

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

By Christopher T. Baer

1873

May 2016 Edition

- Jan. 1, 1873 Private railroad of A. T. Stewart built to serve his real estate development on the Hempstead Plains opens between Floral Park and Bethpage, with a branch to Hempstead. (C&C - verify Seyfried)
- Jan. 1, 1873 Popes Creek Branch of Baltimore & Potomac opens for regular revenue service between Upper Marlboro and Popes Creek, Md., completing Popes Creek Branch; one passenger and one mixed train established between Bowie and Popes Creek; the passenger train leaves Cox's Station 6 miles north of Popes Creek at 5:55 AM and returning leaves Bowie at 5:10 PM for Popes Creek, returning north and laying over at Cox's. (MB, Watkins, Wearmouth)
- Jan. 1, 1873 Rochester, Nunda & Pennsylvania Railroad creates First Mortgage to New York State Loan & Trust Company. (CorpHist)
- Jan. 1, 1873 Allegheny Valley Railroad begins operating the Buffalo, Corry & Pittsburgh Railroad after Pres. William Phillips secures control in his own name, bringing it into the PRR orbit; prior to the foreclosure sale, there was a heavy Vanderbilt interest. (NYState, AR, USRR&MR)
- Jan. 1, 1873 Pennsylvania Company leases unfinished Ashtabula, Youngstown & Pittsburgh Railroad under agreement dated Mar. 1, 1872. (C&C)
- Jan. 1, 1873 Pennsylvania Company grants Cincinnati, Richmond & Fort Wayne Railroad trackage rights between Fort Wayne and Anoka Jct. and use of Fort Wayne depot. (Church)
- Jan. 1, 1873 Pennsylvania Company, Ohio & Mississippi Railroad and Louisville & Nashville Railroad agree for use of 10th Street Yard and transfer platform at 10th Street (used for changing car trucks between different gauges) built by Louisville Bridge Company; Pennsylvania Company begins handling all

freight of the Louisville, New Albany & Chicago Railroad, Ohio & Mississippi Railroad, and Jeffersonville, Madison & Indianapolis Railroad over the Louisville Bridge. (Church, AR)

- Jan. 1, 1873 John M. Kimball appointed Superintendent of the Erie & Pittsburgh Railroad; Richard Wiggin appointed Superintendent of the Eastern Division of the PFW&C. (RRGaz)
- Jan. 1, 1873 PC&StL Railway transfers the lease of the Jeffersonville, Madison & Indianapolis Railroad to the Pennsylvania Company to avoid litigation by minority stockholders; Pennsylvania Company begins operating JM&I and Louisville Bridge Company. (Church)
- Jan. 1, 1873 Michigan Lake Shore Railroad defaults on interest payments. (MB)
- Jan. 1, 1873 Montclair Railway opens with two round trips between Jersey City and Pompton, one round trip between Jersey City and Montclair, and two locals between Mountain View and Monks, using PRR's Jersey City Terminal; operated as Montclair Division of New York & Oswego Midland Railroad. (Guide - this date moved to PRR from Hoboken)
- Jan. 1, 1873 Blossburg & Corning Railroad and Wellsboro & Lawrenceville Railroad merged to form the Corning, Cowanesque & Antrim Railroad, operating between Corning and Antrim, Pa.; leased to the Fall Brook Coal Company. (RRH 55 - verify GrnBk)
- Jan. 1, 1873 Carnegie, McCandless & Co. organized by Andrew Carnegie, Thomas M. Carnegie, Henry Phipps, Jr., Andrew Kloman, David McCandless, William Coleman, David A. Stewart, John Scott and William P. Shinn, for the purpose of taking over the project of building a rail rolling mill at Braddock, Pa.; Andrew Carnegie puts up \$250,000 of the \$700,000 capital. (StdHistPitts, HistPitts has 1/13 - see 1/18)
- Jan. 1, 1873 Philadelphia & Reading Coal & Iron Company buys the property of the Big Mountain Improvement Company. (P&RC&I Mortgage - verify where)
- Jan. 1, 1873 James M. Swank (1832-1914) becomes Secretary of the American Iron & Steel Association; Swank becomes the statistician and historian of the U.S iron and steel industry, as well as its leading pro-tariff propagandist. (Paskoff, ed)
- Jan. 2, 1873 Trains begin operating between Buffalo and Titusville via LS&MS and Dunkirk, Allegheny Valley & Pittsburgh Railroad; Titusville station is on east side of town, as temporarily blocked from crossing Union & Titusville Railroad; later extended into town but not extended to Oil City. (RRGaz)

- Jan. 2, 1873 Last rail laid on Northern Division of Cairo & Fulton Railroad, completing the line between present North Little Rock and the St. Louis & Iron Mountain Railroad connection at the Missouri state line. (RRGaz - see 1/7)
- Jan. 2, 1873 New York, Boston & Montreal Railway incorporated in N.Y. by merger of the New York, Boston & Northern Railway (High Bridge-Millerton) and the Harlem Extension Railroad. (NYState, ICC - note this company broken up by the foreclosure of the underlying mortgage on the NY & Boston RR on May16, 1877)
- Jan. 2, 1873 Writing from Mexico, William Jackson Palmer criticizes William S. Rosecrans's optimism, noting that Pres. Lerdo is against their railroad project, that various officials around him are expecting bribes, and that things would be different had not Pres. Juarez died. (Pletcher)
- Jan. 1873 Pennsylvania Petroleum Rail__ is projected to run from Tidioute on the Oil Creek & Allegheny River Railway through Titusville and Compton to Erie harbor; controls the Pithole Valley Railway, which is to be reached by a branch from Colorado to Pithole City. (RRGaz - HistCrawfrdCo has Pennsylvania Petroleum Railroad grading and laying track through Steuben Township before suspending - never finished - verify Taber?)
- Jan. 3, 1873 John M. Wilson promoted from Principal Assistant Engineer to Engineer of Bridges & Buildings. (PRRColExpo)
- Jan. 3, 1873 NYC&HR leases Dunkirk, Allegheny Valley & Pittsburgh Railroad, running between Dunkirk and Titusville, retroactive to Dec. 1, 1872; gives the Vanderbilt lines direct access to the Oil Region and increases competition. (GrnBk)
- Jan. 3, 1873 Pennsylvania Company contracts to supply 500 freight cars to the Secors and Toledo, Peoria & Warsaw Railway. (MB)
- Jan. 4, 1873 Henry M. Hamilton and partners acquire the charter of the Excelsior Enterprise Company, one of the "Tom Scott" companies of 1871, in hope of beating the PRR at its own game; Hamilton believes that the PRR cannot attack the validity of such a company without jeopardizing the similar and much more valuable rights of the Pennsylvania Company; Excelsior Enterprise Company is fully organized on this date. (Rdg)
- Jan. 4, 1873 Future operating officer William Thomas Covert (1873-1956) born at Philadelphia. (PRRBio)
- Jan..6, 1873 Mansfield, Coldwater & Lake Michigan Railroad stockholders appoint a committee to investigate rumors of improprieties by the officers. (MB)

- Jan. 6, 1873 U.S. House appoints a second committee chaired by Rep. Jeremiah M. Wilson (1828-1901) of Indiana to investigate all relations between the Union Pacific Railroad and the Credit Mobilier of America; hearings are to be public; the scandal demoralizes both Congress and financial markets involved in Pacific railroad promotion. (Klein, Oberholtzer)
- Jan. 7, 1873 Alexander T. Stewart leases that portion of the Central Railroad east of Floral Park that he owns in fee simple to the Central Railroad Company of Long Island for 50 years. (Val)
- Jan. 7, 1873 Flushing & North Side Railroad leases operation of Central Railroad Company of Long Island between Great Neck Jct. and Floral Park retroactive to Jan. 1, 1873; includes operation of A.T. Stewart Railroad between Floral Park and Bethpage, plus Hempstead Branch which is leased to Central Railroad Company of Long Island on same date. (C&C)
- Jan. 7, 1873 New York City boss William M. Tweed goes on trial for defrauding the city; the trial ends in a hung jury. (Trager)
- Jan. 7, 1873 Louisville, New Albany & Chicago Railway incorporated as a reorganization of the Louisville, New Albany & Chicago Railroad. (ICC)
- Jan. 7, 1873 Cairo, Arkansas & Texas Railroad reaches the White River at Newport, Ark. (Wood, mopac.org, EncycArkHist&Culture - when renamed?? is Cairo & Fulton!!!)
- Jan. 8, 1873 Central Railroad of Long Island opens for revenue service between Flushing and Hempstead, N.Y.; controlled by dry goods merchant Alexander Turney Stewart (1803-1876), who is developing suburb of Garden City on a huge tract he purchased on the Hempstead Plains; Stewart owns right-of-way between Floral Park and Hempstead in fee simple, and only the portion between Flushing and Floral Park is owned by the railroad company; whole line operated by Flushing & North Side Railroad. (Seyfried, NYTrib)
- Jan. 8, 1873 Moses Taylor & Co., New York bankers, inform VP Edmund Smith that they will take \$250,000 of PRR paper; already have \$250,000 of PRR and \$400,000 of Reading. (Hodas)
- Jan. 8, 1873 Washington Butcher (1814-1873), former PRR director and acting Pres. of American Steamship Company of Philadelphia, dies at Philadelphia. (RRGaz)
- Jan. 1873 PRR places eight new Altoona locomotives on the New York Division and two on the Amboy Division. (USRR&MR)
- Jan. 9, 1873 Blossburg & Corning Railroad and the Wellsboro & Lawrenceville Railroad merged to form the Corning, Cowanesque & Antrim Railway. (ICC, GrnBk)

- Jan. 10, 1873 Pennsylvania Company Board refers the lease of Cairo & Vincennes Railroad to a committee; agrees to retain John B. Jervis as Consulting Engineer at \$2,500; Jervis was employed on behalf of the PFW&C to verify betterments made by the Pennsylvania Company and paid for by PFW&C; authorizes funding unpaid interest of Michigan Lake Shore First Mortgage bonds into preferred stock through Winslow, Lanier & Co. (MB)
- Jan. 11, 1873 Junction & Breakwater Railroad Board reports that they have secured a new boat between Lewes and New York, but it has been withdrawn after 6 weeks for lack of patronage. (MB)
- Jan. 11, 1873 Excelsior Enterprise Company renamed the National Company as the holding company for Henry M. Hamilton's National Railway project. (MB- 1/18 is filing date from Rdg - ICC has 3/31)
- Jan. 11, 1873 NYC&HR Board authorizes \$30 million in bonds, plus another £2 million to be sold in London to finance the quadruple-tracking between Albany and Buffalo. (Stiles/MB)
- Jan. 11, 1873 First train from St. Louis reaches Argenta, across the Arkansas River from Little Rock via the St. Louis & Iron Mountain Railroad and Cairo, Arkansas & Texas Railroad. (EncycArkHist&Culture - mopac.org has 2/7)
- Jan. 13, 1873 Smithtown & Port Jefferson Railroad opens between Northport Jct. and Port Jefferson; controlled by LIRR and operated under agreement of Mar. 20, 1871. (Val, NYT, C&C)
- Jan. 13, 1873 In an act of harassment by the PRR, Henry M. Hamilton is arrested at the National Company meeting on a charge of fraudulently obtaining \$50,000 from the PRR by promising to deliver all the stock of Hamilton Land & Improvement Company, when in fact he had already sold it to the Excelsior Enterprise Company. (RRGaz)
- Jan. 13, 1873 Henry Lewis elected Pres. of the National Railway Company. (USRR&MR)
- Jan. 13, 1873 Philadelphia & Yardleyville Railroad incorporated in Pa. By Henry M. Hamilton. (Rdg)
- Jan. 13, 1873 Junction & Breakwater Railroad Board authorizes applying to the Secretary of War for aid in connecting to the government pier at Lewes; appoints a committee to arrange for a boat to New York; after the meeting, the Board meets with a delegation from the proposed Chesapeake & Delaware Bay Railroad, who are seeking an arrangement for through rates. (MB)
- Jan. 13, 1873 Columbia & Port Deposit Railroad Board hears a report that other parties are

surveying on the west bank of the Susquehanna River between Wrightsville and York Haven; asks Pres. J. Edgar Thomson to investigate and bring legal proceedings. (MB)

- Jan. 13, 1873 Bryn Mawr Presbyterian Church founded. (Harding)
- Jan. 13, 1873 Northern Central Michigan Railroad opens between Eaton Rapids and North Lansing. (Meints)
- Jan. 14, 1873 Cumberland Valley Railroad begins operating Southern Pennsylvania Railway & Mining Company under agreement of Mar. 1, 1870. (Val)
- Jan. 15, 1873 Excelsior Enterprise Company acquires the old National Railway Company of Pennsylvania by exchange of stock. (?)
- Jan. 15, 1873 PRR Board appoints special committee to report on expediency of leasing Cumberland Valley Railroad. (MB)
- Jan. 15, 1873 Edward C. Knight elected Pres. of American Steamship Company of Philadelphia, replacing Josiah Bacon, Pres. pro-tem. (USRR&MR)
- Jan. 1873 PRR switches the policy of the lease United New Jersey lines to buy all their coal from the PRR's Susquehanna Coal Company, where they formerly placed orders with many operators in the Lehigh Region, where Commodore Stockton had investments, shipping via the Lehigh Valley Railroad and Belvidere Delaware Railroad. (Healey)
- Jan. 1873 Representatives of PRR, Chicago & Alton Railroad and Milwaukee & St. Paul Railway meet in New York to fix plans for a proposed Chicago Union Station. (RRGaz)
- Jan. 1873 PFW&C advertises for grading second track between Wheeler and Valparaiso. (RRGaz)
- Jan. 1873 Dayton & Cincinnati Railroad leaves receivership without foreclosure. (C&C)
- Jan. 1873 Pres. Cornelius Vanderbilt announces that the NYC&HR will float a new bond issue to build 3rd & 4th tracks between Albany and Buffalo; to be two parallel double-track railroads, one with heavy steel rails for passengers, and the other with the old iron for the time being for freight. (Harlow - verify NYT?)
- Jan. 1873 Joseph Seligman arranges for Alden Stockwell, Pres. of Pacific Mail Steamship Company, to be elected Pres. of Atlantic & Pacific Railroad in return for taking 30,000 shares at 25 cents. (Miner)

- Jan. 1873 New Union Depot opens at Salamanca, N.Y., serving the Erie Railway and the Atlantic & Great Western Railroad. (Ellis/Cattaraugus)
- Jan. 1873 William H. Vanderbilt raises the rate on refined oil to New York to \$1.25; Standard Oil Company retaliates by shipping only the minimum required under its contract until it expires at the end of Mar. 1873. (Williamson/Daum)
- Jan. 1873 Interest rates decline to 6-7% briefly but soon rise again; gold rises to 119½%. (Duckenfield)
- Jan. 16, 1873 Sodus Point & Southern Railroad opens over whole length between Gorham and Sodus Point, N.Y., connecting with Elmira, Jefferson & Canandaigua Railroad at Stanley. (USRR&MR, ARJ, Digest - Guide shows open 10/17/72)
- Jan. 16, 1873 G. Sulzbach of Sulzbach Bros., Frankfurt-am-Main, writes to Andrew Carnegie that they have been unable to sell the railroad and bridge company bonds placed with them. (Nasaw)
- Jan. 16, 1873 Under the leadership of Franklin B. Gowen, representatives of the Reading, Delaware & Hudson, Lehigh Valley, CNJ, and DL&W form an anthracite coal combination setting uniform prices and fixing amounts to be shipped to tidewater through a Board of Control; the other big coal producer and shipper, the Pennsylvania Coal Company, does not sign but agrees to maintain prices and percentages; PRR refuses to join, but its output is too small to affect the workings of the combination; the first industry-wide price-fixing agreement in U.S. history. (Schlegel - EJones says 1/22? - verify Rdg MB? NYT?)
- Jan. 17, 1873 Terre Haute & Indianapolis Railroad accepts the Indiana General Railroad Law of 1852 and surrenders its special charter which had allowed the state to attach all profits over 15%. (C&C, Dunn)
- Jan. 17, 1873 Collis P. Huntington writes that he is close to closing a deal to sell the Southern Pacific Railroad to Tom Scott for \$16 million. (Grodinsky)
- Jan. 17, 1873 Empire Contract Company of 1871 renamed the Mexican National Railway Company for the purpose of carrying out William Jackson Palmer's Mexican scheme. (Moody's)
- Jan. 17, 1873 Old Colony & Newport Railroad purchases the Cape Cod Railroad and changes its name to the Old Colony Railroad retroactive to Oct. 1, 1872. (NHCorp)
- Jan. 18, 1873 Excelsior Enterprise Company renamed National Company and agrees to build the Jersey City to Philadelphia railroad of the Stanhope Railroad and National Railway Company; all rights of the National Railway Company vested in the National Company. (Rdg)

- Jan. 18, 1873 Carnegie, McCandless & Co. organized by Andrew Carnegie, William Coleman, John Scott, David A. Stewart, Thomas M. Carnegie, Andrew Kloman, William P. Shinn, David McCandless and Henry Phipps, Jr. for the purpose of building a rail rolling mill at Braddock, Pa. (HistAllghnyCo - see 1/1)
- Jan. 20, 1873 First International Navigation Company (Red Star Line) steamship *Vaderland* leaves Antwerp on a rough passage, arriving in Philadelphia on Feb. 17; the *Vaderland*, *Nederland* and *Switzerland* are built by Palmers Shipbuilding & Iron Company of Jarrow, England, and are designed as bulk oil carriers, although oil is not carried for fears of passenger safety. (Flayhart, Moyer/Keystone)
- Jan. 20, 1873 Lancaster & Williamstown Turnpike Road Company incorporated by Lancaster County Court of Common Pleas to take over the western portion of the Philadelphia & Lancaster Turnpike Road Company. (Landis)
- Jan. 20, 1873 Thomas D. Messler elected Pres. of the Lawrence Railroad. (MB)
- Jan. 21, 1873 Boston capitalists associated with banking house of Jacob R. Shipherd & Co. obtain control of South Side Railroad Company of Long Island. (Seyfried - RRGaz has 1/15 - in another place, Seyfried says Shipherd is NY, not Boston)
- Jan. 21, 1873 William H. Gatzmer, now out of work on the old Joint Companies, elected a "Consulting Manager" of the Lehigh Valley Railroad. (MB)
- Jan. 21, 1873 Sen. William M. Stewart (1827-1909) of Nevada introduces a bill (S-1425) to make the interest on the Texas & Pacific Railway bonds payable in Greenbacks instead of being limited to payment in gold. (CongGlobe)
- Jan. 21, 1873 Sen. John F. Lewis (1818-1895) of Va. introduces a bill (S-1418) to permit the Orange, Alexandria & Manassas Railroad to operate over certain streets into the District of Columbia with horse power. (CongGlobe)
- Jan. 21, 1873 Dutchess & Columbia Railroad merged into the New York, Boston & Montreal Railroad. (ICC)
- Jan. 22, 1873 PRR Board agrees to endorse bonds of East Brandywine & Waynesburg to finance its extension to New Holland. (MB)
- Jan. 22, 1873 Dillsburg & Mechanicsburg Railroad Board vote to approach the Cumberland Valley Railroad for more money to complete the road. (MB)
- Jan. 22, 1873 Philadelphia & Reading Coal & Iron Company buys the property of the Manhattan Coal Company from the Heckschers and Moses Taylor. (P&RC&I)

Mortgage)

- Jan. 23, 1873 Washington City & Point Lookout Railroad authorized to extend into the District of Columbia. (B&O Val)
- Jan. 23, 1873 Ohio Supreme Court decides a *quo warranto* suit brought by the State of Ohio against the directors of the PFW&C, trying to oust the Board as a foreign corporation with no right to operate in Ohio; Court rules that the PFW&C is an Ohio corporation, even though the Apr. 4, 1863 reorganization act violated the provision of the new constitution that all incorporation be by general laws and with restrictions on the liability of stockholders subject to repeal; holds the PFW&C has a right as a foreign corporation to operate in Ohio. (MB)
- Jan. 23, 1873 VP Henry C. Lewis of Coldwater, is elected Pres. of the Mansfield, Coldwater & Lake Michigan Railroad, replacing William S. Hickox; Joshua T. Brooks of Salem, Ohio, joins the Board as representative of the Pennsylvania Company. (MB)
- Jan. 24, 1873 Tracklaying begins on Rochester, Nunda & Pennsylvania Railroad. (RRGaz)
- Jan. 1873 PRR resumes freight-only steamer service between New York and South Amboy with *Richard Stockton* because volume of freight is too great to handle via Jersey City. (USRR&MR - verify NYT?)
- Jan. 1873 Mercer & Somerset Railway extended from Pennington to Hopewell (week of 1/19-25). (Lee/Hunt. Rep. - Guide shows no service til 6/73 - RRG 2/8 says completed but trains to be run "soon")
- Jan. 1873 Alexandria & Washington Railroad being double-tracked; have purchased double-ended locomotives to offer frequent shuttle service. (RRGaz)
- Jan. 1873 PRR contracts for construction of Harsimus Cove freight branch in Jersey City. (USRR&MR)
- Jan. 1873 Chauncey Rose, the largest stockholder in the Terre Haute & Indianapolis Railroad, has sold his interest to William Riley McKeen and retired. (RRGaz)
- Jan. 1873 Opening of Ashtabula, Youngstown & Pittsburgh Railroad delayed by an injunction issued by the Mahoning County Court of Common Pleas against using a portion of the line between Youngstown and Girard built by the Liberty & Vienna Railroad; the court has awarded Thomas Struthers, et al., \$100,000 in cash. (RRGaz)
- Jan. 1873 Marietta & Pittsburgh Railroad asks city of Cleveland to purchase \$35,000 of its bonds to finance extension from Cambridge to Cleveland; promises to deliver 100,000 tons of coal a year at \$3.50. (RRGaz)

- Jan. 26, 1873 First blow of Bessemer converters at the new works of the Joliet Steel Company in Joliet, Ill. (Swank)
- Jan. 27, 1873 James McHenry approves Atlantic & Great Western Railroad Pres. George B. McClellan's request to use the proceeds from the sales of bonds of its leased lines, the Shenango & Allegheny Railroad, the Pennsylvania Petroleum Railroad, and the Pithole __, to pay the interest on the A&GW Second Mortgage bonds coming due on Mar. 1.; this has the effect of starving these projects. (Rozman)
- Jan. 29, 1873 Philadelphia & Newtown Railroad renamed Philadelphia, Newtown & New York Railroad; PRR plans to link it to the Mercer & Somerset Railway and use the location of both to interfere with the construction of the National Railway. (Rdg Corp Hist)
- Jan. 29, 1873 Smyrna & Delaware Bay Railroad makes a construction contract with George W. Bentley (-); he is to receive 2,000 shares when the first two miles are graded. (MB)
- Jan. 29, 1873 Bill introduced in the N.Y. Assembly to allow the NYC&HR to build two additional tracks (for a total of four) between Albany and Buffalo, to bypass the centers of towns, and to acquire the necessary land. (NYT)
- Jan. 29, 1873 Gap between the eastern and western sections of Chesapeake & Ohio Railroad closed at Hawks Nest, W. Va., completing the line to the Ohio River at Huntington, W. Va.; first through train runs to Huntington. (RRGaz, Bias - Miller has track closed 1/28)
- Jan. 30, 1873 Last rail laid on the Cayuga Lake Railroad between Ithaca and Cayuga, N.Y.; later a part of the Lehigh Valley Railroad system. (NYT, Baird)
- Jan. 31, 1873 West Jersey Railroad Board hears a report on the Bridgeton & Port Norris Railroad and its request for a \$50,000 loan; the company is controlled by John C. Bullitt, __ Hulme, __ Warne, __ Carse, et. al., who are offering 3,000 shares at 75; Charles B. Dungan has failed to provide one of two promised locomotives, iron and stations; the company needs \$47,000 to complete its work; George Wood (1842-1936), son of Richard D. Wood, is appointed a director. (MB)
- Jan. 31, 1873 Senate Committee on the District of Columbia reports the Orange, Alexandria & Manassas Railroad bill (S-1418), and a bill (S-1167) authorizing the Metropolitan Railroad to extend into the District of Columbia; the latter is never brought to the floor. (CongGlobe)
- Jan. 31, 1873 Jay Cooke writes to Northern Pacific Railroad Pres. George W. Cass agreeing

to efforts to seek a federal guarantee for the new \$9 million NP bond issue, “if it can be done openly, nobly, and above board”; Tom Scott is also seeking a federal guarantee for the Texas & Pacific Railway, and an effort is made for a joint memorial to Congress; Cooke favors a \$50,000 per mile guarantee and Scott \$40,000; the Credit Mobilier scandal prevents any action this session. (Oberholtzer)

- Jan. 31, 1873 N.J. Court of Chancery orders the CNJ not to remove the third rail used by the broad-gauge DL&W coal trains between Elizabethport and Hampton Jct. (USRR&MR)
- Early 1873 The new offices of Drexel, Morgan & Co. open at 23 Wall Street on the southeast corner of Broad & Wall Streets in New York; the 6-storey marble building becomes known as “The Corner.” (Strouse)
- Feb. 1, 1873 Railway Equipment Trust of Pennsylvania issues Series A bonds; appears to be the first PRR equipment trust. (MB)
- Feb. 1, 1873 Pres. J. Edgar Thomson writes to Tom Scott that he has arranged for the Pennsylvania Company to buy the Union R.R. & Transportation Company; proposes the property be transferred to a new "Union Line Company." (MB)
- Feb. 1, 1873 Southern Pennsylvania Railway & Mining Company organized with a PRR Board; John Rice of Philadelphia elected Pres. (MB)
- Feb. 1, 1873 South Mountain Railroad defaults on bond interest. (Rdg)
- Feb. 1, 1873 Peoria & Springfield Railroad (Peoria to Pekin) leased to Indiana, Bloomington & Western Railway. (Church)
- Feb. 1, 1873 Future Lines West official Isaac Wheeler Geer (1873-1953) born at Plainfield, Conn. (PRRBio)
- Feb. 1, 1873 William Symmes Richardson (1873-1931), who will become the principal architect of Penn Station after Charles F. McKim is incapacitated by illness, born at Kingston, R.I. (WwasW)
- Feb. 1, 1873 First eastbound train on the Chesapeake & Ohio Railroad arrives in Richmond; includes the first 4 cars of cannel coal shipped by rail from West Virginia. (ARJ)
- Feb. 1, 1873 American Merchants Union Express Company renamed American Express Company, under which organization, it still does business. (Stimson, PrmsestoPay)
- Feb. 2, 1873 N.J. Court of Chancery rules that, regardless of whether the Stanhope

Railroad charter was obtained by fraud, the National Railway has no rights in New Jersey and grants a perpetual injunction against it, forcing Hamilton to seek a new charter from the Legislature. (ARJ - see 2/5)

- Feb. 2, 1873 Cairo & Vincennes Railroad opens for revenue service. (Guide - 1st tt)
- Feb. 3, 1873 New foundry opens at Altoona for casting car wheels; piece work introduced. (Watkins)
- Feb. 3, 1873 Senate Committee on the District of Columbia reports HR-2240 authorizing the Metropolitan Railroad to extend into the District of Columbia; Rep. John T. Harris (1823-1899) of Va. introduces a bill (HR-3780) authorizing the Orange, Alexandria & Manassas Railroad to extend on temporary tracks into the District of Columbia. (CongGlobe)
- Feb. 3, 1873 Union Depot Company (Columbus) Board authorizes an issue of First Mortgage bonds; orders engineer Max J. Becker to draw plans. (MB)
- Feb. 3, 1873 Valley Railway contracts the entire line from Cleveland to Bowerston to Nicholas E. Vansickle and Arthur L. Conger of Akron. (Perrin)
- Feb. 1873 Track of Cleveland, Mount Vernon & Delaware Railroad now laid to Sunbury in Delaware County, 22 miles from Columbus. (RRGaz)
- Feb. 4, 1873 Atlantic Avenue property owners hold a protest meeting against Alderman William Richardson's bill to operate steam locomotives in Atlantic Avenue. (NYT)
- Feb. 4, 1873 Virginia & North Carolina Railroad renamed Washington City, Virginia Midland & Great Southern Railroad. (ICC)
- Feb. 5, 1873 Chancellor of New Jersey rules Stanhope Railroad charter is fraudulent and that any New York-Philadelphia railroad will require a special charter; upholds PRR on all points. (ElzDlyJrnl)
- Feb. 5, 1873 First special train operates over South-West Pennsylvania Railway from Greensburg to Tarrs. (USRR&MR)
- Feb. 5, 1873 Sen. John Scott (1824-1896) of Pa. introduces a bill (S-1537) that will allow the Texas & Pacific Railway to connect or merge with other railroads in California to reach San Francisco, including the Southern Pacific Railroad. (CongGlobe)
- Feb. 5, 1873 Telegram from San Francisco says that Texas & Pacific will begin (engineering?) work in California within a week. (RRGaz)

- Feb. 7, 1873 Pennsylvania Company and Chicago & North Western Railway grant Milwaukee & St. Paul Railway use of their joint track between Madison Street & Kinzie Street in West Water & Canal Streets as per Chicago ordinance of Aug. 16, 1858. (MB, Church)
- Feb. 8, 1873 Passenger service begins between Greensburg and Tarrs on the South-West Pennsylvania Railway. (RRGaz)
- Feb. 8, 1873 Last rail laid on the B&O's Metropolitan Branch, the direct line between Washington and the Old Main Line at Point of Rocks, Md. (RRGaz)
- Feb. 10, 1873 Rep. William Almon Wheeler (1819-1887) of New York introduces a bill (HR-3883) as a supplement to the Texas & Pacific Railway; no further action taken on this bill. (CongGlobe)
- Feb. 11, 1873 Central Stock Yard & Transit Company incorporated in N.J. by Samuel W. Allerton and George W. Gregory, who now operate the Communipaw stock yards, for purpose of building a stock yard at Harsimus Cove; Allerton is Pres. and John R. McPherson (1833-1897) of Jersey City is Treasurer. (NJCorp, RRGaz)
- Feb. 11, 1873 Samuel Kneass appointed a director of the West Jersey Railroad, replacing Edmund Smith, resigned; the Board postpones consideration of the request for aid from the Bridgeton & Port Norris Railroad. (MB)
- Feb. 11, 1873 Lehigh Valley Railroad Board refers the question of whether to buy the Mineral Spring Coal Company near Wilkes-Barre to the Coal Committee. (MB)
- Feb. 12, 1873 Kent County Railroad Board authorizes contracting the line from Worton to Chesapeake Bay. (MB)
- Feb. 12, 1873 Senate sends the Orange, Alexandria & Manassas Railroad bill (S-1418) back to committee, ending further action. (CongGlobe)
- Feb. 12, 1873 William Jackson Palmer returns to Philadelphia from Mexico, as nothing more can be done there until Congress convenes; he then travels by train to Colorado Springs. (Fisher)
- Feb. 12, 1873 Coinage Act eliminates the silver dollar and makes gold the sole standard, raising the ire of western mining districts, where the production of silver is increasing. (EAH)
- Feb. 13, 1873 Sen. Roscoe Conkling (1829-1888) of New York introduces a bill (S-1586) to repeal the charters of the Alexandria & Washington Railroad and Washington, Alexandria & Georgetown Railroad in the District of Columbia; referred to

the Committee on the District of Columbia, but no other action taken.
(CongGlobe)

- Feb. 13, 1873 House Committee on Commerce issues a further report on the James-Kanawha "Central Water Line," which is now envisioned as a canal for boats carrying 280 tons moved in fleets by steam tugs. (Dunaway)
- Feb. 14, 1873 Northern Central Railway Board appoints a committee to consider a lease to the PRR; however, although it makes a favorable report, a lease is blocked by opposition of the local stockholders. (MB, AR)
- Feb. 14, 1873 Southern Pennsylvania Iron & Railroad Company incorporated as reorganization of Southern Pennsylvania Railway & Mining Company; operated by Cumberland Valley Railroad; owned jointly by PRR and Cumberland Valley Railroad; iron ore proves to be of low quality, and company operates at a loss. (Val, C&C, Watts)
- Feb. 15, 1873 PRR agrees to sell \$1.5 million United New Jersey Canal & Railroad Company bonds in London through J.S. Morgan & Co. (MB)
- Feb. 15, 1873 Agreement of Partition; Cleveland, Columbus, Cincinnati & Indianapolis Railway surrenders joint operating rights over the Columbus & Xenia Railroad. (check C&C, Church).
- Feb. 15, 1873 Little Miami Railroad, Columbus & Xenia Railroad, PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway sign agreement covering joint ownership and operation of the Union Depot Company (Columbus); CCC&I, PC&StL, Little Miami and Columbus & Xenia transfer their interest in old joint station property to Union Depot Company; Cleveland, Mount Vernon & Delaware Railroad and Columbus & Hocking Valley Railroad agree to use depot as tenants. (Church)
- Feb. 15, 1873 Va. act authorizes Washington City, Virginia Midland & Great Southern Railroad to extend to a point opposite Georgetown or Washington. (Harrison)
- Feb. 1873 Baltimore & Potomac Railroad builds a station at La Plata, Md., on its Pope's Creek Branch, about 3.5 miles from the moribund county seat at Port Tobacco; because of its railroad facilities, it supplants Port Tobacco as the seat of Charles County in 1895; Waldorf, now a suburb of Washington, is another settlement getting a boost from the railroad. (Klaphor)
- Feb. 1873 Baltimore & Potomac Railroad places a once-a-week freight train on the Popes Creek Branch. (Wearmouth)
- Feb. 1873 Plans of new Columbus Union Depot have been prepared by Max J. Becker, Chief Engineer of PCStL Railway, and Frank Ford, Chief Engineer of CCC&I

