

**PRR CHRONOLOGY
1872**

February 2005 Edition

- Jan. 1, 1872** PRR discontinues ferry between Camden and Walnut Street, Philadelphia; all boats operate to Market Street and Walnut Street becomes freight-only. (ETFrancis)
- Jan. 1, 1872** Pennsylvania Company appoints J.A. Latcha Inspecting Engineer. (MB)
- Jan. 1, 1872** PC&StL begins operating Chartiers Railway under lease of Dec. 8, 1871.
- Jan. 1, 1872** Reading leases Susquehanna & Tide Water Canal Company between Columbia and Havre-de-Grace; Gowen hopes to develop coal route to Baltimore via his Reading & Columbia Branch; lease serves to interpose Reading between Pennsylvania Canal Company and tidewater. (Scarf, Schlegel)
- Jan. 1, 1872** Atlantic & Great Western Railroad leases Niles & New Lisbon Railroad and Liberty & Vienna Railroad, both later merged into Cleveland & Mahoning Valley Railway.
- Jan. 1, 1872** Denver & Rio Grande Railway opens from Denver to Colorado Springs, a new town founded by Gen. William J. Palmer. (RRH)
- Jan. 2, 1872** South Improvement Company organized in Philadelphia; Peter H. Watson (1819-1885) named Pres.; 45% of stock held by Standard Oil interests; company represents an attempt by major Pittsburgh and Cleveland refiners to cartelize the oil industry with the connivance of the Trunk Lines, particularly the PRR, given the failure of previous efforts to halt decline in prices. (Maybe)
- Jan. 2, 1872** Philadelphia & Reading leases Susquehanna & Tide Water Canal, thus placing Pennsylvania Canal Company's access to tidewater in unfriendly hands.
- Jan. 2, 1872** Grand Duke Alexis leaves Chicago in special train for Milwaukee, returning to Chicago on Jan. 4. (Alexis)
- Jan. 3, 1872** Erie group, including Jim Fisk, William M. Tweed, Peter B. Sweeney, J.H. Devereaux, R.F. Smith, L.D. Rucker, Hugh Smith and Henry Harley leave Cleveland & Pittsburgh Board; Jay Gould remains, and his partner

Henry N. Smith elected, along with B.F. Jones, R.P. Ranney, Charles Lanier, J.V. Painter, William Haye (?), George B. Roberts and William Thaw. (MB)

- Jan. 3, 1872** City of Wheeling votes to subscribe \$225,000 to Pittsburgh, Wheeling & Kentucky Railroad.
- Jan. 4, 1872** Mass meeting at Perth Amboy to protest PRR's suit against NY&LB bridge. (SG)
- Jan. 5, 1872** Grand Duke Alexis leaves Chicago on special train to St. Louis. (Alexis)
- Jan. 1872** GR&I opens between Paris and Clam Lakes (Cadillac).
- Jan. 1872** Cairo & Vincennes offers \$3.5 million bonds at 87-1/2 in London through J.S. Morgan & Company on strength of contract with Pennsylvania Company. (The Road - verify)
- Jan. 8, 1872** Jim Fisk (1835-1872) of Erie Railway shot and mortally wounded by Edward Stokes, a blackmailer and rival in a love triangle. (SG)
- Jan. 8, 1872** Dayton & Cincinnati Railroad renamed Cincinnati Railway Tunnel Company. (Church)
- Jan. 8, 1872** Grand Duke Alexis is introduced to William "Buffalo Bill" Cody (1846-1917), the famous army scout who has been engaged by Gen. Sheridan to arrange a buffalo hunt on the plains for the Duke; Cody has also secured the participation of Spotted Tail (1833?-1881), war chief of the Lower Brule Sioux, and about 100 warriors, who will demonstrate traditional hunting techniques, war dances, etc. (Alexis, Wetmore)
- Jan. 9, 1872** First work train operates over Baltimore & Potomac Railroad from Annapolis & Elk Ridge Jct. (Odenton) and Collington (Bowie). (BaltAm)
- Jan. 9, 1872** Pennsylvania Company executes supplementary contract with Cairo & Vincennes Railroad and Drexel, Morgan & Co. (MB)
- Jan. 10, 1872** CNJ ends through Silver Palace sleeping cars to Pittsburgh and Chicago via Allentown Route and stops calling the overnight train the *Cincinnati Express*; continues morning and evening expresses making connections with PRR at Harrisburg. (NYTrib - others may have diff. date)
- Jan. 10, 1872** Rochester, Nunda & Pennsylvania Extension Railroad Company incorporated in N.Y. to build from Belvedere in Town of Amity, Allegany County, to Mill Grove on Pennsylvania state line. (Val, Corp Hist)

- Jan. 10, 1872** First car of PRR coal runs over Northern Pacific Railroad from Duluth to western terminus at Moorhead, Minn.; carried by ship from Erie. (ARJ,)
- Jan. 10, 1872** Baltimore & Potomac Railroad Pres. Oden Bowie leaves office of Governor of Maryland. (Sobel)
- Jan. 10, 1872** Grand Duke Alexis leaves St. Louis for Omaha. (Alexis)
- Jan. 12, 1872** Northern Extension of the Rochester, Nunda & Pennsylvania Railroad Company incorporated in N.Y. to build from Mount Morris to Rochester; no construction done by this company. (C&C)
- Jan. 12, 1872** Grand Duke Alexis arrives at Council Bluffs; party crosses to Omaha and boards special train of two sleeping cars, two parlor cars and a hotel car, departing at 3:00 PM. (Alexis)
- Jan. 13, 1872** Washington ordinance permits Baltimore & Potomac Railroad to lay a temporary track for one year from Virginia Avenue up 1st Street in front of the Capitol to the B&O depot. (Digest)
- Jan. 13, 1872** Baltimore & Potomac Railroad's Virginia Avenue Tunnel in Washington completed. (ARJ)
- Jan. 13, 1872** Connection built between Alexandria & Washington Railroad and Alexandria & Fredericksburg Railway at Poor House Lane in Alexandria.
- Jan. 13, 1872** Grand Duke Alexis and party arrive at North Platte, Neb.; travel by horse and wagons to hunting camp prepared by Buffalo Bill on Red Willow Creek, 40 miles to southeast; Frank Thomson, who is supervising railroad arrangements, is not on the list of those to be provided with mounts; Thomson, whose principal avocation is hunting and fishing, practically demands to be included in party; Buffalo Bill loans him his famous war horse "Buckskin Joe" as temporary mount and grants Thomson's request to be allowed to kill a buffalo from it; in consequence of this honor, Thomson and Buffalo Bill become lifelong friends. (Alexis, Wetmore)
- Jan. 14, 1872** First mounted buffalo hunt staged at Camp Alexis, led by the Grand Duke and Gen. Custer. (Alexis)
- Jan. 15, 1872** LIRR leases Newtown & Flushing Railroad ("White Line"). (Val)
- Jan. 15, 1872** Louisville Union Depot & Transfer Company incorporated in Kentucky as joint terminal of Louisville & Nashville Railroad, JM&I Railroad,

Louisville Bridge Company, Louisville, Cincinnati & Lexington Railroad and Louisville, New Albany & St. Louis Air Line Railroad; nothing done under this charter. (Church)

- Jan. 15, 1872** Second and larger buffalo hunt staged at Camp Alexis, including Sioux hunting in traditional style with bow and arrow. (Alexis)
- Jan. 1872** Ohio County, W.Va., voters approve \$240,000 stock subscription to Pittsburgh, Wheeling & Kentucky Railroad. (Church)
- Jan. 16, 1872** Gen. Isaac J. Wistar appointed General Superintendent of Canal Dept. (D&R Canal), replacing John G. Stevens, resigned to be Pres. of United New Jersey Railroad & Canal Company; C.B. Rossell appointed Superintendent of Canals; F.B. Stevens Superintendent of Steam Towing; Gen. Wistar remains in charge (?) of Pennsylvania Canal Company. (MB)
- Jan. 16, 1872** Grand Duke Alexis and party return to North Platte; depart in special train late at night for Denver. (Alexis)
- Jan. 17, 1872** First train operates over Frederick & Pennsylvania Line Railroad from Littlestown to Double Pipe Creek (Bruceville), Md. (ARJ)
- Jan. 18, 1872** South Improvement Company signs identical rate contracts with PRR, NYC, Erie and A&GW; B&O, which is not a major player in the oil trade, refuses to sign; J. Edgar Thomson is first to sign; South Improvement Company is to build several storage and shipping terminals; PRR is to have 45% of its oil trade, and NYC and Erie/A&GW 27.5% each; South Improvement Company is to receive a rebate on members' oil and railroads are to grant it a rebate on oil shipped by competitors outside the South Improvement Company; members had not counted on the outrage of producers and refiners in the Oil Regions, who were not invited to join.
- Jan. 19, 1872** Grand Duke Alexis leaves Denver for Kansas City in special train over Kansas Pacific Railway. (Alexis)
- Jan. 20, 1872** Second buffalo hunt arranged for Grand Duke Alexis and Gens. Sheridan and Custer at Kit Carson, Colo.; Duke kills five buffalo. (Alexis)
- Jan. 21, 1872** United New Jersey Railroad & Canal Company divided into New York Division (Jersey City-Philadelphia and branches) and Amboy Division (South Amboy-Camden and branches).
- Jan. 22, 1872** On the Kansas prairies west of Topeka, Grand Duke Alexis and Gen.

- Custer shoot buffalo from baggage car of moving train. (Alexis)
- Jan. 23, 1872** B&O completes first grain elevator at Locust Point, Baltimore. (Vexler)
- Jan. 23, 1872** Grand Duke Alexis arrives in St. Louis in special train of four cars over Missouri Pacific Railroad. (Alexis)
- Jan. 24, 1872** Col. John G. Stevens, hitherto Chief Engineer & Superintendent of Delaware & Raritan Canal, elected Pres, of United New Jersey Railroad & Canal Company, henceforth a figurehead position held by the Stockton & Stevens heirs; replaces Ashbel Welch, resigned to be Chief Engineer of New Jersey Works for PRR; both effective Feb. 1. (MB)
- Jan. 24, 1872** Camden & Atlantic Railroad acquires stock control of Coopers Point & Philadelphia Ferry Company operating ferries *Atlantic* and *Arasapha* between Coopers Point and Vine Street; operates without agreement. (AR, Val, C&C)
- Jan. 24, 1872** PRR Board grants Second VP Herman J. Lombaert three months leave for health; forced to retire permanently. (MB, Wilson)
- Jan. 25, 1872** Cleveland, Mt. Vernon & Delaware Railroad opens from coal mines 3.5 miles south of Millersburg to Mt. Vernon; passenger service begins between Millersburg and Mt. Vernon; company then decides to build to Columbus instead of Delaware. (Church)
- Jan. 28, 1872** New station completed at Williamsport, Pa. (AR)
- Jan. 29, 1872** Ernest Rowland Hill (1872-1948), future co-founder of engineering firm of Gibbs & Hill, born at Pompton, N.J. (G&H)
- Jan. 29, 1872** Grand Duke Alexis leaves St. Louis by special train for Louisville. (Alexis)
- Jan. 30, 1872** Grand Duke Alexis arrives by special train at Louisville. (Alexis)
- Jan. 31, 1872** Dayton & Cincinnati Railroad renamed Cincinnati Railway Tunnel Company; to build Cincinnati-Sharon; no work done.
- Early 1872** PRR completes Pier No. 3 at Greenwich in South Philadelphia; 500' x 60'; Pier No. 4 under construction.
- Feb. 1, 1872** Grand Rapids & Indiana Railroad issues \$1.25 million 8% bonds for purpose of buying rolling stock for Cincinnati, Richmond & Fort Wayne Railroad. (Church)

