 1866 PFW&C completes two-stall engine house at Leetsdale, Pa., for Pittsburgh-Leetsdale locals.
- 1866 Joseph Lomax resigns presidency of Grand Rapids & Indiana Railroad after 12 years of trying to raise capital; post soon passes to Joseph K. Edgerton of Fort Wayne.
- 1866 Grand Rapids & Indiana Railroad resumes construction. (C&C)
- 1866 Toledo, Peoria & Warsaw Railway sells Elvaston-Carthage section of line to Illinois, & Southern Indiana Railroad; passes out of Toledo, Peoria & Western system into Wabash system.
- 1866 John B. Jervis resigns as Superintendent and Engineer of PFW&C. (Stevens - verify)
- 1866 Two story addition 48 feet deep containing an eating house and offices built along south side of Indianapolis Union Station. (Daniels, Hetherington)
- 1866 Oil Creek Extension of Atlantic & Great Western Railway opens between Franklin and Oil City. (Minor - verify)
- 1866 J. Donald Cameron (1833-1918) elected Pres. of Northern Central Railway. (CongBio - verify)