Railway; to be 600 x 185 feet with 7 tracks. (RRGaz)

- Feb. 1873 Anthracite Board of Control limits the amount of anthracite coal to be sent to tidewater in 1873 at 10 million tons, to be divided as follows: Reading - 2,585,000; Delaware & Hudson - 1,837,000; CNJ - 1,615,000; Lehigh Valley - 1,598,000; DL&W - 1,380,000; Pennsylvania Coal Company - 985,000.
- Feb. 16, 1873 Sodus Point & Southern Railroad abandons operation of 1.4 miles between the intersection with Elmira, Jefferson & Canandaigua Railroad at Stanley and Gorham. (Val)
- Feb. 16, 1873 PRR breaks conductors' ring reselling tickets on Pan Handle lines at Cincinnati. (USRR&MR)
- Feb. 17, 1873 *Vaderland*, first International Navigation Company (Red Star Line) steamer, arrives at PRR docks at foot of Washington Avenue seven days late; establishes mail packet route between Philadelphia and Antwerp; immigrants processed and put on PRR train within one hour. (AR, USRR&MR, Flayhart)
- Feb. 17, 1873 N.J. House passes the National Railway's New York & Philadelphia Railroad bill, 41-18, and the Senate passes the PRR's New Jersey Railway bill, 11-9. (RRGaz)
- Feb. 17, 1873 Through Pullman sleeping car line is established over the "Kenesaw Line" between Lynchburg, Va., and New Orleans via Bristol, Knoxville, Atlanta, West Point and Montgomery. (RRGaz)
- Feb. 18, 1873 N.Y. Assembly debates the NYC&HR four-tracking bill; NYC&HR partisans claim that the PRR has such superior facilities at New York that the NYC&HR cannot compete; others fear that the bill will allow the NYC&HR to build anywhere or take land wherever it wants; others demand that the NYC&HR pay \$500,000 for the franchise; the bill passes 46-25 but with an amendment barring long haul-short haul discrimination, that the NYC&HR doesn't want. (NYT)
- Feb. 18, 1873 Virginia House of Delegates directs the Board of Public Works to report on the amount of stock sold back to the Richmond & Danville Railroad. (Rept)
- Feb. 18, 1873 Poland Committee reports to the House on the Union Pacific Railroad and Credit Mobilier; blames Oakes Ames for offering bribes, but not the Congressmen who accepted them, except for James Brooks; recommends that both Ames and Brooks be expelled from the House, but there are only enough votes for censure, not expulsion. (CongGlobe, Klein)
- Feb. 19, 1873 Pennsylvania Company Board authorizes \$5,000 advance to Ohio Valley Railway, which is seeking municipal aid to build from Portsmouth to

- Cincinnati; guarantees 8% on Lake Michigan Shore Railroad preferred stock; orders stock of Maysville & Lexington Railroad sold at best terms. (MB)
- Feb. 19, 1873 Texas & Pacific Railway survey teams from west and east meet near the Pimas villages on the Gila River near present Maricopa, Arizona. (BaltAm, RRGaz)
- Feb. 19, 1873 Va. Board of Public Works reports that a total of 24,000 Richmond & Danville Railroad shares were transferred. (Rept)
- Feb. 20, 1873 Delaware Shore Railroad incorporated in N.J. to build from Woodbury south along shore of Delaware River. (PL, Val)
- Feb. 20, 1873 Pennsylvania Company Board hears proposed settlement with Swan, Rose & Co., contractors for Mansfield, Coldwater & Lake Michigan Railroad; authorizes constructing 50 miles of MC&LM west of Tiffin, which may be on the west end; authorizes securing options on Toledo dock properties; approves lease of Gilman, Clinton & Springfield Railroad by which GC&S stock owned by Morgan Improvement Company is to be transferred to PCo. in return for paying coupons due Mar. 1 and floating debt; will establish through line between Effner and Gilman; authorizes notifying Toledo & Ann Arbor Railroad that it has too many projects but will build from Toledo to Michigan state line and grant them use of Toledo depot. (MB)
- Feb. 20, 1873 Last rail laid on Canada Southern Railway at Townsend, Ont.; the Canada Southern is the first Trunk Line to be built originally with steel rails; makes a shorter route across Ontario than either the Grand Trunk Railway of Canada or the Great Western Railway. (ARJ, USRR&MR, Tennant, Currie)
- Feb. 20, 1873 Wilson Report presented to the House; asserts that the Credit Mobilier of America is a corrupt ring that diverted government money into the pockets of its members. (Klein)
- Feb. 20, 1873 Rep. John Ritchie (1831-1887) of Maryland introduces a bill (HR-4032) to permit the Frederick & Pennsylvania Line Railroad to extend into the District of Columbia; no action taken. (CongGlobe)
- Feb. 20, 1873 Pres. S. McD. Tate is named temporary receiver of the Western North Carolina Railroad. (Brown)
- Feb. 21, 1873 PRR opens line straightening and relocation at West Chester Intersection (Malvern), moving the track about 100 yards to the north. (Futhey)
- Feb. 21, 1873 Circuit Court of Baltimore issues preliminary injunction against Northern Central Railway executing a lease to the PRR or from voting in favor thereof on petition of John Hulme; charge PRR diverts revenues and restricts coal

- traffic. (BaltAm)
- Feb. 21, 1873 Pennsylvania Company Board authorizes establishing the Car Trust Association for \$2 million; declines proposition to build railroad from Loudonville to Bellefontaine. (MB)
- Feb. 1873 Work begins on Harsimus Cove Branch in Jersey City. (RRGaz)
- Feb. 22, 1873 Sen. William T. Hamilton (1820-1888) of Maryland introduces a bill (S-1641) to permit the Frederick & Pennsylvania Line Railroad to extend into the District of Columbia; no further action taken. (CongGlobe)
- Feb. 24, 1873 Delaware & Raritan Canal Company schooner *Surf* is lost off Long Island with all hands. (AR)
- Feb. 24, 1873 Opposition prevents the Senate from bringing Metropolitan Railroad bill (HR-2240) to a vote, killing it for this Congress. (CongGlobe)
- Feb. 25, 1873 Elkton & Masseys Railroad organized in Maryland to build cutoff around the head of Chesapeake Bay; Jacob Tome (1810-1898) of Port Deposit, Pres. (RRGaz)
- Feb. 25, 1873 Ashtabula, Youngstown & Pittsburgh Railroad Board votes to appeal the ruling of the Mahoning County Court of Common Pleas in the matter of the Liberty & Vienna Railroad; authorizes a branch from Niles to Mineral Ridge. (MB)
- Feb. 25, 1873 In the Senate, Sen William M. Stewart of Nevada tries to bring the Texas & Pacific Railway supplement to the floor, stating, "there is no Credit Mobilier in this"; there is no land grant, but the bill allows the T&P to merge with other railroads to reach San Francisco; the right to consolidate with Texas railroads and other branches has been removed. (CongGlobe)
- Feb. 26, 1873 Special PRR committee recommends against lease or merger of Cumberland Valley Railroad on account of opposition of local stockholders; Board authorizes purchase of up to 5,000 shares of Cumberland Valley. (MB)
- Feb. 26, 1873 Union Railroad Company of Baltimore Board authorizes the issue of \$300,000 in notes and \$600,000 in preferred stock; authorizes making contracts with the Northern Central Railway or other railroads for the use of the tunnel; authorizes the purchase of terminal property at Canton. (MB)
- Feb. 26, 1873 Directors excursion opens the Cayuga Lake Railroad between Ithaca and Cayuga, N.Y. (NYT, Baird)
- Feb. 26, 1873 Sen. George G. Wright (1820-1896) of Iowa introduces a resolution that the

- Committee on Transportation Routes investigate the propriety of building a separate two-track railroad from the Atlantic to the Missouri River. (CongGlobe)
- Feb. 27, 1873 PRR leases tract at Harsimus Cove to Central Stock Yard & Transit Company. (MB)
- Feb. 27, 1873 At Northern Central Railway annual meeting, John Hulme calls for a full accounting for 1872, plus texts of all special contracts with fast freight lines, etc.; motion is defeated but appoint committee of five to investigate matters and negotiate for a lease to PRR; on the same day, Hulme files a bill of complaint and gets a temporary injunction against the lease from the Circuit Court of Baltimore County, charging directors have deliberately reduced earnings and made sweetheart contracts; dividends have been reduced from 8% in 1865-1868 to 6% in 1869-1871. (Brief, Rept)
- Feb. 27, 1873 Charter supplement to Sea Island Railroad & Improvement Company authorizes a railroad on Five Mile Beach as well as Seven Mile Beach. (PL)
- Feb. 27, 1873 House of Representatives votes to censure Reps. James Brooks and Oakes Ames in the aftermath of the Crédit Mobilier scandal. (Clements)
- Feb. 27, 1873 Northern Pacific Railroad Board orders a final survey and location between the Missouri River and the Yellowstone River. (Lubetkin)
- Feb. 28, 1873 Frederick Gerker elected Secretary of the Kent County Railroad. (MB)
- Feb. 28, 1873 Indianapolis ordinance authorizes extension of Union Passenger Depot. (Church)
- Early 1873 J. Edgar Thomson and Alfred L. Dennis of United Companies purchase control of the Poughkeepsie Bridge Company; subscribe \$1.1 million of \$2 million stock. (, NYT)
- Early 1873 Central Improvement Company grades Shenandoah Valley from Jefferson/Clarke County line to Riverton on the Shenandoah River near Front Royal. (Hildebrand)
- Early 1873 Henry G. Stebbins travels to Europe to try to place the bonds of the Texas & Pacific Railway. (Watson/Brown)
- by Mar. 4, 1873 William Mahone has scored a victory over Tom Scott by blocking the PRR's attempt to get a Virginia charter for a railroad between Quantico and Richmond. (Blake)
- Mar. 1, 1873 PRR adopts new organization: George B. Roberts named Second VP,

replacing Herman J. Lombaert, retired for health; G. Clinton Gardner named General Superintendent of PRR; Treasurer Thomas T. Firth resigns for health and replaced by Edmund Smith, who resigns as Third VP; Firth named Secretary & Treasurer of the sinking fund of the Consolidated Mortgage and Treasurer of the Insurance Fund; Bayard Butler named Assistant Treasurer; William Hasell Wilson named Chief Engineer of Construction & Consulting Engineer. (MB)

- Mar. 1, 1873 New manual adopted in Transportation Dept. with beginnings of line-and-staff organization; main PRR and leased lines east of Pittsburgh divided into three new Grand Divisions, PRR with HQ at Altoona, United New Jersey with HQ at Jersey City, and Philadelphia & Erie with HQ at Williamsport; each Grand Division is headed by a General Superintendent assisted by a Superintendent of Motive Power and a Superintendent of Transportation; Frank Thomson, who is named Superintendent of Motive Power of PRR Grand Division has general supervision of equipment matters for whole organization; Theodore N. Ely named Superintendent of Motive Power of P&E Grand Division; each Grand Division also has a General Freight Agent and a General Ticket Agent; Alexander W. Nutt appointed General Freight Agent of PRR Grand Division and J.E. Houston of Philadelphia & Erie Grand Division; Thomas A. Stecher appointed General Ticket Agent of PRR Grand Division and H.J. Fillman of P&E Grand Division; first mention (?) of Freight and Passenger (Traffic) Depts., which are under General Manager, who becomes Chief Operating Officer for whole railroad. (MB, A-File)
- Mar. 1, 1873 Thomas Gucker named Superintendent of Eastern Division of P&E and of Sunbury, Hazleton & Wilkesbarre Railroad, replacing Frank Thomson. (AR, Watkins)
- Mar. 1?, 1873 Pennsylvania & Delaware Railroad leases portion of line between Pomeroy and Landenberg to Wilmington & Western Railroad; will operate through trains as soon as connected to PRR at Pomeroy. (RRGaz of 3/1)
- Mar. 1, 1873 Portion of Philadelphia & Lancaster Turnpike Road between Lancaster and Gap, which had been sold at the Philadelphia Exchange for \$10,000 on Dec. 4, 1872, conveyed to Philadelphia & Williamstown Turnpike Road Company; the portion between Williamstown and Gap is abandoned; the old company retains the section between Philadelphia and Gap. (Landis)
- Mar. 1, 1873 PC&StL Railway agrees with the Toledo, Peoria & Warsaw Railway for the use of its track from State Line (Effner) to Gilman to reach the Gilman, Clinton & Springfield Railroad. (Digest)
- Mar. 1, 1873 Senate considers the Texas & Pacific Railway supplement as the Committee of the Whole and produces and passes a substitute bill; the T&P is still allowed to consolidate with railroads in California leading to San Francisco,

but the rights of the Atlantic & Pacific Railroad in California must not be impaired. (CongGlobe)

- Mar. 1, 1873 Parkers Landing on the Allegheny River in Armstrong County incorporated as the city of Parker in response to the oil boom. (Smith/Armstrong)
- Mar. 3, 1873 House fails to pass the Texas & Pacific Railway supplement, killing it for this Congress. (CongGlobe)
- Mar. 3, 1873 Senate passes amended bill for St. Clair & Carondelet Bridge Company to bridge Mississippi River with stipulation that bridge have two spans of 500 feet with 100 feet vertical clearance; this kills project. (Jackson)
- Mar. 3, 1873 Pres. Grant signs an act to allow the Texas & Pacific Railway to pay interests in Greenbacks instead of just gold. (CongGlobe)
- Mar. 3, 1873 Pres. Grant signs bill for more humane treatment of livestock in transit calling for rest and feeding every 28 hours; it is not rigorously enforced. (Haney)
- Mar. 4, 1873 Henry M. Hamilton's bill for a New York & Philadelphia Railroad, to provide a legal alternative to the Stanhope Railroad charter, is killed by PRR influence in the New Jersey Senate, provoking a riot in the galleries and shouted threats against pro-PRR senators; PRR lobbyists Culver Barcalow and George Dorrance are supposedly watching the vote from the sidelines and beat a hasty retreat. (ElzDlyJrnl, Sackett)
- Mar. 4, 1873 Granite Improvement Company Board makes a vote of thanks to Chief Engineer Felician Slataper. (MB)
- Mar. 5, 1873 Brooklyn Common Council holds hearing on Brooklyn & Jamaica Railway's plan for steam operation in Atlantic Avenue; William Richardson says he plans to use Reamington steam cars. (NYT)
- Mar. 5, 1872 West Jersey Railroad Board declines the Bridgeton & Port Norris Railroad's request for aid after W. N. Bannard estimates that it would require \$50,000 to finish. (MB)
- Mar. 5, 1873 Erie-Atlantic & Great Western Railroad group elected to majority of seats on Cleveland, Columbus, Cincinnati & Indianapolis Railway Board, following purchases of CCC&I stock by James McHenry with the connivance of CCC&I VP H. B. Hurlbut; include Peter H. Watson, S.L.M. Barlow (1826-1889), John J. Cisco (1806-1884), William B. Duncan, George B. McClellan and Frederick Schuchardt; Hurlbut is rewarded with the presidency, replacing Oscar Townsend demoted to General Manager; the new Board calls a stockholders' meeting for Apr. 16 to approve lease to Atlantic & Great Western Railroad and issue \$5 million in new stock; the plan is for the

combined line to be leased to the Erie Railway, giving that system its long-sought western connections, with windfall profits to McHenry, Hurlbut and their allies; the plotters are to be reimbursed with the proceeds of a new A&GW "Western Extension" bond issue; the coup antagonizes the Cleveland capitalists who long controlled the CCC&I. (RRGaz, Rozman, NYT)

- Mar. 5, 1873 Illinois & St. Louis Bridge Company makes new contract recognizing Midvale Steel Works's failure to meet specifications for chrome steel couplings and paying Keystone Bridge Company an extra of \$35,000 to change to cast iron couplings. (Jackson)
- Mar. 5, 1873 Former Pennsylvania Canal Commissioner William Hopkins (1804-1873) dies of pneumonia at Washington, Pa. (Searight)
- Mar. 7, 1873 Newport & Cincinnati Bridge Company suing government for \$350,000 in extra costs incurred by last minute change in Congressional approval of plans. (Church)
- Mar. 7, 1873 Baltimore, Chesapeake & Delaware Bay Railroad incorporated in Del. to build from Harrington to Queenstown, Md.; previously incorporated in Md. (PL)
- Mar. 7, 1873 Weehawken Transportation Company renamed Midland Terminal & Ferry Company; to build terminal for New York & Oswego Midland Railroad and New Jersey Midland Railway and operate the ferry to 42nd Street. (Cards, StmbtBl)
- Mar. 7, 1873 Atlantic & Pacific Railroad Treasurer William A. Hayes reports that Pres. Alden Stockwell has lost \$4 million of his own money and A&P stock is now selling for 20 cents. (Miner)
- Mar. 7, 1873 Philadelphia & California Petroleum Company's lands in Rancho Simi and Rancho Las Posas sold at foreclosure of Richard D. Barclay's mortgage for \$55,000 in gold to J. Logan Kennedy (1840-1920), brother of Thomas B. Kennedy, on behalf of Barker Gummere (1822-1895) and other eastern investors; Kennedy remains to become a leading citizen of Ventura County. (Hutchinson)
- Mar. 1873 Trains of Milwaukee & St. Paul Railway now run into PFW&C station at Chicago. (MB)
- Mar. 10, 1873 West Chester & Philadelphia Railroad leases operation of West Chester Railroad retroactive to Jan. 1, 1873.
- Mar. 10, 1873 Cresson Springs Company authorized to issue \$250,000 in preferred stock to enlarge hotel. (Digest)

- Mar. 10, 1873 Cincinnati, Lafayette & Chicago Railroad absorbs the Kankakee & Indiana Railroad, running from St. Anne to Kankakee on the Illinois Central Railroad; this becomes the main Big Four-NYC route to Chicago. (GrnBk)
- Mar. 11, 1873 PRR annual stockholders' meeting defeats another resolution by George Earle calling for list of all stockholders owning more than 50 shares. (MB)
- Mar. 11, 1873 United New Jersey Railroad & Canal Company leases Mount Holly, Lumberton & Medford Railroad.
- Mar. 11, 1873 Owners of Youngstown & Canfield Railroad stock transfer it to Lawrence Railroad; new directors elected and Thomas D. Messler elected Pres. (Church, MB)
- Mar. 11, 1873 Lehigh Valley Railroad Board authorizes the lease of the 4th floor of its office building at 238 South 3rd Street in Philadelphia to the PRR. (MB)
- Mar. 12, 1873 Gen. Ambrose Burnside meets with Pennsylvania Company Board on Cairo & Vincennes; says has issued \$2.8 million First Mortgage bonds and \$1.5 million Second Mortgage bonds; Winslow & Wilson submit proposal to lease Cairo & Vincennes in return for guarantee on First Mortgage bonds, which PCo. rejects; demands Burnside lease Cairo & Vincennes to PCo. as per contract of Nov. 24, 1871; Board hears report urging negotiations with Marietta & Cincinnati Railroad to give Ohio Valley Railway (Bellaire-Marietta) access to Cincinnati; authorizes purchase of property for ferry at Grand Haven, Mich. (MB)
- Mar. 12, 1873 G.W. Morton & Co., which has contract for Walnut Hills tunnel on Cincinnati Railway Tunnel Company, declares bankruptcy; Gen. John C. Fremont was partner. (RRGaz)
- Mar. 12, 1873 Ocean Beach Association incorporated in N.J. by Abraham Bitner, Jr., Augustus G. Richey (1819-1894) of Trenton, James S. Yard of Freehold, and others, to develop a resort to be called Ocean Beach on the south side of the Shark River Inlet in Monmouth County on 400 acres of land acquired by Bitner and Joseph B. Yard in 1872. (Ellis)
- Mar. 12, 1873 Tuckerton & Long Beach Building & Land Improvement Company incorporated in N.J. for the purpose of developing the resort of Beach Haven on Long Beach Island; the principal investors are men associated with the Tuckerton Railroad and Charles T. Parry of the Baldwin Locomotive Works. (Brinckmann)
- Mar. 12, 1873 Samuel M. Felton not reelected to the Board of the Northern Pacific Railroad. (RRGaz)

- Mar. 13, 1873 Gen. Ambrose E. Burnside proposes to the Pennsylvania Company Board to take back the Indianapolis & Vincennes Railroad at cost plus interest. (MB)
- Mar. 13, 1873 South Mountain & Boston Railroad incorporated in N.J. to extend the South Mountain Railroad towards the Poughkeepsie Bridge; eventually becomes part of the Lehigh & New England Railroad. (PL, Kulp/LNE)
- Mar. 13, 1873 Pennsylvania act authorizes the purchasers of the Daguscahonda Improvement Company to organize a new company and issue \$2 million in bonds. (PL)
- Mar. 15, 1873 *Railroad Gazette* reports that the PRR has informed the Pennsylvania & Delaware Railroad that recent arrangements with the Wilmington & Western Railroad are unsatisfactory and can't go into effect. (RRGaz)
- Mar. 15, 1873 Joliet Steel Company at Joliet, Ill., rolls its first Bessemer steel rail. (Swank)
- Mar. 1873 PRR begins moving its shops from Jersey City to Meadows. (RRGaz)
- Mar. 1873 Terre Haute & Indianapolis Railroad and St. Louis, Vandalia & Terre Haute Railroad adopt PRR-style annual track maintenance prizes. (RRGaz)
- Mar. 1873 Consolidation Coal Company opens its Bedford or State Line Branch railroad from Kriegbaum, Md., to the Pennsylvania State Line, allowing it to make connection with the PRR's Bedford & Bridgeport branch. (B&O Corp)
- Mar. 1873 Erie Railway makes an agreement with Oil Region refiners to secure a larger share of oil bound for New York, offering a rate of \$1.25 for the whole season; Empire Transportation Company matches the cuts and takes most of the business. (Nevins)
- Mar. 1873 Assistant Engineer of Construction J. Elfreth Watkins (1852-1903) loses a leg in an accident, which unfits him for engineering fieldwork; after convalescence, he is made Chief Clerk of the Amboy Division, where he becomes interested in the early history of that pioneer line. (WwaW)
- Mar. 1873 Gen. Grenville M. Dodge has 6,000 men and 3,500 animals working on the Texas & Pacific Railway, plus 275 African American convicts rented from the state for a few cents a day; heavy spring rains slow the work and make it impossible to meet the July 1 deadline for the land grant. (Hirshson)
- Mar. 17, 1873 Deacon C. Hough named General Freight Agent of Philadelphia & Erie Railroad Grand Division, replacing J.E. Houston, deceased. (AR)
- Mar. 17, 1873 N.Y. Assembly again takes up the NYC&HR four-tracking bill in an attempt to get the ban on rate discrimination removed; a substitute bill calls for extra

tracks no more than 20 miles long bypassing the centers of towns; this is not acceptable either. (NYT)

- Mar. 17, 1873 Memphis & Little Rock Railroad sold at foreclosure to Stillman Witt, et al., trustees. (rockisland'sfamilytree)
- Mar. 18, 1873 Granite Improvement Company now owns \$1 million in the stock of the Ashtabula, Youngstown & Pittsburgh Railroad. (MB)
- Mar. 18, 1873 Toledo & Woodville Railroad leased by City of Toledo to Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad. (Church)
- Mar. 18, 1873 Tom Scott consents to give Ambrose E. Burnside an option of five days to buy back the Indianapolis & Vincennes Railroad. (MB)
- Mar. 18, 1873 Pennsylvania Company Board approves lease of Gilman, Clinton & Springfield Railroad; orders completion of an additional 50 miles of Mansfield, Coldwater & Lake Michigan Railroad (MB)
- Mar. 18, 1873 PC&StL Railway stockholders approve the lease of the Cincinnati & Muskingum Valley Railway and a Second Mortgage bond issue of \$5 million, dated Apr. 1, 1873. (MB)
- Mar. 19, 1873 New Jersey House retaliates for the defeat of the National Railway bill by killing the PRR's bill for a New Jersey Railway Company, which would allow it to occupy the ground selected by the National Railway, 32-26; to break the stalemate, both parties agree to support a general incorporation law for railroads, blocked since the late 1840s by the Camden & Amboy's opposition. (StGaz, RRGaz)
- Mar. 19, 1873 Virginia act authorizes the Board of Public Works to sell all the state's stock in the Richmond, Fredericksburg & Potomac Railroad at auction; not done; Virginia holds its stock, which appreciates greatly, through the 20th century. (PL, Mordecai)
- Mar. 19, 1873 Amendment to Texas Constitution permits land grants of 20 sections per mile to railroad companies. (Taylor)
- Mar. 20, 1873 Millstone & Trenton Railroad Board adopts a new survey, which is its last official act. (MB)
- Mar. 20, 1873 Union Railroad Company of Baltimore Board cancels issue of preferred stock and substitutes \$600,000 in Second Mortgage bonds to be sold to Alexander Brown & Sons at 80, backed by a mortgage to the Canton Company of Baltimore. (MB)

- Mar. 20, 1873 Staten Island Railway incorporated in N.Y. as reorganization of the Staten Island Railroad. (NYState)
- Mar. 20, 1873 Florence Iron Works incorporated in N.J. by Richard Wood, Edward R. Wood, George B. Wood, Randolph Wood and Walter Wood to acquire the property of R.D. Wood & Co. and to operate the Florence Branch Railroad. (PL)
- Mar. 1873 Hanover Branch Railroad surrenders operation of Frederick & Pennsylvania Line Railroad, which is then operated by its own organization. (Val)
- Mar. 22, 1873 Employees of Eastern Division of Philadelphia & Erie present outgoing Superintendent Frank Thomson with a Whitechapel dog-cart (a type of carriage), a tandem whip and two horse blankets worth \$950, to which his two horses are hitched on his arrival at Williamsport station. (RRGaz)
- Mar. 22, 1873 Temple Iron Company incorporated in Pa. to build a small iron furnace at Temple, north of Reading; the charter is controlled by Reading lawyer George F. Baer (1842-1914), who will later use it as a mechanism for cartelizing the anthracite coal trade. (Rdg)
- Mar. 23, 1873 PRR Board authorizes a new issue of \$20 million stock and the sale of \$1.5 million United New Jersey bonds through J.S. Morgan & Company. (MB)
- Mar. 25, 1873 Two principal stockholders of Liberty & Vienna Railroad repudiate agreement with Ashtabula, Youngstown & Pittsburgh and with a large force of men take possession of line; Atlantic & Great Western Railroad seen as behind move. (RRGaz)
- Mar. 25, 1873 Pittsburgh, Cincinnati & St. Louis Railway Company leases Cincinnati & Muskingum Valley Railway Company, retroactive to Jan. 1; begins operating it on May 1. (Church)
- Mar. 25, 1873 *Indiana*, third American Line steamer, launched at Cramp's shipyard. (USRR&MR)
- Mar. 26, 1873 PRR Board authorizes sale of interest in Trenton Horse Railroad inherited from Camden & Amboy, providing contract can be made that will ensure that its traffic comes to PRR. (MB)
- Mar. 26, 1873 Indianapolis Union Railway formally organized under the articles of association of Nov. 19, 1872; until this time, the organization of the Union Track Railway Company was continued. (Church, C&C - see 1853?)
- Mar. 26, 1873 Collis P. Huntington writes that Tom Scott is also in financial trouble and is

borrowing heavily, including \$1 million from Drexel & Co. and \$500,000 at 24% interest secured by PRR stock; at the same time, the Central Pacific's traffic prospects begin to improve. (Grodinsky)

- Mar. 26, 1873 New Jersey & Delaware Central Railroad incorporated in Del., by N.J. capitalists, including Cortlandt Parker, William A. Newell, William Bell of Perth Amboy, and the ubiquitous Benjamin E. Smith of Columbus, Ohio, to build from Port Penn, Del., through Townsend to the Maryland state line; the project is to be an extension of the North & South Jersey Railroad and parallels Jay Gould's project of the Kent County Railroad. (PL, RRGaz)
- Mar. 27, 1873 N.J. passes a law legalizing the PRR lease of the United New Jersey Railroad & Canal Company, but with a loophole that it does not affect current litigation to overturn the lease. (PL)
- Mar. 27, 1873 Committee of the Virginia House of Delegates conclude the deposition of Richmond & Danville Pres. A.S. Buford; most legislators are economically naive and think that the 1866 stock split doubled the value of the state's holdings and that Buford has cheated them; in fact, the split simply divided the same pie into twice as many pieces; the legislators are also unaware that it is the current market value of a stock and not its par value that matters, an understanding that is not widely accepted until the mid-20th century. (Rept)
- Mar. 27, 1873 French court finds all parties to the Memphis, El Paso & Pacific Railroad bond sales, including John C. Fremont, Henry Probst, William Auferman, Emanuel Lissignol and Baron Gaudree Boilleau, guilty of fraud; all are fined and given prison sentences; Fremont cannot be found for extradition. (Taylor)
- Mar. 28, 1873 PRR seizes Mount Pleasant & Broad Ford Railroad in Connellsville Coke Field and detaches it from the B&O system. (B&O Corp)
- Mar. 28, 1873 At the Northern Central Railway annual meeting, John Hulme of Philadelphia makes a motion to send the annual report to a committee to investigate coal contracts, fast freight lines, the Pullman contract, etc., referred to a committee of 5. (MB)
- Mar. 28, 1873 Atlanta & Richmond Air-Line Railway opens from Charlotte to Spartanburg, S.C. (Nelson/R&D AR)
- Mar. 31, 1873 Rochester, Nunda & Pennsylvania Railroad absorbs Northern Railroad & Navigation Company under agreement of June 27, 1872; Reuben P. Wisner, Pres.; combined charter covers a line from Rochester to Brookville, Pa.; it lays 18 miles of 3'-0" gauge track between Mount Morris and Ross's Crossing by the end of the year without opening any portion for service. (Val, C&C, RRH 92)

- Mar. 31, 1873 White River bridge on Cairo & Fulton Railroad opens, and trains run through between St. Louis and North Little Rock. (RRGaz)
- Mar. 31, 1873 Detroit & Bay City Rail__ opens between Otter Lake and Vassar, Mich. (Meints)
- Apr. 1, 1873 Philadelphia, Newtown & New York Railroad incorporated in Pa.; line is located so as to interfere with National Railway in Pennsylvania. (PL)
- Apr. 1, 1873 South-West Pennsylvania Railway opens between Tarrs and Connellsville, Pa., tapping the coking coal fields; leased to PRR on same date. (Val, AR)
- Apr. 1, 1873 First train crosses Maumee River bridge into Toledo on Toledo, Tiffin & Eastern Railroad; regular service to begin soon. (RRGaz)
- Apr. 1, 1873 Detroit, Eel River & Illinois Railroad (Logansport-Auburn Jct.) merges with Detroit, Hillsdale & Indiana Railroad (Ypsilanti-Hillsdale) and Fort Wayne, Jackson & Saginaw Railroad (Fort Wayne-Jackson) to form the Detroit, Fort Wayne & Logansport Railroad; merger is later rejected by the stockholders. (Guide, RRGaz)
- Apr. 1, 1873 NYC&HR leases the steam railroad of the New York & Harlem Railroad lying north of Grand Central Depot for 401 years for interest on the funded debt at an 8% dividend; also includes the right to use the horse tracks of the NY&H from 42nd Street down 4th Avenue to the freight depot on White, Centre, Franklin & Elm Streets. (ICC, GrnBk, NYState)
- Apr. 1, 1873 Union Freight Railroad opens (at Boston?). (nhrrta.org)
- Apr. 1, 1873 Chesapeake & Ohio Railroad (C&O) opens for regular revenue service between Richmond, Va., and Huntington. (Evans)
- Apr. 1, 1873 Frank J. Firth (1842-1912) appointed VP of Empire Transportation Company as well as of Erie & Western Transportation Company. (PRRMN)
- Apr. 1, 1873 Henry S. Hayward (1845-1914) joins the PRR as a machinist at the Altoona Shops; since 1866 he has been employed by the Pacific Mail Steamship Company as a ship's engineer and has made numerous trips to the Far East, particularly Japan. (PRRBio)
- Apr. 1, 1873 Texas & Pacific Railway converted from the 5'-6" gauge of the old Southern Pacific Railroad (Texas) to standard gauge. (Watson/Brown)
- Apr. 2, 1873 Stanhope investigating committee reports to New Jersey Senate describing the fraud; guilty parties flee across the river into Pennsylvania. (ElizDlyJrnl)