- Feb. 1, 1872** **Robert W. Downing joins PRR as Assistant Comptroller.**
- Feb. 1, 1872** **Former Allegheny Portage Railroad and PRR engineer Edward Miller (1811-1872) dies at Philadelphia at 62. (Wilson)**
- Feb. 2, 1872** **Grand Duke Alexis arrives in Memphis by special train from Louisville, following side trip to Mammoth Cave, Ky. (Alexis)**
- Feb. 5, 1872** **Edward Miller interred at Woodlands Cemetery in Philadelphia. (Wilson)**
- Feb. 1872** **Central Improvement Company advertises for subcontractors to build Shenandoah Valley Railroad from Shepherdstown, W.Va., to near Front Royal, Va.; later plans to extend to Salem, Va., and Knoxville.**
- Feb. 1872** **Horace F. Clark of Vanderbilt interests buys Warren & Venango Railroad, recently completed between Dunkirk and Warren, and halts further construction.**
- Feb. 12, 1872** **Grand Duke Alexis arrives in New Orleans by steamboat from Memphis; stays through Mardi Gras, where he is guest of honor. (Alexis)**
- Feb. 15, 1872** **Tom Scott replaces S.J. Tilden on Cleveland & Pittsburgh Railroad Executive Committee; Jay Gould remains and is also on Joint Executive Committee with PFW&C. (MB)**
- Feb. 15, 1872** **Pennsylvania Company and PC&StL Railway grant Milwaukee & St. Paul Railway and Northern Railway of Illinois use of their tracks between Canal Street and Chicago passenger station. (Church)**
- Feb. 16, 1872** **Tom Scott elected President of Texas Pacific Railway upon resignation of Marshall O. Roberts; 5 of 8 directors are PRR men: Scott, A.J. Cassatt, Joseph Lesley (Secretary of Pennsylvania Company), H.C. Spackman (private secretary to J. Edgar Thomson), and Albert Hewson (clerk to George B. Roberts). (TheRoad)**
- Feb. 17, 1872** **L.D. Dibble, Pres. of Peninsular Railway writes to G.W. Cass of Pennsylvania Company noting that his road is laid from Lansing to a point 12 miles west of South Bend; is to join PFW&C at Valparaiso; proposes to deposit \$500,000 First Mortgage bonds each with Pennsylvania Company and Continental Improvement Company in return for aid and traffic contract. (MB)**
- Feb. 19, 1872** **Grand Duke Alexis departs New Orleans in special train for Mobile and Pensacola. (Alexis)**

- Feb. 20, 1872** At PRR annual meeting, John Hulme introduces a resolution for terminating the Empire and Star Union Line contracts and having PRR acquire all cars; deflected by being referred to Board of Directors. (ARJ)
- Feb. 20, 1872** Price of PRR stock peaks 64.87; begins to decline because of increasing debt load incurred for expansion.
- Feb. 20, 1872** Existence of the South Improvement Company revealed by *Titusville Courier* and *Oil City Derrick*.
- Feb. 20, 1872** Kent County Railroad opens between Kennedyville and Chestertown, Md.
- Feb. 20, 1872** City of Wheeling grants Pittsburgh, Wheeling & Kentucky Railroad right to build depot on wharf south of the Ferry House. (Church)
- Feb. 20, 1872** W.Va. act authorizes Shenandoah Valley Railroad to extend through Monroe, Summers, Mercer and McDowell Counties, i.e., on a more westerly route. (CorpHist)
- Feb. 21, 1872** PRR leases Danville, Hazleton & Wilkesbarre Railroad effective Mar. 1. (Val)
- Feb. 22, 1872** Grand Duke Alexis departs Pensacola, Fla., ending U.S. tour. (Alexis)
- Feb. 24, 1872** Le Grand Lockwood (1821?-1872) dies at New York at age 51. (NYT)
- Feb. 24, 1872** Baltimore & Canandaigua RPO established. (Kay)
- Feb. 25, 1872** PRR, Belvidere-Delaware Railroad, Lehigh Valley and Danville, Hazleton & Wilkes Barre Railroad sign contract for through route for anthracite coal from Wilkes Barre area to South Amboy. (MB)
- Feb. 26, 1872** Trunk Lines raise bulk oil rate from Oil Region to New York from \$1.31 to \$1.39 per barrel; sparks huge backlash in Oil Region.
- Feb. 27, 1872** Meeting held at Titusville to protest South Improvement Company.
- Feb. 27, 1872** PRR begins westbound shipments of anthracite coal from Roberts Run mines west of Hazleton to points on Philadelphia & Erie. (unclear - in 1871 AR of 3/73 but must refer to 1872)
- Feb. 28, 1872** West Virginia act legalizes Ohio County subscription of \$240,000 to Pittsburgh, Wheeling & Kentucky Railroad. (Church)
- Mar. 1, 1872** PRR begins operating Danville, Hazleton & Wilkesbarre Railroad under

lease of Feb. 21, 1872; becomes part of Eastern Division of P&E. (Val, AR)

- Mar. 1, 1872** Pennsylvania Company leases Ashtabula, Youngstown & Pittsburgh Railroad; Granite Improvement Company takes contract to complete AY&P from Girard to Ashtabula, Ohio, including extension to docks, for \$300,000 in cash, \$1.5 million in First Mortgage bonds, \$320,000 in Income bonds and \$1.18 million in stock. (Church)
- Mar. 1, 1872** Second and larger meeting of oil producers held at Oil City to denounce South Improvement Company.
- Mar. 2, 1872** Charter supplement lifts gauge restriction on Lancaster & Reading Narrow Gauge Railroad; road is built to standard gauge, although name is not changed. (C&C)
- Mar. 3, 1872** Saboteurs open taps on Peter Watson's oil tanks near Franklin; about 50 bbl. lost.
- Mar. 4, 1872** Trunk Lines raise bulk oil rate to New York from \$1.31 to \$2.43 per barrel, the difference representing the rebate paid to members of the South Improvement Company.
- Mar. 1872** Judge Nixon dissolves U.S. Circuit Court injunction against NY&LB bridge. (SG - 3/7)
- Mar. 5, 1872** Third mass meeting against South Improvement Company at Franklin.
- Mar. 5, 1872** Southern Railway Security Company leases Memphis & Charleston Railroad running between Stevenson, Ala., and Memphis; also includes branch running from Decherd to Fayetteville, Tenn., which is to be extended to Huntsville, Ala., by Southern Railway Security Company. (Harrison)
- Mar. 6, 1872** At Union Pacific annual meeting in Boston, Tom Scott and PRR directors dropped from Board in favor of Vanderbilt interests; Vanderbilt's sons-in-law Horace F. Clark and Augustus Schell elected directors and Clark elected Pres. (ARJ)
- Mar. 6, 1872** Peter Watson removed as Pres. of Franklin Branch of LS&MS and replaced by Horace F. Clark.
- Mar. 7, 1872** New York dealers meet and propose negotiations with South Improvement Company; SIC agrees to admit New York dealers and refiners on SIC's terms.

- Mar. 8, 1872** At meeting in Oil City, local producers organize Petroleum Producers' Union and Producers' Protective Association; agree to boycott South Improvement Company and only sell to local refiners and independents in New York.
- Mar. 8, 1872** Pennsylvania Company Board authorizes new freight station east of Van Buren Street in Chicago; authorizes purchasing patent rights to "wellman grate" for use on PFW&C and Erie & Pittsburgh as gets 10 more miles per ton of coal and makes less smoke; agrees to lease Cleveland, Fort Wayne & Chicago Railway when completed for 7% of receipts and guarantee of First Mortgage bonds; hears offer of Illinois Central Railroad and Chicago, Illinois & Southern Railroad for trackage rights between Mattoon and Mt. Vernon, Ill. (MB)
- Mar. 9, 1872** Philadelphia & Erie Railroad Board notes it is no longer advisable to hold majority of 41,000 shares of Oil Creek & Allegheny River Railway; soon offered to local oil producers, but deal is not consummated.
- Mar. 9, 1872** New York oil dealers and refiners meet and elect Henry Huttleston Rogers (1840-1909) Pres.; arrange to cooperate with Oil Region producers.
- Mar. 9, 1872** Marietta & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company for line between Marietta and Canal Dover. (Church)
- Mar. 9, 1872** Pennsylvania Company Board hears report have subscribed \$25,000 to South Western Car Company of Jeffersonville, Ind. (MB)
- Mar. 11, 1872** Jay Gould deposed as Pres. of Erie Railway by group associated with Atlantic & Great Western Railroad and replaced by Gen. John A. Dix (1798-1879); coup was plotted by James McHenry and Atlantic & Great Western group headed by ex-Gen. George B. McClellan; Gould barricades himself in his office and refuses to yield. (Klein)
- Mar. 11, 1872** New York oil dealers meet and organize New York Petroleum Association; vote 31-7 to oppose South Improvement Company and rebates.
- Mar. 11, 1872** Committee of Petroleum Producers' Union goes to Harrisburg to lobby against South Improvement Company and for free pipeline bill.
- Mar. 11, 1872** State Senator Johnson introduces bill in New York Legislature to force end of long haul-short-haul discrimination; blocked by heavy lobbying by Vanderbilts.

- Mar. 12, 1872** Jay Gould leaves his office and surrenders the Erie presidency. (Klein)
- Mar. 12, 1872** Oil producers attempt to extend 1863 general law covering mining and manufacturing companies to oil is foiled through PRR influence; bill as passed is amended to bar pipelines from coming within five miles of state line and requiring all shippers to tide to give preference to PRR.
- Mar. 12, 1872** Reports circulate that agents of Scott and Vanderbilt are at Titusville looking to compromise with local producers.
- Mar. 1872** Through sleeping cars discontinued on Allentown Route. (EDJ of 3/30/72 says has taken off - PRR is discouraging use - NYTrib tt has off in Jan)
- Mar. 1872** Sleeping car line established between Philadelphia and Canandaigua, N.Y.
- Mar. 13, 1872** Baltimore, Pittsburgh & Chicago Railway, Chicago extension of B&O, incorporated separately in Ohio and Indiana. (ARJ)
- Mar. 14, 1872** Shamokin Valley & Pottsville Railroad purchases coal lands of Green Mountain Coal Company between Shamokin and Mount Carmel, Pa.
- Mar. 14, 1872** Louisville ordinance grants Jeffersonville, Madison & Indianapolis Railroad right to build track on 14th & Maple Streets from Louisville Bridge to Union Depot south of Main Street. (Church)
- Mar. 14, 1872** Toledo, Delphos & Indianapolis Railroad incorporated. (Church)
- Mar. 15, 1872** New York & Norfolk Railroad incorporated in Va. to build down Delmarva Peninsula; no work done. (Val)
- Mar. 15, 1872** Jay Gould resigns as director of Erie Railway. (Klein)
- Mar. 15, 1872** U.S. House calls for Commerce Committee to investigate oil monopoly.
- Mar. 17, 1872** Philadelphia oil brokers hold protest meeting against South Improvement Company.
- Mar. 18, 1872** Worcester Railroad (Md.) Board arranges to raise money to complete last half mile of railroad. (ARJ)
- Mar. 18, 1872** Producers' Union committee meets with Tom Scott in Philadelphia; Scott claims South Improvement Company is merely an evener and is prepared to make similar contracts with producers.
- Mar. 18, 1872** Rochester, Nunda & Pennsylvania Railroad absorbs Rochester, Nunda &

Pennsylvania Extension Railroad and Northern Extension of Rochester, Nunda & Pennsylvania Railroad under agreement of Feb. 6, 1872. (Val, C&C)