- Apr. 2, 1873 New Jersey enacts a general law for the incorporation of railroads; Hamilton's New York & Philadelphia Railroad files for incorporation 40 minutes later; however, in his haste to file, the charter is written for a life of only 50 years, necessitating a new application several weeks later. (PL, Rdg, StGaz)
- Apr. 2, 1873 Pennsylvania act authorizes the Philadelphia, Newtown & New York Railroad to build a bridge across the Delaware River to connect with the Mercer & Somerset Railroad in N.J., allowing the PRR to parallel the new National Railway. (Battle)
- Apr. 2, 1873 New Jersey passes new railroad tax legislation; establishes a Commissioner of Railroad Taxation; state tax is to be 0.5% on total cost; localities can tax real property excepting the main line for a width of up to 100 feet. (PL, Lutz)
- Apr. 2, 1873 Smyrna & Delaware Bay Railroad appoints William S. Sneden Chief Engineer to act without salary; orders filing a partial survey at Dover. (MB)
- Apr. 3, 1873 Cape May Passenger Railway incorporated in N.J. to build a horse or steam railroad from Decatur Street along the shore to the steamboat landing. (PL)
- Apr. 3, 1873 Northern Central Railway files answers to Hulme's charges, noting that all actions have been done to meet fierce competition and rate cutting by other railroads; the PRR has purchased the Summit Branch Railroad and other coal companies to keep them out of the hands of the Reading, which has already diverted all of the coal from Trevorton; the contract with the Empire Transportation Company is essential, because the oil traffic it brings is the most important traffic on the road. (Brief)
- Apr. 3, 1873 Delaware repeals the act of Mar. 1865 granting aid to the Junction & Breakwater Railroad. (MB)
- Apr. 3, 1873 Regular passenger service begins over the St. Louis & Iron Mountain Railroad and Cairo & Fulton Railroad between St. Louis and North Little Rock. (Cook)
- Apr. 1873 PRR begins moving machinery from Jersey City to new Meadows Shops. (RRGaz)
- ca. Apr. 1873 Empire Line begins operating over Buffalo, New York & Philadelphia Railway between Emporium and Buffalo. (RRGaz)
- Apr. 4, 1873 National Railway holds banquet for New Jersey Legislature and press at State Street House to celebrate finally securing a charter. (StGaz)
- Apr. 4, 1873 Charter supplement authorizes Jersey City & Bergen Railroad to build from a connection with the United New Jersey Railroad main line at Bergen Hill Cut south to the Kill Van Kull, establish a ferry there to Staten Island, and connect

with any railroad to be built on Staten Island; also to build a streetcar line on Jackson Avenue in Jersey City. (PL, Digest, VanBuskirk)

- Apr. 4, 1873 Enterprise Land Company of New Jersey incorporated in N.J. to develop Millham as a manufacturing suburb east of Trenton. (PL)
- Apr. 4, 1873 Future Star Union Line officer Chester Everett Clapp (1873-) born at Burlington, Iowa. (PRRBio)
- Apr. 5, 1873 Ohio Valley Railway purchases old right-of-way of Marietta & Cincinnati Railroad between Bellaire and Marietta, on which work was suspended in 1853, for \$10,000 under agreement of Nov. 1, 1872. (Church)
- Apr. 6, 1873 Three-track line realignment opens east of Glen Loch. (AR)
- Apr. 6, 1873 Cattle train arrives at Pittsburgh from Chicago with 1,500 animals dead from cold. (USRR&MR)
- Apr. 6, 1873 Detroit, Eel River & Illinois Railroad opens between Denver and Logansport, Ind., completing line from Auburn. (Guide - NO was in 1872)
- Apr. 7, 1873 PRR agrees to sell \$2 million Allegheny Valley Low Grade Line bonds in London through J.S. Morgan & Co. (MB)
- Apr. 7, 1873 Charter supplement permits the Collins Mineral Land & Mining Company, a Tom Scott company, to dispose of its real estate on any terms. (PL)
- Apr. 8, 1873 New Jersey Railway, intended by PRR to preempt route and interfere with National Railway between Waverly and Yardley, incorporated under New Jersey general law; runs within 100 yards of National Railway over most of route. (StGaz, Battle - not in NJCorp - probably expired?)
- Apr. 8, 1873 Smyrna Station & Smyrna Railroad authorized to relocate from gate of Horace Spruance along Glenwood Avenue to east side of Main Street. (Digest)
- Apr. 8, 1873 Orange, Alexandria & Manassas Railroad and Lynchburg & Danville Railroad merge to form Washington City, Virginia Midland & Great Southern Railroad. (RRGaz - or 11/72??)
- Apr. 8, 1873 Baring Cross Bridge Company incorporated in Arkansas to build a railroad bridge over the Arkansas River at Little Rock; part of the line that will connect the Texas & Pacific Railway to the East. (Cook)
- Apr. 9, 1873 Samuel M. Shoemaker of the Adams Express Company buys the failing Hygeia Hotel at Old Point Comfort, Va., and places Harrison Phoebus (1840-

1866), Adams agent at nearby Fort Monroe, in charge; he soon becomes the hotel's owner. (phoebus.info)

- Apr. 10, 1873 Charter of Queenstown & Harrington Railroad repealed for failure to complete work. (PL)
- Apr. 10, 1873 Supplement to Pennsylvania Company charter authorizes issuing bonds equal to total issue of stock. (MB)
- Apr. 10, 1873 State of North Carolina secures injunction against North Carolina Railroad changing its gauge from 4'-8½" to 5'-0" in order to form through lines with Richmond & Danville and other roads in Southern Railway Security Company group; R&D appeals. (Brown, USRR&MR)
- Apr. 10, 1873 William Jackson Palmer leaves the East Coast en route to Mexico City. (Fisher)
- Apr. 10, 1873 Cleveland stockholders of the CCC&I Railway file suits to block the lease of the road to the Atlantic & Great Western Railroad. (verify NYT)
- Apr. 11, 1873 Delaware act compromises with the PW&B, taxes on which are the main source of state revenue; reduced from about \$97,000 per year to \$27,000, plus the 10-cent tax, which may be commuted by a lump payment of \$13,000. (PL, Scharf)
- Apr. 11, 1873 John Swan of Swan, Rose & Co., contractors for Mansfield, Coldwater & Lake Michigan Railroad appears at Pennsylvania Company Board meeting; says MC&LM has failed to pay them and will sue; PCo. orders investigation and consider whether appointment of receiver will end PCo. control; authorizes new temporary office building at Canal & Madison Streets in Chicago. (MB)
- Apr. 11, 1873 Atlantic & Great Western Railroad stockholders approve the lease of the Cleveland, Columbus, Cincinnati & Indianapolis Railway. (RRGaz)
- Apr. 11, 1873 At a peace parlay, the Modoc delegation led by Kintpuash, aka Captain Jack, draw concealed revolvers and gun down Gen. Edward Canby (-1873) and Rev. Eleazar Thomas; the third negotiator survives his wounds; the attack scuttles Pres. Grant's hopes for a peaceful solution and more troops are rushed into the area. (JSmith)
- Apr. 12, 1873 Pennsylvania Company notes an offer of Toledo businessmen to arrange for the city to sell the Toledo & Woodville Railroad to PCo. if it agrees to provide iron for the Toledo & Ann Arbor Railroad; Board orders General Manager McCullough to develop a trade in Missouri iron ore to Wheeling and Pittsburgh via Vandalia Line. (MB)

- Apr. 12, 1873 *United States Railroad & Mining Register* reports that the PRR stock is owned 25% in Philadelphia, 15% abroad, and the rest scattered around the U.S. (USRR&MR)
- Apr. 12, 1873 Baltimore, Pittsburgh & Chicago Railway (B&O) agrees to meet with Pennsylvania Company regarding the use of its tracks at Toledo. (MB)
- Apr. 13, 1873 Carnegie, McCandless & Co. breaks ground for a Bessemer rolling mill at Braddock, Pa., that will become the famous Edgar Thomson Steel Works. (Bridge - see 4/15)
- Apr. 14, 1873 LIRR Board declares a 10% stock dividend payable in LIRR stock. (MB)
- Apr. 14, 1873 PRR assigns lease of Cleveland & Pittsburgh to Pennsylvania Company.
- Apr. 15, 1873 Philadelphia & Merion Railway incorporated to build between Philadelphia and Conshohocken via Merion. (MB)
- Apr. 15, 1873 Dissident Cleveland, Columbus, Cincinnati & Indianapolis Railway stockholders secure injunction from the U.S. Circuit Court blocking lease to Atlantic & Great Western Railroad but fail to obtain one blocking issue of \$5 million in new stock; have previously obtained injunctions against both from Cuyahoga County Court, thus stopping stockholders meeting set for Apr. 16. (RRGaz)
- Apr. 15, 1873 John H. Devereux of the Lake Shore & Michigan Southern Railway agrees with James McHenry through his American agents Peter H. Watson and S.L.M. Barlow to accept the presidency of the Cleveland, Columbus, Cincinnati & Indianapolis Railway, as well as become General Manager of McHenry's Atlantic & Great Western Railroad and possibly VP of the Erie Railway for at least 5 years at an annual salary of \$20,000; McHenry accepts Devereux's demand for a \$100,000 bonus up front, as he desperately needs an executive of solid reputation to calm the waters raised by the proposed lease. (Rozman)
- Apr. 15, 1873 Carnegie, McCandless & Co. breaks ground for the Edgar Thomson Steel Works at Braddock, Pa.; work is delayed by the Panic in Sep. 1873. (HistAllghnyCo)
- Apr. 15, 1873 Matilda Sparrow Weems, daughter of Mason L. Weems and one of the heirs to the Weems Line, marries Sydney Hume Forbes. (Holly)
- Apr. 1873 Charles D. Law (1844-1902) joins the PRR system as a maintenance of way engineer on the Western Division of the PFW&C. (VilyUpprMaumee)

- Apr. 1873 Virginia Legislature has refused to pass a Free Railroad Law in order to block the PRR's attempt to build a line parallel to the Richmond, Fredericksburg & Potomac Railroad. (USRR&MR)
- Apr. 1873 Officers of the CCC&I Railway have been inspecting the Cairo & Vincennes Railroad. (RRGaz)
- Apr. 1873 Ohio Legislature passes act requiring vote of two-thirds of stockholders to approve leases of railroads; rental must be at least equal to net earnings of year before lease; passed to prevent the Atlantic & Great Western Railroad from leasing the CCC&I Railway. (RRGaz - verify PL - is before 4/15)
- Apr. 1873 Standard Oil Company signs a new contract with the LS&MS. (Johnson)
- Apr. 1873 Jay Cooke & Co., which had been keeping the Northern Pacific Railroad afloat with short-term loans of demand deposits, forms a syndicate to float \$9 million 7.30% bonds of Northern Pacific Railroad at 83 with a 50% stock bonus, but he is able to sell only \$2 million. (Grodinsky, Lubetkin)
- Apr. 1873 Sensing that the market is overextended, J. Pierpont Morgan begins calling in Drexel, Morgan & Co.'s loans and building up cash reserves; he informs his father that house is now handling only the most secure bonds. (Strouse)
- Apr.? 1873 North Carolina Railroad Pres. W.A. Smith named permanent receiver of the Western North Carolina Railroad. (Brown)
- Apr. 1873 Signs of financial panic are appearing in New York, as money is increasingly tight. (Duckenfield)
- Apr. 16, 1873 Property and franchises of Buffalo, Corry & Pittsburgh Railroad, sold at foreclosure on Dec. 7, 1872, are deeded to Danford N. Barney, William Phillips (Pres. of Allegheny Valley Railroad), James C. Fargo, William E. Lewis, Archer N. Martin, Charles S. Hinchman, et al., the purchasing committee, as individuals; the reorganization is contested in the courts by rival parties for 6 years before the title of the purchasers is confirmed and the company can be reorganized; in the interim, the property is operated by Allegheny Valley Railroad as their representatives. (Val, C&C)
- Apr. 16, 1873 U.S. Supreme Court ruling upholds the validity of the Memphis, El Paso & Pacific Railroad's charter, land grant and land reservation, now owned entirely by John A.C. Gray; this clears the way for its sale to the Texas & Pacific Railway, which needs its clear title and claims to be able to build across Texas. (Taylor)
- Apr. 16, 1873 John H. Devereux is elected Pres. of the Cleveland, Columbus, Cincinnati & Indianapolis Railway, taking office on June 4, and replacing H. B. Hurlbut,

who becomes VP; injunction bars a stockholders vote on the lease to the Atlantic & Great Western Railroad. (Rozman/MB, ARJ)

- Apr. 16, 1873 Stillman Witt of Cleveland elected Pres. of the Valley Railway, replacing James Farmer. (Perrin)
- Apr. 17, 1873 New York & New England Railroad organized by the holders of the Berdell Mortgage for purpose of reorganizing the Boston, Hartford & Erie Railroad. (NHCorp)
- Apr. 17, 1873 National Railway Company of New Jersey incorporated under general railroad law by Henry M. Hamilton's group; is supplementary to New York & Philadelphia Railroad charter filed earlier. (NJCorp, RRGaz)
- Apr. 17, 1873 Mansfield, Coldwater & Lake Michigan Railroad tries to lay tracks through the town of Tiffin under cover of darkness in defiance of a local injunction but is prevented from doing so. (RRGaz)
- Apr. 18, 1873 New Egypt & Farmingdale Railroad Board asks the New Jersey Southern Railroad to extend the deadline for completion for 6 months, as it has been unable to sell bonds. (MB)
- Apr. 19, 1873 Breakwater & Frankford Railroad organized at Millsboro, Del.; John Hickman, Pres., and John B. Wingate, Chief Engineer. (Val, RRGaz, C&C)
- Apr. 19, 1873 Ashtabula, Youngstown & Pittsburgh Railroad Board accepts a settlement with Thomas Struthers, et al., for the purchase of 5.5 miles of the Liberty & Vienna Railroad for \$90,000 in notes and the bonds given the trustees as collateral. (MB)
- Apr. 19, 1873 Philadelphia & California Petroleum Company's last 39,503 acres in Rancho San Francisco sold for \$31,500 to a syndicate of Charles Fernald, Jarrett Richards, Thomas R. Bard, Capt. W.E. Greenwell and John P. Green. (Hutchinson)
- Apr. 21, 1873 Philadelphia repeals PRR's right to operate steam locomotives on Market Street granted in Nov. 1872. (Digest)
- Apr. 21, 1873 Philadelphia ordinance provides for widening Delaware Avenue. (Rdg)
- Apr. 21, 1873 Hanover & York Railroad incorporated in Pa. to build a direct line between York and Hanover. (Val)
- Apr. 21, 1873 Texas & Pacific Railway begins grading at San Diego. (RRGaz)
- Apr. 22, 1873 Central Railroad Extension Company incorporated in New York under

articles dated Apr. 21 to build from Bethpage Jct. to the Fire Island Dock in Babylon; Herman C. Poppenhusen, Pres. (Val, CorpHist)

- Apr. 22, 1873 Pittsburgh, Virginia & Charleston Railway opens between Homestead and Dravosburg, Pa. (PittsGaz)
- Apr. 22, 1873 Ashtabula, Youngstown & Pittsburgh Railroad stockholders authorize issue of \$400,000 in preferred stock to pay amount owed to Granite Improvement Company for construction; also authorizes \$500,000 in Second Mortgage bonds and construction of a branch from Niles to Mineral Ridge. (MB, Church)
- Apr. 22, 1873 Union Depot Company (Columbus) contracts with Hershiser & Adams to build the new Union Depot. (HistColumbus)
- Apr. 23, 1873 PRR Board rejects the proposal of the American Railway Literary Union to control the sale of all publications in PRR trains and stations as part of its nationwide campaign to stamp out smut; on the advice of A. J. Cassatt, the PRR decides to police the sale of objectionable materials with its own forces; Cassatt notes travelers demand light reading and romantic novels to alleviate boredom and would rebel at a diet of religious tracts. (MB)
- Apr. 23, 1873 Train passes over entire length of Pennsylvania & Delaware Railroad from Pomeroy to Delaware City. (ARJ)
- Apr. 23, 1873 American Bottom Lime, Marble & Coal Company renamed East St. Louis & Carondelet Railway. (Church)
- Apr. 24, 1873 Contractor V.L. Leary passes through Middletown, Del., en route to Smyrna to start work on the Smyrna & Delaware Bay Railroad; is to be done in 90 days. (USRR&MR)
- Apr. 24, 1873 Excursion opens Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad between Mansfield and Toledo. (RRGaz)
- Apr. 24, 1873 Pennsylvania Company Board reports that Branham & Allen have settled their claim against the Indianapolis & Vincennes Railroad for \$25,000 in Little Miami Railroad stock. (MB)
- Apr. 24, 1873 William Jackson Palmer arrives at Veracruz en route to Mexico City to try to get a concession and subsidy for the Mexican National Railway through the Mexican Congress; he asks Pres. Grant to bring up the matter on a state visit to Mexican Pres. Sebastian Lerdo de Tejada, but Grant refuses; finding affairs in turmoil, Palmer berates William S. Rosecrans, and secures his resignation. (Fisher, Ward, Pletcher)

- Apr. 24, 1873 George Talbot Olyphant (1819-1873), of the Delaware & Hudson and a trustee of the Berdell Mortgage of the Boston, Hartford & Erie Railroad, dies at New York. (findagrave)
- Apr. 1873 CNJ passes quarterly dividend. (ARJ)
- Apr. 25, 1873 Judge William McKennan (1816-1893) of the U.S. Circuit Court denies the Adams Express Company's request for an injunction to block the Reading from evicting it from its lines. (RRGaz)
- Apr. 26, 1873 Atlantic Bank fails at New York City. (Clews)
- Apr. 28, 1873 Northern Central Railway passes semiannual dividend; at the Board meeting, Pres. J. Donald Cameron offers, and then withdraws, his resignation. (ARJ, MB)
- Apr. 28, 1873 First regular train operates over Ashtabula, Youngstown & Pittsburgh Railroad between Warren and Ashtabula. (RRGaz)
- Apr. 28, 1873 Atlanta & Richmond Air-Line Railway opens between Spartanburg and Greenville, S.C. (Nelson/R&D AR)
- Apr. 29, 1873 Baltimore, Chesapeake & Delaware Bay Railroad organized at Baltimore. (RRGaz)
- Apr. 29, 1873 Columbus, Ohio, City Council adopts a resolution calling for either a bridge or tunnel crossing the railroad tracks on High Street at the Union Depot and ordering the City Engineer to prepare plans and estimates. (HistColumbus)
- Apr. 29, 1873 Eli H. Janney (1831-1912) obtains his second patent for improved automatic knuckle coupler similar to today's standard. (AAR)
- Apr. 30, 1873 PRR Road Committee rejects lease of West Chester & Philadelphia Railroad as earnings are not high enough; might approve lease if company offers better terms. (MB)
- Apr. 30, 1873 Pittsburgh, Washington & Baltimore Railroad (B&O) attempts to reestablish connection with Mount Pleasant & Broad Ford Railroad at Broad Ford, Pa., a few weeks after cut by PRR; forces driven off and two small bridges burned to prevent connection. (RRGaz)
- Apr. 30, 1873 S. H. Melvin writes to George B. Roberts regarding his conference with Illinois Central Railroad over the fate of the Gilman, Clinton & Springfield Railroad. (MB)
- Spring 1873 Jersey City Shop building is converted to a freight house and 125 men laid

off; the repair shop still employs about 100 men but at a reduced day of 8 hours; the buildings will be replaced by the new Meadows Shops. (NYT)

- Spring 1873 Bryn Mawr Hotel enlarged. (NB b. fall 1872, open ca. 7/73, AR)
- Spring 1873 South-West Pennsylvania Railway reaches Scottdale in East Huntingdon Township, Westmoreland County, where a village is laid out by Peter S. Loucks and named for Tom Scott. (Albert - verify)
- Spring 1873 Daniel H. Burnham (1846-1912) and John Wellborn Root (1850-1891) form the architectural partnership of Burnham & Root at Chicago; Burnham will become the PRR's favorite architect in the 1890s. (Moore)
- Spring 1873 Jay Gould, now friendly with Horace F. Clark and Augustus Schell from their participation in the North Western Corner of 1872, begins buying into the Union Pacific Railroad, supposedly on their advice. (Grodinsky)
- May 1, 1873 Central Railroad Company of Long Island leases operation of Central Railroad Extension Company (Farmingdale-Babylon Dock), then under construction; operation passes to Flushing & North Side Railroad under its lease of Central Railroad Company of Long Island. (Val)
- May 1, 1873 Union RR & Transportation Company and Empire Transportation Company sign agreement re joint ownership of Piers No. 2, 36 & 38, North River, and leasing Piers No. 4 & 5, which Union Line is to acquire; Empire Line leases Nos. 36 & 38; are to use No. 2 & 38 jointly; Union Line is to deliver half interest in Nos. 2 & 38 by July 1 in return for \$50,000; Empire Line is to also have half interest in Nos. 4 & 5. (MB)
- May 1, 1873 Pennsylvania & Delaware Railroad and Delaware & Pennsylvania Railroad merge to form Pennsylvania & Delaware Railway under agreement dated Mar. 17, 1873. (C&C)
- May 1, 1873 Northern Central Railway changes its arrangement where the Mineral Railroad & Mining Company resumes selling its coal at the destination instead of at Sunbury, and is to pay the NC 1¼ cents per ton-mile.(MB)
- May 1, 1873 Wheel foundry closed at Renovo Shops. (AR)
- May 1, 1873 Ashtabula, Youngstown & Pittsburgh Railroad completed between Youngstown and Ashtabula, Ohio, but the docks at Ashtabula are not done until late in the season; leased to Pennsylvania Company under lease of Mar. 1, 1872. (C&C says Girard-Ashtabula - AR, Church gives this as date of reg. service to Ashtabula)
- May 1, 1873 Mansfield, Coldwater & Lake Michigan Railroad opens for regular service between Toledo Jct. and Tiffin, Ohio; also Toledo, Tiffin & Eastern between

Tiffin and Woodville and Toledo & Woodville between Woodville and Toledo; all controlled by Pennsylvania Company and forming a complete line from Toledo Jct. on PFW&C to Toledo; operated by Pennsylvania Company under lease dated Mar. 18, 1873; Mansfield, Coldwater & Lake Michigan Railroad is laid beyond Tiffin to Weston but not opened and later taken up. (Church, C&C, RRGaz)

- May 1, 1873 William P. Shinn (1834-1892) resigns as General Agent of the Pennsylvania Company after 23 years' service. (MB)
- May 1, 1873 PFW&C agrees for the Cincinnati, Richmond & Fort Wayne Railroad to use one track for 5 miles east of Fort Wayne. (MB)
- May 1, 1873 PC&StL begins operation of Cincinnati & Muskingum Valley Railway under lease of Mar. 25, 1873. (Church)
- May 1, 1873 PRR signs contract with Shenandoah Valley Railroad for through traffic via Hagerstown on the Cumberland Valley. (MB, Hildebrand)
- May 1, 1873 Mobile & Montgomery Railroad enters receivership; defaults on \$2.5 million in bonds endorsed by the State of Alabama. (ICC, RRGaz)
- May 1, 1873 New York, West Shore & Chicago Railroad stops construction of the West Point Tunnel with only 86 feet cut on the south end and 53 feet on the north end; the contractor keeps working on his own account until stopped by the Panic in Sep. 1873, at which time the south face has advanced 110 feet and the north face 126 feet; company is reorganized with Willis Phelps of Springfield, Mass., as Pres. (RRGaz)
- May 1, 1873 Cayuga Lake Railroad opens for revenue service between Ithaca and Cayuga, N.Y. (Poors)
- May 1, 1873 On the same day that the Vienna World's Fair opens, a major Vienna bank fails, while the city is full of foreign visitors, who quickly spread the word. (Duckenfield)
- May 1, 1873 Some loans at New York are being made at 1½%. (Duckenfield)
- May 2, 1873 Illinois Legislature passes an act creating a Railroad & Warehouse Commission and outlawing any form of long-haul-short-haul rate discrimination; uniform per-mile rates favor the road with the shortest distance between any two points, as competitors are then forced to charge a higher rate or underprice their entire rate structure. (RRGaz, Haney)
- May 2, 1873 Richmond & York River Railroad, running from Richmond to deep water on York River at West Point, sold at foreclosure to Thomas Clyde of

Philadelphia and R.S. Burrows of Albion, N.Y., for \$350,000. (ICC, Harrison, ARJ)

- May 2, 1873 Texas Legislature passes act settling legal questions arising from the creation of the Texas & Pacific Railway out of the Memphis, El Paso & Pacific Railroad and Southern Pacific Railroad; T&P is authorized to build a branch from Marshall by way of Jefferson to connect with main line not more than six miles west of Texarkana (to be completed by Aug. 1, 1873); main line is to run from Texarkana via Sherman (to be completed July 1, 1874) and Denton to near Fort Worth (completed by Jan. 1, 1875), where it is to meet the old Southern Pacific line from Longview (completed by July 1, 1874); a single line is to be built from Fort Worth to El Paso at the rate of 100 miles a year; is to receive an additional state land grant of 20 sections per mile but forfeit any land grant claims where it fails to meet construction deadlines. (Taylor)
- May 2, 1873 New York & Harlem Railroad declines an offer from Cornelius Vanderbilt to purchase the charter of the New York Rapid Transit Company. (Stiles/MB)
- May 2, 1873 William Jackson Palmer's concession and subsidy bill, calling for \$9,000 per mile for 1,200 miles, passes its first reading in the Mexican Congress. (Fisher)
- May 3, 1873 American Line steamship *Pennsylvania* begins two-day trials; funnel is bright red with red and gold keystone and black top. (Flayhart)
- May 5, 1873 West Jersey Railroad begins changing gauge from 4'-10" to 4'-9" to permit running through cars from PRR to Cape May. (ARJ)
- May 5, 1873 Thomas B. Kennedy of the Cumberland Valley Railroad elected Pres. of the Southern Pennsylvania Railway & Mining Company, replacing John Rice. (MB)
- May 5, 1873 Allegheny Valley Railroad Low Grade Line opens between Red Bank and New Bethlehem. (AR)
- May 5, 1873 Chicago ordinance requires viaduct over PFW&C tracks at 12th Street. (MB)
- May 5, 1873 Morton, Bliss & Co., who are financing the line, requests prompt action on the Pennsylvania Company lease of the Gilman, Clinton & Springfield Railroad. (MB)
- May 6, 1872 Lawrence Railroad Board authorizes contracting with the Ashtabula, Youngstown & Pittsburgh Railroad to purchase a one-third interest in its depot buildings and grounds at Youngstown and to sell the present depot; authorizes merger negotiations with the Youngstown & Canfield Railroad. (MB)

- May 6, 1873 N.Y. Senate passes the bill for the New York Warehouse & Bulkhead Company, which would implement the Gardner Plan for an elevated belt railroad along the waterfront forming a complete loop south of 165th Street, plus building bulkheads and 10 piers and warehouses; plan is supposedly linked to the NYC&HR. (NYT, C&FC, Mandelbaum)
- May 6, 1873 A group of New York City merchants hold a preliminary meeting at the Astor House to agitate for lower railroad rates, particularly on western grain. (NYT)
- May 6, 1873 Philadelphia & Reading Coal & Iron Company buys the lands of the Schuylkill & Dauphin Improvement & Railroad Company. (P&RC&I Mortgage)
- May 8, 1873 PRR begins operation of Pennsylvania & Delaware Railway. (Val)
- May 8, 1873 Illinois & St. Louis Bridge Company Board votes issue of Second Mortgage bonds to pay floating debt of \$850,000. (Jackson)
- May 8, 1873 J.S. Morgan & Co. informs Andrew Carnegie to cancel this year's bond-selling trip to Europe, as the market is glutted with American securities. (Nasaw)
- May 9, 1873 Charter supplement to the Overland Contract Company confirms its change of name to Southern Railway Security Company. (PL)
- May 9, 1873 CNJ and DL&W cancel their 1872 merger agreement and the original 1854 through traffic contract; the freight-minded DL&W management is opposed to CNJ Pres. John Taylor Johnston's cultivation of passenger traffic, particularly building the NY&LB. (Taber)
- May 9, 1873 Collapse on the Vienna Stock Exchange (*der Krach*) marks the beginning of the "Long Depression" affecting all the industrial economies of Europe and America; worldwide economic instability continues with various ups and downs until 1897, when a new period of rapid economic growth and globalization begins; possible triggers include the damage done to the French economy by the Franco-Prussian War and the large reparations paid to Germany, and a shortage of gold that undermines the international gold standard; causes a lack of confidence among European investors who move to contract or liquidate their American holdings. (wiki, Wicker)
- May 10, 1873 South Side Railroad Company of Long Island leases New York & Hempstead Railroad (Valley Stream-Hempstead). (C&C - Seyfried has 6/2)
- May 1873 South Side Railroad Company of Long Island has taken possession of west end old New York & Flushing Railroad and will make Long Island City its terminus in a few weeks. (NYTrib - correct 1872!!)

- May 10, 1873 Smyrna & Delaware Bay Railroad issues 2,000 shares to George W. Bentley; Bentley, John F. Bingham and William S. Sneden are elected to the Board, replacing local residents, and Bingham replaces John F. Hoffecker as Pres. (MB)
- May 11, 1873 Lehigh Valley Railroad Board replies to a request from J. Edgar Thomson, writing as Chairman of the Committee on Railroad Subscriptions to the upcoming 1876 Centennial, that only about 6% of its traffic goes to or from Philadelphia. (MB)
- May 12, 1873 Contract for Harsimus Cove stock yard assigned by Samuel W. Allerton, et al. to Central Stock Yard & Transit Company. (MB)
- May 12, 1873 PRR South Amboy boats resume carrying passengers. (NYTrib, MonDem)
- May 12, 1873 Washington City & Point Lookout Railroad lets contract for its Alexandria Branch, running down the east bank of the Potomac Railroad from Bladensburg to a point opposite Alexandria. (B&O Val)
- May 13, 1873 Junction Railroad Board discusses making a connection with the Darby Improvement of the PW&B at Grays Ferry. (MB)
- May 13, 1873 General Manager Jacob N. McCullough reports to Pennsylvania Company Board that he is operating the Ashtabula, Pittsburgh & Youngstown Railroad on day-to-day basis without lease; declines to accept it until is in good running order as needs stations, sidings, etc.; no work being done between town and harbor, but docks can be ready to receive ore by July 1; efforts on Ohio Valley Railway to be postponed because of adverse decision of Ohio Supreme Court; Drexel & Co. have declined to take Mansfield, Coldwater & Lake Michigan bonds at 85 until 100 miles completed; Board orders McCullough to press construction; Pennsylvania Company Board authorizes \$12 million in bonds. (MB)
- May 13, 1873 Financial panic spreads to Berlin. (Duckenfield)
- May 13, 1873 George Westinghouse patents the triple valve for his air brake system; it can either apply the brakes, release them or charge the auxiliary reservoirs. (Prout)
- May 14, 1873 New station at Kane, Pa., destroyed by fire. (AR)
- May 14, 1873 American Steamship Company holds celebration for officers and guests in Philadelphia. (USRR&MR)
- May 14, 1873 Pennsylvania Company Board hears report that Michigan Lake Shore Railroad bondholders refuse to accept less than a PCo. guarantee; authorizes

purchase of two waterfront tracts at Grand Haven; authorizes double-tracking between Youngstown and Lawrence Jct. and between New Castle and Homewood. (MB)

- May 15, 1873 New York & New England Railroad incorporated in Mass.; the Commonwealth of Massachusetts is the largest stockholder, with \$3.6 million received in exchange for the Berdell bonds. (NHCorp, AR)
- May 15, 1873 William S. Rosecrans departs Mexico. (Pletcher)
- May 1873 First standard Class C-anth (D4) anthracite-burning 4-4-0, No. 912, built at Altoona.
- May 1873 Kent County Railroad begins extension from Worton to Rock Hall on Chesapeake Bay. (RRGaz)
- May 1873 Work begins on new Columbus Union Depot; built north and east of old depot so that Columbus-Bradford line trains don't have to make back-up move; the former CC&C-Columbus & Xenia freight and shop facilities that have occupied the site have been razed. (Darbee, roadrunner.com)
- May 1873 American Steamship Company of Philadelphia begins advertising campaign in Europe preparatory to beginning service. (Flayhart)
- May 1873 International Navigation Company begins providing interim service between Antwerp and Philadelphia and between Liverpool and Philadelphia with the chartered steamers *Abbotsford* and *Kenilworth*. (Moyer/Keystone)
- May 1873 Ashtabula, Youngstown & Pittsburgh Railroad has settled with Liberty & Vienna Railroad and trains now run; to be extended to harbor about June 1. (RRGaz)
- May 1873 Yellow fever strikes the Texas & Pacific Railway construction crews; almost all the white Southern laborers flee; the African American convicts die and are buried hurriedly in the fills without record-keeping. (Hirshson)
- May 1873 Mexican concession for a railroad between El Paso and Mexico City, sought by William Jackson Palmer and J. Edgar Thomson, is awarded to a rival group of Texans headed by Edward Lee Plumb, aiming to build from Laredo; the Panic in September kills the project for many years. (Ward)
- May 1873 Annual meeting of the troubled Pacific Mail Steamship Company elects a Board with strong Jay Gould influence; new directors include Charles J. Osborn (1839?-1885) of the brokerage house of Osborn & Chapin, in which Gould is a partner, and his new allies Russell Sage (1816-1906) and Trenor W. Park (1823-1882); Gould hopes to end the competition between Pacific

- Mail and the Union Pacific Railroad that is hurting both companies.
(Grodinsky)
- May 1873 Jackson, Lansing & Saginaw Railroad opens between Wells and Otsego Lake.
(Meints)
- May 1873 Scottdale Rolling Mill of Everson, Macrum & Co. placed in service at
Scottdale, Pa. (Albert)
- May 16, 1873 Keystone of Baltimore & Potomac Tunnel placed. (USRR&MR)
- May 16, 1873 Susquehanna Improvement Company, contractor for Maryland &
Pennsylvania Railroad, sold at foreclosure at Philadelphia to Charles H.
Downing for \$45. (Rdg)
- May 16, 1873 Toledo & Maumee Narrow Gauge Railroad incorporated in Ohio. (ICC,
Church)
- May 16, 1873 Jay Cooke & Co. modifies its contract with the Northern Pacific Railroad;
amount of bonds to be issued is reduced from \$100 million to \$30 million and
are to be issued to the bankers at 83 instead of 88; stock bonus increased from
20% to 40%. (Renz)
- May 17, 1873 Future Baldwin Locomotive Works Pres. Samuel M. Vauclain (1856-1940)
signs on as an apprentice machinist at the Altoona Shops, where his father
Andrew Constant Vauclain (1809-1887) is foreman. (Crimmins)
- May 1873 South Side Railroad Company of Long Island has made arrangement to divide
westbound business at Fresh Pond Jct. to give choice of Long Island City for
uptown trade or 8th Street, Williamsburg, for downtown and Brooklyn.
(NYTrib)
- May 19, 1873 Lawrence Railroad absorbs Youngstown & Canfield Railroad (unbuilt) under
agreement of Apr. 23, 1873; becomes Canfield Branch. (Church)
- May 19, 1873 Isaac. J Wistar, Pres. of the Pennsylvania Canal Company, submits a
memorandum to the Windom Committee describing the traffic and costs of
the PRR's canals; the new main line from Wilkes-Barre to Columbia has now
been rebuilt with 17 x 180 foot locks for 300-ton boats; a larger tonnage is
now carried in fewer boats. (WindomRept)
- May 20, 1873 Westinghouse automatic air brake with triple valve demonstrated on PRR
between Philadelphia and Bryn Mawr for Committee of Science of Franklin
Institute; train operating at 30 MPH stops in 16 seconds when brake is
operated from locomotive; 12 seconds by severing brake line; stops in 10
seconds and 367 feet when train severed from locomotive at 40 MPH;

applying the brake in one car stops the train in 506 feet; tests include uncoupling a car at speed; cars have a bar underneath which sets the brakes if the car derails and drops. (RRGaz, USRR&MR, ARJ, Sipes)

- May 20, 1873 Court orders PRR to relinquish possession of Mount Pleasant & Broad Ford Railroad in Connellsville Coke Field to Pittsburgh & Connellsville Railroad; Henry Clay Frick acts as a middleman in the transfer to the B&O and collects a \$50,000 commission. (B&O Val, Warren)
- May 20, 1873 Valley Railroad contracts with the Mason Syndicate to construct its line between Staunton and Salem, Va. (Kean)
- May 20, 1873 Western Division of the Canada Southern Railway opens for revenue service between Amherstburg and St. Thomas, Ont. (Tennant)
- May 21, 1873 Charlemagne Tower (1809-1889), the wealthy anthracite coal operator, agrees to take \$250,000 in a new syndicate being organized by Jay Cooke to float a new \$9 million 6% Northern Pacific Railroad bond issue; Jay Cooke & Co. is to take \$3 million. (Oberholtzer)
- May 22, 1873 First American Steamship Company of Philadelphia steamer *Pennsylvania* leaves Philadelphia on maiden voyage to Liverpool; Mr. & Mrs. Thomas T. Firth buy first tickets and E.C. Knight & Co. loads first cargo; vessel loses some propellor blades in crossing and arrives in Liverpool under sail. (USRR&MR, Flayhart)
- May 22, 1873 Hudson Tunnel Railroad Company incorporated in New York; project of promoter De Witt Clinton Haskin (1824-1900), a native of upstate New York who had gone to California in 1849 and made a fortune building the California Pacific Railroad (Vallejo-Sacramento-Marysville) and in Utah silver mines; had seen pneumatic caissons being used on Eads Bridge, ca. 1872, and planned to use compressed air pressure at the working face alone to hold back debris without special bracing or a shield; plan is for a tunnel, 26' wide by 24' high for two tracks, to cross to Morton Street in New York with an underground terminal on the west side of Washington Square; to be used by locomotives that "consume their own smoke" (i.e., have condensing engines) or use compressed air. (NYState, RRGaz)
- May 22, 1873 August Belmont and Frank Work leave the Board of the LIRR. (MB)
- May 22, 1873 First auction of lots held at Norwood, Delaware County, on the PW&B, a suburban development of John Cochran with Robert M. Copeland (1830-1874) as landscape architect. (Lockhart)
- May 24, 1873 Lawrence Railroad Board authorizes examinations for a branch to the Chauncey Andrews & Hitchcock coal mine on the Foster Farm; authorizes

building a branch from Youngstown to Lowell and the state line on the bed of the old Pennsylvania & Ohio Canal. (MB)

- May 25, 1873 Metropolitan Branch of B&O opens between Washington and Point of Rocks, Md., creating a more direct route to the west; all through trains to the west rerouted via Washington; B&O cuts eastbound rates by 18%. (AR, RRGaz)
- May 25, 1873 Columbus O'Donnell (1792-1873), founder of the Canton Company of Baltimore, dies at Baltimore. (BaltAm)
- May 25, 1873 With the Mexican Congress deadlocked, William Jackson Palmer leaves Mexico City for the Rio Grande overland via Saltillo and Monterey, leaving James Sullivan in charge in Mexico; at Monterey, he learns that Congress has adjourned without passing his subsidy. (Fisher)
- May 26, 1873 PRR establishes 3:30 AM "Newspaper Train" from New York to distribute city newspapers; withdrawn in about a week when sponsor withdraws support. (RRGaz)
- May 26, 1873 Central Railroad of Long Island opens between Hempstead Crossing and Bethpage Jct.; right-of-way owned by and leased from A. T. Stewart; operated by Flushing & North Side Railroad. (Seyfried)
- May 26, 1873 Hudson Tunnel Railroad Company incorporated in New Jersey with a capital of \$3 million. (NJCorp, RRGaz)
- May 26, 1873 Staten Island & New Jersey Suspension Bridge & Railroad Company incorporated in N.Y. to build a bridge between Constable Hook (Bayonne, N.J.) and New Brighton and a railroad the length of Staten Island to a second bridge over Arthur Kill near Perth Amboy. (NYState)
- May 27, 1873 First running of the Preakness Stakes at Pimlico Race Track, Md.; the track is located close to the Northern Central Railway main line northwest of Baltimore; the stakes are named after the colt Preakness, winner of the first Dinner Party Stakes on the second day of racing at Pimlico on Oct. 26, 1870. (Kelly/MdHistMag)
- May 27, 1873 South Mountain & Boston Railroad organized at Columbia, N.J.; to be from Portland on the Delaware River to the N.Y. state line in the direction of Pine Island. (RRGaz)
- May 27, 1873 Conservative Democrat James L. Kemper (1823-1895) elected Gov. of Virginia with a Conservative majority in the Legislature, completing the return of the native white elite to power. (Lowe, Sobel)
- May 27, 1873 Richmond & Petersburg Railroad and Petersburg Railroad signs a through

traffic contract creating a joint “Richmond & Weldon Route”; Reuben Ragland of the Petersburg Railroad becomes Pres. of both companies; a joint Executive Committee is to be made up of two members from the Petersburg, one from the R&P and one nominated by the Southern Railway Security Company; the SRSCo. buys Ragland’s cooperation by increasing his salary and promising to float \$500,000 in Petersburg Second Mortgage bonds in Baltimore; the future Atlantic Coast Line Route is now complete between Richmond and Charleston. (Hoffman)

- May 28, 1873 LIRR pays a 10% stock dividend. (ARJ)
- May 28, 1873 PRR Board subscribes \$250,000 to Centennial Fund for 1876 World's Fair in Philadelphia; advances \$300,000 to Central Stock Yard & Transit Company; cancels Jan. 1872 lease of Pennsylvania & Delaware Railroad as never went into effect. (MB)
- May 28, 1873 U.S. Circuit Court at Pittsburgh hears PRR suit against NY&LB Raritan River Bridge. (WkStGaz)
- May 28, 1873 Lawrence Railroad Board adopts the location for the Lowellville Branch; it is apparently begun to frustrate the construction of a rival line but work is stopped after spending only \$10,000. (MB)
- May 29, 1873 City of Baltimore subscribes \$1 million to Valley Railroad in Virginia. (Hildebrand)
- May 29, 1873 Wilmington, Columbia & Augusta Railroad signs traffic contract with Charlotte, Columbia & Augusta Railroad, giving the future Atlantic Coast Line access to Augusta. (Hoffman)
- May. 30, 1873 PRR Road Committee authorized negotiations for construction and operation of Philadelphia, Newtown & New York Railroad. (MB)
- May 30, 1873 Jeffersonville, Madison & Indianapolis Railroad and the City of Louisville make a final settlement; City of Louisville agrees to surrender \$200,000 in stock of the old Jeffersonville Railroad and cancel railroad's guarantee on \$200,000 in city bonds given in payment; JM&I is to pay all interest on the city bonds up to Nov. 1, 1872, including one bond that has been lost. (MB, Church)
- May 31, 1873 National Railway placed under contract; however, scandals and taint of illegality scare off investors and the project lags.
- June 1, 1873 New PRR organization; Freight and Passenger Depts. now supervised by Second VP George B. Roberts as well as General Manager Cassatt; 2nd VP also has supervision of Accounting Dept.; new Engineer Dept. created to

handle new construction and real estate matters headed by William H. Wilson as Chief Engineer of Construction & Consulting Engineer; Ashbel Welch named Chief Engineer of Construction for New Jersey and ___ for Philadelphia & Erie. (A-File)

- June 1, 1873 Empire Transportation Company signs new contract for traffic over Catawissa Railroad. (Rdg)
- June 1, 1873 First sale of lots held in the new suburb of Norwood, Pa., on the PW&B's Darby Improvement. (Ashmead)
- June 1, 1873 Kintpuash and his remaining followers are captured by the U.S. Army after a six-month guerilla engagement, ending the Modoc War; Kintpuash and three other Modoc leaders are hanged on Oct. 3, and the rest of the tribe is deported to Indian Territory. (Sonneborn, WwasW, JSmith)
- June 2, 1873 PRR signs agreement to acquire all property of the Union R.R. & Transportation Company for \$3 million in stock of Pennsylvania Company, effective July 1, including its office at Liberty & 22nd Streets, Pittsburgh, and Pier No. 2, North River, now subleased to PRR. (Church, MB)
- June 2, 1873 National Railway Company of New Jersey executes \$3.5 million mortgage with American Trust Company. (Rdg)
- June 2, 1873 Ohio County, W.Va., approves additional \$15,000 subscription to Pittsburgh, Wheeling & Kentucky Railroad, bringing the total to \$240,000. (MB)
- June 2, 1873 Cairo & Fulton Railroad opens between Little Rock and Benton, Ark. (RRGaz)
- June 2, 1873 Iron & Steel Roll Handlers Union formed. (Ware)
- June 3, 1873 Lawrence Railroad files certificate for branch from Youngstown to Pennsylvania state line in Poland Twp. following bed of Pennsylvania & Ohio Canal, to be called Lowellville Branch; work abandoned after \$10,431 spent without any part being finished. (Church)
- June 3, 1873 James Roosevelt elected Pres. of Southern Railway Security Company and William Oden Hughart appointed General Manager to coordinate all controlled roads; remaining directors include Tom Scott, Morris K. Jesup, Henry B. Plant, Richard T. Wilson, George W. Cass, D. Willis James, B.F. Newcomer, William T. Walters and J. Donald Cameron; the plan is to centralize all accounting and purchasing for the constituent railroads. (Hoffman, C&FC)
- June 4, 1873 Edmund Smith, Pres. of the Camden & Philadelphia Steam Boat Ferry

- Company declines a proposal from the West Jersey Railroad to run ferries between the foot of Washington Avenue and Camden for excursionists from South Philadelphia, noting there is no ferry slip at Washington Avenue. (MB)
- June 4, 1873 Ashtabula, Youngstown & Pittsburgh Railroad stockholders authorize selling a third interest in the track from the junction to Youngstown station to the Lawrence Railroad and establishing a joint depot in Youngstown. (MB)
- June 4, 1873 Northern Pacific Railroad opens to Bismarck, Dakota Territory, on the Missouri River; the town is named as an enticement to German immigrants. (RRGaz, Oberholtzer)
- June 4, 1873 John H. Devereux assumes office as Pres. of the Cleveland, Columbus, Cincinnati & Indianapolis Railway. (Rozman)
- June 5, 1873 American Line steamship *Pennsylvania* arrives at Queenstown, Ire., having lost three of four propeller blades four days out. (USRR&MR)
- June 5, 1873 Whitley County stockholders of the Detroit, Eel River & Illinois Railroad meeting in Columbia City lead in rejecting a merger with the Fort Wayne, Jackson & Saginaw Railroad by a vote of 10,698 to 909. (HistDeKalbCo)
- June 6, 1873 Central Railroad Company of Long Island opens between Bethpage Jct. and Bethpage, N.Y., where A.T. Stewart had established a large brick works to supply the builders of Garden City; right-of-way is owned by Stewart in fee simple. (Seyfried)
- June 6, 1873 Delaware Railroad Board authorizes the return of \$100,000 in Dorchester & Delaware Railroad bonds held as collateral for the 2,500 shares of Delaware Railroad stock loaned to the Dorchester & Delaware Railroad. (MB)
- June 7, 1873 *Illinois*, fourth and last original American Line steamer, launched at Cramp's shipyard. (USRR&MR)
- June 1873 New, pro-Lehigh Valley Railroad Board elected by the New Jersey West Line Railroad. (USRR&MR)
- June 9, 1873 PRR Board approves \$400,000 loan to International Navigation Company; authorizes lease of the Thompson House at Kane, Pa., from the Elk & McKean Land & Improvement Company. (MB)
- June 9, 1873 Bloomfield Branch opens between Roaring Spring and Bloomfield Ore Banks (Ore Hill) on Pittsburgh Division. (Val, AR)
- June 9, 1873 John H. Devereux is also appointed General Manager of the Atlantic & Great Western Railroad, effectively combining its management with the Cleveland,

- Columbus, Cincinnati & Indianapolis Railway for James McHenry, replacing the blocked lease. (Rozman)
- June 10, 1873 Ground broken for NY&LB at South Amboy. (RRGaz)
- June 10, 1873 First Great Lakes ore arrives at Ashtabula Harbor. (See 7/10)
- June 11, 1873 PRR Road Committee authorizes a lease of the hotel at Kane, Pa. (MB)
- June 11, 1873 Smyrna & Delaware Bay Railroad Board approves another partial location by L. D. Bruyn, engineer. (MB)
- June 12, 1873 Ground broken for Jersey Shore, Pine Creek & Buffalo Railway. (RRGaz)
- June 12, 1873 Property of former Memphis, El Paso & Pacific Railroad, consisting of a partially graded railroad from near Texarkana for 65 miles in the direction of El Paso with three miles of rails, is formally deeded to the Texas & Pacific Railway; John A.C. Gray drives a hard bargain and Tom Scott states that “nothing would please him better than to witness Gray’s destruction”; the 3 locomotives have to be rebuilt from 5'-6" gauge to standard, and the deteriorated roadbed has to be rebuilt. (ICC, Taylor, Watson/Brown)
- June 13, 1873 Meeting held at the rooms of the Importers & Grocers Board of Trade rooms at 149 Pearl Street in New York to protest what shippers view as railroad discrimination against the Port of New York and high rates. (PtNYAnnual 1919)
- June 13, 1873 Otis Iron & Steel Company organized at Cleveland by Charles A. Otis, W. S. C. Otis, E. B. Thomas, Worthy S. Streater and Daniel P. Eells, with a capital of \$300,000. (Johnson/Cuyahoga)
- June 14, 1873 Susquehanna Coal Company authorized to hold an additional 5,000 acres of coal land for a total of 10,000 acres; may build railroad bridge over the Susquehanna River at Nanticoke. (Digest)
- June 14, 1873 Stockholders of Detroit, Eel River & Illinois Railroad reject the merger creating Detroit, Fort Wayne & Logansport Railroad; Detroit, Eel River & Illinois Railroad resumes independence. (Guide, RRGaz)
- June 1873 Work on PRR’s new Jersey City passenger terminal begins. (C&C)
- June 1873 PRR is grading for 3rd & 4th track between Elizabeth and Rahway. (RRGaz)
- June 1873 PRR is improving the Camden, N.J., terminal, filling in the flats, removing the old Camden & Amboy Railroad engine terminal and building a new one on the flats; new 600-foot passenger platform with 300-foot shed; new waiting

room and float bridges and several 2-track car floats; new office building built to replace rooms in the hotel; terminal now serves 52 Camden & Amboy and 28 West Jersey Railroad trains per day. (USRR&MR)

- June 1873 West Jersey Railroad changed from 4'-10" to 4'-8½" gauge. (RRGaz)
- June 1873 Bells Gap Railroad opens between Bellwood and Lloyd (Lloydville), Pa.; 3'-0" gauge; passengers are carried in a coach attached to coal trains; very little non-coal freight is carried; the ascent of the mountain up Bells Gap is steep and winding; by 1881, passenger cars are pushed up the grade for sightseers and descend by gravity. (PaState, C&C, Kurtz, Africa)
- June 1873 Double track opens between Valparaiso and Hobart on the Western Division of the PFW&C. (AR)
- June 1873 PC&StL Railway is forced to rebuild large sections of the Second Division of the CC&IC Railway or else abandon it. (AR)
- June 1873 California & Texas Railway Construction Company has been forced to call in 75% on its subscriptions; most subscribers had never expected to put up full value; J. Edgar Thomson had subscribed for 5% of the company, never expecting to have to pay the \$500,000. (RRGaz, Jackson)
- June 1873 Survey run for extending the Monmouth County Agricultural Railroad to Kaighns Point, Camden, via Manchester (Lakehurst) and Medford; backed by the New York office of Brown Brothers & Co. (RRGaz, USRR&MR)
- June? 1873 According to an 1874 article in the *Raleigh Sentinel*, a Democratic paper opposed to outside control of the state's railroads, a meeting is held in Broad Street Station (there is no Broad Street Station yet?!!) between Pres. W.A. Smith of the North Carolina Railroad, Richard T. Wilson and Rufus McAden of the Southern Railway Security Company, Hiram Sibley, and A.S. Buford of the Richmond & Danville Railroad; McAden and Sibley supposedly agree to sell their rights on the Western North Carolina Railroad to the Southern Railway Security Company for \$800,000; Buford is supposedly willing to give up the R&D's lease of the North Carolina Railroad in exchange for permanent trackage rights of uniform (5'-0") gauge between Greensboro and Charlotte. (Brown)
- June 1873 Little Rock & Fort Smith Railroad extended from Lewisburg to Clarksville. (Thompson)
- June 1873 Neyhart & Grandin, a big crude oil jobbing house, makes an exclusive contract with the Erie Railway; they are to operate standard gauge tank cars between Parkers Landing and Oil City in return for a rate of \$0.90 per bbl. to New York, versus the \$1.25 rate on the NYC&HR; by the end of the year, the

Erie carries about 15% of the total oil traffic between the Oil Region and New York, but most of this is crude oil; the PRR-Empire Transportation Company carries 60% of the total. (Williamson/Daum)

- June 17, 1873 Camden, Gloucester & Mount Ephraim Railway incorporated in New Jersey; James P. Michellen, Pres.; leading stockholder is David S. Brown, owner of cotton mills and bleachery at Gloucester. (Val, C&C, Boyer)
- June 17, 1873 Tom Scott resigns as Pres. of the Shenandoah Valley Railroad; replaced by Thomas B. Kennedy of the Cumberland Valley Railroad. (Hildebrand)
- June 17, 1873 Empire Contract Company, a Tom Scott type charter, renamed the Mexican National Railway Company. (Moody)
- June 18, 1873 First class of 5 women and 1 man graduate from Swarthmore College, founded by Hicksite Quakers and located on the West Chester & Philadelphia Railroad; it anchors a suburban enclave of artists, intellectuals and professionals, who are not members of the old traditional upper class, in the Swarthmore-Wallingford area. (swarthmore.edu, Baltzell)
- June 19, 1873 Camden & Atlantic Railroad Board declines to extend down Absecon Island (Atlantic City) beyond Mississippi Avenue for the present; changes the name of White Horse station to Kirkwood. (MB)
- June 19, 1873 Horace F. Clark (1815-1873), Pres. of the Union Pacific Railroad, the Union Trust Company (the Vanderbilt bank) and the LS&MS, as well as director of the Dunkirk, Allegheny Valley & Pittsburgh Railroad, Erie & Pittsburgh Railroad, and Toledo, Wabash & Western Railway, dies of a heart attack after a short illness; all construction on LS&MS suspended pending selection of a new Pres. (AR, RRGaz, Klein, Stiles - Harlow has 7/19???)
- June 20, 1873 Pennsylvania & Delaware Railway opens for revenue service between Delaware City and Landenberg, Pa. (RRGaz - see 6/30)
- June 20, 1873 Northern Pacific Railroad surveying party and military escort 1,300-strong, with the infantry commanded by Col. David S. Stanley (1828-1902) and the 7th Cavalry by Col. George Armstrong Custer (1839-1876), leaves Fort Rice on the Missouri River below Bismarck to survey a new line to the Yellowstone River; the military is also ordered to attack the Sioux and Cheyenne under Sitting Bull, who are determined to block the NP from entering their lands. (Lubetkin)
- June 21, 1873 Rosalinda Brooke Roberts (1800-1873), mother of future PRR Pres. George B. Roberts, dies, making George the full sixth proprietor of Pencoyd Farm. (ancestry, MnLnTimes)

- June 21, 1873 Newly-formed National Rifle Association opens a large shooting range at Creedmoor, now in the Borough of Queens; becomes the main traffic generator on the Flushing & North Side Railroad between Flushing and Garden City; site is chosen for its isolation and is designed for better training of the National Guard and to promote target shooting as a middle-class sport. (NYT)
- June 22, 1873 Detroit, Eel River & Illinois Railroad obtains trackage rights over six miles of Fort Wayne, Jackson & Saginaw Railroad between Auburn Jct. and Waterloo to reach the LS&MS. (Guide)
- June 23, 1873 Low Grade Line of Allegheny Valley Railroad opens between New Bethlehem and Brookville. (AR)
- June 23, 1873 Montclair Railway extends service from Pompton to Monks (Ringwood?), five miles north of Midvale. (Guide)
- June 23, 1873 John H. Devereux elected VP as well as General Manager of the Atlantic & Great Western Railroad, replacing James B. Hodgskin, resigned. (Rozman)
- June 23, 1873 Southern Railway Security Company issues a new reorganization agreement for the Western North Carolina Railroad. (Brown)
- June 24, 1873 Ridgefield Park Railroad and Rockland Central Railroad merged to form Jersey City & Albany Railroad to build a line between Jersey City and Haverstraw. (NYState, ARJ, GrnBk)
- June 24, 1873 Petroleum Refiners Association dissolved, as it is unable to control the independent refineries. (Nevins)
- June 25, 1873 First Pennsylvania coke shipped over Great Lakes via PRR dock at Ashtabula Harbor.
- June 25, 1873 PRR Board approves contract of the PRR, Pennsylvania Company and PC&StL Railway with the Pittsburgh & Western Company to operate refrigerator cars for transporting meat and perishables on PRR and Lines West; authorizes enlargement of Kensington terminal in North Philadelphia. (MB, Digest)
- June 25, 1873 Eastern Division of the Canada Southern Railway opens for revenue service between Fort Erie and St. Thomas, Ont. (Tennant)
- June 26, 1873 Last spike driven on Baltimore & Potomac Tunnel line. (USRR&MR)
- June 26, 1873 Washington ordinance requires 14-foot high fences between tracks and roadways on the Long Bridge and 5-foot high fences along street tracks in

city. (Digest)

- June 27, 1873 West Jersey Railroad Board approves assuming the liability for damages if ferries land at Washington Avenue in South Philadelphia. (MB)
- June 28, 1873 Overnight train leaves Richmond, Va., which will be the first to pass through the Baltimore & Potomac tunnel at Baltimore, arriving at 6:45 AM on June 29. (Scharf)
- June 28, 1873 Indianapolis Belt Railway incorporated to build from North Indianapolis to Brightwood; Henry C. Lord, Pres.; work is later stopped by the Panic in the fall. (Dunn - verify C&C)
- June 29, 1873 Baltimore & Potomac tunnel at Baltimore opens, linking B&P with Northern Central; first train to pass is the night train from Richmond, arriving at 6:45 PM with locomotive No. 2; PRR establishes through service between New York and Washington via Columbia, Pa., misleadingly called the "Pennsylvania Air Line" with two round trips, *Day Express* and *Night Express*; is 282.5 miles vs. 228 miles via Wilmington, and New York-Washington running time is 9:00, but the time is the same the B&O's, as it avoids the horse-drawn transfer in Baltimore; all trains run into Northern Central Railway's Calvert Station and back out again; roundabout route established because Union Railroad Company of Baltimore demands too much for the use of its tunnel; also opens a new station at Charles Street at the junction with the Northern Central Railway; it is a simple wooden building; PRR forces the B&O to cut rates, so that while it carries most of the traffic, it loses money; according to an anecdote recorded later, when the B&O refuses to sell through tickets to passengers without a trunk to be checked for free, A .J. Cassatt buys 200 trunks, loads them with Adams Express matter, and lets the B&O carry them to and from Washington for nothing for about two weeks until John W. Garrett finds out; supposedly, Garrett comes to fear Cassatt more than any other PRR executive he has to deal with. (BaltAm, AR, RRGaz, Scharf, USRR&MR, RyRegister)
- June 29, 1873 The Baltimore & Potomac Tunnel consists of a series of tunnels joined by open cuts: tunnel portal to John Street - 1,148 ft.; cut John Street to Oliver Street - 200 ft.; tunnel Oliver Street to Pennsylvania Avenue - 3,625 ft.; cut Pennsylvania Avenue to Fremont Street - 350 ft; tunnel Fremont Street to Gilmore Street - 2,196 ft.; total tunnel - 6,969 ft.; total length - 7,519 ft.; cost is \$3 million; a suburban station is built on Pennsylvania Avenue, where the first section of tunnel gives way to an open cut; the station structure at street level also houses exhaust fans for the tunnel; the tunnel has a 1.34% westbound grade, requiring heavy running with much locomotive smoke; it remains a bottleneck that the PRR and its successors are never able to replace. (Scharf, Gunnarsson - check stats vs. C&C)

- June 29, 1873 Linden Line opens for through freight, bypassing Williamsport on south bank of the West Branch; avoids two crossings of Susquehanna River. (AR)
- June 29, 1873 Cairo & Fulton Railroad opens between Little Rock and Arkadelphia, Ark. (Guide)
- June 30, 1873 LIRR begins operating the steamboat *Jane Moseley*, named for the wife of Pres. Oliver Charlick, between Greenport and Newport, R.I., and a Brooklyn-Boston day train in connection with the Old Colony Railroad. (NYTrib, RRGaz)
- June 30, 1873 PRR establishes new fast newspaper train leaving New York at 3:30 AM; "Owl Line" that leaves at New York and Philadelphia at midnight made a New York-Trenton local. (RRGaz)
- June 30, 1873 All through passenger cars (to points west of Harrisburg) via Allentown Route discontinued. (PassDept - this is date of first tt in Guide eliminating last Silver Palace car to Chicago)
- June 30, 1873 Pennsylvania & Delaware Railway opens between Pomeroy, Pa., and Landenburg, completing line to Delaware City; operated as part of Philadelphia Division; stations: Stottsville, Newlin, Gum Tree, Rokeby, Doe Run, Pusey, Chatham, Avondale, Landenberg, Thompson, Newark, PW&B Crossing, Cooch's, Glasgow, Delaware RR Crossing, Corbet, Reybold, Delaware City. (RRGaz,)
- June 30, 1873 Alfred R. Fiske (1820-1886) resigns as General Superintendent of Northern Central Railway to manage Atkins & Bro. rolling mill at Pottsville, Pa.; replaced by A. J. Cassatt as General Manager. (MB, RRGaz)
- Summer 1873 Collis P. Huntington drafts a bill of sale of the Southern Pacific Railroad to the Texas & Pacific Railway, giving the latter a route to Los Angeles and San Francisco; as conditions worsen, the Texas & Pacific Railway is unable to make the required payments, and the deal collapses. (Grodinsky)
- July 1, 1873 PRR Board authorizes creation of \$100 million Consolidated Mortgage bonds to fund all existing debts and finance new work, of which \$10 million are to be issued at once; £2 million sold in London in 1873 to the London, Asiatic & American Company at 90. (MB, Ward)
- July 1, 1873 Philadelphia, Wilmington & Baltimore leases old main line between Grays Ferry and Ridley Jct. (Baldwin) to Philadelphia & Reading. (Val, ICC - Rdg AR says purchase for \$350,000 - document is lease - RRGaz say take over op. 7/14)
- July 1, 1873 Pennsylvania Company purchases assets of Union R.R. & Transportation

Company for \$3 million in stock under agreement dated June 2; becomes the "Union Line Bureau" of the Pennsylvania Company, reporting to VP William Thaw; Henry H. Houston named General Eastern Manager of Union Line; property includes office building on Liberty Street between 22nd & 23rd Streets in Pittsburgh, 2,856 freight cars, all to be marked with 8-inch "circle-P" to indicate new ownership, lease of a pier in Philadelphia and share of lease of Piers No. 2 & 38 North River and any interest which may be acquired in Piers No. 4 & 5 North River in New York City; also use of trade names "Union Line," "Star Union Line Company," "National Line," "Allentown Line," and "Black Star Line"; old Union R.R. & Transportation Company retains liquid assets until its liquidation is completed in 1877. (MB, AR, Church, Cards)

- July 1, 1873 Clarion County Railroad opens between Sligo and Lawsonham, Pa. (USRR&MR - verify)
- July 1, 1873 Detroit, Eel River & Illinois Railroad defaults on First Mortgage bonds. (C&C)
- July 1, 1873 East St. Louis & Carondelet Railway opens from Cahokia (? C&C has E. St. Louis?) to East Carondelet. (Church)
- July 1, 1873 Pennsylvania Company acquires control of Gilman, Clinton & Springfield Railroad. (ARJ)
- July 1, 1873 Gen. Joseph F. Boyd (1832-1907), first cousin of PRR General Passenger Agent David M. Boyd and a veteran of the Bellefontaine & Indiana Railroad, the U.S. Military Railroads and the Louisville & Nashville Railroad, named Superintendent of the Cumberland Valley Railroad (CumbVVolFiremensAssn, Wilson)
- July 1, 1873 Lehigh Valley Railroad cancels its 1855 agreements with the Lehigh Valley Railroad Freight Company and Howard & Company for carrying non-coal freight and buys the cars of the Lehigh Valley Railroad Freight Company. (MB)
- July 1, 1873 B&O opens the Deer Park Hotel east of Oakland in the Alleghany Mountains of western Maryland; becomes famous for Deer Park spring water, which is served on B&O trains and is still marketed today. (AR, RRGaz)
- July 1, 1873 Pittsburgh, Washington & Baltimore Railroad (formerly Pittsburgh & Connellsville) defaults on Second mortgage to City of Baltimore. (BaltAm)
- July 1, 1873 Cornelius Vanderbilt elected director and 'reluctantly accepts' the office of Pres. of the LS&MS following death of his son-in-law Horace F. Clark; he names Amasa Stone Managing Director to handle day-to-day affairs;