- Mar. 19, 1872 Stanhope Railroad Company incorporated in New Jersey; bill successfully repeats the German Valley strategy of 1871; Hamilton's lobbyists insert clause granting powers equal to the National Railway and bribe the clerks so that the clause is included on the signed copy and eliminated or unread in the copy under debate.**
- Mar. 19, 1872 Producers' Union committee meets in New York with Cornelius Vanderbilt and some Erie directors (Erie is divided, with McClellan wanting to break South Improvement contracts); then Tom Scott and William Phillips arrive at the Erie office; agree to keep existing rates until next meeting on Mar. 25.**
- Mar. 19, 1872 New York Legislature authorizes City of Buffalo to issue \$1 million bonds to aid a new railroad from Buffalo to Titusville.**
- Mar. 19, 1872 Amendment limiting construction of Pennsylvania pipelines repealed with approval of Tom Scott.**
- Mar. 19, 1872 Pennsylvania Company Executive Committee authorizes Erie & Pittsburgh Railroad to sell Erie Canal. (MB)**
- Mar. 20, 1872 Rochester, Hornellsville & Pine Creek Railroad incorporated in New York to build between Hornellsville and Pennsylvania state line. (Val, C&C)**
- Mar. 20, 1872 Newport & Cincinnati Bridge Company opens railroad (and road?) bridge over the Ohio River at Cincinnati; financed by PRR (? or Penna Co.); Louisville, Cincinnati & Lexington Railroad (later L&N) begins operating into Little Miami station. (Condit says 3/72!) (was this first RR bridge at Cincinnati?); George B. Roberts engineer in charge; Jacob H. Linville Chief Engineer of Superstructure.**
- Mar. 21, 1872 Congress passes act authorizing Baltimore & Potomac Railroad to build across the Mall and locate depot at 6th & B Streets, now the site of the National Gallery; unlike B&O depot, site is close to what is then the business center of town and near the Metropolitan and National Hotels. (, BaltSun - RRG says House passes bill 4/1?)**
- Mar. 21, 1872 Protest meeting against the South Improvement Company held at Parkers Landing in the Oil Region.**
- Mar. 21, 1872 Texas Pacific Railroad absorbs Southern Pacific Railroad of Texas.**

(JPGreenPam)

- Mar. 23, 1872** New PRR office building at 233 South 4th St., south of Walnut, opens for business. (Watkins)
- Mar. 24, 1872** Line realignment opens at Morgans Corners (Radnor) on Philadelphia Division. (AR)
- Mar. 24, 1872** Tom Scott telegraphs oil producers' committee that PRR will settle with them at meeting on Mar. 25.
- Mar. 25, 1872** PRR holds first Board meeting in new (third) General Office Building on southeast corner of 4th Street & Willings Alley, 233 South 4th Street; old office sold the Lehigh Valley Railroad. (MB)
- Mar. 25, 1872** Trunk Line heads meet at Erie office in New York; delegation from South Improvement Company, including John D. Rockefeller and Peter Watson, was not admitted to meeting; Scott had abandoned SIC but W.H. Vanderbilt and H.F. Clark still sympathetic; at 6:00 PM, Scott issues a statement to the press that new rates on refined to New York effective Apr. 1 will place Cleveland, Pittsburgh and Oil Regions on equal basis of \$1.50 per bbl.; rebates and favoritism to Pittsburgh and Cleveland refiners will be eliminated; has effect of breaking SIC contracts.
- Mar. 26, 1872** Erie and NYC&HR concede equal rates to all oil shippers.
- Mar. 28, 1872** South Improvement Company contracts abrogated; in fact, Standard Oil continues to receive a 25 cent per bbl. rebate from Apr. 1 to Nov. 15, 1872.
- Mar. 28, 1872** New Jersey Senate defeats Henry M. Hamilton's bill for the Philadelphia & New York Railroad; a red herring to divert attention from the Stanhope bill. (SG)
- Mar. 29, 1872** Flushing & North Side Railroad completes second track between Long Island City and Woodside.
- Mar. 30, 1872** House Commerce Committee begins hearings on combination in the oil industry.
- Mar. 30, 1872** Texas Pacific Railroad absorbs Southern Trans-Continental Railway. (JPGreenPam)
- Apr. 1, 1872** PRR assumes operation of Belvidere-Delaware Railroad and branches; Belvidere Division of United Railroads of New Jersey Grand Division

created from Belvidere-Delaware Railroad, Flemington RR & Trans. Co. and Mercer & Somerset Railroad.

- Apr. 1, 1872** **General reorganization (new manual): staff of General Manager now includes Superintendent of Motive Power, Chief Engineer-MofW, Superintendent of Transportation, General Freight Agent, and General Passenger Agent. (MB)**
- Apr. 1, 1872** **Superintendent of Motive Power & Machinery Isaac Dripps resigns for health; replaced by G. Clinton Gardner; General Passenger & Ticket Agent Henry W. Gwinner (1824-1883) reassigned to Auditor of Passenger Receipts and replaced by David M. Boyd, Jr. (1840?-1877) as first General Passenger Agent; Strickland Kneass (1821-1884) appointed Assistant to the President in charge of engineering matters. (MB)**
- Apr. 1, 1872** **Mineral Railroad & Mining Company authorized to acquire up to 8,000 acres of coal land in Northumberland County. (PL)**
- Apr. 1, 1872** **Chicago ordinance grants CC&IC Railway right to extend tracks in Rockwell Street from intersection of C&NW Railway parallel to C&NW to Kinzie Street and on Kinzie Street from Western Avenue to Halsted Street and on Depot Place from Ashland Avenue to Ada Street; in return must grant running rights to Chicago, Danville & Vincennes Railroad and Milwaukee & St. Paul Railroad. (Church)**
- Apr. 2, 1872** **Commonwealth of Pennsylvania revokes charter of South Improvement Company.**
- Apr. 2, 1872** **City of Pittsburgh annexes adjacent boroughs of South Pittsburgh, Monongahela, Allentown, St. Clair, Lawrenceville, Temperanceville, Birmingham, Sligo, Mt. Washington, West Pittsburgh and Ormsby. (HistPitts)**
- Apr. 3, 1872** **Fire destroys 10 spans of Northern Central Railway bridge over Susquehanna between Marysville and Dauphin; rebuilt later in year. (AR)**
- Apr. 4, 1872** **Oil Producers' Union sends telegrams to Scott, W.H. Vanderbilt, H.F. Clark and G.B. McClellan requesting confirmation that the South Improvement Company and Standard Oil contracts have been cancelled.**
- Apr. 6, 1872** **Scott and Vanderbilt reply that contracts have been cancelled but giving only their "word".**
- Apr. 8, 1872** **John D. Rockefeller announces he has no contract with the South Improvement Company.**

- Apr. 8, 1872** Erastus Corning (1794-1872), former President of NYC, dies at Albany at age 78. (USRR&MR)
- Apr. 9, 1872** Oil producers lift "blockade" of railroads; never 100% effective.
- Apr. 9, 1872** Philadelphia, Delaware & Chester County Railroad renamed Philadelphia & Chester County Railroad. (Val)
- Apr. 10, 1872** Contractor building CNJ's Perth Amboy & Elizabethport branch arrested on warrant secured by PA&E Pres. Alfred W. Jones, who has secretly switched allegiance to PRR; PRR men take over grading and remove fill for overpass of Perth Amboy & Woodbridge Branch down to grade; PRR sends 300 men to hold ground; apparently E&PA recently elected board favorable to PRR. (SG, EDJ)
- Apr. 11, 1872** CNJ contractor released on bail and rival construction gangs face off at Perth Amboy, with PRR holding grade from crossing (Woodbridge Jct.) to river and CNJ holding north of crossing. (SG)
- Apr. 13, 1872** Pennsylvania Company Board appoints George C. Wilkins of PRR to examine and report on McComb's railroads; declines proposition of Illinois Central Railroad and Decatur, Sullivan & Mattoon Railroad for trackage rights between Decatur and Mattoon, Ill.; appoints committee to establish system of accounts; authorizes Chief Engineer Slataper to survey for cut off between Wooster and Mansfield and for new lie between Youngstown and Alliance. (MB)
- Apr. 12, 1872** Inspecting Engineer J.A. Latcha reports to Pennsylvania Company Board on line from Marshall, Mich., north through Michigan. (MB)
- Apr. 15, 1872** NY&LB Board reports that courts have refused PRR injunction against Raritan River Bridge and refuse to block condemnation of right of way through Camden & Amboy land at South Amboy; route has been resurveyed; John Taylor Johnston subscribes \$160,000. (MB)
- Apr. 1872** PRR introduces air brake on Amboy Division.
- Apr. 1872** Oil Creek & Allegheny River Railway passes dividend.
- Apr. 1872** Pittsburgh, Wheeling & Kentucky Railroad placed under contract. (Church)
- Apr. 16, 1872** New York act authorizes Chemung Railroad to connect with Northern Central Railway system near Elmira, N.Y., and execute lease to Northern Central. (Digest)

- Apr. 17, 1872** House Commerce Committee ends hearings on combinations in oil industry.
- Apr. 18? 1872** *Trenton True American* exposes fraudulent use of two copies of Stanhope Railroad bill in getting charter through legislature. (EDJ, SG of 4/18)
- Apr. 19, 1872** CNJ serves injunction on A.W. Jones against interfering with construction of Perth Amboy & Elizabethport Railroad. (EDJ)
- Apr. 24, 1872** PRR Board authorizes first regular destruction of records covering all check stubs, bills and check rolls for the period 1849-1864. (MB)
- Apr. 24, 1872** PRR Board approves sale of old office building to Lehigh Valley Railroad. (MB)
- Apr. 24, 1872** PRR transfers all 29,000 shares of Indianapolis & Vincennes to Pennsylvania Company. (MB, Church)
- Apr. 1872** PRR anchors steam barge *Atlas* in line of NY&LB Raritan River Bridge. (EDJ)
- Apr. 25, 1872** Contractor of NY&LB Raritan River Bridge served with PRR injunction to stop work. (EDJ)
- Apr. 25, 1872** American Steamship Company of Philadelphia draws up memorial to Congress proposing federal subsidies for all American-built ships in foreign trade. (Flayhart)
- Apr. 27, 1872** PRR obtains injunction against NY&LB bridge at mouth of Raritan River; also anchors freight barge *Amboy* in way of CNJ pile drivers and tries to ram down work already done with steamer *Atlas*. (SG)
- Apr. 30, 1872** New Jersey Gov. Parker notifies Pres. of Senate Edward Bettle and Speaker of the House Nathaniel Niles of discrepancy in Stanhope Railroad charter and asks for explanation. (SG)
- Apr. 30, 1872** Dorchester & Delaware Railroad begins operating Dorchester Branch of Delaware Railroad. (Val)
- Spring 1872** Pennsylvania Canal Company abandons Juniata Division Canal between Hollidaysburg and Williamsburg. (before or early May, probably not open from previous year)
- May 1, 1872** PRR authorizes development of major coal terminal at South Amboy for both anthracite and bituminous coal. (MB)

- May 1, 1872** Atlantic Avenue Railroad Company of Brooklyn incorporated by William Richardson; acquires all property of Brooklyn & Jamaica Railroad. (NYState)
- May 1, 1872** RF&P opens extension to Quantico, Va., and relocates steamboat dock from Aquia Creek. (ARJ)
- May 1, 1872** Granite Improvement Company contracts to build Ashtabula, Youngstown & Pittsburgh Railroad for \$1.5 million in First Mortgage bonds, \$320,000 in Income bonds, \$1.18 million in stock and \$300,000 cash. (Church)
- May 1, 1872** Northern Pacific Railroad leases Lake Superior & Mississippi Railroad, running between Duluth and St. Paul. (Splawn)
- May 1, 1872** Pennsylvania Company agrees with Chicago & Alton Railroad, St. Louis, Kansas City & Northern Railway and Kansas Pacific Railway for operation of through route between Boston and New York and all points on Kansas Pacific; St. Louis, Kansas City & Northern Railway placed in hands of Tom Scott, T.B. Blackstone, Robert E. Carr and James B. Eads as trustees. (MB)
- May 2, 1872** Texas Pacific Railroad renamed Texas & Pacific Railway. (JPGreenPam)
- May 2, 1872** Gov. Parker and other New Jersey officials meet in Jersey City over Stanhope Railroad fraud; charge L.C. Reeves, Reading Clerk of the Senate and National Railway lobbyist Johnson D. Banghart with manipulating passage of bill; note the interpolation of broad powers in Sec. 8 not in original manuscript bill. (EDJ, SG)
- May 4, 1872** Philadelphia authorizes PRR to lay track in Swanson Street from Morris Street to old Navy Yard. (Digest)
- May 4, 1872** Pennsylvania Company executes revised contract with Mansfield, Coldwater & Lake Michigan Railroad calling for delivery of entire bond issue to Scott and Cass up front rather than as each ten miles completed. (Church)
- May 6, 1872** Pennsylvania Company Board authorizes adding two stories to Pittsburgh general office building. (MB)
- May 6, 1872** Work of grading Pittsburgh, Wheeling & Kentucky Railroad begins. (ARJ)
- May 7, 1872** Edmund Smith, acting for PRR, buys coal lands of David G. Wilson near

Shamokin.