- Vanderbilt discovers expensive construction contracts made with no means of paying for them and a floating debt of \$6.28 million. (AR, RRGaz, Stiles)
- July 1, 1873 Excursion opens a branch of the Canada Southern Railway from St. Thomas to Courtright opposite St. Clair; revenue service begins Jan. 24, 1874. (Tennant)
- July 2, 1873 Delaware Shore Railroad organized at Bridgeport, N.J.; Samuel Hopkins, Pres. (Val, C&C)
- July 2, 1873 Vineland Railway sold at foreclosure to Jay Gould for \$10,000; not reorganized until 1880. (ICC)
- July 3, 1873 B&O Board agrees to advance \$700,000 to Washington City, Virginia Midland & Great Southern Railroad to complete line between Lynchburg and Danville, Va., and agrees to rent WCVM&GS branch between Strasburg and Harrisonburg, Va.; appoints John King Pres. pro-tem while John W. Garrett goes to Europe for health. (ARJ, Guide)
- July 3, 1873 Pennsylvania Company Board authorizes George B. Roberts to notify Drexel & Welsh that 100 miles of Mansfield, Coldwater & Lake Michigan Railroad will be done by Aug. 15 and call on them to exercise option on \$1 million bonds as per Oct. 17, 1872 contract; authorizes purchasing outstanding coupons of Michigan Lake Shore Railroad through July 1 in return for 3-year option to purchase a majority of stock at 33.33; declines to modify contract with Plymouth, Kankakee & Pacific Railroad; no part of the Plymouth, Kankakee & Pacific Railroad is finished because of the Panic; it later becomes the Streator line of the NYC. (MB, GrnBk)
- July 3, 1873 Pennsylvania Company Board approves contract with PRR, PC&StL and Pittsburgh & Western Company for P&W to operate refrigerator car line for perishables; resolves to equip and operate Pittsburgh & Cove City Railroad if stockholders build it; declines to consider a Cincinnati to Chillicothe line; authorizes negotiations with local residents for completing railroad between Wilmington and Xenia and from Lebanon to South Lebanon. (MB)
- July 3, 1873 Pennsylvania Company Board hears report that Cairo & Vincennes Railroad is seeking connection with Ohio & Mississippi and other railroads; to defeat this, PCo. allows C&V to operate over Indianapolis & Vincennes Railroad into Vincennes depot; also that PCo. has spent \$35,000 and Pres. A.J. Warren \$75,000 on the Ohio Valley Railway; notes Lawrence Railroad has sold its Youngstown station to Mahoning Coal Company and acquired a half interest in the Ashtabula, Youngstown & Pittsburgh station lot; has begun new Chicago depot for CC&IC and extending second track to Madison Street to be paid for half by PCo. and a quarter each by C&NW and Milwaukee & St. Paul Railway. (MB)

- July 3, 1873 Pennsylvania Company Board authorizes purchase of land for engine house at Fort Wayne; extension of Canfield Branch of Lawrence Railroad of 1.5 miles; authorizes contract with Downing, Birch & Co. to build stock yard at Louisville; refuse to sell Erie Canal bed as is to be used for low grade line between New Brighton and New Castle; hears report that docks at Ashtabula Harbor are ready and one track opened to Harbor; authorizes lease of property on Ashtabula River for lumber depot; authorizes station and freight house at Greenville on Erie & Pittsburgh Railroad. (MB)
- July 4, 1873 Richmond & York River Railroad reorganized as Richmond, York River & Chesapeake Railroad; using the Clyde steamboats, it provides an alternative way for the PRR to connect with Richmond & Danville Railroad around obstacles raised by the Richmond, Fredericksburg & Potomac Railroad; rumors of car ferry to operate between West Point and Crisfield to develop through route via Delaware Railroad. (Harrison, ICC, ARJ)
- July 1873 N.J. Court of Chancery refuses to grant an injunction against the NY&LB's Raritan River Bridge. (RRGaz)
- July 1873 B&O begins rate war with PRR.
- July 1873 Hudson River Bridge Company organized as a construction company to build the Poughkeepsie Bridge; J. Edgar Thomson, Tom Scott and Andrew Carnegie contribute \$100,000 to \$1 million syndicate to finance bridge. (- RRG has JE Thomson and AL Dennis taking 5500 shares each, John F. Winslow, Pres.)
- July 1873 Pullman completes four new deluxe parlor cars for West Jersey Railroad service between Camden and Cape May.
- July 6, 1873 American Line steamship *Pennsylvania* arrives at Lewes, Del., on return trip; PRR notes that if it had a fast train from Lewes to Philadelphia, it could come within three or four hours of matching New York time. (USRR&MR)
- July 7, 1873 A Pinkerton undercover detective arrests John Speer, the gate tender at the PRR's Jersey City Terminal; four conductors are also arrested as they arrive; Speer has returned the tickets to the conductors without cancelling them, allowing them to sell them over and over and pocket the money. (NYT)
- July 8, 1873 PC&StL Railway Board approves a contract with the PRR, Pennsylvania Company and Pittsburgh & Western Company for the through transportation of perishables; tables a traffic contract with the Keokuk & Kansas City Railway; approves a contract with the Columbus & Hocking Valley Railroad and another with the Belt Railroad at Indianapolis; approves a contract for meals at the projected hotel at Dennison; authorizes a new station at Sheridan; orders the transfer of 10 locomotives from the Pennsylvania Company to the

CC&IC Railway. (MB)

- July 8, 1873 PC&StL Railway Board orders C. C. Waite to procure the right of way for the Moxhalla Route for the Muskingum Valley Railroad from McLuney to the mouth of the west fork of Sunday Creek to develop coal mines. (MB)
- July 8, 1873 PC&StL Railway Board responds to protests over the removal of the shops from Steubenville to Dennison; rules that Steubenville can be used to build cars, not do repairs. (MB)
- July 9, 1873 J. Edgar Thomson and a party of easterners, including Mrs. Thomson and their niece Charlotte Foster, are entertained by William Jackson Palmer at Colorado Springs during a leisurely cross-country trip that will be Thomson's last vacation. (Ward)
- July 9, 1873 Rehoboth Beach Camp Meeting Association holds first two-week meeting at Rehoboth Beach, Del. (BaltAm)
- July 9, 1873 Charter supplement confirms the change of name of the Madison Improvement Company to the United States Guarantee & Railway Construction Company, capitalized at \$1 million. (PL)
- July 9, 1873 Public Works Construction Company, having found the Madeira & Mamoré Railway project more than it bargained for, the Amazon rain forest "a charnel house, their men dying off like flies," and having been able to do no more than survey 3 miles, repudiates its contract and files a bill in the British Court of Chancery claiming false representation on the part of the company and asking that the bond proceeds in the hands of the trustees (about £700,000) be frozen pending a settlement of their claims; the price of the bonds falls from 68 to 18, and the bonds are bought cheap by speculators in the hope of a share of the impounded funds. (Craig)
- July 9, 1873 New York & Oswego Midland Railroad and New Jersey Midland Railway begin through service between Jersey City and Oswego, N.Y., via Middletown, using PRR station; first through freight leaves Oswego for Jersey City. (RRGaz, Helmer, Lucas)
- July 10, 1873 First cargo of Lake Superior iron ore is landed at Ashtabula Harbor for shipment to Pittsburgh via Ashtabula, Youngstown & Pittsburgh Railroad. (RRGaz)
- July 10, 1873 Pennsylvania Company Board hears report that Illinois courts have blocked lease of Gilman, Clinton & Springfield Railroad to PCo.; PCo. resolves GC&S is to pay floating debt and sell stock to parties approved by PCo.; GC&S is to purchase First Mortgage bonds coupons as they mature; order M.J. Becker to examine Ohio Valley Railway to see if it can earn interest.

(MB)

- July 10, 1873 Indianapolis, Cincinnati & Lafayette Railroad leaves receivership; Melville E. Ingalls elected Pres. (ARJ, ICC)
- July 12, 1873 Tom Scott and wife leave for Europe on second sailing of *Pennsylvania* to place Texas & Pacific Railway bonds. (USRR&MR)
- July 12, 1873 PRR fires all day gatekeepers at Jersey City Terminal for passing un-cancelled through tickets. (USRR&MR)
- July 12, 1873 Brooke County, W.Va., voters agree to subscribe an additional \$15,000 to Pittsburgh, Wheeling & Kentucky Railroad, bringing total to \$115,000. (MB)
- July 13, 1873 Double-track line relocation opens between Villanova and Morgans Corners; completes all realignments east of Eagle; further line relocations suspended after the Panic. (AR)
- July 14, 1873 Camden & Atlantic Railroad leases Mays Landing & Egg Harbor City Railroad. (NJCorp)
- July 14, 1873 Reading takes possession of old PW&B main line between Grays Ferry and Ridley Jct. (Eddystone); operated as Philadelphia & Chester Branch. (Rdg)
- July 14, 1873 Cumberland Valley Railroad begins operation of Dillsburg & Mechanicsburg Railroad under lease of Feb. 22, 1873. (Val - CV AR gives this as open date?? - open late 1872! - CV AR of late 1872 says done but not open - this is probable date of pass service)
- July 14, 1873 Cornelius Vanderbilt and party leave Saratoga, N.Y., for three-day inspection tour of LS&MS. (NYTrib)
- July 15, 1873 N.J. Court of Errors & Appeals reverses 1871 opinion of Chancellor in suit of Black vs. D&R Canal Co., et al.; holds the N.J. act authorizes only the consolidation of the "United Companies" and not a lease to the PRR; while the decision destroys the validity of the PRR lease, most of the UNJ stockholders want their guaranteed 10% dividend and work with the PRR to buy out the dissident stockholders; no attempt to enforce the decree is made until Sep. 1877. (MB, BdF)
- July 15, 1873 Thomas B. Kennedy declines election as Pres. of Shenandoah Valley Railroad, citing health, although he accepts presidency of Cumberland Valley Railroad in October; William McLellan of Chambersburg elected Pres. (Hildebrand)
- July 15, 1873 Northern Pacific Railroad surveying party reaches the Yellowstone River near

- present-day Glendive and begins advancing up the north bank. (Lubetkin)
- July 15, 1873 First Industrial Congress meets in Cleveland in an attempt to form a national labor organization; includes five coal miners led by John Siney; unable to agree on a common program. (Ware)
- July 1873 PRR now demolishing the front of the old Jersey City Terminal. (RRGaz)
- July 1873 PRR is building new piers at South Amboy and separating passenger and freight tracks in the South Amboy terminal; building second track between South Amboy and Old Bridge; also making improvements at the Camden terminal. (RRGaz)
- July 1873 New York Steamboat Company discontinues service between New York and eastern Long Island points; a new company operates the *J.B. Schuyler* with former rival operator George C. Gibbs as captain. (Dunbaugh)
- July 1873 N.Y. Gov. John A. Dix vetoes the bill for the New York Warehouse & Bulkhead Company. (Mandelbaum - not in NYT - may not have passed the house because of NYCity protest)
- July 1873 Valley Railroad begins construction from Staunton, Va., southwards to Salem, but work is quickly stopped by the Panic in the fall. (Kean)
- July 1873 B&O Pres. John W. Garrett, his wife and daughter, leave for England on the *Berlin* of the North German Lloyd line; in London, he places £1 million in 6%, three year bonds at 96½ before the Panic. (Stover)
- July 1873 New Haven completes relaying its main line between New York and New Haven with steel rails. (C&FC)
- July 1873 Surveyors begin locating Texas & Pacific Railway land grant, most of which can be located anywhere in the public domain; Tom Scott selects the choicest lands possible; at the same time, he announces that although the T&P is in no way involved in the Memphis, El Paso & Pacific Railroad frauds, he will indemnify the French bondholders, but does so with inferior lands. (Taylor)
- July 1873 Canada Southern Railway establishes a car ferry between its western terminus at Amherstburg, Ont., and Stony Island, Mich. (Tennant)
- July 1873 Jackson, Lansing & Saginaw Railroad opens between Otsego Lake and Gaylord, Mich. (Meints)
- July 1873 Coal & Coke Exchange of Southwestern Pennsylvania formed by 30 operators meeting at Connellsville. (Warren)

- July 1873 John Bell & Sons of Glasgow makes the first attempt to ship live American cattle to Scotland to provision the ships of the Anchor Line; European cattle are currently embargoed because of an outbreak of rinderpest; American cattle can be bought at Chicago at \$100 with a total shipping charge to Glasgow of \$75, versus \$190 for Scottish cattle, which are too expensive; on the first shipment by the *California*, 12 cattle are carried on deck, but 4 are washed overboard in a storm off Nova Scotia; once the embargo is lifted, German cattle sell at Glasgow for \$30. (CHTaylor)
- July 17, 1873 Camden & Atlantic Railroad Board declines the proposition of Jay Gould, Pres. of the New Jersey Southern Railroad to run NJS passenger and freight trains on the Camden & Atlantic for two years; authorizes the sale of the Sea View Hotel for \$80,000. (MB)
- July 17, 1873 Texas & Pacific Railway opens extension from Longview to Mineola, Texas, and branch between Marshall and Jefferson. (Guide)
- July 18, 1873 New iron tug for Delaware & Raritan Canal launched at Lambertville Iron Works; 50 x 10. (Lee/Lambert. Beacon)
- July 18, 1873 Thomas B. Kennedy of the Cumberland Valley Railroad elected Pres. of the Martinsburg & Potomac Railroad, replacing Charles James Faulkner. (C&C)
- July 1873 A. J. Cassatt moves into a 54-acre country estate "Cheswold" north of Haverford Station; 37-room house is designed by Henry Augustus Sims (1832-1875), not Furness & Evans as frequently stated; cost about \$50,000. (Morrison, Davis - see also 1872)
- July 19, 1873 PRR discontinues 3:30 AM newspaper train and reestablishes midnight "owl train" from New York to Philadelphia. (RRGaz, NYTrib)
- July 19, 1873 Through summer service inaugurated between Jersey City and Cape May, leaving New York at 12:30 PM and running through in 6:10. (NYTrib, date of 1st tt)
- July 19, 1873 Union Railroad Company of Baltimore Board approves agreement with the Northern Central Railway and the Baltimore & Potomac Railroad; appoints J.C. Wrenshall Superintendent. (MB)
- July 19, 1873 Jacob H. Linville, Pres. of Keystone Bridge Company, and __ Crosby arrive in Poughkeepsie to prepare to locate the Poughkeepsie Bridge. (ARJ)
- July 19, 1873 Brooklyn Trust Company fails after revelations of misappropriation of funds by Pres. Ethelbert S. Mills, who drowned off Coney Island on July 15; was exposed by advances to New Haven, Middletown & Willimantic Railroad; many of the railroad companies then struggling to complete their works had

been kept going by short term loans from private banks and brokers, thus leaving their financiers vulnerable when the New York money market is normally drained to finance crop movements in late summer. (NYTrib, Wicker)

- July 20, 1873 Northern Central Railway adopts new organization; create three General Superintendents, two of whom also hold similar posts on PRR; G. Clinton Gardner for section from Baltimore to Harrisburg, W.A. Baldwin for Harrisburg-Sunbury (and to Erie), and J.A. Redfield for Williamsport-Canandaigua. (ARJ)
- July 21, 1873 Steamship *City Point* begins charter service between Lewes and New York for the Juntion & Breakwater Railroad's peach traffic. (MB)
- July 21, 1873 Montclair Railway enters receivership; on suit of contractors who were building the Montclair-Morristown Tunnel, which is never finished. (NYTrib)
- July 21, 1873 Mississippi Central Railroad opens between Jackson, Tenn., and Milan. (Guide)
- July 22, 1873 New Egypt & Farmingdale Railroad Board demands that the New Jersey Southern Railroad deliver \$16,500 in old bonds; company issues \$200,000 in new 7% bonds. (MB)
- July 22, 1873 John Hague of New York sues to foreclose South Mountain Railroad (Rockville-Hamburg) mortgage. (Rdg)
- July 22, 1873 Baltimore, Pittsburgh & Chicago Railway, the B&O's line to Chicago, begins tracklaying at Fostoria, Ohio. (Hungerford)
- July 23, 1873 Future Lines West traffic officer Guy S. McCabe (1873-1949) born at Sewickley, Pa. (PRRBio)
- July 23, 1873 Old Colony Railroad extended from Wellfleet to Provincetown. (NHCorp)
- July 24, 1873 Union Railroad tunnel at Baltimore opens, linking Northern Central with Philadelphia, Wilmington & Baltimore and Canton waterfront; first passenger train from Washington to New York passes through the tunnel at 9:30 AM; PW&B has pressured Union Railroad Company of Baltimore into lowering its rates; also threatens to break PRR traffic contract unless "Pennsylvania Air Line" service is withdrawn. (BaltAm, Guide, Scharf)
- July 24, 1873 First train of livestock runs through Baltimore & Potomac Tunnel from Northern Central Railway to the Calverton stock yards south of Baltimore. (BaltAm)

- July 24, 1873 Parlor cars added to New York-Philadelphia trains (PassDept); *Richmond Express/Northern Express* inaugurated (unclear if ran through south of DC).
- July 25, 1873 PRR establishes direct through service between New York and Washington via the Union Tunnel; three round trips, the fastest running in 7:40; through trains stop running into Calvert Station and stop only at Charles Street, later site of Union Station. (BaltAm)
- July 25, 1873 Turtle Creek Valley Railroad incorporated in Pa. by the PRR interests to build from Walls on the PRR to Saltsburg through a coal and natural gas region; because of the subsequent depression, no work is done until about 1885. (PL, Taber)
- July 28, 1873 East Tyrone, Pa., incorporated as a borough; the village has been laid out by the PRR for housing for the employees at its yard. (Africa)
- July 28, 1873 Carrollton & Oneida Railroad sold to Ohio & Toledo Railroad; eventually becomes part of Wheeling & Lake Erie system. (ICC)
- July 29, 1873 Hanover & York Railroad receives letters patent. (C&C)
- July 29, 1873 George Westinghouse's patent on the air brake is reissued as No. 5504. (Prout)
- July 30, 1873 Jersey City & Albany Railroad opens between Ridgefield Park Jct. on New Jersey Midland and Tappantown on New York state line; uses PRR Jersey City Terminal via Marion Jct. (NYTrib, RRGaz)
- July 31, 1873 Last rail laid on Central Extension Railroad to Babylon. (USRR&MR)
- July 31, 1873 Detroit & Bay City Railroad opens between Vassar and Bay City, Mich., completing the line from Detroit. (Meints)
- July 31, 1873 Michigan Central Railroad leases Detroit & Bay City Railroad. (Marsh - Meints says 3/10/81)
- Aug. 1, 1873 Sunbury Division created by detaching Danville, Hazleton & Wilkesbarre Railway from Eastern Division of P&E; (according to Wilson - cannot verify from any other source - i.e., may have been DH&WB instead of a division - org manual shows Sunbury Div. in 1881!?!); Susquehanna Division of NC and Eastern Division (P&E) given common Superintendent (thru 1896 at least).
- Aug. 1, 1873 Central Extension Railroad opens between Bethpage Jct. and Babylon (Merrick Road); leased to Central Railroad of Long Island. (Seyfried, NYTrib)

- Summer 1873? Canfield Branch of Lawrence Railroad opens between Hazelton and Canfield Jct. (Church)
- Summer 1873 Empire Transportation Company buys the Union Pipe Line, which owns 125 miles of pipeline in the Butler County field. (Johnson - was 9/72!!)
- Summer 1873 Empire Transportation Company buys Union Pipe Company, one of the longest pipelines in the Oil Region; prompts Standard Oil Company to develop its own pipelines. (Nevins - 9/72?!!)
- Summer 1873 Chautauqua Lake Camp Meeting Association of the Erie Conference of the Methodist Episcopal Church at Fair Point on Chautauqua Lake in New York decides that it can increase attendance by holding a convention for Sunday school teachers the following year; results in the formation of the Sunday School Association with Lewis Miller of Akron, Ohio, as Pres. (Young/Chautauqua)
- Aug. 1, 1873 Work begins on Washington & Point Lookout Railroad at Hyattsville, Md.; is to build from B&O's Washington Branch to Shepherds Point opposite Alexandria. (Harwood)
- Aug. 1, 1873 Mahoning Coal Railroad, leased by the LS&MS, opens between Andover on the Ashtabula Branch and Youngstown, Ohio, giving LS&MS access to the Mahoning Valley iron region and opening alternate route thence to Ashtabula on Lake Erie. (AR, RRGaz)
- Aug. 1, 1873 Pennsylvania Company assumes operation of Ashtabula, Youngtown & Pittsburgh Railroad. (MB)
- Aug. 1, 1873 North Western North Carolina Railroad, part of Richmond & Danville system, opens between Greensboro and Salem. (Harrison)
- Aug. 4, 1873 Low Grade Line of Allegheny Valley Railroad opens between Driftwood and Barrs on east end. (AR)
- Aug. 4, 1873 Pennsylvania Company orders work to stop on Mansfield, Coldwater & Lake Michigan Railroad; have found more work needs to be done than were led to believe; can't advance more money until the MC&LM complies with its contract and issues more securities. (MB)
- Aug. 4, 1873 Advance party of Northern Pacific military escort under Col. Custer is ambushed on the Yellowstone by Sioux and Cheyenne and pinned down until reinforcements arrive under Col. Stanley. (Lubetkin)
- Aug. 5, 1873 Chief Engineer reports on location of South Mountain & Boston Railroad in

- New Jersey; Board approves location between Columbia and Stillwater. (RRGaz)
- Aug. 1873 Attempts to market Texas & Pacific Railway bonds in New York and Philadelphia fail. (TheRoad)
- Aug. 1873 Pres. J. Edgar Thomson returns to Philadelphia from tour of western lines; Thomson is refreshed and invigorated from the time off. (USRR&MR, Ward - wk pre 8/9)
- Aug. 1873 U.S. Secretary of the Treasury Benjamin H. Bristow of Louisville, resigns as Pres. of California & Texas Railway Construction Company; replaced by ironmaster John McManus of Reading. (ARJ)
- Aug. 7, 1873 *Ohio*, second American Steamship Company vessel, leaves Philadelphia on first voyage to Liverpool. (PubLdgr)
- Aug. 7, 1873 First passenger train runs over Cairo & Fulton Railroad to Little Missouri River 20 miles below Arkadelphia; plan is to use C&F as part of route to the Texas & Pacific Railway at Texarkana, connecting on the east with the Cairo & Vincennes and Indianapolis & Vincennes. (ARJ)
- Aug. 7, 1873 Manchester & Camden Railway and Medford & Camden Railroad meet at Camden to vote on merger. (RRGaz)
- Aug. 7, 1873 National Bolivian Navigation Company and Madeira & Mamoré Railway bring a counter-suit for damages against the Public Works Construction Company. (Craig)
- Aug. 8, 1873 Western Maryland Railroad contracts for trackage rights through Baltimore & Potomac Railroad Tunnel from Fulton Jct. in Baltimore. (MB)
- Aug. 9, 1873 *Railroad Gazette* reports that PRR has now removed the north and west fronts of the old Jersey City station; old station is 300 x 100 with 5 tracks; new station is to be 600 x 156 with 8 tracks at 5 platforms; roof to have a central span of 84 feet and two flanking spans of 36 feet; on the north side is another 36 foot-span shed for washing and car storage; on the east is a 30 foot wide train concourse, then a 100 x 84 waiting room, and a 40-foot ferry concourse; ferry slips to be moved 100 feet further east, plus two more ferry slips for a total of six. (RRGaz)
- Aug. 9, 1873 J. Edgar Thomson, Tom Scott, Alfred L. Dennis and David Salomon, PRR's New York agent, elected to Board of Atlantic & Pacific Railroad, which has a charter to build to Santa Barbara on the 35th parallel route; Tom Scott elected Pres., replacing E.F. Bishop; sparks rumors that A&P is to be diverted south to join Texas & Pacific Railway rather than build independently to the West

Coast. (RRGaz, ARJ)

- Aug. 9, 1873 Union Bridge Company at Toledo incorporated in Ohio to build bridge over Maumee River connecting Toledo & Woodville Railroad with Toledo, Wabash & Western Railway just below the bridge of the LS&MS; jointly owned by Wabash and Pennsylvania Company. (Church, MB)
- Aug. 10, 1873 Texas & Pacific Railway opens between Mineola and Dallas. (Guide)
- Aug. 11, 1873 Chester County & Brandywine Railroad incorporated in Pa. to build from Street Road on West Chester & Philadelphia Railroad to Pocopson. (Rdg)
- Aug. 11, 1873 A larger party of Sioux and Cheyenne under the command of Sitting Bull attacks Custer's advance cavalry party further up the Yellowstone; Custer is boxed in until Stanley comes up with his artillery and infantry, after which Custer drives off the Indians facing him in a classic cavalry charge. (Lubetkin)
- Aug. 12, 1873 West Jersey Railroad Board considers a request from the Bridgeton & Port Norris Railroad for aid in extending about 1 mile to the oyster docks near the mouth of Maurice River. (MB)
- Aug. 12, 1873 Steamship *Hatteras* begins charter service between Lewes and New York for the Junction & Breakwater Railroad's peach traffic, making a second boat. (MB)
- Aug. 12, 1873 Pennsylvania Company Board hears report that Gilman, Clinton & Springfield Railroad floating debt is not paid, and both local and out of state stockholders of Morgan Improvement Company refuse to pay their shares of floating debt or relinquish claims against GC&S; Peninsular Railway will need \$100,000 over next three months. (MB)
- Aug. 12, 1873 New Haven, Middletown & Willimantic Railroad opens for revenue service between New Haven and Willimantic, creating the so-called "Air Line" between New Haven and Boston. (ARJ)
- Aug. 13, 1873 N.F. Wilds and B.S. Gooler elected directors of the Smyrna & Delaware Bay Railroad, replacing George W. Bentley and William S. Sneden, resigned; Bentley's construction contract is cancelled at his request and transferred to Peter Ward and V.L. Lang (Lary?); they are to receive \$1 million in bonds and \$900,000 in stock. (MB)
- Aug. 13, 1873 Pennsylvania Company Board declines request of Plymouth, Kankakee & Pacific Railroad; votes to give H.S. McComb 60 days' notice to repurchase shares of Southern Railroad Association and New Orleans, Jackson & Great Northern Railroad as per his 1871 contract; George B. Roberts reports in

capacity as Pres. of St. Louis, Vandalia & Terre Haute Railroad that he has been unable to secure proper statistics from William R. McKeen; also demands statements from East St. Louis & Carondelet Railway. (MB)

- Aug. 13, 1873 Texas & Pacific Railway holds excursion between Dallas and Shreveport, La. (Guide)
- Aug. 13, 1873 Farmers' Anti-Monopoly Convention held at Des Moines to push for government setting of maximum railroad rates. (Haney)
- Aug. 14, 1873 Southern Pennsylvania Railway & Mining Company leases its mines to John Rice for 5 years from July 1, 1873. (MB)
- Aug. 14, 1873 Illinois & St. Louis Bridge Company signs new contract with Keystone Bridge Company; Keystone agrees to build second tower for erecting arches of Eads Bridge; to be paid a bonus of \$35,000 if three arches are done by Jan. 1, 1874, \$30,000 if ready to open by Mar. 1, 1874, and \$250 per day for every day before Mar. 1; Keystone later realizes that this agreement holds them liable if the arches can close because of faults in Eads's design, and a new contract drops the deadlines and simply allows them \$35,000 for a second tower with closing to be done under supervision of Bridge Company's engineer. (Jackson)
- Aug. 14, 1873 Northern Pacific Railroad Board authorizes placing road under contract between the Missouri and Yellowstone Rivers, thereby breaking Cooke's pledge to his New York partners to go no further than the Missouri. (Lubetkin)
- Aug. 15, 1873 Peninsular Railway and Port Huron & Lake Michigan Railroad merged to form Chicago & Lake Huron Railroad, later part of the Grand Trunk Western Railway. (Poors)
- Aug. 15, 1873 Northern Pacific Railroad survey parties arrive at Pompey's Pillar on the Yellowstone River, linking up with the surveys run from the West Coast in 1871-72. (Lubetkin)
- Aug. 15, 1873 Seat of Wayne County, Indiana, changed from Centerville to Richmond. (Long)
- Summer 1873 New Camden Terminal opens at foot of Federal Street (?)
- Summer 1873 Flushing & North Side builds spur to freight dock on Flushing Bay, as authorities refuse to allow manure shipments through Long Island City terminal.
- Aug. 1873 Work begins on the permanent B&P Station designed by Joseph M. Wilson

opens at 6th & B Streets, Washington, on site of present National Gallery; tracks cross the Mall to reach B&P main line on Virginia Avenue; work is suspended in Dec. for the winter. (B&P Jrnl)

- Aug. 1873 Smyrna & Delaware Bay Railroad completed between Bombay Hook and Smyrna. (RRGaz)
- Aug. 1873 Heavy rain and breaking of Chesapeake & Delaware Canal reservoir cuts Delaware Railroad at the height of the peach harvest; road is out for 7 days. (AR, Hayes - was late Aug.)
- Aug. 1873 Illinois & St. Louis Bridge Company contracts east approach to Eads Bridge to Baltimore Bridge Company; expense greatly increased by need to use caissons to cross old river beds. (Jackson)
- Aug. 16, 1873 Hanover & York Railroad organized at Hanover; John S. Young, Pres., and Joseph S. Gitt (1816?-1901) of New Oxford, Chief Engineer. (Val, C&C, Gibson)
- Aug. 16, 1873 New York & Oswego Midland Railroad makes unsuccessful test run running to Jersey City via the Montclair Railway from Pompton Jct.; continues to use New Jersey Midland Railway east of Pompton Jct. instead. (Mdlndr)
- Aug. 17, 1873 Gen. Anthony B. Warford (-1873), pioneer civil engineer and ex-Pres. of Northern Central Railway, dies at Harrisburg. (HrsbgPatriot, USRR&MR)
- Aug. 17, 1873 About 10,000 people arrive at the camp meeting of the Chautauqua Lake Camp-Meeting Association of the Erie Conference of the Methodist Episcopal Church at Fair Point, N.Y. on Chautauqua Lake, including via the Cross Cut Railroad at Mayville; however, it is relatively unsuccessful for a traditional camp meeting and will give way to the annual Sunday School Assemblies. (Buhite)
- Aug. 18, 1873 PRR Board approves Scott's offer from California & Texas Railway Construction Company to purchase \$2 million in bonds of PC&StL at 80 secured by a deposit of \$4 million Texas & Pacific construction bonds after a day-long debate. (MB, Ward)
- Aug. 18, 1873 Perth Amboy & Elizabethport Railroad reports that the whole line is nearly ready; orders opening negotiations for a sale to the CNJ and orders Pres. John Taylor Johnston to call on former Pres. Alfred W. Jones and secure the return of all company books and papers. (MB)
- Aug. 19, 1873 Marietta & Pittsburgh Railroad opens between Cambridge and Liberty, Ohio, 10 miles. (RRGaz)

- Aug. 20, 1873 PRR opens new track in Prospect Street, Jersey City, leading to Harsimus Cove Yard; at the north side of Harsimus Cove Yard is a canal 200 feet wide for ocean steamers; south of this is a grain pier, 800 x 65 and two freight houses, 800 x 60 and 900 x 60; two float bridges are also located south of the grain pier; the PRR is filling between Prospect Street & Greene Street with material dredged from the river. (USRR&MR)
- Aug. 20, 1873 James B. Eads again sails for England for rest. (Jackson)
- Aug. 20, 1873 Acting on complaints of steamboat operators, Secretary of War William W. Belknap creates a five-man board to investigate obstructions to navigation posed by arches rather than flat trusses on the Eads Bridge. (Jackson)
- Aug. 20, 1873 National Bolivian Navigation Company and Madeira & Mamoré Railway bring a friendly suit against the trustees of the Bolivian loan for the purpose of freeing the £700,000 in the Bank of England for construction purposes. (Craig)
- Aug. 21, 1873 Camden & Atlantic Railroad Board adopts the Miller coupler and platform; authorizes subscribing to the stock of a new hotel company in Atlantic City. (MB)
- Aug. 23, 1873 Washington City, Virginia Midland & Great Southern Railroad leases its Manassas Branch between Strasburg and Harrisonburg, Va., to B&O, effective Sep. 1; in return, B&O advances \$700,000 to help extend Virginia Midland from Lynchburg to Danville. (ICC, RRGaz)
- Aug. 26, 1873 First train arrives in Atlanta via Atlanta & Richmond Air-Line Railway. (USRR&MR)
- Aug. 27, 1873 Memphis & Charleston Railroad stockholders pass resolution supporting Southern Railway Security Company. (RRGaz)
- Aug. 29, 1873 West Jersey Railroad Board order Pres. T. Jones Yorke to extend aid at his discretion for building an ocean carriage drive between Cape May and Sewells Point. (MB)
- Aug. 30, 1873 PW&B railroad agrees with the Smyrna & Delaware Bay Railroad for a crossing near Clayton, Del. (Digest)
- Aug. 30, 1873 First portion of East Broad Top Railroad & Coal Company (3'-0" gauge) opens between PRR at Mount Union and Rockhill Furnace. (EBT)
- Aug. 30, 1873 Last spike driven on Cairo & Fulton Railroad, completing line to Fulton, Ark. (USRR&MR)