- May 9, 1872** Northern Central acquires control of Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad and detaches from Erie System; leases Chemung Railroad on May 10.
- May 9, 1872** Pittsburgh, Chicago & St. Louis Railway contracts to build and operate Pittsburgh, Wheeling & Kentucky Railroad; contract is not carried out, as PW&K is not able to comply with terms. (Church)
- May 9, 1872** PRR Board approves guarantee of bonds of Chartiers Railroad Company. (MB)
- May 10, 1872** Northern Central Railway begins operating Chemung Railroad under agreement of same date. (Val)
- May 11, 1872** Trustees of Toledo & Woodville Railroad approve transfer of construction contract to Pennsylvania Company and changing location of Maumee River Bridge to any point between Locust Street and northeast city line. (Church)
- May 14, 1872** New York & Rockaway Railroad opens between Springfield and South Side Crossing at Mott Avenue, Far Rockaway; controlled by LIRR. (- Val has 7/72)
- May 14, 1872** Two-day "Meeting of General Superintendents for the Arrangement of a Summer Time Schedule" held in Southern Hotel, St. Louis; first such general meeting; predecessor of General Time Convention. (Guide)
- May 15, 1872** Pres. Thomson and family leave for Europe on Cunard steamer *Java* for vacation. (Ward)
- May 1872** PRR is repainting cars of New Jersey lines dark red (Tuscan red); say done because smoke of soft coal used by PRR blackens light paint used formerly. (HntdnRpblcn)
- May 1872** Lucy Furnace No. 1 at 51st Street Pittsburgh placed in blast by (Carnegie & Co.). (StdHistPitts)
- May 16, 1872** Congress passes bill ratifying location of Baltimore & Potomac station; another defeat for the B&O.
- May 18, 1872** Work begins on temporary Baltimore & Potomac station at 6th Street & Pennsylvania Avenue, now the site of the National Gallery.
- May 18, 1872** Camden & Amboy, Delaware & Raritan Canal, and New Jersey Railroad

& Transportation Co. merged to form United New Jersey Railroad & Canal Company.

- May 1872** **PRR secures control of Alexandria & Washington Railroad. (USRR&MR)**
- May 1872** **First PRR locomotive, No. 8, built at Altoona Shops.**
- May 20, 1872** **Thomas Rodd (1849-1929) joins Pennsylvania Company as a rodman after graduating from U.S. Naval Academy in 1868; enlisted in Navy in 1862 at age 13. (MB)**
- May 21, 1872** **Act of Congress authorizes Baltimore & Potomac Railroad to locate its Washington passenger depot at 6th and B Streets, N.W. instead of C Street S.W. (Digest)**
- May 22, 1872** **CNJ wins suit in New Jersey Court of Chancery to block PRR interference with construction of NY&LB Railroad bridge. (EDJ)**
- May 22, 1872** **Pennsylvania Company Board authorizes increase of stock from 2,000 to 50,000 shares. (MB)**
- May 23, 1872** **Trunk Lines meeting at St. Nicholas Hotel try to halt severe undercutting on long-distance freights; the three Chicago lines (PFW&C, LS&MS and MC) agree to a division of through rates, but the five St. Louis lines fail to reach accord.**
- May 25, 1872** **Board of United New Jersey Railroad & Canal Company holds first meeting; John G. Stevens, Pres.; Alfred L. Dennis VP. (MB)**
- May 30, 1872** **Worcester & Somerset Railroad opens between Kings Creek and Costen, Md.**
- May 31, 1872** **Charter supplement gives South Side Railroad Company of Long Island authority to operate steam dummies in Brooklyn and purchase New York & Flushing Railroad, Far Rockaway Branch Railroad of Queens County, Rockaway Railway, and Hunters Point & South Side Railroad. (NYState)**
- May 31, 1872?** **South Side Railroad of Long Island opens between Bushwick Jct. and Long Island City, utilizing former New York & Flushing right-of-way between New York & Flushing Jct. (Haberman) and Long Island City. (Seyfried has 1870? - according to corp. hist. link between Bushwick Jct. and NY&F Jct. was Hunters Point & South Side RR - not built until 1872! - NYT tt. of 9/17/72 still shows op. fm Grand St. & Roosevelt St. ferries to Greenpoint)**

- May 31, 1872** **City of Louisville contracts with Jeffersonville, Madison & Indianapolis Railroad to build along 14th & Maple Streets to L&N depot. (Church)**
- June 1, 1872** **New station opens at Sunbury, Pa. (AR)**
- June 1, 1872** **Mays Landing & Egg Harbor City Railroad opens between Egg Harbor City and Mays Landing, N.J.; operated by Camden & Atlantic Railroad; revenue service begins June 3. (ARJ, AR)**
- June 1, 1872** **Worcester Railroad opens between Berlin, Md., on the Wicomico & Pocomoke Railroad, and Snow Hill. (verify)**
- June 1, 1872** **Marietta & Cincinnati Railroad opens extension (Cincinnati & Baltimore Railroad) between Ludlow Grove and Cincinnati and discontinues use of Cincinnati, Hamilton & Dayton, giving B&O direct access to city and connection with Ohio & Mississippi for St. Louis.**
- June 1, 1872** **Texas & Pacific Railway executes Construction Mortgage to J. Edgar Thomson and S.M. Felton; bonds are to be issued at rate of \$40,000 per mile backed by first mortgage on 15 million acres of Federal land grant. (JPGreenPam)**
- June 3, 1872** **Silver Palace sleeping car between Jersey City and Lynchburg, Va., replaced with Pullman car between Jersey City and Washington after PRR gains control of New Jersey lines and B&O of line to Lynchburg. (NYTrib)**
- June 3, 1872** **Line realignment opens between Gordonsville and Bird-in-Hand on Philadelphia Division. (AR)**
- June 3, 1872** **City of Toledo passes ordinance granting use of Water Street for two miles from Maumee River to Toledo & Woodville Railroad; not used. (Church)**
- June 3, 1872** **Henry S. McComb writes Tom Scott asking \$54,182 as one half cost of 4,000 acres at McComb, Miss. and 2,000 acres at Osyla, La.; needs money to finish shops, etc. (MB)**
- June 4, 1872** **J.N. Du Barry elected VP & General Manager of Alexandria & Fredericksburg Railway. (MB)**
- June 5, 1872** **PC&StL agrees to join operation of Louisville Bridge Company retroactive to Aug. 1, 1871; JM&I, Ohio & Mississippi and L&N Railroads contract with Louisville Bridge Company for use of bridge, effective July 1, 1872. (Church)**

- June 6, 1872** **Tariff Act cuts duties by 10%.**
- June 6, 1872** **Western Maryland Railroad operates first train to Hagerstown, beginning competition with Cumberland Valley Railroad. (WM)**
- June 7, 1872** **Henry S. McComb writes to Tom Scott noting that the Mississippi Central Railroad owes State of Tennessee \$1.2 million to be paid off in state bonds; Pennsylvania Company owns one quarter of stock, so McComb wants it to buy \$177,500 Tennessee bonds for which McComb will give Mississippi Central 7% bonds worth \$300,000. (MB)**
- June 8, 1872** **Congress authorizes Orange, Alexandria & Manassas Railroad to run into D.C. over Long Bridge and build own track in Maryland Avenue connecting with B&O via a tunnel under the Capitol grounds and through 2nd or 3rd Street; serves interest of B&O in establishing a link to the South. (Moore, Harrison)**
- June 8, 1872** **Northern Pacific Railroad completed to Fargo, Dakota. (AAR)**
- June 10, 1872** **Henry M. Hamilton merges all of his New Jersey charters into the Stanhope Railroad Company.**
- June 10, 1872** **Pennsylvania Company agrees with Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad to build line from Woodville to Michigan state line under charter of Toledo & State Line Railroad; as Pennsylvania Company is dissatisfied with location of location of line near Toledo and Maumee River Bridge, agrees to build from tangent of curve of Dayton & Michigan Railroad through Toledo for remaining \$218,000 in Toledo city bonds. (Church)**
- June 10, 1872** **General Manager J.N. McCullough reports that Indianapolis & Vincennes Railroad is paying \$600 a year to Evansville & Crawfordsville Railroad for use of its old engine and shed and turntable at Vincennes; Board authorizes extension to south end of its lot and negotiating with Cairo & Vincennes Railroad for joint shops and engine terminal. (MB)**
- June 11, 1872** **Pennsylvania Company Board approves bond deal with Henry S. McComb and agrees to purchase a one half interest in McComb City; authorizes building 20-stall roundhouse at Cleveland; orders reports on surveys of Ironton, Portsmouth & Cincinnati Railroad and between Meadville and Hudson, Ohio, via Jamestown. (MB)**
- June 11, 1872** **First American railroad YMCA established at Cleveland Union Depot under patronage of James H. Devereaux of Vanderbilt Lines; train dispatcher Henry W. Stager founder of railroad YMCA movement. (NYT 1922)**

- June 13, 1872** American Bottom Lime, Marble & Coal Company contracts with J.W. Conologue to build railroad from East St. Louis to Cahokia with branches from Cahokia to Falling Spring and a point opposite Carondelet; Conologue transfers back to company a contract of Dec. 30, 1871, to build an embankment from East St. Louis to Cahokia on which to build railroad. (Church)
- June 15, 1872** Denver & Rio Grande Railway opens between Colorado Springs and Pueblo. (RRH)
- June 17, 1872** Domain Land Company organized in Philadelphia; changes name to California & Texas Railway Construction Company for purpose of building Texas & Pacific Railway; increases capital to \$10 million; Benjamin H. Bristow (1832-1896) of Kentucky elected Pres., Matthew Baird of Baldwin Locomotive Works VP, John P. Green Secretary; directors include W.T. Walthers, Tom Scott, George B. Roberts, Jacob N. McCullough, Henry G. Stebbins, H.S. McComb, J. Edgar Thomson, H.H. Houston and John McManus. (JPGreenPam)
- June 17, 1872** PRR begins through, summer-only, service between West Philadelphia and Long Branch via Trenton and Farmingdale with Pullman parlor cars; not repeated in 1873. (tt., SG)
- June 18, 1872** Baltimore & Potomac Railroad agrees with Commissioners of Carroll County that it will run at least one daily train on its "main line" through Upper Marlboro. (MB)
- June 18, 1872** Queen Annes & Kent Railroad and Kent County Railroad lease operation of Townsend Branch of Delaware Railroad, retroactive to June 1, 1872. (Val)
- June 20, 1872** Toledo & State Line Railroad incorporated in Ohio to provide charter for railroad between Woodville and Michigan state line in interest of PRR. (Church)
- June 23, 1872** Line realignment opens at Steamboat (Glen Loch) on Philadelphia Division. (AR)
- June 24, 1872** Illinois Supreme Court rules that subscription by East St. Louis to American Bottom Lime, Marble & Coal Company is invalid. (Church)
- June 25, 1872** Camden & Atlantic Railroad begins operating first two Woodruff parlor cars during summer between Camden and Atlantic City; cars are assigned by Woodruff; number increased to six in 1873. (,tt)

- June 26, 1872** PRR Board discharges old Bryn Mawr Committee and appoints new committee of three members; approves construction of a branch from main line at Brintons to intersect the Pittsburgh, Virginia & Charleston on the south bank of the Monongahela River. (MB)
- June 26, 1872** Sodus Point & Southern Railroad opens between Newark and Sodus Centre, N.Y. (ARJ)
- June 27, 1872** Former PRR and Public Works engineer Hother Hage (1800-1872) dies at Harrisburg at age 73. (BioDauphin)
- July 1, 1872** PRR agrees to place \$2 to \$9 million of Allegheny Valley bonds through J. S. Morgan & Company. (MB)
- July 1, 1872** Trains of New Jersey Midland Railway, leased to New York & Oswego Midland Railroad, begin operating into PRR Jersey City Terminal from West End (Marion Jct.); run to Bloomingburgh, Ellenville and Liberty Falls. (NYTrib)
- July 1, 1872** Baltimore & Potomac Railroad holds inspection trip to open line between Washington (6th & B Streets) and Lafayette Avenue (Townsend Street extended) in Baltimore; run made in 4:00; Huntingdon station renamed "Bowie" for Pres. and ex-Gov. Oden Bowie. (MB, BaltSun)
- July 1, 1872** Youngstown & Canfield Railroad incorporated in Ohio to build from the Lawrence Railroad near Hazleton to the Niles & New Lisbon Railway near Canfield. (Church)
- July 1, 1872** Logansport, Crawfordsville & South Western Railway leases Rockville Division of Evansville & Crawfordsville Railroad between Rockville and Terre Haute, Ind., under agreement of June 13, 1872; (line built Nov. 1860); Evansville, Terre Haute & Chicago Railroad to have joint use of first six miles out of Terre Haute. (Church)
- July 1, 1872** Texas & Pacific Railway executes \$20 million Land Grant Mortgage to Edwards Pierrepont and W.T. Walthers; issued on basis of \$1.50 per acre; only \$4 million issued. (JPGreenPam, PoorsMan)
- July 2, 1872** Baltimore & Potomac Railroad opens for revenue service between Baltimore (Lafayette Avenue) and Washington, D.C. (C&C says first station at Lafayette; second opened June 1872 at Pennsylvania Ave. & Cooke Street - newspapers and MB say Lafayette); three round trips, two express and one local; omnibus connection to Northern Central Railway at Calvert Station; to offer \$1.00 fare until tunnel opens; intermediate stations at Stock Yards, Maiden's Choice, Sulphur Springs, Winans, Patasco, Stoney Run, Harman's, Severn, Odenton, Patuxent, Bowie,

Springfield, Clenville, Seabrook, Lanham's, Wiilson's, District Line, Bennings, and Navy Yard. (MB, BaltSun)

- July 2, 1872** Alexandria & Fredericksburg Railway opens between South end of Long Bridge in Arlington and Quantico, Va., providing first rail link to Richmond, Fredericksburg & Potomac and other southern roads; between St. Asaph Jct. and Long Bridge runs along Alexandria & Washington Railroad as second track; new railroad Long Bridge replaces A&W span; A&W station at 9th & Maryland in Washington abandoned in favor of B&P station. (MB says open 7/1!); A&F was poorly built, particularly between Woodbridge and Cherry Hill, where clay soil was very slippery; shored up using lumber from old Long Bridge. (Wilson)
- July 3, 1872** Philadelphia grants PRR right to lay tracks in Delaware Avenue between Queen & Christian Streets. (Digest)
- July 4, 1872** Rockaway Railway opens between Far Rockaway and Seaside House (Beach 103rd Street); controlled by South Side Railroad of Long Island. (, George)
- July 4, 1872** Cincinnati & Springfield Railway opens between Ludlow Grove and Dayton, giving CCC&I its own line between Columbus and Cincinnati to replace use of Little Miami Railroad; uses Cincinnati, Hamilton & Dayton between Ludlow Grove and Cincinnati.
- July 6, 1872** Pennsylvania Company contracts with Smith Bridge Company for Maumee River Bridge at Toledo. (MB)
- July 9, 1872** Peter H. Watson, ex-President of South Improvement Company, elected President of Erie Railway.
- July 13, 1872** American Bottom Lime, Marble & Coal Company contracts with John W. Conologue to build its railroad from a connection with the St. Louis, Alton & Terre Haute Railroad in East St. Louis through Cahokia to Falling Spring, Ind. (Church - or 6/13 see 5:411)
- July 15, 1872** PRR begins work on new two-track iron bridge over Delaware River at Trenton south of original bridge. (C&C says done 1872 but no date)
- July 16, 1872** Pennsylvania Company Board orders General Agent William P. Shinn to survey for a cutoff between Canton and Bayard, Ohio; approves receiving from Morgan Improvement Company in lieu of Gilman, Clinton & Springfield Railroad bonds at par for debt the proceeds from the sale of said bonds at 80. (MB)
- July 17, 1872** PRR approves International Navigation Company operating a New

York-Antwerp line on same terms as its Philadelphia line so that it can obtain the lucrative Belgian mail contract. (MB)

- July 17, 1872 Residents of Lafayette section of Jersey City raid Communipaw abattoir with support of local police and remove machinery to protest stenches that waft over their neighborhood. (SG)**
- July 17, 1872 PC&StL Railway and CCC&I Railway signs articles of association to form Union Depot Company at Columbus. (Church)**
- July 18, 1872 Bedford & Bridgeport Railroad completed but not opened.**
- July 19, 1872 Through night train inaugurated between Baltimore and Richmond via Baltimore & Potomac and Alexandria & Fredericksburg Railway with through sleeper between Baltimore and Weldon, N.C.; RF&P refuses to operate through day line and continues to use steamboat between Washington and Quantico. (BaltAm, RF&P AR)**
- July 20, 1872 John H. Miller, PRR General Eastern Passenger Agent, dies at Philadelphia at age 40.**
- July 20, 1872 Cape Cod Railroad opens between Buzzards Bay and Woods Hole, Mass. (NH)**
- July 22, 1872 New Jersey Court of Chancery issues decision continuing injunction against PRR interfering with construction of CNJ's Perth Amboy & Elizabethport line to Raritan River Bridge. (EDJ, SG)**
- July 22, 1872 Farmingdale & Squan Village Railroad opens from Farmingdale to Sea Girt, N.J.; operated by Freehold & Jamesburg Agricultural Railroad. (, Val)**
- July 22, 1872 Columbus, Kinkora & Springfield Railroad opens between Kinkora and New Lisbon, N.J. on right-of-way of old Delaware & Atlantic Railroad of 1835-50; controlled by UNJRR&Canal Co.; operated by PRR as part of Amboy Division.**
- July 1872 Sleeping car line established between Jersey City and Louisville via Cincinnati and Louisville & Nashville Railroad. (PD) (date of tt change is 7/22)**
- July 1872 Sleeping car lines established between Philadelphia and Erie and between Jersey City and Oil City.**
- July 1872 Buffalo, New York & Philadelphia Railway completed to Olean but not opened. (USRR&MR 7/27)**

- July 1872** First Bryn Mawr Hotel opens as a summer resort hotel; designed by Wilson Bros. & Co. (what source - PhilInq article (not always accurate) claims 1871 - also that 1st hotel was called Keystone)
- July 29, 1872** J. Edgar Thomson writes to American Steamship Company of Philadelphia from England raising possibility of making Cardiff rather than Liverpool the British terminus, as 12 hours closer and costs lower. (Flayhart)
- Summer 1872?** PRR ends engine change at New Brunswick on Jersey City-Philadelphia line.
- Summer 1872** Allegheny Valley begins construction of Low Grade Line.
- Summer 1872** PRR begins shipment of bituminous coal from Clearfield and Broad Top Fields to South Amboy terminal; new bituminous coal trestle completed and work begun on storage yard 2 miles south of South Amboy; coal that was formerly shipped by D&R Canal from Greenwich Point all diverted to all-rail route by 1873. (AR, Watkins)
- Summer 1872** Frank Thomson as Superintendent of Eastern Division of Philadelphia & Erie devises first maintenance-of-way standards; later made standard for all Lines East; includes system of bonuses for MofW supervisors and track foremen for best track work.
- Aug. 1, 1872** PRR leases Bedford & Bridgeport Railroad, building between Mt. Dallas and the Maryland line near Cumberland; becomes Bedford Division of PRR with William H. Brown as Superintendent; is isolated from rest of system and reached over Huntingdon & Broad Top Mountain Railroad & Coal Company from Huntingdon; lease is reassigned to PRR by H&BTM on Sep. 23, 1872, retroactive to Aug. 1. (Val, C&C)
- Aug. 1, 1872** Kent County Railroad opens between Chestertown and Parsons, Md.
- Aug. 1, 1872** Pennsylvania Company Board approves contract with Ohio & Kentucky Railroad to build from point opposite Maysville, Ky., north to Lancaster, Ohio; authorizes purchase of majority of Maysville & Lexington Railroad at 25 cents on the dollar; reviews letter of D.R. Skinner of Valparaiso re rebuilding old link between CCC&IC and PFW&C at Valparaiso; orders 500 freight and 4 passenger cars for GR&I. (MB)
- Aug. 1, 1872** PC&StL Railway grants Cincinnati, Richmond & Fort Wayne Railroad trackage rights and joint rights to use of depot at Richmond, Ind., in return for \$30,000 Richmond city bonds issued to build station. (Church)

- Aug. 2, 1872** **Pennsylvania Company and Continental Improvement Company agree with Peninsular Railway; will loan it \$225,000 each; all Chicago traffic to be sent over PFW&C from Valparaiso; is also to be Chicago link for GR&I; both PFW&C and GR&I to have trackage rights over Peninsular Railway. (MB)**
- Aug. 6, 1872** **Hartford & New Haven Railroad merges into New York & New Haven Railroad to form New York, New Haven & Hartford Railroad ("New Haven") under agreement of July 24, 1872; runs between New York and Springfield, Mass., plus lease of Shore Line Railroad; becomes the dominant railroad in southeastern New England. (NH)**
- Aug. 7, 1872** **Marietta & Pittsburgh Railroad files locations for five branches; only Marietta City Branch, extending through Marietta to Marietta & Cincinnati Railroad at Harmar, is built. (Church)**
- Aug. 8, 1872** **NY&LB Board hears report of Chief Engineer William S. Sneden on new location between Red Bank and Long Branch. (MB)**
- Aug. 10, 1872** **Ohio Valley Railway organized; A.J. Warner, Pres. (C&C)**
- Aug. 10, 1872** **Shenango Valley, Youngstown & Chicago Railway incorporated in Ohio to build from Alliance to Pennsylvania state line in direction of Wheatland. (Church)**
- Aug. 12, 1872** **William Sellers and George Burnham of Baldwin Locomotive Works sue to block National Railway Company from issuing bonds to finance consolidation.**
- Aug. 12, 1872** **Worcester & Somerset Railroad opens between Kings Creek, Md., and Newtown (opposite present Pocomoke City); runs mixed train every other day. (check C&C)**
- Aug. 13, 1872** **Buffalo, New York & Philadelphia Railway runs excursion train from Buffalo to Pennsylvania state line; guests include ex-Pres. Millard Fillmore.**
- Aug. 1872** **Philadelphia & Erie Railroad's 41,000 shares of Oil Creek & Allegheny River Railway transferred to Allegheny Valley Railroad for \$1.54 million; OC&AR is in poor shape, as the center of oil production is shifting southwards away from it.**
- Aug. 1872** **Jay Gould approaches James McHenry to join him in buying control of Cleveland, Columbus, Cincinnati & Indianapolis Railway.**
- Aug. 1872** **Cleveland & Mahoning Railroad merges with Liberty & Vienna Railroad**

and Niles & New Lisbon Railroad to form Cleveland & Mahoning Valley Railway. (Church)