- Aug. 30, 1873 Dr. Willis Merriman (1801-1873), first Pres. of the Ohio & Indiana Railroad, dies at Bucyrus, Ohio. (Perrin/CrwfrdCo)
- Summer 1873 Charles C. Stewart strikes the previously undiscovered Fourth Oil Sand near Karns City, Pa., creating a new oil boom. (HistButlerCo)
- Sep. 1, 1873 Post Office Dept. switches Washington Western Mail from PRR to B&O and from regular baggage cars to RPO car; ends transfers at Baltimore, Harrisburg and Pittsburgh. (RRGaz)
- Sep. 1, 1873 South Side Railroad of Long Island defaults on interest. (RRGaz)
- Sep. 1, 1873 B&O assumes operation of Manassas Division of Washington City, Virginia Midland & Great Southern Railroad and begins running through trains between Harpers Ferry and Strasburg, Va. (BaltAm, Guide)
- Sep. 1, 1873 Cleveland, Mt. Vernon & Delaware Railroad opens between Mt. Vernon and Columbus, Ohio, completing line from Hudson; of old roadbed of Springfield, Mt. Vernon & Pittsburgh Railroad, only 11.5 miles on each side of Mt Vernon is used by CMtV&D. (Church, AR - RRGaz this section Sunbury-Columbus 22 mi. - Mt. Vernon-Sunbury opened earlier - Perrin has regular service 11/23/73?)
- Sep. 1, 1873 Toledo, Canada Southern & Detroit Railroad opens between Detroit and Toledo; controlled by Canada Southern Railway. (Meints)
- Sep. 3, 1873 Reading establishes a daily passenger round trip between Belmont and Grays Ferry via the Junction Railroad, connecting with the PW&B with through cars between Harrisburg and Wilmington. (AR, Rdg, Brks&SchJrnl)
- Sep. 3, 1873 Marietta & Pittsburgh Railroad opens between Cambridge (?) and Kimbolton, Ohio. (Guide)
- Sep. 3, 1873 Continental Passenger Railway Company incorporated in Pa. by Peter Arrell Brown Widener (1834-1915) and by William H. Kemble (1828-1891), who has quarreled with his former associates on the Union Passenger Railway and now begins fierce competition with it; Widener is later joined by William Lukens Elkins (1832-1903). (Tucker/SEPTA)
- Sep. 4, 1873 Rear-end collision between two northbound freight trains inside Baltimore & Potomac Tunnel; 1 killed. (BaltAm)
- Sep. 4, 1873 Ground broken for South Mountain & Boston Railroad at Blairstown, N.J. (ARJ)
- Sep. 4, 1873 New York & Oswego Midland Railroad makes permanent lease of New

Jersey Midland Railway. (Lucas, Mohowski)

- Sep. 5, 1873 George F. Carman elected Pres. of South Side Railroad Company of Long Island, replacing Charles Fox demoted to VP on account of health. (NYTrib)
- Sep. 5, 1873 Poughkeepsie Bridge Company holds organization meeting at Poughkeepsie; Alfred L. Dennis elected Pres.; J. Edgar Thomson, Tom Scott, Andrew Carnegie, A.J. Cassatt, David Salomon, Strickland Kneass, Charles G. Francklyn, et al., directors; resolve to begin work at once. (ARJ, USRR&MR)
- Sep. 6, 1873 *Railroad Gazette* reports Harsimus Cove Branch completed; tracks run on a trestle over the streets; freight station 800 x 60 in the north part of the site; southern part has a station 900 x 80; grain pier, 800 x 65 and float bridges. (RRGaz, ARJ)
- Sep. 6, 1873 South Mountain & Boston Railroad files survey between Columbia and Stillwater, N.J. (NJCorp)
- Sep. 6, 1873 New York *Tribune* prints Col. George Armstrong Custer's official reports on the Sioux attacks on the Northern Pacific party; although they were defeated, Custer exaggerates Sioux strength to magnify his own achievement, thereby creating anxiety on the part of Northern Pacific bondholders for the safety of their investment. (Lubetkin)
- Sep. 8, 1873 Martinsburg & Potomac Railroad (W. Va.) opens Powells Bend to Martinsburg, W. Va. with through service from Harrisburg; controlled by Cumberland Valley; operated by Cumberland Valley without agreement. (USRR&MR - Guide has 10/7) (NB: Cumberland Valley also opens extension from Hagerstown to Powells Bend (Val) - no date given - RRG has 9/7; Westhaeffer has 9/8; ARJ also has reg. service by 9/13)
- Sep. 8, 1873 New York Warehouse & Security Company, financier of Missouri, Kansas & Texas Railroad, suspends payments; gold and stocks fall. (Wicker, Lubetkin)
- Sep. 8, 1873 Manchester & Camden Railway merges with Medford & Camden Railroad to form Manchester & Camden Railroad. (NJCorp)
- Sep. 8, 1873 Danford N. Barney, et al., deed the property and franchises of the former Buffalo, Corry & Pittsburgh Railroad to William Phillips, Pres. of Allegheny Valley for the benefit of the Allegheny Valley Railroad. (C&C)
- Sep. 9, 1873 Lawrence Railroad sells its Youngstown depot to Mahoning Coal Railroad. (Church)
- Sep. 9, 1873 Northern Pacific Railroad Board authorizes lowering interest rate on new bonds from 7% to 6%. (Lubetkin)

- Sep. 10, 1873 About 300 New York City merchants meet at Cooper Union with Mayor William F. Havemeyer in the chair and form the New York Cheap Transportation Association with Benjamin B. Sherman of the Mechanics National Bank as Pres. to force the reduction of railroad rates; Amos W. Tenney blames increasing costs on insider “rings” of railroad directors, fast freight lines, etc. (NYT, PtNYAnnual 1919)
- Sep. 11, 1873 Steamer *Hatteras* withdrawn from the Lewes-New York route. (MB)
- Sep. 11, 1873 War Dept. commission reports that arched design of Eads Bridge will obstruct navigation; recommends marker lights on bridge and a canal around it on the Illinois side. (Jackson)
- Sep. 11, 1873 Windom Committee begins its hearings into transportation to the seaboard at the Fifth Avenue Hotel in New York; the first witness is J. D. Hayes, General Manager of the Blue Line; notes that the Blue Line operates over 124 separate railroads, coast to coast; runs freight New York to Chicago in 84 hours; Hayes is followed by Joseph D. Potts, Pres. of the Empire Transportation Company; he testifies that the Empire Line has between 3,000 and 4,000 cars; denies that railroad officials own more than 5% of the Empire’s stock; states that almost half of the PRR’s freight tonnage is coal and is local, not through; notes the PRR operates its freight trains in “convoys” of 6-12 multiple sections running 5 minutes apart, with gaps of 3-4 hours in between; Potts is then followed by General Manager A. J. Cassatt and Comptroller Samuel G. Lewis; both Potts and Cassatt testify that the PRR does not charge more to a nearer point than a more distant point, but often charges the same, e.g. the same rate Philadelphia-Huntingdon as Philadelphia-Pittsburgh; average running time from Chicago to New York is 90 hours; average cost is about 8 mills per ton-mile; an average passenger train is 6-7 cars and an average freight train 27-28 cars; east of Columbia, the PRR runs 60 freight trains each way daily. (WindomRept)
- Sep. 13, 1873 The New York office of Jay Cooke & Co., as part of a syndicate that includes J.S. Morgan & Co., McCulloch & Co. and Morton, Rose & Co., pays its part of the war claims levied against England for its building of the Confederate raider *C.S.S. Alabama* to the U.S. Treasury, leaving it pressed for cash; the Philadelphia office has been drawing on it constantly to build the Northern Pacific Railroad. (Larson)
- Sep. 13, 1873 Kenyon, Cox & Co., Daniel Drew's firm which had endorsed \$1 million in bonds of Canada Southern Railway, fails as unable to pay guaranteed interest due on Sep. 15. (Wyckoff, Wicker)
- Sep. 13, 1873 Last rail laid on the Geneva & Ithaca Railroad between Geneva and Ithaca, N.Y. (RRGaz, Baird)

- Sep. 13, 1873 Windom Committee hearings continue with F. B. Thurber, Secretary of the New York Cheap Transportation Association; presents the notion that railroad owners are mere public trustees and that if a railroad property increases in value by good management, the increase belongs to the public and the corporation has no right to it; each improvement is to be paid for by issuing new securities; Thurber pushes the idea of a double-track railroad carrying only freight at very low speeds; Pres. George O. Jones bemoans the fact that the common-law, dirt-road, natural river version of “public highways” had prevailed until about 50 years ago; “it has been left for this intelligent age, and especially to the free and enlightened people of this country to permit laws to be passed allowing their public highways to pass under private control and become objects of private speculation”; nearly all laws passed within the last 25 years have been wrong, unjust and unconstitutional; Jones is followed by Gen. William C. Kibbe of the Continental Railway, a projected air line between New York and Council Bluffs with a branch from Rensselaer, Ind., to Chicago; Kibbe is in turn followed by Edwin D. Worcester, Secretary of the NYC&HR, who make the most thorough presentation of the railroads’ position, particularly on the watered stock issue; states that increases of capital (so-called “water”) are the results of prosperity, not the cause of increasing rates, that prosperity is the result of good management and skill, and these are not part of a legislative franchise but the individual property of the managers who exercise them, and it is a “startling proposition” that they are not entitled to a return on their own skill; Worcester also notes that the materials in a railroad have almost no value unless combined into a railroad, and therefore its ability to generate a good income is the only true measure of its value. (WindomRept)
- Sep. 1873 PRR has completed 3rd & 4th tracks between Linden and Scott Avenue, Rahway; grading for 3rd track between Waverly and Elizabeth. (RRGaz)
- Sep. 1873 Chartered steamship *Rydal Hall* becomes second vessel on International Navigation Company (Red Star Line) between Philadelphia and Antwerp. (Flayhart)
- Sep. 1873 Heavy rains and floods damage Baltimore & Potomac Railroad; rebuilt in 12 days using forces drawn from Northern Central Railway and Alexandria & Fredericksburg Railway between Alexandria and the Long Bridge. (AR - Wilson says in Aug)
- Sep. 1873 Uniontown & West Virginia Railroad suspends construction without bringing any part into use; construction resumes in 1876 after a reorganization. (C&C)
- Sep. 1873 Lawrence Railroad sells its Youngstown depot to the Mahoning Coal Railroad and buys a one-third interest in the Ashtabula, Youngstown & Pittsburgh Railroad depot. (MB)

- Sep. 1873 Brown Brothers & Co. purchases control of the Kaighn's Point & Philadelphia Ferry Company from Zopher C. Howell and William Griffith; stock placed in the name of Brown Brothers' agent Gen. John S. Schultze (1836-1912); ferry is to serve as connection for the never-built Manchester & Camden Railway, which Brown Brothers is promoting as a new line between New York and Philadelphia via Freehold and Manchester (Lakehurst), where the Browns have acquired the large land holdings of the Torrey family. (Prowell, Boyer, Baer/Coxey)
- Sep. 1873 Henry S. McComb elected Pres. of Southern Railroad Association. (ARJ)
- Sep. 1873 Canada Southern Bridge Company opens between Slocum Jct. and Stony Island, Mich.; controlled by Canada Southern Railway. (Meints)
- Sep. 1873 Glen Carbon Breaker of the Philadelphia & Reading Coal & Iron Company is destroyed by an unknown arsonist. (Broehl)
- Sep.? 1873 Pipelines of Vandergrift & Foreman and the Standard Oil Company are merged as United Pipe Lines. (Williamson/Daum - verify)
- Sep. 16, 1873 J.A. Latcha reports to Pennsylvania Company Board that Cairo & Vincennes is below the standard of the Vandalia Line; sends letter to Ambrose E. Burnside demanding improvements as PRR is in a hurry to send trains over it; George W. Cass reports he has stopped protecting the drafts of the Peninsular Railway; PCo. and Continental Improvement Company still have to advance \$74,000; reports work on Mansfield, Coldwater & Lake Michigan Railroad has stopped. (MB)
- Sep. 16 1873 Windom Committee hearings move to Montreal. (WindomRept)
- Sep. 17, 1873 Pennsylvania Company Board reports that it has replied to John Sherman of Mansfield, Ohio, who wanted Mansfield, Coldwater & Lake Michigan Railroad shops at Mansfield; Gen. Burnside has told PCo. he is in charge of the Cairo & Vincennes Railroad now, and PCo. agrees to meet with him and sign a traffic contract. (MB)
- Sep. 17, 1873 First two inner ribs of the western arch of the Eads Bridge closed after 65-hour effort, including packing them in ice. (Jackson)
- Sep. 17, 1873 Pioneer coal operator and wholesaler Lewis Audenried (1799-1873) dies at Philadelphia. (Munsell/Sch)
- Sep. 17, 1873 Directors of the New York Cheap Transportation Association have their first meeting. (NYT)

- Sep. 17, 1873 National Bolivian Navigation Company and Madeira & Mamoré Railway make a new construction contract with the American firm of Dorsey & Caldwell, who agree to build the worst 10 miles without any payment up front; however, resumption of work is delayed by the British Chancery litigation and the subsequent international depression. (Craig)
- Sep. 18, 1873 At 10:?? AM, partner Harris C. Fahnestock (1835-1914), who was disgusted by Jay Cooke's failure to stop the firm's commitments to the Northern Pacific Railroad and who had bought an interest in the First National Bank of New York and moved his own assets to safe places, closes the doors of Cooke's New York branch and informs the Stock Exchange, where the news precipitates a panic; on receiving the telegram, Jay Cooke closes the 3rd Street office in Philadelphia at 11:00; the Washington office and First National Bank of Washington follow at 12:15 PM; NP Chief Engineer W. Milnor Roberts, who has done his banking at Cooke's, loses most of his money; partner William G. Moorhead loses his fortune, retires from business, and is forced to live off the income of assets he had managed to transfer to his wife before the crash; E.W. Clark & Co. suspends at 1:30; rumors fly in Philadelphia that Tom Scott has failed; 11 Philadelphia brokerage houses fail; in New York, the Vanderbilt broker Richard Schell (1810-1879) suspends. (Lubetkin, Oberholtzer, PubLdgr, BaltAm, Scharf, Wicker)
- Sep. 18, 1873 The failure of the banking house of Jay Cooke & Co., Philadelphia and New York, proves to be the spark that precipitates the Panic of 1873, ending a period of railroad expansion; nationwide depression lasts into 1879; business values decline 32%; modern estimates indicate GNP continues to grow, but at a greatly reduced rate; reliable statistics on the depth of unemployment are unavailable; Cooke had advanced \$15 million to build Northern Pacific Railroad. (PubLdgr, BaltAm, Scharf, Wicker)
- Sep. 18, 1873 At 12:00 N, the New York Stock Exchange closes for the first time in its history because of the Panic. (Wyckoff, Larson)
- Sep. 18, 1873 Pres. J. Edgar Thomson in an interview with *Philadelphia Press* says the PRR has no connection with Jay Cooke nor did it intend to lease the Northern Pacific Railroad; says he has no money in NP, although he is a trustee of its mortgage; says the depression in stock prices is temporary; Thomson and Scott lose about \$50,000 each on Northern Pacific. (BaltAm, Jackson)
- Sep. 18, 1873 New York & Oswego Midland Railroad enters receivership; Abram S. Hewitt and John G. Stevens appointed receivers; its banking house, Geo. Opdyke & Co., suspends. (NYT, RRGaz, Lucas)
- Sep. 18, 1873 Board of Ohio Valley Railway suspends all work between Bellaire and Marietta and closes subscription books; Ohio Supreme Court had voided a general law allowing counties, townships and cities to build own railroads,

which were to have formed important connections with Ohio Valley Railway; report Pres. Warner has sold 1,700 shares, on which \$45,000 has been paid in, to Pennsylvania Company. (MB)

- Sep. 18, 1873 Windom Committee hearings move to Oswego, N.Y. (WindomRept)
- Sep. 18, 1873 Twin Bird Coleman Furnaces completed near Cornwall, Pa. (Egle)
- Sep. 19, 1873 Philadelphia Councils extend time for removing City Railroad from Market Street between 8th & 13th Streets from Oct. 3, 1873 to Mar. 1, 1874. (Digest)
- Sep. 19, 1873 25 New York banking and brokerage houses fail, including E.D. Randolph & Co., one of agents for the Texas & Pacific Railway; sparks rumors that Tom Scott and PRR will also fail; E.D. Randolph later reopens. (NYTrib, BaltAm)
- Sep. 19, 1873 Brokerage firm of Fisk & Hatch, financiers of Chesapeake & Ohio Railroad and Central Pacific Railroad, fails; in New York, runs begin against the Union Trust Company, the financial agent for many of the Vanderbilt railroads, and the Fourth National Bank, once the bank of the Tweed Ring; panic spreads to Chicago, where real estate and grain prices collapse and the brokerage house of A.C. & O.F. Badger fails. (Wyckoff, Wicker)
- Sep. 19, 1873 Runs begin on two other Philadelphia banks, the Fidelity Insurance, Safe Deposit & Trust Company, which survives, and the Union Banking Company, which does not. (PubLdgr)
- Sep. 19, 1873 South Side Railroad Company of Long Island surrenders lease of New York & Flushing Railroad. (Val)
- Sep. 19, 1873 Windom Committee hearings move to Buffalo. (WindomRept)
- Sep. 20, 1873 In New York, National Bank of the Commonwealth, the National Trust Company and the Union Trust Company suspend cash payments; the secretary of the Union Trust Company has absconded with \$400,000; the trustees of the Union Trust Company call in a \$1.75 million loan to the Lake Shore & Michigan Southern Railway, which it is unable to repay; Union Banking Company of Philadelphia closes, prompting suspensions by the Keystone Bank, Citizens Bank and State Bank; New York Clearing House votes to issue loan certificates and equalize deposits to shore up member banks; Franklin Bank of Chicago closes and Chicago banks begin to withdraw money from New York. (Wicker, BaltAm, Scharf)
- Sep. 20, 1873 Brokerage house of Osborn & Chapin (Charles J. Osborn, Edwin S. Chapin, John W. George, and Jay Gould as special partner), Jay Gould's brokers, fail. (BaltAm, NYTrib)

- Sep. 20, 1873 New York Stock Exchange votes to remain closed indefinitely for the first time in history in an effort to stem panic selling; the Treasury announces the sale of \$10 million in government bonds, and the New York Clearing House Association issues \$10 million in clearing house certificates. (Wicker, Logan)
- Sep. 21, 1873 Pres. Grant arrives in New York to meet with business leaders; Grant resists pressures to increase the money supply by issuing more Greenbacks but orders the Treasury Dept. to purchase an unlimited number of 5-20s at par. (Stiles, JSmith, Logan - verify last part)
- Sep. 21, 1873 Future LIRR Superintendent C. D. Baker (1873-) born at Suffern, N.Y. (PRRBio)
- Sep. 22, 1873 "Silent" panic of small but steady bank withdrawals begins in Louisville. (Wicker)
- Sep. 22, 1873 LIRR discontinues Greenport-Newport steamboat line with the *Jane Moseley*; last trip probably Saturday, Sep. 20. (Seyfried)
- Sep. 22, 1873 Atlantic & Great Western Railroad Treasurer James B. Hodgskin informs VP & General Manager John H. Devereux that the monies from the sale of leased line bonds earmarked for construction of the Shenango & Allegheny Railroad, Pennsylvania Petroleum Railroad and __ Pithole __ have been diverted to pay interest on the Second Mortgage bonds in March; the Pennsylvania Petroleum Railroad is never completed for lack of funds. (Rozman)
- Sep. 22, 1873 James T. Brady & Co., Pittsburgh agent for Jay Cooke & Co., fails, dragging down the Security Trust Company, from which Brady had borrowed heavily for Ohio railroad speculations; first major failures of the Panic in Pittsburgh, eventually, about one-third of Pittsburgh's labor force is unemployed. (StdHistPitts, Cannadine)
- Sep. 23, 1873 U.S. Circuit Court denies PRR request for injunction blocking construction of NY&LB Raritan River Bridge. (ElzDlyJrnl, RRGaz)
- Sep. 23, 1873 After a brief lull, the Panic resumes with the failure of Henry Clews & Co.; runs begin against all savings banks in New York and Brooklyn as small depositors panic; bank panic spreads to Petersburg, Va., and to Chicago, where they are short of money had now have no way to make exchanges on New York banks. (Wicker, BaltAm, CHTaylor)
- Sep. 24, 1873 New York Clearing House banks partially suspend cash payments to protect reserves; Chicago Clearing House is deadlocked and takes no action; bank panic and failures spread to Richmond, Va., and Memphis, Tenn. (Wicker)
- Sep. 24, 1873 Nation Trust Company in Pittsburgh fails. (StdHistPitts)

- Sep. 24, 1873 The price of wheat at Chicago has fallen from \$1.11¼ to 90 over two days. (CHTaylor)
- Sep. 14, 1873 Cairo, Arkansas & Texas Railroad opens between Cairo, Mo., and Poplar Bluff, the junction of the St. Louis & Iron Mountain Railroad and the Cairo & Fulton Railroad. (Guide - check)
- Sep. 24, 1873 Texas & Pacific Railway opens extension from Jefferson, Texas, to Moores Landing on a branch of the Red River (Texarkana). (Guide)
- Sep. 1873 PRR purchases an additional \$195,933 in stock of Southern Railway Security Company at \$17.10 a share; in addition, begins advancing \$1.5 million in sterling to Southern Railway Security Company to secure advances made for construction of new lines between Charlotte and Atlanta and between Raleigh and Greensboro. (MB)
- Sep. 25, 1873 Pres. J. Edgar Thomson accepts proposal of James Roosevelt, President of Southern Railway Security Company, to sell to PRR its stocks and bonds of Richmond & Danville, Atlanta & Richmond Air-Line System, Western Railroad of Alabama, and Mobile & Montgomery, which have cost the Security Company \$4.3 million plus \$3.2 million in construction advances, for \$2 million; Security Company has no more money to complete construction of the Atlanta & Richmond Air Line and its stockholders have refused to accept a new \$5 million bond issue to cover \$4.5 million in construction debts; Roosevelt raises the threat that the southern lines may fall into the hands of interests opposed to the PRR; approval postponed pending J. Edgar Thomson's inspection of the lines. (MB)
- Sep. 25, 1873 Bank panic spreads to Augusta, Ga., and Indianapolis. (Wicker)
- Sep. 26, 1873 S. S. Blair resigns as Superintendent of the Baltimore Division of the Northern Central Railway; replaced by George C. Wilkins. (MB)
- Sep. 26, 1873 Major bank runs begin in Chicago, where five national banks close, including the Union National Bank, the largest in the West, the Cook County National Bank, the Manufacturers National Bank, the National Bank of Commerce and the Second National Bank; bank panic spreads to Savannah and Charleston, S.C. (Wicker, CHTaylor)
- Sep. 26, 1873 New Masonic Temple dedicated at the northeast corner of Broad & Filbert Streets, Philadelphia, where it will eventually form an ensemble with the new City Hall and Broad Street Station. (Scharf)
- Sep. 27, 1873 Bank suspensions now practically nationwide; all Louisville banks suspend; Third National Bank of Chicago suspends. (Wicker, CHTaylor)

- Sep. 28, 1873 Atlanta & Richmond Air-Line Railway opens for revenue service between Blacks and Mount Airy, N.C., completing line between Charlotte, N.C., and Atlanta; Richmond & Danville system begins advertising as "Piedmont Air Line." (TheRoad, Harrison, Guide)
- Sep. 29, 1873 Union Railroad Company incorporated under the N.J. General Railroad Law, by Isaac B. Culver, et al., who have broken with Henry M. Hamilton and proceed to lay out a railroad within 100 feet of the National Railway; the Union Railroad Company is organized at the Fifth Ward Savings Bank in Jersey City by Isaac B. Culver, Johnson D. Banghart, et al.; the Union Railroad is later purchased by the Delaware & Bound Brook Railroad from Culver to eliminate its nuisance value. (NJCorps, Rdg, RRGaz, ARJ)
- Sep. 29, 1873 Most Chicago banks reopen. (Wicker)
- Sep. 29, 1873 Pittsburgh, Virginia & Charleston Railway opens between Dravosburg and Monongahela City, Pa.; further construction is halted by the Panic. (PittsGaz, Crumrine)
- Sep. 29, 1873 Harlem River & Port Chester Railroad is leased to the New Haven, becoming its Harlem River Branch; includes wharves and water rights at the foot of Montgomery and Gouverneur Streets on the East River. (NYState)
- Sep. 1873 Uniontown & West Virginia Railroad suspends construction between Uniontown and Mount Braddock, Pa.; resumed about 1876. (Val)
- Sep. 30, 1873 New York Stock Exchange reopens; 57 members of Exchange fail between onset of Panic and the end of the year. (Wyckoff)
- Sep. 30, 1873 Property of Perth Amboy & Elizabethport Railroad conveyed to the CNJ under an agreement of Sep. 16, the CNJ paying par value. (MB, ICC)
- Sep. 30, 1873 New York & Oswego Midland Railroad receiver Abram S. Hewitt agrees to surrender the lease of the New Jersey Midland Railway east of Pompton Jct., as the NY&OM can not pay the NJM's floating debt. (RRGaz)
- Oct. 1, 1873 Harsimus Cove freight yards open north of passenger terminal on Jersey City waterfront; New York Division carries 60% more eastbound freight than in 1872. (AR, C&C)
- Oct. 1, 1873 National Railway charter expires for not beginning work. (ARJ - verify)
- Oct. 1, 1873 Wallower Line, last of the old Main Line transporting companies, operating from 8th & Market Streets to Harrisburg, replaced by Empire Line service from 15th & Market to Harrisburg and points on the Northern Central

Railway and Cumberland Valley Railroad. (USRR&MR)

- Oct. 1, 1873 Union Railroad Company of Baltimore grants Northern Central Railway trackage rights from B&P Jct. to Canton, retroactive to July 13, 1873. (Val)
- Oct. 1, 1873 Northern Central Railway leases freight terminal property at Canton from the Canton Company of Baltimore; 25 acres at the Susquehanna Wharf on the Inner Harbor opposite Locust Point as a potential site for a coal terminal, and 45 acres below the Lazaretto. (MB, AR)
- Oct. 1, 1873 Dunnings Creek Branch of Bedford & Bridgeport opens between Bedford and Holderbaum in the "Dutch Corner" iron ore district on Bedford Division. (Val, AR, RRGaz; Guide shows first pass service 11/2/73)
- Oct. 1, 1873 Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad default on interest payments. (Church)
- Oct. 1, 1873 Paris & Terre Haute Railroad incorporated in Illinois under articles dated Sep. 22 to build from Paris to the Indiana state line in the direction of Terre Haute; James A. Eads, Pres. (Church, C&C)
- Oct. 1, 1873 J. Edgar Thomson begins drawing down \$250,000 of Texas & Pacific Railway construction bonds he had hypothecated with the London, Asiatic & American Company; he draws down 40% by Nov. 4. (Ward)
- Oct. 1, 1873 Davenport & St. Paul Rail(road?) opens for revenue service to Fayette, Iowa. (RRGaz)
- Oct. 1, 1873 Chesapeake & Ohio Railroad opens tunnel under Church Hill, Richmond, and extension to coal docks at Fulton on the east side of the city. (Bias)
- Oct. 1, 1873 Chicago, Danville & Vincennes Railroad defaults on bond interest, which is paid in new 7% Convertible bonds. (Lyford)
- Oct. 1873 PRR lays up the New York-South Amboy steamboat *Richard Stockton*; through freight and passengers to and from points between Jamesburg and Camden handled via Monmouth Jct.; passengers between Jamesburg and South Amboy take a ferry between South Amboy and Perth Amboy and then trains to New York. (RRGaz - verify NYT? Ldgr?)
- Oct. 2, 1873 Smyrna & Delaware Bay Railroad Board orders 17,000 shares issued to contractors Ward & Lang. (MB)
- Oct. 3, 1874 Union Railroad Company files its location of survey between Newark and Ewing Township near Trenton, N.J. (NJCorps)

- Oct. 3, 1873 J. Edgar Thomson writes to Andrew Carnegie to do all he can to meet calls for further installments on the California & Texas Railway Construction Company; calls the scheme good but mismanaged financially and notes that Tom Scott put too much faith in his own “guiding star” when he should have used more discretion; says Scott should be carried until his return; Carnegie pays this time but refuses further assessments. (Ward)
- Oct. 3, 1873 William Phillips gives Danford N. Barney, et al., a mortgage on the Buffalo, Corry & Pittsburgh Railroad. (C&C)
- Oct. 4, 1873 Camden & Amboy Railroad opens office building on Federal Street, Camden, near station, and moves offices out of Railroad (Elwell’s) Hotel. (Boyer)
- Oct. 4, 1873 Steamship *City Point* withdrawn from service between Lewes and New York. (MB)
- Oct. 4, 1873 First blow of Bessemer converters at the Bethlehem Iron Company for the purpose of making steel rails. (Swank)
- Oct. 6, 1873 Pier K placed in service at Harsimus Cove. (AR)
- Oct. 6, 1873 CNJ leases NY&LB Railroad. (MB - filed 10/23? - NJCorp)
- Oct. 6, 1873 Smyrna & Delaware Bay Railroad completed between Bombay Hook, Del., and Masseys, Md.; Jay Gould’s representative Col. John F. Bingham and other officials travel from Smyrna to Chestertown by rail, then drive to Herring Pond, where they observe a steam dredge cutting a channel between the pond and Chesapeake Bay; road is bankrupt and there is no regular service. (SmyrnaTimes, USRR&MR)
- Oct. 7, 1873 Martinsburg & Potomac Railroad opens between Potomac River and Martinsburg; operated by Cumberland Valley Railroad. (Guide - C&C says done late 9/73)
- Oct. 7, 1873 William Phillips gives a mortgage on the former Buffalo, Corry & Pittsburgh Railroad to Danford N. Barney of the purchasing committee. (C&C)
- Oct. 7, 1873 Terre Haute & Indianapolis Railroad makes agreement with Paris & Terre Haute Railroad for trackage rights into Terre Haute and use of depot. (MB)
- Oct. 7, 1873 Illinois & St. Louis Bridge Company accepts offer of £30,000 advance from Drexel, Morgan & Co. (Jackson)
- Oct. 8, 1873 PRR Road Committee considers lease of Pennsylvania & Delaware Railway. (MB)

- Oct. 8, 1873 Railway Association of America, meeting in Chicago, appoints a committee to draw up plan for a nationwide Railroad Bureau that would coordinate research and collect and publish statistics. (RRGaz)
- Oct. 8, 1873 Cornelius Vanderbilt, William H. Vanderbilt and Edwin D. Worcester are elected to the Board of the Western Union Telegraph Company and assume an active role in its management. (Stiles)
- Oct. 1873 Economy peaks with breaking of the railroad bubble; 65-month decline follows, longest in U.S. history. (NBER)
- Oct. 9, 1873 William S. Sneden, Benjamin D. Shreve, Zebedee R. Wills and Charles B. Coles elected to the Board of the Kaighns Point & Philadelphia Ferry Company as representatives of Gen. John S. Schultze of Brown Brothers & Co.; Brown Brothers has purchased the ferry from the Howell and Cooper families as the outlet of its proposed Manchester & Camden Railway, which is to form part of a projected line between Keyport and Camden; the M&C is never built, but Brown Brothers retains the ferry until 1888. (MB, WkStGaz)
- Oct. 9, 1873 A Pinkerton operative sent to investigate the burning of a coal breaker at Glen Carbon near the border of Cass Township, Schuylkill County, informs Reading Pres. Franklin B. Gowen of rumors of a secret organization called the Molly Maguires who mete out private revenge against anyone who is held to have wronged one of the members; he is unable to find out anything more or who its members might be; the rumored existence of a Molly Maguire organization in Schuylkill County goes back to Oct. 1857 during the anti-Irish agitations that sprang up in the wake of the Famine migrations. (Riffenburgh)
- Oct. 10, 1873 Tom Scott cables from England that he has placed \$40 million of Texas & Pacific First Mortgage bonds; later proves false. (TheRoad)
- Oct. 10, 1873 Future motive power officer John M. Henry (1873-) born at Altoona. (PRRBio)
- Oct. 10, 1873 Newark & New York Railroad merged into CNJ, giving the latter a competitive presence in Newark. (ICC)
- Oct. 11, 1873 PRR proposes to lease Philadelphia, Newtown & New York Railroad and endorse its bonds for construction. (MB)
- Oct. 13, 1873 Williamsburg Branch opens from Morrison Cove Jct. to Williamsburg on Pittsburgh Division; stations at Frankstown, Lamer's, Springfield Jct., Franklin Forge. (Val, RRGaz)
- Oct. 13, 1873 Peninsular Railway opens between South Bend and Valparaiso, Ind., completing the line from Lansing, Mich. (Meints, Durant)