- Aug. 1872 Trustees of Boston, Hartford & Erie Railroad open line from Putnam to Willimantic, Conn. (NH)
- Aug. 15, 1872 *Pennsylvania*, first American Line steamship, launched at William Cramp & Sons shipyard in Philadelphia; 355 x 45 x 43. (Scharf, Farr)
- Aug. 16, 1872 Greenwood & Coney Island Railroad incorporated in New York to build street railway in Brooklyn; later controlled by LIRR. (CorpHist)
- Aug. 17, 1872 Meeting held in Jersey City to organize company to build and operate a large steamboat to transfer livestock from Communipaw to points around New York Harbor. (ARJ)
- Aug. 20, 1872 Union Depot Company (Columbus) incorporated in Ohio by PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway to build joint terminal facility. (Church)
- Aug. 21, 1872 Keel of first International Navigation Company steamship *Vaderland* laid at yard of Palmer & Co., Jarrow; designed as combination passenger steamer and oil tanker, though not used as such and bulk holds used for grain. (Flayhart)
- Aug. 21, 1872 Pennsylvania Company Board postpones action on offer of S.B. Dick of Meadville to sell unfinished Cleveland Air Line Railroad until J. Edgar Thomson returns from Europe in October; orders William P. Shinn to examine Gilman, Clinton & Springfield Railroad, particularly how it can be worked with Toledo, Peoria & Warsaw Railway, which PCo. is about to buy; if favorable, will accept Morgan Improvement Company's offer to sell \$210,000 First Mortgage bonds, \$653,000 Second Mortgage bonds and \$1.35 million stock for \$250,000. (MB)
- Aug. 24, 1872 J. Edgar Thomson writes to Edmund Smith from Liverpool noting that after five days examination, he has concluded American Line must terminate at Liverpool and not Cardiff. (Flayhart)
- Aug. 25, 1872 Cincinnati, La Fayette & Chicago Railroad completes line between Templeton and Kankakee; with trackage rights over Lake Erie & Western Rail__ (Lafayette-Templeton) and Illinois Central Railroad (Kankakee-Chicago) forms a new through route between Cincinnati and Chicago. (Sanders - verify)
- 1872 Illinois Central and Cincinnati, La Fayette & Chicago Railroad begin through passenger service between Chicago (IC Station) and Cincinnati

via Kankakee; later the route of the Big Four and the *James Whitcomb Riley*. (RRH)

- Aug. 26, 1872** Thomson contracts with Richardson, Spence & Co. as Liverpool agents of American Line. (Flayhart)
- Aug. 27, 1872** CNJ Board agrees to build NY&LB immediately and subscribe \$700,000. (EDJ)
- Aug. 28, 1872** Dunkirk, Warren & Pittsburgh Railway completed (Warren-Irvineton and what else?), and use of Philadelphia & Erie between Warren and Irvineton discontinued.
- Aug. 28, 1872** CB&Q, Illinois Central, and Michigan Central Railroads agree to build new Union Depot at Randolph & Michigan Avenues in Chicago; plan not carried out. (DeRouin)
- Aug. 1872** Baltimore & Potomac completes line to Popes Creek but does not open for regular service; freight runs about once a week and passenger trains run occasionally to Marlboro.
- Aug. 31, 1872** William Prescott Smith resigns as General Manager of entire through line between New York and Washington to return to B&O; duties assumed by the operating heads of the individual railroads. (Bain)
- Sep. 2, 1872** Hearings at Philadelphia in suit brought by manufacturer William Sellers on behalf of PRR to block National Railway bond issue; Sellers admits that information in bill of complaint was obtained from PRR officers. (SG)
- Sep. 3, 1872** Baltimore & Potomac Railroad opens for regular revenue service between Bowie and Marlboro, Md. (AR)
- Sep. 4, 1872** Baltimore & Potomac Railroad appoints E.L. Du Barry Superintendent. (MB)
- Sep. 5, 1872** Pennsylvania Company agrees with J.S. Kennedy & Co. re funding unpaid coupons of Indianapolis, Cincinnati & Lafayette Railroad bonds of 1869, on which interest has been unpaid since June 1, 1871, into new "Interest bonds"; with 300 bonds, PCo. is largest holder. (MB)
- Sep. 9, 1872** LIRR begins operating new *Boston Express* with steamboat connection between Greenport and New London with steamer *Magenta*; runs through in 9:30 hours via New London Northern and Boston, Hartford & Erie Railroads. (NYTrib, Seyfried)

- Sep. 9, 1872** **Pennsylvania Company agrees to build line of Toledo & State Line Railroad in return for entire capital stock. (Church)**
- Sep. 1872** **Allegheny Valley Railroad begins operating Oil Creek & Allegheny River Railroad; William Phillips replaces Edward F. Gay as Pres. (this wk)**
- Sep. 14, 1872** **Far Rockaway Branch Railroad of Queens County, N.Y. (Valley Stream-Far Rockaway), Rockaway Railway Company (Far Rockaway-Rockaway Beach), and uncompleted Hunters Point & South Side Railroad (Bushwick Jct.-N.Y. & Flushing Jct.), and New York & Flushing Railroad (Long Island City-N.Y. & Flushing Jct.) merged into South Side Railroad Company of Long Island. (Val, NYState)**
- Sep. 1872** **Work resumes on Columbia & Port Deposit Railroad.**
- Sep. 16, 1872** **East Broad Top Railroad & Coal Company begins construction at Mount Union on PRR as a 3'-0" gauge line. (EBT)**
- Sep. 21, 1872** **Toledo, Peoria & Warsaw Railway grants trackage rights to Chicago, Pekin & Southwestern Railroad (later part of Santa Fe) between Eureka and Washington, Ill. (Church)**
- Sep. 23, 1872** **PRR begins operating Bedford & Bridgeport Railroad under lease of Aug. 1, 1872, replacing Huntingdon & Broad Top Mountain Railroad. (Val)**
- Sep. 24, 1872** **Pennsylvania Company Board has arranged for Scott, Roberts and McCullough to meet ___ Boody of the St. Louis Bridge Company; have arranged for Vandalia Line and Indianapolis & St. Louis Railroad to each take 9/25 in St. Louis Stock Yards; authorizes sending a PCo. man to manage the Maysville & Lexington Railroad; orders 5 locomotives and 300 cars for Ashtabula, Youngstown & Pittsburgh Railroad. (MB)**
- Sep. 25, 1872** **PRR Board agrees to finance enlargement of Cresson Springs Hotel; project aborted by Panic of 1873. (MB)**
- Sep. 25, 1872** **Pennsylvania Company Board approves construction contracts for Toledo & Woodville Railroad between Brown Road and Cherry Street bridge and between Toledo and Michigan state line; approves advance to Peninsular Railway in return for \$375,000 First Mortgage bonds and guarantee by Pres. L.D. Dibble that they will finish road to Valparaiso. (MB)**
- Sep. 26, 1872** **Railroad of American Bottom Lime, Marble & Coal Company opens between East St. Louis and Falling Spring; Pennsylvania Company had acquired most securities. (Church)**

- Sep. 27, 1872** Societe Anonyme de Navigation Belge-Americaine incorporated in Belgium as European counterpart of International Navigation Company in operation of steamship line between Philadelphia and Antwerp; John B. van der Beke, Belgian correspondent of Peter Wright & Sons, named Pres.; American directors are Clement A. Griscom, Tom Scott and H.H. Houston. (Flayhart)
- Sep. 28, 1872?** New York & Hempstead Railroad begins revenue service between Valley Stream and Hempstead; controlled by South Side Railroad of Long Island; opened Sep. 12. (Seyfried has 9/28/70? - NYState says only 5 miles graded by end 1871!)
- Oct. 1, 1872** William Prescott Smith (1825-1872), longtime B&O official and General Manager of New York-Washington joint service from 1868 to 1872, dies in Baltimore. (BaltSun)
- Oct. 1, 1872** Mansfield, Coldwater & Lake Michigan Railroad issues Supplemental mortgage; Tom Scott and G.W. Cass, mortgage trustees; bonds are to be delivered to F.A. Drexel and J. Lowber Welsh, bankers, for resale rather than being delivered to Pennsylvania Company; proceeds to be paid to PRR, who will reimburse Pennsylvania Company at rate of \$20,000 per mile. (Church)
- Oct. 1, 1872** Old Colony & Newport Railroad purchases Cape Cod Railroad and changes name to Old Colony Railroad by deed of Jan. 17, 1873. (NH)
- Ca. Oct. 1872** Plum Creek Branch of Allegheny Valley Railroad opens between Verona, Pa., and Plum Creek Mines. (Val - may be 10/1 - Guide shows first pass. service 10/20/73)
- Oct. 2, 1872** Mont Alto Railroad opens between Chambersburg and Mont Alto, Pa. (HstFrnklnCo)
- Oct. 3, 1872** John Taylor Johnston reports to NY&LB that CNJ has purchased Perth Amboy & Elizabethport Railroad; NY&LB accepts CNJ proposal to lease it. (MB)
- Oct. 3, 1872** Work begins on South Mountain Railroad at Rockville; PRR men control over 50% of stock; Thomson and Scott invest \$1 million in South Mountain & Boston Railroad (CHECK! - portion Rockville-Lehigh River is S. Mt. RR) to build from Harrisburg to the west end of the Poughkeepsie Bridge. (note PRR men not on board)
- Oct. 8, 1872** Chancellor of New Jersey issues injunction vs. Stanhope Railroad as fraudulent on complaint of PRR.

- Oct. 8, 1872** Frederick & Pennsylvania Line Railroad opens between Kingsdale and Frederick, Md. (C&C, Val have 11/12)
- Oct. 9, 1872** Ohio Valley Railway successfully petitions Washington County Court of Common Pleas to extend western terminus from Ironton to Cincinnati; survey then made from a point opposite Catlettsburg, Ky., to Cincinnati, and some right of way acquired; this portion sold to Cincinnati & Ohio River Railroad in 1881. (Church)
- Oct. 9, 1872** American Bottom Lime, Marble & Coal Company leases right of way from St. Louis, Alton & Terre Haute Railroad on which to build its track. (Church)
- Oct. 10, 1872** Bedford & Bridgeport Railroad opens between Bedford and Maryland state line, permitting PRR to ship Cumberland coal to South Amboy in competition with B&O (Val, AR, Watkins); Cumberland & Pennsylvania Railroad, controlled by Consolidation Coal Company, extends branch from Kriegbaum, Md. to state line to connect its collector railroad with PRR. (RRH)
- Oct. 11, 1872** Pennsylvania Company agrees with Charles H., James F., and Zeno Secor to purchase a majority of Toledo, Peoria & Warsaw Railway. (MB)
- Oct. 12, 1872** Buffalo, Corry & Pittsburgh Railroad conveyed to Ashbel H. Barney, assignee. (Val)
- Oct. 15, 1872** Orange, Alexandria & Manassas Railroad and Lynchburg & Danville Railroad merge to form Virginia & North Carolina Railroad. (Harrison)
- Oct. 15, 1872** Pennsylvania Company agrees with William Mullins to subscribe for 1,600 shares of Shenango Valley, Youngstown & Chicago Railway. (MB)
- Oct. 1872** First standard Class H (B2) 0-6-0, No. 781, built at Altoona. (some may have been built earlier by outside builders?)
- Oct. 1872** Lancaster & Reading Narrow Gauge Railroad places line between Lancaster and Quarryville under contract.
- Oct. 1872** Construction begins on Texas & Pacific Railway. (AR)
- late 1872** Dillsburg & Mechanicsburg Railroad opens between Dillsburg Jct. and Dillsburg. (C&C - verify)
- Oct. 16, 1872** Wheatland & Ohio Railway incorporated in Pa. to build from Wheatland to Ohio state line in direction of Alliance. (Church)

- Oct. 17, 1872** **Pennsylvania Company Board approves contract with Toledo & State Line Railroad; order William P. Shinn to examine proposal of Pittsburgh & Norwood Railroad; request Ohio Valley Railroad to begin surveys between Cincinnati and Huntington; approves action of furnishing means to Mr. Pearce of Kentucky to buy stock of Maysville & Lexington Railroad; stock already purchased by H.J. Jewett to be put in PCo. treasury; declines to purchase Cincinnati & Indianapolis Junction Railroad. (MB)**
- Oct. 18, 1872** **Struthers Iron Company, Thomas Struthers, George Tod, et al., agree to transfer entire stock of Youngstown & Canfield Railroad, on which they had spent about \$50,000 partially grading a 3.5 mile line from Canfield Jct. to the Kyle coal mines, at cost on condition it be extended to a junction with the Lawrence Railroad near Youngstown; Y&C was to carry coal to Struthers Furnace in Youngstown. (Church, MB)**
- Oct. 19, 1872** **First shipments of Cumberland coal sent to PRR at Huntingdon.**
- Oct. 21, 1872** **Williamstown Railroad opens for regular service between Atco and Williamstown; connects at Atco with Camden & Atlantic and New Jersey Southern Railroads. (WdbryCnstn)**
- Oct. 22, 1872** **Pres. Thomson returns to New York on Cunard steamer *Scotia*. (Ward)**
- Oct. 1872** **Work begins on Meadows Shops on New York Division.**
- Oct. 27, 1872** **Ex-Camden & Amboy steamers *Richard Stockton* and *William Cook* make last runs between New York and South Amboy and laid up for sale; ends combined boat-rail service between New York and Philadelphia. (StGaz - says eff. 10/28 - NB last trip probably 10/26 as 10/27 is Sun. - check tt)**
- Oct. 29, 1872** **Preliminary hearings begin in New Jersey Court of Chancery in case of PRR vs. National Railway [or Stanhope RR?]. (StGaz)**
- Oct. 30, 1872** ***Ohio*, second American Line steamer launched at Cramp's shipyard. (Walther, Flayhart)**
- Nov. 1, 1872** **Philadelphia grants PRR temporary right to use light steam locomotives on City Railroad east of Schuylkill River to move freight cars during "epizootic" that is killing off horses; street railways are also crippled during the month. (Digest, Scharf)**
- Nov. 1, 1872** **NYC&HR, New York & Harlem and New Haven sign tripartite agreement for joint use of Grand Central Station. (NH)**

- Nov. 1, 1872** Reading leases Catawissa Railroad under agreement dated Oct. 10, 1872, extending its reach to Williamsport in the upper Susquehanna Valley. (RDG)
- Nov. 1, 1872** Ohio Valley Railway agrees to acquire unfinished roadbed of Marietta & Cincinnati Railroad between Bellaire and Marietta. (Church)
- Nov. 1, 1872** Denver & Rio Grande Railway opens between Pueblo and coal mines in Fremont County. (RRH)
- Nov. 2, 1872** PRR Board approves guarantee of Pittsburgh, Virginia & Charleston bonds. (MB)
- Nov. 4, 1872** VP George B. Roberts reports on Alexandria & Fredericksburg Railway; has operated at \$10,000 loss since opening and cannot earn fixed charges as there is no agreement with RF&P for through freight traffic; at present is only one round trip. (MB)
- Nov. 5, 1872** William F. Havemeyer elected Mayor of New York for third time as a reform candidate following the overthrow of the machine headed by William Marcy "Boss" Tweed. (Vexler)
- ca. Nov. 1872** California & Texas Railway Construction Company contracts to build Texas & Pacific Railway from Shreveport to San Diego for \$35,000 per mile in T&P construction bonds and \$15,000 per mile in land bonds; bonds are to be issued as line built so proceeds from bonds finance next section. (earlier!! - began work 10/1872)
- Nov. 7, 1872** Master's report in suit of Junction Railroad vs. PRR finds for Junction Railroad. (Casebook)
- Nov. 8, 1872** St. Louis Tunnel Railroad incorporated in Missouri in interest of Illinois & St. Louis Bridge Company to build railroad tunnel between west end of Eads Bridge and Missouri Pacific Railroad. (Church)
- Nov. 9, 1872** Boston depot of Boston, Hartford & Erie Railroad destroyed in Great Boston Fire; replaced by temporary structure. (Humphrey)
- Nov. 12, 1872** Frederick & Pennsylvania Line Railroad opens between Frederick and Pennsylvania state line; operated by Hanover Branch Railroad under agreement of same date. (Val - may have opened earlier - this is date of beginning of HB operation)
- Nov. 12, 1872** Shenango Valley, Youngstown & Chicago Railway and Wheatland & Ohio Railway merged to form Shenango Valley & Alliance Railway to

- build from Wheatland, Pa., to Alliance; no work done. (Church)
- Nov. 13, 1872** LIRR discontinues *Boston Express* and steamboat line.
- Nov. 13, 1872** Pennsylvania & Delaware Railroad completed between Pomeroy and Delaware state line. (Val - not operated?)
- Nov. 14, 1872** Preliminary hearings resume in New Jersey Court of Chancery case of PRR vs. National Railway. (StGaz)
- Nov. 14, 1872** Creditors file for bankruptcy decree against Maryland & Delaware Railroad.
- Nov. 18, 1872** Darby Improvement of PW&B opens for revenue service; relocated main line between Grays Ferry and Eddystone; stations at 58th St., Mount Moriah, Bonnaffon, Paschall, Darby, Sharon Hill, Glenolden, Ridley Park and Crum Lynne. (Val, ARJ)
- Nov. 18, 1872** At 10:00 PM, after passage of Orange & Alexandria train, gangs from Washington Board of Public Works tear up old Alexandria & Washington Railroad track between B&O depot and 6th Street & Maryland Avenue, severing connection between B&O and South; Garrett later claims he will make his connection via Manassas, Strasburg and Winchester. (BaltSun)
- Nov. 18, 1872** Pittsburgh, Virginia & Charleston Railway opens between Birmingham (4th Street, Southside, Pittsburgh) and Brownsville Road in Homestead Park, Pa., a new suburb being developed on Monongahela River. (PittsGaz)
- Nov. 19, 1872** Indianapolis Union Railway incorporated under June 15, 1852 General Law, replacing Union Track Railway of Indianapolis; five major railroads entering Indianapolis agree to form company as joint terminal. (Church - in v. 4 Church says this date incorporated but renamed IURy in 8/53 as unincorporated co.)
- Nov. 20, 1872** Catawissa Railroad, now under control of Philadelphia & Reading, opens own line between Milton and Williamsport; abrogates trackage rights agreement with the Philadelphia & Erie and withdraws traffic.
- Nov. 20, 1872** Stockholders of Wilmington & Weldon Railroad approve lease to Wilmington, Columbia & Augusta Railroad. (ARJ)
- Nov. 21, 1872** New Haven Railroad begins using Grand Central Station and ends use of old depot at 4th Avenue & 27th Street; buildings are later converted into first Madison Square Garden. (NYTrib, RRH)

- Nov 23, 1872 Philadelphia ordinance authorizes PRR to lay track in Delaware Avenue from Commercial Avenue to Pollock Street. (Digest)**
- Nov. 23, 1872 Jay Gould, Horace F. Clark and Augustus Schell execute corner in Chicago & North Western; price bid up from 83.75 to 230 over four days; one of most profitable corners ever made. (Wyckoff)**
- Nov. 25, 1872 Pennsylvania Company receives letters patent. (Val)**
- Nov. 25, 1872 William S. Sneden resigns as Chief Engineer of NY&LB; Board authorizes New Egypt & Farmingdale Railroad to build alongside it south of Bath Avenue, Long Branch, as long as stays well east of NY&LB's station at Pavilion Avenue. (MB)**
- Nov. 27, 1872 PRR agrees to subscribe for \$2.5 million in Southern Railway Security Company at 80; only \$195,933 installment made in 1873. (MB)**
- Nov. 27, 1872 Pennsylvania Company Board cancels contract with the Secors on Toledo, Peoria & Warsaw Railway; George B. Roberts on going to New York had discovered TP&W had additional liabilities in violation of deal. (MB)**
- Nov. 27, 1872 Pennsylvania Company Board agrees to furnish \$25,000 cash to Ohio Valley Railroad in return for stock control; resolves are not prepared to build Pittsburgh & Norwood Railroad at this time, but if local residents build it, they will make contract for through traffic to Pittsburgh; authorizes \$420,000 subscription to Shenango Valley & Alliance Railroad; defers requests for aid from Evansville & Indianapolis Railroad and Danville, Olney & Ohio River Railroad; orders examination of contract with Cairo & Vincennes Railroad as must have 10-year option to purchase. (MB)**
- Nov. 29, 1872 Geneva, Southwestern & Hornellsville Railway incorporated in New York. (Val)**
- Nov. 29, 1872 St. Louis city ordinance transfers tunnel rights from Illinois & St. Louis Bridge Company to St. Louis Tunnel Railroad. (Church)**
- Nov. 30, 1872 Chief Engineer Felician Slataper reports to Pennsylvania Company on survey for a straight line between Paradise (two miles west of Orville) and Spring Mills via Smithfield, Lafayette and Ashland; cannot get line with sufficient saving of either grade or mileage. (MB)**
- 1872 Attorney General of Ohio, acting under pressure from House of Representatives, brings *quo warranto* proceedings against PFW&C to**

determine if it is a corporation of the State of Ohio; PFW&C claims is operating under General Railroad Law of Apr. 4, 1863. (Church)