- Oct. 13, 1873 Brady's Bend Iron Company shuts down, a victim of competition in the rail market, the depletion of local ore supplies, and its location off the main lines of transportation for Lake ore; J. Edgar Thomson loses about \$50,000 in the failure. (Fell, Ward)
- Oct. 13, 1873 Convention in Youngstown, Ohio, forms the Miners' National Association of the United States of America under the leadership of John Siney from the Schuylkill County anthracite fields; a new attempt to establish a single national coal miners' union; this conflicts with the existing anthracite miners' unions, leading to jurisdictional disputes. (Evans, Aurand)
- Oct. 1873 John Siney resigns as the head of the national anthracite miners' union and at Youngstown, Ohio, organizes the National Miners Association; recruits 35,000 members in the bituminous fields by the end of 1875, but the union is crippled by constant local strikes. (Ware)
- Oct. 14, 1873 West Branch & Susquehanna Canal sold at foreclosure to Pennsylvania Canal Company for \$25,000 in West Branch & Susquehanna Canal Company securities held by the Pennsylvania Canal Company. (Casebk, C&C)
- Oct. 14, 1873 Charlotte Furnace of Everson, Macrum & Co. goes into blast at Everson, Pa.; the firm also owns a battery of coke ovens. (Albert)
- Oct. 14, 1873 A new panic begins in New York centered on the Vanderbilt interests. (CHTaylor)
- Oct. 15, 1873 Western Maryland Railroad begins revenue service over own line from Owings Mills (actually a point called Kirk near Garrison) to Fulton Jct. at the west end of the Baltimore & Potomac Railroad tunnel and begins running trains through tunnel into Union Station; abandons use of Calvert Station and Northern Central Railway; the section of the Green Spring Branch between Garrison and Relay (Hollins) reverts to the Northern Central Railway. (WM, BaltAm, RRGaz, Gunnarsson)
- Oct. 15, 1873 The market value of NYC&HR stock has fallen \$19 million from its pre-Panic level, the value of Lake Shore & Michigan Southern Railway by \$17.5 million and the Western Union Telegraph Company by \$16.5 million. (Stiles)
- Oct. 1873 PRR receives new ferry *New Jersey* from Devine Burtis shipyard. (RRGaz)
- Oct. 1873 PRR suspends work on a new Bergen Hill Cut for freight tracks north of the present one. (RRGaz)
- Oct. 1873 PRR is operating a fast overnight fruit train from Camden to Jersey City. (USRR&MR)

- Oct. 1873 Kent County Railroad completed on direct line between Worton and Parsons, Md., and old line between Chestertown and Parsons abandoned.
- Oct. 1873 Empire Transportation Company acquires the Butler Pipe Company and merges it and the Mutual Pipe Company into the Union Pipe Company, consolidating a 300-mile system in the Lower Region. (RyW, Williamson/Daum)
- Oct. 1873 O.H. Booth, Superintendent of Telegraph of Lines West, perfects a system of telegraphic time signals for all Lines West using Columbus time as standard; clocks are set to daily telegraph signals from the Allegheny Observatory near Pittsburgh. (ARJ)
- Oct. 1873 Valley Railroad (B&O) begins work on Salem Extension between Lexington and Salem, Va. (B&O Val, ICC)
- Oct. 1873 William Taussig reports on floating debt of Illinois & St. Louis Bridge Company; Executive Committee resolves to pay Keystone Bridge Company and Baltimore Bridge Company with money from Tunnel bonds; votes to cut salaries by 10% and cut costs wherever possible. (Jackson)
- Oct.? 1873 Jay Cooke's assets are placed in the hands of E.A. Rollins as trustee for his creditors; Rollins is advised by a committee consisting of Samuel M. Felton, William C. Houston, and Dell Noblitt, Jr., Pres. of the Corn Exchange National Bank. (Oberholtzer)
- Oct. 1873 Pennsylvania Steel Company begins manufacturing its own pig iron at Baldwin (Steelton), when Blast Furnace No. 1 is put in blast; Furnace No. 2 follows in June 1876. (BethSteel)
- Oct. 1873 Panic causes most of the furnaces in the Mahoning Valley to be blown out. (AR)
- Oct. 16, 1873 *Indiana*, third American Steamship Company vessel leaves Philadelphia on maiden voyage to Liverpool. (Watkins)
- Oct. 16, 1873 Piedmont Air Line begins through Pullman sleeping car between Charlotte and New Orleans via Atlanta, Montgomery and Mobile. (ARJ)
- Oct. 16, 1873 Windom Committee, now at New York, resumes its examination of George O. Jones of the Cheap Transportation Association (?) and his charges of "watered stock," particularly in the various mergers creating the NYC&HR; Jones claims that the B&O can afford to carry freights to Baltimore more cheaply than the NYC&HR to New York because John W. Garrett has never permitted the B&O stock to be watered. (WindomRept)

- Oct. 16, 1873 U.S. Senate begins investigating cheap transportation from the grain states to the seaboard; witnesses call for replacing the Erie Canal with a ship canal from Buffalo to the Hudson River and finding a way to keep it from freezing in winter. (NYT)
- Oct. 1873 Parlor car service inaugurated on Philadelphia-Williamsport and Washington-Harrisburg routes. (PassDept)
- Oct. 1873 Sleeping car line established between Washington and Altoona. (PassDept)
- Oct. 1873 Headquarters of General Superintendent of Philadelphia & Erie Grand Division moved from Erie back to Williamsport. (Wilson)
- Oct. 1873 Allan Pinkerton of Pinkerton's National Detective Agency has a secret meeting with Franklin B. Gowen of the Reading in Philadelphia; Pinkerton's agency is in bad financial straits, and Pinkerton has asked his Philadelphia office manager, Benjamin Franklin (1830-) to drum up some business from Gowen; based on his wartime experience in Schuylkill County, Gowen is looking for evidence of a "Molly Maguire" conspiracy against his interests and the potential for tarring the miners' union by linking it in the public imagination with terrorist acts; Gowen arranges with Pinkerton to send an undercover operative, James McParlan or McParland (1844-1919), an Ulster Catholic, to infiltrate the supposed "Molly Maguire" organization. (Broehl)
- Oct. 1873 Grand Trunk Railway of Canada changes gauge from 5'-6" to 4'-8½" on all lines west of Toronto. (TheRoad, Currie)
- Oct. 17, 1873 Charles B. Coles appointed Superintendent of the Kaighns Point & Philadelphia Ferry Company, replacing William Griffith, resigned. (MB)
- Oct. 17, 1873 Future traffic officer Henry C. Clevenger (1873-1925) born at Philadelphia. (PRRBio)
- Oct. 18, 1873 Central Extension Railroad extended from Merrick Road, Babylon, to new station at Carll Avenue and Fire Island Avenue; connects with Babylon Railroad to docks for Fire Island boats. (Seyfried)
- Oct. 18, 1873 Last rail laid on the Detroit, Eel River & Illinois Railroad at Butler; D. L. Quirk, contractor. (CBerndt, HistDeKalbCo)
- Oct. 18, 1873 Future motive power officer Eliot Sumner (1873-1951) born at New Haven, Conn.; son of William Graham Sumner (-). (PRRBio)
- Oct. 18, 1873 George R. Blanchard, Second VP of the Erie Railway, testifies before the Windom Committee. (WindomRept)

- Oct. 18, 1873 Bethlehem Iron Company rolls its first Bessemer steel rail. (Swank)
- Oct. 19, 1873 Post Office Dept. extends mail route over GR&I from Walton to Traverse City. (RRGaz)
- Oct. 20, 1873 Philadelphia, Newtown & New York Railroad declines PRR terms and demands release part of bonds to pay money owed to contractors. (MB)
- Oct. 20, 1873 Susquehanna Coal Company Board reports that it has stopped work on the new slope and breaker because of the Panic; approves lease of McNeal Coal Company mines. (MB)
- Oct. 20, 1873 Pennsylvania Canal Company Board authorizes abandoning West Branch Canal above pool of Lock Haven dam to Farrandville with approval of stockholders. (MB, Casebk)
- Oct. 21, 1873 Chester River Steamboat Company of Baltimore City begins having the *George Law* leave Baltimore at 7:30 AM instead of 11:00 AM and to continue to Crumpton; other boat is the *Chester*. (MB)
- Oct. 21, 1873 Pardee Hall, paid for by coal operator Ario Pardee (1810-1892), is dedicated at Lafayette College in Easton, Pa.; guests arrive by special trains from New York and Philadelphia. (Foulke&Foulke)
- Oct. 22, 1873 PRR approves lease of Philadelphia, Newtown & New York Railroad, another railroad designed to interfere with National Railway project. (MB)
- Oct. 22, 1873 City of Baltimore passes ordinance authorizing Western Maryland Railroad to extend a streetcar line to Fulton; WM withdraws from use of Baltimore & Potomac tunnel because of high charges. (WM, BaltAM)
- Oct. 22, 1873 Windom Committee hearings move to Richmond, Va., where Col. William P. Craighill of the U.S. Corps of Engineers makes a pitch for the James River & Kanawha "Central Water Line" with its 7-mile summit tunnel. (WindomRept)
- Oct. 23, 1873 Glass manufacturer Andrew K. Hay (1809-1881) elected Pres. of Camden & Atlantic Railroad, replacing Robert Frazer (-1878). (MB)
- Oct. 23, 1873 Texas & Pacific Railroad completes a detached section of line between Sherman and Honey Grove. (Watson/Brown)
- Oct. 24, 1873 Smyrna & Delaware Bay Railroad Board orders \$200,000 in bonds paid to contractors Ward & Lang. (MB)
- Oct. 24, 1873 Trustees of the Union Trust Company reach a settlement and agree to accept

the Lake Shore & Michigan Southern Railway's notes in repayment of its \$1.75 million loan, Cornelius Vanderbilt pledges his New York & Harlem Railroad shares as collateral; Vanderbilt manages to save the LS&MS from bankruptcy at considerable risk. (Stiles)

- Oct. 25, 1873 First Detroit, Eel River & Illinois Railroad freight train operates from Auburn Jct. to Butler, Ind. (Church, HistDeKalbCo)
- Oct. 25, 1873 E.W. Clark & Co. reopens. (Wainwright)
- Oct. 26, 1873 Tom Scott returns to Philadelphia after failing to place Texas & Pacific Railway bonds in Europe; the California & Texas Railway Construction Company is facing \$4.5 million in obligations coming due within 12 months; most are held by banks, and Scott is able to obtain extensions. (TheRoad, Watson/Brown)
- Oct. 27, 1873 James H. Banker (1827-1885) resigns as VP of the Bank of New York in disgrace, having failed to pay his debts; they are covered by Cornelius Vanderbilt in return for title to Banker's home and real estate. (Stiles)
- Oct. 27, 1873 Pinkerton detective James McParlan leaves Philadelphia for Schuylkill County disguised as James McKenna, an itinerant worker supposedly on the lam for counterfeiting and other petty crimes; he has already presented Gowen with a report on the history of secret, anti-landlord societies in Ireland. (Broehl)
- Oct. 27, 1873 Future PRR Motive Power Dept. officer Howard H. Maxfield (1873-) born at Bloomfield, N.J. (ancestry.com)
- Oct. 28, 1873 Camden, Gloucester & Mount Ephraim Railway begins construction; first narrow gauge railroad to be built under 1873 New Jersey General Railroad Law. (RRGaz)
- Oct. 28, 1873 Pennsylvania Company begins preliminaries to foreclose Mansfield, Coldwater & Lake Michigan Railroad. (MB)
- Oct. 29, 1873 Pennsylvania Company takes only 60% on bills of shippers of coal and ore on Erie & Pittsburgh Railroad and Cleveland & Pittsburgh Railroad and the rest on credit to relieve their distress. (MB)
- Oct. 29, 1873 Texas & Pacific Railway directors call in 20% on stock subscription to raise funds. (RRGaz)
- Oct. 31, 1873 Pennsylvania Company reports that Judge Hall has resigned as Pres. of Toledo, Tiffin & Eastern Railroad. (MB)

- Oct. 31, 1873 Future LIRR Superintendent John Brander Austin, Jr. (1873-), born at Philadelphia. (PRRBio)
- Oct. 31, 1873 North Carolina Railroad agrees to become the holder of all rights and claims versus the Western North Carolina Railroad held by others and to undertake its reorganization. (Brown)
- Fall 1873 Superintendent of Motive Power Frank Thomson inaugurates a system of annual track inspections with prizes given to the supervisor with the best section of track. (PaNews - verify date - WBW in PRRMN says FT originated practice while Superintendent of Eastern Division of P&E - was not GM until 1874, a booklet for the 1908 trip in the Ivy Lee Papers states they began in 1873)
- Nov. 1, 1873 Junction Railroad Board votes to reimburse the PW&B for the cost of making connections with the Darby Improvement; division post is set at Grays Ferry Road. (MB)
- Nov. 1, 1873 Smyrna & Delaware Bay Railroad Board authorizes increasing the capital stock from 30,000 to 90,000 shares; orders 46,000 shares paid to Ward & Lang, contractors. (MB)
- Nov. 1, 1873 Last run of *Niagara Express* on Philadelphia & Erie Railroad. (RRGaz)
- Nov. 1, 1873 S. S. Blair named Superintendent of Tyrone Division, replacing George C. Wilkins (1835-1916), transferred to Baltimore Division of Northern Central Railway, replacing Blair. (AR)
- Nov. 1, 1873 Columbus, Chicago & Indiana Central Railway opens from 12th Street to Carroll Avenue and Clinton Street in Chicago (4.02 miles). (Val - what change in term. arrangements?)
- Nov. 1, 1873 Logansport, Crawfordsville & South Western Railway defaults on interest. (RRGaz)
- Nov. 1, 1873 Harrisburg & Potomac Railroad Board proposes a lease to the Cumberland Valley Railroad; the first 10 miles of the railroad is almost completed between the South Mountain Iron Company's railroad to the Dillsburg & Mechanicsburg Railroad. (MB)
- Nov. 1, 1873 Chesapeake & Ohio Railroad defaults on interest payments. (C&O)
- Nov. 1, 1873 Canada Southern Railway opens for through traffic. (USRR&MR - see above)
- Nov. 2, 1873 PRR begins through sleeping cars between Washington and Chicago and Washington and St. Louis via Baltimore; also inaugurates through summer-

- only sleepers between Washington and Buffalo via Canandaigua and NYC. (RRGaz has to Buffalo by BNY&P - USRR&MR has Balt. to Chi. & St. Louis and to Buffalo via Emporium)
- Nov. 2, 1873 Sleeping car line established between Washington and St. Louis. (PassDept)
- Nov. 2, 1873 Mississippi Central Railroad opens extension from Milan to Fulton. (Guide)
- Nov. 1873 Seasonal sleeping car line established between Washington and Buffalo via NYC from Canandaigua. (PassDept)
- Nov. 3, 1873 PRR files appeal to U.S. Supreme Court in NY&LB Bridge Case. (MsexDem)
- Nov. 3, 1873 Continental Improvement Company completes Grand Rapids & Indiana Railroad from Fife Lake to Little Traverse Bay (Petoskey); line north of Walton Jct. not operated during winter. (AR, TheRoad)
- Nov. 3, 1873 Grand Trunk Railway of Canada opens the International Bridge between Black Rock, N.Y., near Buffalo, and Fort Erie, Ont., creating a second crossing of the Niagara River. (RRGaz, Tennant)
- Nov. 3, 1873 Cairo & Fulton Railroad extended from Arkadelphia to Fulton with stage connection 14 miles to the end of the Texas & Pacific Railway at Moores Landing (Texarkana). (Guide)
- Nov. 1873 Louisville-Chicago sleeping car line rerouted from via Lafayette to via Kokomo and Logansport. (PassDept)
- Nov. 4, 1873 California & Texas Railway Construction Company defaults on \$300,000 in "three-name" notes (its total floating debt is \$7.6 million) after failing to place Texas & Pacific Railway bonds in Europe; however, only one note held in New York for \$25,000 actually goes to protest; John Welsh is appointed trustee with power of attorney to issue waiver of protest, so that both parties can agree to extend and settle the debts out of court; in this way, Scott remains in control to see what he can salvage; failure of the Texas & Pacific scheme creates a split between Scott and Thomson, whom Scott had talked into investing in Texas & Pacific Railway and endorsing its notes. (PubLdgr, USRR&MR, Ward)
- Nov. 4, 1873 First VP Tom Scott offers to resign at pleasure of Pres. Thomson as a gesture of responsibility for the southern and western ventures. (MB)
- Nov. 5, 1873 PRR stock price falls to 40 for par-50 shares; down from peak of 64.87 in Feb. 1872. (TheRoad)
- Nov. 5, 1873 Allegheny Valley Railroad Low Grade Line opens between Brookville and Reynoldsville. (AR)

- Nov. 5, 1873 Gold is selling at \$1.06-7/8 in Greenbacks, the lowest since 1862. (CHTaylor)
- Nov. 5, 1873 New York City votes to annex the towns of Kings Bridge, West Farms and Morrisania from Westchester County. (Stokes)
- Nov. 7, 1873 PRR orders payment of 5% semiannual dividend in 15-month scrip as most cash is tied up in construction projects and there is only \$1 million left in the treasury; sparks stockholder rebellion at the 1874 annual meeting; Board also refuses to accept Tom Scott's resignation; however, rumors say that the Texas & Pacific Railway failure turns J. Edgar Thomson against Scott and that he would have been forced out of the PRR but for the fact that Thomson's health is beginning to fail. (MB, TheRoad, Ward)
- Nov. 7, 1873 Marietta & Pittsburgh Railroad opens between Kimbolton and Canal Dover, Ohio, connecting with the Cleveland & Pittsburgh. (Guide - Church says 5/25/74)
- Nov. 8, 1873 Philadelphia Councils disavow report of Committee appointed to inquire into non-payment of dividends by Philadelphia & Erie Railroad now circulation, as only two members have prepared and signed the report. (Digest)
- Nov. 9, 1873 South Side Railroad of Long Island enters receivership; delivered to Nicholas Wycoff and Elbert Floyd Jones, Trustees. (RRGaz)
- Nov. 9, 1873 North Eastern Pennsylvania Railroad extended from Hatboro to Hartsville. (MB)
- Nov. 10, 1873 Newtown & Flushing Railroad (the "White Line") opens between Winfield and Flushing (Jagger Ave.) running south of Flushing & North Side Railroad; controlled by LIRR which begins rate war with F&NS. (Seyfried)
- Nov. 10, 1873 Philadelphia & Erie Railroad appoints committee to meet with PRR over dividend dispute. (PubLdgr)
- Nov. 10, 1873 Toledo, Tiffin & Eastern Railroad opens from the north end of the Toledo & Woodville Railroad to the crossing of the Toledo & Detroit Railroad near the Michigan state line; built under charter of Toledo & State Line Railroad; operated by Pennsylvania Company from this date under agreement signed Aug. 5, 1874. (Church)
- Nov. 10, 1873 Detroit, Eel River & Illinois Railroad opens for passenger service between Auburn Jct. and Butler, Ind., with an excursion for 400 people; one mail train and two freights each way run Butler-Logansport. (CBerndt, Church)
- Nov. 10, 1873 William Thaw informs Pittsburgh, Wheeling & Kentucky Railroad that

PC&StL Railway is unable to proceed with construction; will take right of way as PW&K finishes it but has no money for rails. (AR)

- Nov. 11, 1873 Future PRR director John Thompson Dorrance (1873-1930) born at Bristol, Pa.; he will study at the Massachusetts Institute of Technology and the University of Gottingen and go on to modernize the Campbell Soup Company and found another Philadelphia business dynasty. (MB)
- Nov. 11, 1873 East Liberty Savings & Deposit Bank, controlled by Thomas Mellon, suspends to avoid the complete loss of its reserves. (Cannadine)
- Nov. 12, 1873 PRR Road Committee recommends changing name of Athensville to Ardmore; West Chester Intersection to Malvern; the name Ardmore is supposedly selected by Secretary Joseph Lesley at the suggestion of Rev. George Anderson, pastor of the Lower Merion Baptist Church. (MB, Toll)
- Nov. 12, 1873 Traverse City Railroad completed between Walton Jct. and Traverse City, Mich.; built by Continental Improvement Company for lumber baron Perry Hannah (1824-1904); operated by Grand Rapids & Indiana. (NB: Watkins has Dec. 1872!! - Mich RR 12/72 - AR ca. 1/73 - C&C says this is date of governor's acceptance as being completed - ARJ notes op mixed train by 11/22)
- Nov. 12, 1873 Michigan Gov. John J. Bagley (1832-1881) and Railroad Commissioners begin inspection of GR&I to Petoskey. (RRGaz)
- Nov. 12, 1873 T. Mellon & Sons stops payments to all but his neediest clients; the firm resume payments in Dec. (Cannadine, Mellon)
- Nov. 13, 1873 Michigan Gov. Bagley accepts GR&I as finished and awards land grant authorized by Congress on June 3, 1856.
- Nov. 13, 1873 Toledo, Canada Southern & Detroit Railway opens between Detroit and Toledo. (Tennant - GrkBk has "completed" 9/1)
- Nov. 13, 1873 Chicago & Canada Southern Railway officially opens between Grosse Isle and Fayette, Mich.; work is suspended because of the panic, although it is graded as far as Butler, Ind.; it is never completed. (Tennant - Meints says between Slocum Jct. and Grosvenor - reorganized 1888 as Detroit & Chicago and Chandler-Dundee sold to Detroit & Lima Northern in 1897)
- Nov. 14, 1873 PRR completes widening of Chickies Rock tunnel at Columbia, Pa. (USRR&MR)
- Nov. 15, 1873 First annual Yale-Princeton football game played; oldest college rivalry except the Yale-Harvard boat race. (NYT)

- Nov. 15, 1873 First through train operates over the Canada Southern Railway between Fort Erie and Amherstburg, Ont., near the mouth of the Detroit River. (Tennant - see above)
- Nov. 1873 Pres. Thomson's health begins to fail. (Watkins)
- Nov. 1873 Washington-Altoona sleeping car extended to Washington-Chicago. (PassDept)
- Nov. 1873 PRR issues \$150,000 in acceptances to the Richmond & Danville Railroad; since Sep. 1873, the PRR has advanced \$1.5 million sterling to the Southern Railway Security Company to secure advances for construction of the lines from Richmond to Atlanta, Richmond to Raleigh and Raleigh to Greensboro. (MB)
- Nov. 1873 George Webb (1828-1883) of the Catawissa Railroad named Superintendent of the Eastern Division of the PFW&C (or Pitts. Div of PC&StL?). (ARJ)
- Nov. 1873 CC&IC Railway opens an extension from 12th Street to Carroll Avenue & Clinton Street (4.02 miles) in Chicago. (C&C)
- Nov. 1873 Montclair Railway has broken leases to bankrupt New York & Oswego Midland Railroad. (ARJ - ICC has 10/73)
- Nov. 1873 Jersey City & Albany Railroad abandons service between Jersey City (PRR) and Tappantown for lack of business; revived in 1874. (ARJ, RRGaz)
- Nov. 1873 Grand Trunk Railway of Canada changes gauge from 5'-6" to 4'-8½" on the balance of its lines between Toronto, Montreal and Portland. (Currie)
- Nov. 1873 Pres. Melville E. Ingalls issues a new \$9 million bond issue for the Indianapolis, Cincinnati & Lafayette Railroad. (Harlow)
- Nov. 1873 Greenleaf, Norris & Co. announces that it is prepared to resume payments in full and will resume its seat on the New York Stock Exchange. (ARJ)
- Nov. 1873 All oil refiners shipping over the Erie Railway except G. Heye break their contracts and transfer their shipments to the Empire Transportation Company. (Williamson/Daum)
- Nov. 1873 PRR-Empire Transportation Company and Erie Railway end their oil rate war. (Johnson)
- Nov. 17, 1873 West Jersey Railroad agrees to loan the Bridgeton & Port Norris Railroad sufficient rails to extend 0.75 mile to near the mouth of the Maurice River in lieu of a cash advance. (MB)

- Nov. 17, 1873 Philadelphia & Erie Railroad committee meets with Pres. Thomson; Thomson says he is willing to give up the lease and exchange the PRR's P&E stock for other securities, which in practice would mean bankruptcy for the P&E. (PubLdgr)
- Nov. 17, 1873 Stock of Susquehanna Coal Company increased from \$500,000 to \$1.5 million to reflect purchase of 5,823 acres of coal lands; stock is delivered to Pennsylvania Canal Company. (MB)
- Nov. 17, 1873 Baltimore & Potomac Railroad opens Pennsylvania Avenue station in Baltimore; located at west end of easternmost section of B&P Tunnel. (USRR&MR)
- Nov. 17, 1873 Pittsburgh, Wheeling & Kentucky Railroad executes deed of trust conveying all its property and claims for uncollected subscriptions to William P. Hibbard and J.H. Pendleton to secure its unpaid debts; construction suspended for want of funds after much grading and all bridging completed. (Church, AR)
- Nov. 17, 1873 Canada Southern Railway proposes to lease 5.5 miles of Toledo, Tiffin & Eastern Railroad between Toledo and Michigan state line. (MB)
- Nov. 17, 1873 New Jersey Midland Railway repudiates lease to New York & Oswego Midland Railroad and assumes operation of its entire line between Jersey City and Middletown; NY&OM reroutes freight to Erie Railway at Middletown. (RRGaz, Lucas)
- Nov. 17, 1873 Brotherhood of Locomotive Engineers meets at Albany to protest NYC&HR's imposing a pay cut and switching from a mileage to a daily basis. (RRG)
- Nov. 17, 1873 North Carolina Gov. Todd R. Caldwell calls for a merger of the North Carolina Railroad, the Western North Carolina Railroad, and the Atlantic & North Carolina Railroad, uniting all the state-sponsored railroads in a single east-west line; also a new \$7 million mortgage to complete the line over the Smokies to Morristown, Tenn. (Brown)
- Nov. 19, 1873 St. Louis National Stock Yards opened; built by Samuel W. Allerton and executives of NYC&HR; first load of cattle had arrived in June before fully opened; cost \$1.5 million; by early 1890s is third-largest stockyard in the world and is controlled by Nelson Morris (1838-1907) and the Swifts. (brochure, Pate)
- Nov. 19, 1873 Wilmington & Weldon Railroad election; directors include B.F. Newcomer, William T. Walters, Samuel M. Shoemaker and J. Donald Cameron. (ARJ)
- Nov. 19, 1873 James B. Eads responds to report of War Dept. on obstructions caused by Eads Bridge in *St. Louis Republican*; says board members have no experience

in river navigation. (Jackson)

- Nov. 19, 1873 Former New York City boss William M. Tweed is found guilty on 204 counts of fraud and sentenced to 12 years and a fine of \$12,750; charges against Peter B. Sweeny are later dropped on his agreeing to return \$400,000 to the City; Richard Connolly flees to Europe with \$6 million. (Stokes, Trager)
- Nov.? 1873 After an all-day meeting, five individuals, J. Edgar Thomson, Tom Scott, H.H. Houston, Matthew Baird, and John McManus agree to assume the entire debt of California & Texas Railway Construction Company of over \$10 million by issue of individual notes; Scott, McManus and Baird give their personal endorsements on the entire \$4.5 million note issue of “three-name paper,” and Thomson and Houston add their endorsement to \$1.7 million of the notes as “five-name paper”; they pledge their individual credit to pay off C&T obligations and 7% interest over 24 months; Thomson becomes liable for \$340,000. (Grodinsky, Perkins, Ward, RRGaz 12/6 – note the three and five name paper was issued much earlier in the year)
- Nov. 1873 Tom Scott proposes to settle with the holders of California & Texas Railway Construction Company notes he has endorsed by extending time of payment from 2 to 24 months; Thomson, Houston and three others have endorsed only \$1.7 million, which is protected; Thomson's liabilities now supposed to be down to about \$500,000; Scott is still optimistic he can get aid from Congress. (PubLdgr - see 12/20)
- Nov. 1873 Texas & Pacific Railway assumes own construction from California & Texas Railway Construction Company. (ARJ)
- Nov.? 1873 Andrew Carnegie refuses to aid Scott in the matter of the California & Texas Railway Construction Company, claiming he needs all his money to complete the Edgar Thomson Steel Works and that Thomson and Scott made only a small investment in that; Scott takes this as a betrayal; in his *Autobiography*, Carnegie will accept some responsibility for Scott's premature death. (Wall, Ward)
- Nov. 20, 1873 Plymouth & Wilkes-Barre Railroad & Bridge Company merged into the Northern Coal & Iron Company under an agreement dated Oct. 14, 1873; this critical piece of railroad remains disconnected from the rest of the Delaware & Hudson system until the construction of the Wilkes-Barre Connecting Railroad, but this move keeps it out of the hands of rival companies; the CNJ is later obliged to access its mines on the north bank of the river in Plymouth over a bridge it does not own. (Val, CntryofPrgrss)
- Nov. 21, 1873 Southern Railway Security Company stockholders meet to consider sale of property after PRR withdraws direct support; Tom Scott concentrates on saving his investment in the Texas & Pacific Railway, though he has

\$400,000 in SRSCo.; agree to terminate leases that require outlays and sell enough property to pay debts; James Roosevelt resigns as Pres. and is replaced by William O. Hughart (1826-1899), later of the Grand, Rapids & Indiana. (Hoffman, RRGaz)

- Nov. 23, 1873 Philadelphia & Erie Railroad stockholders meet and authorize negotiating a compromise with PRR. (PubLdgr)
- Nov. 24, 1873 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes an offer to the stockholders to exchange their common stock for preferred stock; grants Chief Engineer Felician Slataper a bonus of \$1,000 in preferred stock for his services completing the road. (MB)
- Nov. 24, 1873 Harlem River & Port Chester Railroad opens between Harlem River (132nd Street) and New Rochelle; operated by New Haven under lease of Sep. 29, 1873; later route of through PRR Washington-Boston trains; gives New Haven freight access to New York Harbor without using New York & Harlem Railroad. (NHCorp, AR)
- Nov. 25, 1873 Pres. Daniel V. Ahl reports to the Harrisburg & Potomac Railroad that the Cumberland Valley Railroad has rejected their lease proposal. (MB)
- Nov. 25, 1873 Poughkeepsie Bridge Company appoints Jacob H. Linville of the Keystone Bridge Company as Chief Engineer and J. Edgar Thomson Consulting Engineer; adopt location; bridge is to be Linville truss 190 feet high with four piers, 500-foot spans and 130-foot vertical clearance. (ARJ, Mabee)
- Nov. 25, 1873 Pennsylvania Company, PRR and James F. Joy of Michigan Central Railroad confer about proposed wage cut for engineers; J. Lowber Welsh of Drexel & Co. proposes settlement of Mansfield, Coldwater & Lake Michigan Railroad to repurchase MC&LM bonds in PFW&C betterment stock at 83 or PCo. notes at 7%. (MB)
- Nov. 25, 1873 Isolated section of Mansfield, Coldwater & Lake Michigan Railroad between Allegan and Monteith, Mich., opens; operated by Grand Rapids & Indiana without agreement; track laid for eight miles east of Monteith but not opened and subsequently removed; work on balance of line between Monteith and Tiffin is halted by the depression; portions at Fostoria, Napoleon and between Battle Creek and Monteith are later sold and completed as parts of other railroad systems; the rest is never finished. (C&C, Church)
- Nov. 25, 1873 Grand Rapids & Indiana opens between Fife Lake (or Walton Jct.?) and Petoskey, Mich., completing the line from Fort Wayne; passengers on the first train include Gov. John J. Bagley; there has been little cutting on the line to save money, and the grade between Boyne City and Manton is 74 feet per mile; swamps have forced the line to bend around Lake Cadillac, so Cadillac

station is built there. (NB: Church, C&C, PaNews, Creecy - Watkins has Nov. 13!! - AR says open to traffic 5/24/74)

- Nov. 25, 1873 James Worrall sends a memorandum on potential canal routes in Pennsylvania to Sen. Simon Cameron for the use of the Senate Committee on Transportation Routes to the Seaboard; includes developing the old idea of a route from the Erie Canal at Montezuma to Elmira and down the Susquehanna River to tide, rebuilding the Juniata-Kiskiminetas line with a 4-mile summit tunnel instead of the Portage Railroad, the Clarion River-West Branch route, and one from the Monongahela by tunnel to the Chesapeake & Ohio Canal. (WindomRept)
- Nov. 26, 1873 PRR Board changes name of Athensville, Pa., to Ardmore and West Chester Intersection to Malvern. (MB)
- Nov. 26, 1873 PRR Board consents to abandoning West Branch Canal above pool of Lock Haven dam. (MB)
- Nov. 26, 1873 Ground broken for Poughkeepsie Bridge. (RRGaz)
- Nov. 26, 1873 First Mortgage Trustees Tom Scott and Hugh J. Jewett take possession of Gilman, Clinton & Springfield Railroad. (RRGaz)
- Nov. 26, 1873 Unable to secure the assent of all his creditors to the trusteeship plan, Jay Cooke & Co. and its partners are declared bankrupts and Edwin M. Lewis (1812-1884) of the Farmers & Mechanics National Bank is appointed receiver; most of its assets are securities that are rapidly losing their value in the Panic and deflation; the settlement is not completed until 1890. (Oberholtzer, Larson)
- Nov. 26, 1873 Holders of the Western North Carolina Railroad's Construction bonds obtain an injunction against any merger with the North Carolina Railroad. (Brown)
- Nov. 27, 1873 Francis E. Hinckley, Pres. of Chicago & Paducah and Chicago & Iowa, who has been named receiver of the Gilman, Clinton & Springfield Railroad by the McLean County Court on petition of the local stockholders who complain that the Morgan Improvement Company received \$4 million in securities for work worth \$1.5 million and that GC&S has made an improper contract with the Pennsylvania Company; Hinckley takes possession of company office in Springfield; bondholders, represented by Morton, Bliss & Co. secure injunction from U.S. District Court ordering Hinckley to desist. (RRGaz)
- Nov. 28, 1873 PRR Finance Committee reports on Southern Railway Security Company; PRR has purchased \$783,733 of its stock and has made advances for construction in 1873 totaling \$1.825 million, for which Southern Railway Security Company proposes to turn over to PRR securities worth \$4.81

million; Finance Committee recommends acceptance of the offer; the Board postpones action until J. Edgar Thomson returns from examining the lines. (MB)

- Nov. 1873 Last canal boat operates on North Branch Extension Canal between Tunkhannock and Pittston.
- Nov. 29, 1873 Central Pennsylvania Mining Company organized at Philadelphia; a coal land company; Samuel G. Lewis, Pres.; it is later absorbed by the Bells Gap Railroad. (C&C)
- Nov. 29, 1873 Armed with writs from state courts, Receiver Francis E. Hinckley takes full possession of Gilman, Clinton & Springfield Railroad. (RRGaz)
- Nov. 30, 1873 Detroit, Eel River & Illinois Railroad opens own track from Auburn Jct. to Butler, Ind., on the LS&MS. (Guide - NO)
- Late 1873 Pennsylvania Company purchases stock control of Ohio Valley Railway. (Church)
- Dec. 1, 1873 Wages of all employees on Lines West cut by 10%. (AR)
- Dec. 1, 1873 Grand Rapids & Indiana Railroad accepts the Traverse City Railroad from the contractor, the Continental Improvement Company. (C&C)
- Dec. 1, 1873 One round trip begins operating between Buffalo and Detroit via Canada Southern Railway and International Bridge. (RRGaz)
- Dec. 1, 1873 Mississippi Central Railroad completed to point opposite Cairo, Ill., but not opened. (USRR&MR)
- Dec. 1, 1873 Norwich & Worcester Railroad surrenders Allyns Point-New London trackage rights over the New London Northern Railroad and terminates at Allyns Point. (Farnham)
- Dec. 1, 1873 Missouri, Iowa & Nebraska Railroad opens between Alexandria, Mo., and Centreville, Iowa; is a projected extension of the Toledo, Peoria & Warsaw Railway west of the Mississippi River; Andrew Carnegie and Benjamin E. Smith are directors. (Poors)
- Dec. 1, 1873 Delaware & Hudson Canal Company leases the property of the Northern Coal & Iron Company, consisting of coal lands and railroads between Scranton and Plymouth. (Val, CntryofPrgrss)
- Dec. 1, 1873 Brotherhood of Locomotive Firemen formed by 11 Erie employees at Port Jervis, N.Y., to provide insurance and a sick and death benefit fund.