- Dec. 1, 1872** Charles E. Graham appointed Assistant General Manager of Western Division of PFW&C, GR&I, Michigan & Lake Shore Railroad, and Cincinnati, Richmond & Fort Wayne Railroad with office at Fort Wayne; James D. Layng (1833-1908) appointed Assistant General Manager of Eastern Division of PFW&C, Ashtabula, Youngstown & Pittsburgh, Erie & Pittsburgh, and construction of Mansfield, Coldwater & Lake Michigan, and Tiffin & Toledo; George Webb named Assistant General Manager of PC&StL Railway, replacing Layng. (ARJ)
- Dec. 1, 1872** Herman Haupt named General Manager of Atlanta & Richmond Air Line Railroad. (Ward); Thomson had recommended he be made VP of Southern Railway Security Company, but that post not created. (Haupt)
- Dec. 2, 1872** U.S. House Committee formed to investigate profiteering and bribes paid by Credit Mobilier, construction company for Union Pacific Railroad, to members of Congress.
- Dec. 3, 1872** First hearing begins in New Jersey Court of Chancery suit of PRR vs. National Railway; PRR asks that all National Railway charters and agreements be declared void; National Railway argues that the PRR lease of the United Companies and the transit duty are invalid and that the PRR has no rights in New Jersey. (StGaz)
- Dec. 3, 1872** Committee headed by George B. Roberts recommends to Pennsylvania Company that New Orleans, Jackson & Great Northern Railroad take 100 acres of McComb City lands for \$112,000 and sell rest to Mississippi Valley Company for \$200,000 in stock. (MB)
- Dec. 5, 1872** PW&B donates \$5,000 to new University of Pennsylvania Hospital; in return, is entitled to one free bed for use of injured employees or passengers. (Digest)
- Dec. 6, 1872** Alexandria & Fredericksburg Railway placed in hands of Trustees for bondholders. (MB)
- Dec. 7, 1872** Buffalo, Corry & Pittsburgh Railroad sold at foreclosure at Maysville, N.Y., to Danford N. Barney, et al., trustees; remains in their hands during nine months of litigation. (Val)
- Dec. 13, 1872** Herman J. Lombaert resigns as Pres. of American Steamship Company of Philadelphia; replaced by Josiah Bacon as Pres. pro-tem. (Flayhart)
- Dec. 13, 1872** Testimony concludes in New Jersey Chancery case of PRR vs. National

Railway. (StGaz)

- Dec. 15, 1872** Warren & Venango Railroad opens between Dunkirk and Titusville. (ARJ)
- Dec. 15, 1872** Grand Rapids & Indiana Railroad opens between Clam Lake (Cadillac) and Walton Jct. (AR, ARJ says track laid 10 mi. north of Fife Lake - Church says open Clam Lake-Fife Lake in 9/72)
- Dec. 15, 1872** Traverse City Railroad opens between Walton Jct. and Traverse City, Mich.; operated by Grand Rapids & Indiana Railroad. (Church,)
- Dec. 1872** PRR offers to purchase West Chester Railroad from West Chester & Philadelphia Railroad; not successful. (Moore)
- Dec. 1872** Under *quo warranto* proceedings brought by state Attorney General, Ohio Supreme Court holds PFW&C is not a corporation of Ohio but a foreign corporation entitled to do business in Ohio; court holds act of Apr. 4, 1863 is unconstitutional because it does not impose individual liability on stockholders. (Church)
- Dec. 16, 1872** Columbus & Toledo Railroad requests Pennsylvania Company to grant trackage rights from crossing into Toledo and use of PCo. freight and passenger stations; most of its traffic will continue across crossing to lake. (MB)
- Dec. 16, 1872** Cairo & Vincennes Railroad opens between Cairo and Vincennes; financed by J.S. Morgan & Co.; Gen. Ambrose Burnside, Pres.
- Dec. 17, 1872** Cleveland, Mt. Vernon & Delaware Railroad files location for Dresden Branch between Killbuck on main line and Dresden Jct. (Trinway) on Cincinnati & Muskingum Valley Railway. (Church)
- Dec. 18, 1872** Directors' special travels over Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad between Mansfield and Toledo; first train to do so.
- Dec. 18, 1872** Virginia transfers controlling stock interest in Virginia & North Carolina Railroad to B&O. (Harrison)
- Dec. 19, 1872** Pennsylvania Company Board authorizes furnishing 500 cars to Toledo, Peoria & Warsaw Railway and 250 cars for interline use with TP&W; declines advance of \$75,000 to Plymouth, Kankakee & Pacific Railroad as is in embarrassing circumstances because of difficulties among officers; authorizes negotiations with Michigan Lake Shore Railroad; William Thaw reports that he has purchased \$300,000 stock of Maysville

- & Lexington Railroad (3/4 of total) and paid in \$75,000; on investigation by William P. Shinn decides to make no further payments. (MB)**
- Dec. 19, 1872** **Pennsylvania Company reorganizes Legal Dept. making General Counsel Hugh J. Jewett department head; previously, all lawyers reported to Pres. (MB)**
- Dec. 19, 1872** **PFW&C Executive Committee disputes charges made by Pennsylvania Company and PRR for "betterments"; denies that air brakes are a betterment because entirely new. (MB)**
- Dec. 20, 1872** **West Virginia act ratifies May 9 lease agreement between Pittsburgh, Wheeling & Kentucky Railroad and PC&StL Railway. (Church)**
- Dec. 20, 1872** **Pennsylvania Company Board adopts new form of weekly and monthly reports. (MB)**
- Dec. 21, 1872** **Southern Pennsylvania Iron & Railroad Company sold at foreclosure to J. Edgar Thomson for \$305,000, including 8,510 acres. (Digest, Val)**
- Dec. 23, 1872** **Last rail laid on Buffalo, New York & Philadelphia Railway at Emporium, Pa. (ARJ)**
- Dec. 24, 1872** **Wreck on Buffalo, Corry & Pittsburgh Railroad at Prospect, Pa., kills 25; broken wheel causes derailment and bridge collapse. (Shaw)**
- Dec. 27, 1872** **Remainder of Louisville, New Albany & Chicago Railroad between New Salem and Michigan City, less the portion sold to the Indianapolis & Vincennes Railroad, sold at foreclosure; eventually becomes part of Chicago, Indianapolis & Louisville (Monon) Railway.**
- Dec. 27, 1872** **Paris & Decatur Railroad opens between Paris and Hervey City, Ill.; section between Hervey City and Decatur Jct. is jointly owned and operated with Decatur, Sullivan & Mattoon Railroad, later part of Illinois Central Railroad; Illinois Central Railroad is used between Decatur Jct. and Decatur. (Church - Guide has 12/25!)**
- Dec. 28, 1872** **Buffalo, New York & Philadelphia Railway opens between Olean and Emporium, completing new route from Buffalo to Philadelphia & Erie and Northern Central lines. (Val - date of excursion, not revenue service which is 1/1/73?)**
- Dec. 30, 1872** **PRR agrees with City of Pittsburgh for elimination of certain grade crossings. (Moore)**
- Dec. 31, 1872** **Directors' special makes first trip over Central Railroad of Long Island**

between Flushing and Hempstead; public opening delayed until Hempstead station finished. (NYTrib)

- Dec. 31, 1872** Stockholders of Pennsylvania Company approve lease of Jeffersonville, Madison & Indianapolis Railroad. (MB)
- ca. 1872** PRR invests \$1.3 million in bonds of Mississippi Central and New Orleans, Jackson & Great Northern, now the main line of the Illinois Central between Cairo and New Orleans.
- 1872** First year of operation of New Jersey lines; gross earnings \$10.5 million; net, \$2.8 million; but high fixed charges equal \$3.4 million; lease remains unprofitable through 1888; PRR unable to reduce terminal costs to same extent it can reduce operating expenses on its Pennsylvania lines. (AR)
- 1872** PRR eliminates engine change at New Brunswick on New York Division; old locomotives could not run through with anthracite as did not steam freely and steam pressure would fall over long trips; PRR switches to bituminous coal until 12 anthracite-burning locomotives can be built for through passenger service.
- 1872** South Side Railroad Company of Long Island resumes operation of New York & Flushing Railroad under lease of June 10, 1870. (was purchased outright 9/11/72!)
- 1872** Hunters Point & South Side Railroad opens between Bushwick Jct. and New York & Flushing Jct. (C&C)
- 1872** Whitestone & Westchester Railroad begins work.
- 1872** PRR changes gauge of United New Jersey lines from 4'-10" to 4'-9-1/2"; second change to reduce to 4'-9".
- 1872** PRR builds eight more car floats for New York service; now runs freight cars through from Baltimore to Pier No. 39, New York.
- 1872** PRR ends practice of floating teamsters' carts on barges to South Amboy in favor of car floating at Jersey City. (Watkins - may be 1873)
- 1872** Stations established at South Newark, North Rahway, N.J. (AR)
- ca. 1872** Florence Branch of Camden & Amboy built by R.D. Wood & Co. to reach its foundry on Delaware River at Florence, N.J. (C&C)
- 1872** Delaware & Raritan Canal carries 2,837,532 tons, near peak traffic of 1866; traffic declines precipitously under PRR ownership, as most traffic

is coal from Reading; also peak year for Chesapeake & Delaware Canal at 1,318,772 tons and Erie Canal at 6,673,370 tons. (Gray)

- 1872 PRR buys Western Market house at 16th & Market and incorporates it into 15th Street Freight Station, which now occupies whole block.
- 1872 New station built at Villanova, Pa. (AR)
- 1872 New joint passenger station built by PRR and Huntingdon & Broad Top Mountain Railroad at Huntingdon. (AR)
- 1872 Iron train shed , 271' x 48', built in front of Logan House at Altoona Station. (AR)
- 1872 New foundry built at Altoona. (AR)
- 1872 Baltimore Division shops relocated to Mount Vernon on north side of Baltimore.
- 1872 Twenty-five miles of Sodus Point & Southern Railroad opened. (Digest - verify)
- 1872 Tyrone & Clearfield Railway extends Moshannon Branch from Sterling to Houtzdale (1.5 miles). (Val)
- 1872 Cleveland, Mt. Vernon & Delaware Railroad opens from point 3.5 miles south of Millersburg to Mt. Vernon, Ohio.
- 1872 Marietta & Pittsburgh Railroad opens between Macksburg and a point near Cambridge, Ohio.
- 1872 Pennsylvania Company purchases controlling interest in Michigan Lake Shore Railroad to secure a Lake Michigan connection for Mansfield, Coldwater & Lake Michigan Railroad. (Church)
- 1872 Columbus, Chicago & Indiana Central Railway works on building a separate track into Halstead Street Depot in Chicago and connecting with PFW&C's depot at Madison Street via Canal Street.
- 1872 Brotherhood of Locomotive Engineers recognized on Lines West.
- 1872 Joseph U. Crawford named Principal Engineer of California Division of Texas & Pacific, after having been Assistant Engineer on Alexandria & Fredericksburg.
- 1872 B&O establishes tug and car float ferry from end of branch at Shepherds

Landing to Wilkes Street in Alexandria after acquiring Orange, Alexandria & Manassas/Virginia Midland. (Foley)

- 1872 PRR invests \$1 million in Pullman Palace Car Company.**
- 1872 PRR first to use closed track circuit for signaling at Irvineton, Pa. (Mutual)**
- 1872 Wiconisco Canal Company sold at foreclosure to Pennsylvania Canal Company.**
- 1872 North Branch Extension Canal abandoned between Tunkhannock and Athens, Pa.**
- 1872 Pennsylvania Canal Company completes enlargement of canal between Nanticoke Dam and Columbia for 280-ton double boats; no further improvements made because of failure to enlarge Susquehanna & Tide Water Canal. (book says end 1873?)**
- 1872 Erie Railway establishes Erie & North Shore Dispatch line operating to western points via Canada.**
- 1872 Pennsylvania Company acquires controlling interest in Lake Michigan Shore Railroad (Allegan-Muskegon) in order to obtain outlet on Lake Michigan for Mansfield, Coldwater & Lake Michigan Railroad. (Church)**
- 1872 Union Pacific bridge opens between Council Bluffs and Omaha permitting through movement of cars to transcontinental line.**
- 1872 Pres. Gowen ousts Adams Express Company from Reading lines in favor of operating his own express business; Adams sues and cuts rates by 50% to competitive points reached by PRR; also puts agents on Reading trains incognito carrying express matter as personal baggage. (Rdg AR)**
- 1872 Steamboat *Theodore Weems* built by William Skinner & Sons of Baltimore for Weems Line. (Stanton)**
- 1872 New York City Rapid Transit Company incorporated by Cornelius Vanderbilt to build an underground railroad from Grand Central Station to City Hall; plan abandoned under public pressure, and NYC&HR remains aloof from rapid transit issue thereafter. (RTinNYC)**