(PMiddleton, utu.org)

- Dec. 2, 1873 New Castle & Franklin Railroad opens between New Castle and Mercer Jct., Pa. (LwrncJrnl - Val has 12/4)
- Dec. 3, 1873 U.S. Circuit Court rules that state courts have complete jurisdiction over Gilman, Clinton & Springfield Railroad bankruptcy; dissolves injunction against F.E. Hinckley acting as receiver. (RRGaz)
- Dec. 4, 1873 PRR Board approves purchase of southern railroad stocks from Southern Railway Security Company by vote of 8-1 after receiving Thomson's reports from Richmond and Charlotte that loss of connections would be a disaster for the PRR; E. C. Knight is the only director opposed; PRR receives 24,000 shares Richmond & Danville, 2,714 shares of Mobile & Montgomery, 3,980 shares Western of Alabama, all unissued stock in Atlanta & Richmond Air Line, \$400,000 in Mobile & Montgomery second mortgage bonds, and \$3.2 million in demand notes of R&D and A&RAL backed by the securities of their subsidiaries as collateral; all but Richmond & Danville are later written off at a loss; R&D includes lease of North Carolina Railroad. (MB, Hoffman)
- Dec. 4, 1873 PRR Board approves \$400,000 advance to Northern Central to meet notes coming due in December. (MB)
- Dec. 5, 1873 D.P. Clay appointed receiver of Michigan Lake Shore Railroad by U.S. District Court on suit of bondholders; service suspended and rolling stock removed; serves to detach road from PRR; eventually becomes part of the Pere Marquette system. (Church, RRGaz)
- Dec. 5, 1873 Severe windstorms hit Michigan; GR&I has to clear 100 downed trees between Clam Lake (Cadillac) and Traverse City. (RRGaz)
- Dec. 6, 1873 Continental Improvement Company tenders railroad to GR&I. (see 12/1)
- Dec. 6, 1873 Second Red Star Line steamship *Nederland* makes maiden voyage from Antwerp. (Flayhart)
- Dec. 7, 1873 Michigan Midland Railroad opens between St. Clair Springs and Lenox, Mich.; controlled by Michigan Midland & Canada Railroad. (Meints)
- Dec. 8, 1873 William Taussig reports that the treasury of the Illinois & St. Louis Bridge Company is empty; company begins borrowing from National Bank of the State of Missouri, which the major stockholders control. (Jackson)
- Dec. 9, 1873 Jay Gould representatives Moses Serat and John F. Bingham, John P. Stockton, William Painter of the Kent County Railroad, and Pres. C. W. Huntington of the Maryland & Delaware Railroad meet at Easton, Md.

(USRR&MR)

- Dec. 9, 1873 Maryland & Delaware Railroad Board accepts the remainder of the line between Easton and Oxford from the contractors. (MB)
- Dec. 9, 1873 Marietta & Pittsburgh Railroad renamed Marietta, Pittsburgh & Cleveland Railway under a decree dated Dec. 8. (C&C)
- Dec. 9, 1873 Directors of the New York Cheap Transportation Association meet; recommend that the federal government build a railroad from the Missouri River to the seaboard that will be a public highway to be open to any individuals paying tolls. (NYT)
- Dec. 9, 1873 Novelty Power Company (when inc.? Beitel?) is renamed the American Transfer Company; Standard Oil Company acquires control in Nov. 1874. (Johnson)
- Dec. 10, 1873 Maryland & Delaware Railroad Board meets at Easton; no New Jersey Southern Railroad men elected to the Board. (USRR&MR)
- Dec. 10, 1873 Mining tunnel extends the Summit Branch Railroad into Bear Valley. (Heydinger/RRH 105 - verify)
- Dec. 1873 National Railway meets in Philadelphia and arranges to resume work. (RRGaz)
- Dec. 12, 1873 PRR Road Committee declines to aid Buffalo Valley Railroad. (MB)
- Dec. 12, 1873 Memphis & Little Rock Railway incorporated in Arkansas as the reorganization of the Memphis & Little Rock Railroad. (rockisland'sfamilytree)
- Dec. 13, 1873 Baltimore & Potomac Railroad contracts with Western Maryland Railroad, Northern Central Railway and Union Railroad Company of Baltimore for exchange of through traffic at Baltimore. (MB)
- Dec. 15, 1873 Main portion of the new PRR station at Exchange Place in Jersey City opens; 12 tracks; station concourse is 40 x 228; main waiting room is 80 x 84 with pyramidal open truss roof; the old station is being removed to permit completion of the ferry house; ferry concourse is 60 feet wide with 5 ferry slips; east end of old station being torn down to extend the ferry house. (ElizDlyJrnl, NYT, Sipes)
- Dec. 1873 New York group, including James Roosevelt, William E. Dodge and D. Willis James cash out of the Southern Railway Security Company and are paid off in Wilmington & Weldon stock; however, most stock remains with the Walters-

- Newcomer syndicate; the SRSCo still holds the lines that will become the Atlantic Coast Line. (Hoffman)
- Dec. 1873 Texas & Pacific Railway opens between Brookston and Sherman. (Watson/Brown)
- Dec. 1873 Merion Cricket Club leases a field at the end of what becomes Cricket Avenue in Ardmore. (MrnCrcktClb)
- Dec. 1873 Charles D. Barney (1844-1945), son-in-law of Jay Cooke, founds the Philadelphia brokerage and investment banking house of Chas. D. Barney & Co.; Jay Cooke, Jr. (1845-1912) becomes a partner as soon as he is discharged from bankruptcy; Jay Cooke III (1872-1932) and Jay Cooke IV (1897-1963) are partners in turn; the firm moves its headquarters to New York in 1902. (Larson)
- Dec. 16, 1873 Pennsylvania voters approve the new Constitution at a special election, to be effective Jan. 1, 1874; calls for new general incorporation laws, ending Tom Scott-type charters and special-law charters for railroads; bans railroad ownership of coal companies, although grandfather rights will not be disturbed. (Thorpe, TheRoad)
- Dec. 16, 1873 NY&LB Raritan River drawbridge swung for first test; designed and built by Henry R. Campbell. (WkStGaz, PWSchopp)
- Dec. 16, 1873 Richmond & Petersburg Railroad and Petersburg Railroad terminates the "Richmond & Weldon Route" traffic contract by mutual consent, as the Southern Railway Security Company can no longer keep paying off Reuben Ragland, who resigns as Pres. of Richmond & Petersburg Railroad; Walters-Newcomer group takes control of R&P Board; the Petersburg Railroad stumbles along under inept local management until passing into receivership in May 1877. (Hoffman)
- Dec. 16, 1873 Ribs of center arch of Eads Bridge closed. (Jackson)
- Dec. 17, 1873 Cornerstone of Poughkeepsie Bridge laid on the east shore in an elaborate ceremony. (ASCE)
- Dec. 17, 1873 Western Maryland Railroad opens to Williamsport, Md., on Potomac River and C&O Canal. (WM, Scharf)
- Dec. 18, 1873 Camden & Atlantic Railroad Board authorizes construction of a new ferry house at Coopers Point. (MB)
- Dec. 18, 1873 Western Maryland Railroad begins using a streetcar connection between downtown Baltimore and Fulton and discontinues use of Baltimore &

- Potomac tunnel because of high charges. (BaltAm)
- Dec. 18, 1873 Ribs of east arch of Eads Bridge closed. (Jackson)
- Dec. 18, 1873 Lehigh Coal & Navigation Company sells all of its coal lands in Hanover and Newport Townships southwest of Wilkes-Barre and its leases at Plymouth to the Honey Brook Coal Company for \$4.75 million or \$700 per acre; the Honey Brook Coal Company is in turn controlled by the CNJ. (, LC&N AR says in return for a mortgage on 800 acres of the Hanover Twp. land and assuming the \$856,000 convertible gold loan)
- Dec. 20, 1873 Supplement to North Carolina Railroad charter allows it to consolidate with the Western North Carolina Railroad and the Atlantic & North Carolina Railroad and finish the extension from Salisbury to Paint Rock; the North Carolina Railroad must buy all the private and state stock of the worthless Atlantic & North Carolina Railroad at its market value; it must also buy back its own stock in private hands at 50, when the market value is only 22, so that the whole railroad will be entirely state-owned; it can issue a new \$3.5 million mortgage, but the bonds cannot be sold for less than 75 and there is to be no foreclosure of the mortgage before its maturity date; there is to be no change of gauge until the entire line is completed to Paint Rock; this last attempt to create a autonomous east-west state railroad is rendered even more ludicrous by the depression. (Brown, Harrison)
- Dec. 20, 1873 California & Texas Railway Construction Company arranges with creditors to defer payment for up to 2 years by issuing short-term notes backed by T&P bonds as collateral.
- Dec. 21, 1873 New two-track line realignment opens west of Green Tree. (AR)
- Dec. 21, 1873 B&O slashes passenger fares between Philadelphia, Baltimore and the West by 40%, beginning new rate war with PRR. (BaltAm)
- Dec. 21, 1873 First train of the Cairo & Fulton Railroad crosses the Baring Cross Bridge over the Arkansas River at Little Rock, replacing a train ferry. (Cook, RRGaz, mopac.org, encycofark)
- Dec. 22, 1873 PRR meets B&O fare cut; reports it will cease hauling B&O cars east of Philadelphia, but not implemented until after Dec. 23. (BaltAm)
- Dec. 22, 1873 Pennsylvania Company Board hears report that Allegan Road is in hands of receivers for bondholders; PCo. equipment has been removed, and operates only between Allegan and Monteith; learns GR&I can't meet Jan. 1 coupons and arranges they be paid by PRR instead of Winslow, Lanier & Co. (MB)
- Dec. 22, 1873 Mississippi Central Railroad opens to East Cairo, Ky.; Illinois Central

- Railroad begins operating through sleeping cars between Chicago and New Orleans via Mississippi Central Railroad using train ferry *H.S. McComb* across Ohio River; cars are shifted to 5'-0" trucks at Cairo. (RRGaz - Ackerman, Corliss has 12/24)
- Dec. 22, 1873 Large public labor meetings and parades held in Cincinnati, Louisville and Chicago to protest depression conditions. (BaltAm)
- Dec. 22, 1873 Baring Cross Bridge opens across the Arkansas River at Little Rock; first through train to Little Rock leaves St. Louis via the St. Louis & Iron Mountain Railroad and Cairo, Arkansas & Texas Railroad. (Wood, mopac.org)
- Dec. 23, 1873 Pennsylvania Company Board authorizes \$600,000 in notes to meet liabilities falling due Jan. 1; authorizes sale of Erie Canal between Ohio River and New Brighton for \$7,000; extends credit to shippers of ore at Cleveland up to \$20,000; George B. Roberts moves to involve locals to develop local traffic on Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad. (MB)
- Dec. 23, 1873 GR&I Board appoints committee of Robert D. Potter, Thomas D. Messler and Pliny Hoagland to examine the railroad before accepting from Continental Improvement Company. (Baxter)
- Dec. 23, 1873 North Carolina act permits the consolidation of the Western North Carolina Railroad into the North Carolina Railroad but is blocked by an injunction obtained by certain WNC bondholders. (Klein)
- Dec. 23, 1873 First Mississippi Central Railroad train arrives opposite Cairo and is ferried across; regular service begins thereafter; first timetable is dated Dec. 24. (BaltAm, Guide)
- Dec. 24, 1873 PRR Board approves \$150,000 advance to American Steamship Company of Philadelphia; approves 10% cut in all wages and salaries because of depression. (MB)
- Dec. 24, 1873 Pres. J. Edgar Thomson and the Finance Committee report to the Board on the Southern Railway Security Company; PRR has received from the Security Company 24,000 shares of Richmond & Danville, 2,714 shares of Mobile & Montgomery, 3,980 shares of the Western Railroad of Alabama, \$400,000 Mobile & Montgomery Second Mortgage bonds, all of the Richmond & Danville's unissued stock in the Richmond & Atlanta Air Line, and \$3.2 million in demand notes of the Richmond & Danville and Richmond & Atlanta Air Line backed by the securities of subsidiary companies as collateral. (MB)

- Dec. 24, 1873 Fisk & Hatch, financial agents of Chesapeake & Ohio Railroad, resume payments. (RRGaz)
- Dec. 24, 1873 Cincinnati, Wabash & Michigan Railroad opens between Wabash and Marion, Ind. (GrnBk)
- Dec. 24, 1873 Baltimore financier and philanthropist Johns Hopkins (1795-1873) dies at Baltimore. (Scharf)
- Dec. 25, 1873 Wilmington & Reading Railroad holds opening excursion of extension from Birdsboro to Reading. (RRGaz)
- Dec. 25, 1873 Alfred Lockhart of Angelica, N.Y., Pres. of the Rochester, Nunda & Pennsylvania Railroad, purchases 5,000 acres of coal and timber land in Pennsylvania. (RRH 92)
- Dec. 26, 1873 Brotherhood of Locomotive Engineers strikes Lines West at 12:00 noon in response to Dec. 1 wage cut; strike is effective at most points except the Erie & Pittsburgh Railroad; engineers claim to have secured a promise from Tom Scott and Jacob N. McCullough two years ago that any future changes would be by mutual agreement; McCullough supposedly fires a BLE delegation protesting the cut and tells them, "Strike and be damned." (BaltAm, Foner)
- Dec. 27, 1873 Engineers on Cleveland & Pittsburgh Railroad return to work; PC&StL Railway main line remains closed between Pittsburgh and Indianapolis; switches spiked, trains derailed and locomotives vandalized at many points. (BaltAm)
- Dec. 27, 1873 New North German Lloyd AG steamship *Nürnberg* leaves Bremen on maiden voyage to Baltimore; the *Braunschweig* follows in 1874, giving it six ships. (BaltAm, B&O AR)
- Dec. 28, 1873 Some passenger service resumes on PC&StL Railway; Grand Chief Engineer Charles Wilson issues order calling strike unauthorized and ordering men to return. (BaltAm)
- Dec. 28, 1873 B&O cuts fares from Baltimore and Washington to Pittsburgh and Wheeling to \$5.00; PRR follows. (BaltAm)
- Dec. 29, 1873 William H. Wilson of the PRR and William Lorenz of the Reading report on the cost of the new connection of the Junction Railroad with the Darby Improvement of the PW&B at Grays Ferry. (MB)
- Dec. 29, 1873 Headquarters of Belvidere Division moves into second floor of the new stone station at Lambertville; first floor opens early Mar. 1874; new stone depot was completed ca. Dec. 15 and again ca. 3/10, which is prob. correct.

(Lee/StGaz)

- Dec. 29, 1873 Militia from Steubenville restores order at Dennison, Ohio, on PC&StL Railway. (BaltAm)
- Dec. 29, 1873 Pennsylvania Company Board considers \$5 million 5-year debenture bonds to be floated by D. Salomon & Co. in Europe, secured by PFW&C betterment stock at 85. (MB)
- Dec. 29, 1873 Pres. Tom Scott reports to the PC&StL Railway Board on the "Secor Lines"; has conferred with the Secors and Charles J. Osborn; the PRR holds \$200,000 of the TP&W and the Illinois Central Railroad holds \$300,000; the Illinois Central has paid the Dec. 1873 interest but won't pay the Feb. 1874 interest without control of the road; Osborn is to take over on Feb. 1, 1874 under the Consolidated Mortgage. (MB)
- Dec. 29, 1873 George B. Roberts reports to the PC&StL Railway Board that the St. Louis, Vandalia & Terre Haute Railroad is to issue \$2 million in 7% preferred stock to pay its floating debt, including money spent for improvements; the PC&StL Railway agrees to accept the stock as a replacement for the Income bonds. (MB)
- Dec. 29, 1873 PC&StL Railway Board agrees to officers of the PC&StL Railway acting as officers of the Indianapolis & Vincennes Railroad without compensation; Board defers further action on the Moxhalla Line on the Muskingum Valley Rail__ ; nothing is done on the eating house at Dennision. (MB)
- Dec. 29, 1873 Hugh J. Jewett is elected a director of the PC&StL Railway, replacing Josiah Bacon, resigned. (MB)
- Dec. 29, 1873 Texas & Pacific Railway opens to from Jefferson to Texarkana. (Watson/Brown)
- Dec. 30, 1873 Pennsylvania Canal Company transfers \$1 million stock of Susquehanna Coal Company to PRR to cancel equal outstanding debt; Canal Company retains \$500,000 in stock of the Coal Company. (MB)
- Dec. 30, 1873 Union Railroad of Baltimore grants trackage rights to PW&B; B&P grants trackage rights to Union Railroad of Baltimore through B&P Tunnel to Western Maryland Railroad at Fulton Jct.; Northern Central Railway grants Union Railroad of Baltimore trackage rights between north portal of B&P Tunnel and Union Jct., retroactive to July 13, 1873. (Val, AR)
- Dec. 30, 1873 Pennsylvania Company authorizes additional \$50,000 notes through Winslow, Lanier & Co.; prepares contract for Canada Southern Railway and Toledo, Wabash & Western Railway to use PFW&C between Fort Wayne and

Chicago. (MB)

- Dec. 30, 1873 PC&StL Railway Board declines a proposition to merge the Toledo, Peoria & Warsaw Railway with the CC&IC Rail___. (MB)
- Dec. 30, 1873 Strike begins breaking up on PFW&C west of Crestline. (BaltAm)
- Dec. 31, 1873 PRR acquires \$1 million in stock of the Susquehanna Coal Company the day before the new Pennsylvania Constitution goes into effect. (EJones)
- Dec. 31, 1873 Philadelphia & Erie Grand Division employees meet in Sunbury and agree to accept 10% wage cut on Jan. 1, 1874, but appoint committee to get promise of restoration once business improves. (RRGaz)
- Dec. 31, 1873 Engineers' strike on Lines West ends at on PFW&C, Cleveland & Pittsburgh, Erie & Pittsburgh and most points on PC&StL and JM&I; regular service nearly restored at Columbus and other points despite holdouts; New York Division engineers decide not to strike and accept arbitration. (BaltAm, NYT)
- Dec. 31, 1873 Committee on Reorganization reports to American Steamship Company of Philadelphia; 14 sailings in 1873 have netted only \$427 before fixed charges; consider declaring bankruptcy but decide to secure economies by contracting management to Peter Wright & Sons, who also manage Philadelphia operations of International Navigation Company. (Flayhart)
- Dec. 31, 1873 Stockholders of California & Texas Construction Company meet in Philadelphia and agree to extend time limit on debts by up to two years, using Texas & Pacific Railway bonds as collateral; levies further assessment on stockholders to continue work. (RRGaz, USRR&MR, TheRoad)
- Dec. 31, 1873 At annual election of Gilman, Clinton & Springfield Railroad, Pres. S. H. Melvin, Secretary George H. Black, and director John Williams resign in favor of local people. (RRGaz)
- Dec. 31, 1873 CNJ subsidiary Lehigh & Wilkes-Barre Coal Company leases all the remaining coal properties of the Lehigh Coal & Navigation Company in the Panther Creek Valley west of Mauch Chunk at a minimum rental of \$500,000 a year; the CNJ itself leases the Lehigh and Delaware Division Canals at a minimum rental of \$200,000 a year; aside from collecting rents, the LC&N now only operates the Mauch Chunk Switchback Railroad, which is no longer used for coal transportation and is operated as a tourist attraction. (LC&N AR)
- 1873 PRR begins casting car wheels at Altoona. (CMP)
- 1873 Average train speeds, including stops, on the Pan Handle lines of Lines West

are: express passenger trains - 30 MPH; mail and accommodation trains - 24 MPH; freight trains - 10 MPH. (Studer)

- 1873 A .J. Cassatt prepares a book of operating rules. (Sipes - verify)
- 1873 Whitestone & Westchester Railroad suspends construction without completing any part. (Val)
- 1873 Flushing Village Railroad project abandoned. (NYState)
- 1873 PRR and CNJ tracks in Flemington, N.J., connected to permit stone from the Prallsville quarries on the Belvidere Delaware Railroad to move to the Lehigh Valley Railroad's Easton & Amboy line now under construction. (Burgess/Flem)
- 1873 Florence Branch of the United New Jersey Railroad & Canal Company (Camden & Amboy line) built by R.D. Wood & Co. to reach its foundry on the Delaware River at Florence, N.J. (Woodward, Val, C&C)
- 1873 West Jersey Railroad opens a new office building at Federal Street, Camden. (AR)
- 1873 Kaighns Point & Philadelphia Ferry Company builds a new ferry house at South Street, Philadelphia, because of the widening of Delaware Avenue. (MB)
- 1873 Mays Landing & Egg Harbor City Railroad extended to the river at Mays Landing. (AR)
- 1873 Stations built at Ardmore, Wayne and Malvern; Ardmore station is an elaborate stone structure designed by Wilson Brothers & Co. (AR)
- 1873 Greenwich Point Coal Pier No. 4 completed. (AR)
- 1873 Track extended up Swanson Street from Greenwich Point to south line of Navy Yard. (AR)
- 1873 New 44-stall roundhouse and machine shop completed at Columbia, Pa. (AR)
- 1873 In the railroad scramble to secure anthracite coal lands, PRR has amassed 5,823 acres near Nanticoke in the Northern Field, 2,119 acres near Hazleton in the Eastern Middle Field, 7,808 acres near Shamokin and Mount Carmel in the Western Middle Field, and 12,300 acres near Lykens in the Southern Field. (AR)
- 1873 Work on Baltimore, Chesapeake & Delaware Bay Railroad suspended. (RyW)

- 1873 Eastern Shore Steamboat Company of Baltimore City begins service to Concord, Morleys, Davis, Shields and Rues on Occohannock Creek in Va. (Burgess - verify BaltAm)
- 1873 Canton Company of Baltimore builds 100,000-bushel grain elevator at Canton; leased to J.N. Gardner. (Schlerf)
- Oct.? 1873 Thomas B. Kennedy (1827-1905) elected Pres. of Cumberland Valley Railroad, replacing Frederick Watts (1801-1889), resigned to be Commissioner of Agriculture at Washington. (Wilson)
- 1873 PRR builds its first manual banner-type block station at Wilkinsburg on the Pittsburgh Division; modified block system established on the Pittsburgh Division with a third (green) aspect for permissive blocking, allowing trains to proceed at reduced speed.
- 1873 Coal storage yard and handling facilities for 170,000 tons built at South Amboy. (AR, C&C)
- 1873 Lancaster & Reading Narrow Gauge Railroad suspends construction for lack of funds. (C&C)
- 1873 PRR acquires control of the Lewistown & Tuscarora Bridge Company. (Cards)
- 1873 One mile of double track built north of Sunbury on the Philadelphia & Erie Railroad. (C&C)
- 1873 Tyrone & Clearfield Railway opens Goss Run Branch No. 1 from Goss Run Jct. to coal mines (1.91 mile). (Val - ca. 1873)
- 1873 Double track completed on the Western Pennsylvania Railroad between Allegheny and Sharpsburg (5.2 miles). (C&C)
- 1873 Pennsylvania Company lays 6,000 tons of Cambria steel rail on the Eastern Division of the PFW&C. (AR)
- 1873 Pennsylvania Company discontinues double-tracking along the main line of the PFW&C. (AR)
- 1873 PC&StL Railway breaks connections with most of the important through trains, resulting in a loss of passenger traffic to the Pennsylvania Company lines. (AR)
- 1873 John Arnot (1831-1886) of Elmira and T. Burr Robbins buy the Pittsburgh &

- Walnut Hill Coal Company operating at Midway, Pa., on the PC&StL Railway. (Crumrine)
- 1873 Pittsburgh & Cleveland Railroad buys land in Pittsburgh for its Penn Street Station. (C&C)
- 1873 Pittsburgh & Cleveland Railroad builds a new freight station and office building at Pittsburgh. (C&C)
- 1873 New engine house built at Cleveland on the Pittsburgh & Cleveland Railroad. (C&C)
- 1873 Slip No. 1 at Cleveland extended 700 feet and Slip No. 2 built for ore docks. (AR)
- 1873 Station built at Euclid Avenue, Cleveland, on the Cleveland & Pittsburgh Railroad to serve the main residential district. (AR)
- 1873 Cleveland, Mt. Vernon & Delaware Railroad abandons construction of the Dresden Branch, which is not completed until 1888, after an expenditure of \$220,725. (Church)
- 1873 Floods damage the Hocking Valley Canal between Nelsonville and Athens; not repaired. (Mould)
- 1873 Marietta & Pittsburgh Railroad completes the Marietta City Branch, making a connection with the Marietta & Cincinnati Railroad. (Andrews)
- 1873 Double track built between Adams and Fort Wayne and between South Chicago and Englewood on the Western Division of the PFW&C. (AR)
- 1873 PFW&C and the Chicago & Alton Railroad build a joint freight station at Chicago. (DeRouin)
- 1873? St. Louis, Vandalia & Terre Haute Railroad opens a spur to the stock yards at East St. Louis. (AR - verify - may be 1872)
- 1873 Lehigh Valley Railroad, through the purchase of subsidiaries since 1864, has amassed 32,390 acres of coal land at a cost of about \$13 million; of this, 6,934 acres are in the Wyoming Field, 16,886 acres in the Western Middle Field between Delano and Trevorton, and 8,570 acres in the Eastern Middle Field; the LV under Asa Packer has been much more judicious and frugal in its purchases than the Reading under Franklin B. Gowen. (Bogen)
- by 1874 NYC establishes White Line to western points via Cleveland, Columbus, St. Louis, Kansas City, Odgen, and San Francisco, International Line to ___, and

- Merchants Despatch Line (affiliated with American Express Company, est. 1858) over LS&MS and Michigan Central.
- 1873 Toldeo, Peoria & Warsaw Railway opens Burlington Branch between LaHarpe and Iowa Jct., Ill., and obtains rights over CB&Q into Burlington. (Church - Stringham has 1871?)
- 1873? Northern Central Railway stockholders' committee reports in favor of management and refuting charges brought by John Hulme. (Rept - must be 1874? 12/8/74)
- 1873 Through cars run Jersey City to Charleston and Augusta via Atlantic Coast Line by changing trucks to 5'-0" gauge at Wilmington, N.C. (Hoffman - verify when thru cars started)
- 1873 B&O increases its dividend rate from 9% to 10% and continues that rate during the first years of the depression. (Stover)
- c. 1873-4 Southern Railway Security Company returns the control of the East Tennessee, Virginia & Georgia Railroad to Richard T. Wilson. (Hoffman)
- 1873 LS&MS builds the Northern Central Michigan Railroad between Jonesville and Lansing. (AR)
- 1873 Peninsular Railway opens between Lansing, Mich., and Valparaiso, Ind., on the PFW&C. (Poors)
- 1873 Future Pres. Samuel Rea laid off by PRR, as the depression brings an end to new construction; he gets an office job with the Hollidaysburg Iron & Nail Company. (PaNews)
- 1873 Future VP George L. Peck (1858-1932) joins PRR as a messenger boy on the future Toledo Division of Lines West. (MB)
- 1873 Thirty residents of Scarsdale and White Plains, N.Y., charter the Wagner drawing room car *Adirondack* as a private commuter club car on the New York & Harlem Railroad; the first on the NYC system at New York; the practice will become widespread among wealthy commuters from elite suburbs at Boston, New York and Chicago; the suburban runs at Philadelphia are generally too short to support private club cars. (Harlow)
- 1873 Buffalo Creek Railroad opens to a temporary connection with the NYC&HR at Buffalo, allowing interchange among the Erie Railway, Buffalo, New York & Philadelphia Railway, LS&MS Railway, and Buffalo & Jamestown Railroad. (LV AR)

- 1873 Erie Railway establishes contracts with the leading transatlantic steamship lines for through ticketing of emigrants; has a large barge, which conveys them directly from Castle Garden to Pavonia Avenue in Jersey City. (Mott)
- 1873 New York merchants hoping to maintain rate advantages over rival ports form the New York Cheap Transportation Association, later the Board of Trade & Transportation; led by Francis B. Thurber, a wholesale grocer, and Assemblyman Simon Sterne; it voices the concerns of small and medium sized shippers who feel they are somehow being cheated, while entrepreneurs are making millions on railroads; their principal objections to the railroad companies are: 1) building roads on debt instead of paid-in capital; 2) watered stock on which dividends are paid; 3) "rings" such as fast freight lines and construction companies that enrich favored managers and stockholders; 4) running passenger and freight trains over the same tracks with long detention of freights; 5) no representation of small stockholders on boards; they issue a report proclaiming "railways are the great highways of the people and as such they must be controlled and regulated"; their recommendations include limiting dividends by law to a "fair return on actual cost," abolishing fast freight lines, free passes, and holdings of "excess" real estate, including working mineral lands, barring the leasing or merger of parallel lines, and cumulative voting to allow small stockholders to cast all their votes for one person instead of a full slate; the report calls for a four-track railroad from Council Bluffs to the seaboard for freight only to be built by the federal government and leased to a private operator. (Rept, Hoogenboom)
- 1873 Standard Oil Company acquires a one-third interest in the Vandergrift & Forman pipelines; William H. Vanderbilt and Amasa Stone, Jr., each acquire a one-sixth interest, with Vandergrift & Forman retaining the other one-third; done to secure traffic to the LS&MS. (Johnson)
- 1873 Coplay Cement Company, which has hitherto made only natural cement, begins the manufacture of Portland cement at Coplay, Pa., on a branch of the CNJ in Whitehall Township, Lehigh County; they are the first to manufacture Portland Cement on a large scale, and cement becomes a major industry along the belt of limestone between the Lehigh and Delaware Rivers in Northampton and Lehigh Counties. (Mathews/Hnggrfd)
- 1873 Fairmount Coal Company (J. M. Brinker and R. W. Jones) opens the Fairmount Mine on the Allegheny Valley Railroad's Low Grade Line; the mines work the Upper Freeport and Lower Kittanning beds, and most of the coal is sent to Canada via Buffalo. (HistClarionCo)
- 1873 Penn Gas Coal Company purchases a large tract on the lower part of Sewickley Creek and opens Gratztown Drift No. 4. (WCCo)
- 1873 Col. __ Sedgwick of the Army Corps of Engineers makes a survey for

completing the Chesapeake & Ohio Canal from Cumberland to Pittsburgh, which will require a summit level of 2,100 feet elevation, a 5-mile tunnel under the Alleghenies and cost \$19 million. (WindomRept)

- 1873 Mechanical engineer William Sellers (1824-1905) becomes Pres. of the Midvale Steel Works at Nicetown. (Scharf)
- 1873 Duquesne Club founded at Pittsburgh as the elite men's club. (duquesneclub.org)
- 1873 Cranberry Iron & Coal Company incorporated in N.C. by Pennsylvania capitalists Ario Pardee, Calvin Pardee, J. Gillingham Fell, Franklin A. Comly, William Firmstone and George Richards; it purchases the old Cranberry ore bed on 3,773 acres in western North Carolina. (Foulke&Foulke)