

**PRR CHRONOLOGY  
1874**

**March 2005 Edition**

- 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) over LS&MS and Michigan Central.
- Jan. 1, 1874** Engineer Dept. reorganized; William Hasell Wilson appointed Consulting Engineer in charge of new Real Estate Dept. (MB - get other officials of Engr. Dept. from Watkins)
- Jan. 1, 1874** PRR implements general 10% wage and salary cut on Lines East because of depression. (RRG, )
- Jan. 1, 1874** Lancaster & Reading Narrow Gauge Railroad suspends construction. (paper)
- Jan. 1, 1874** Frederick & Pennsylvania Line Railroad defaults on interest. (RRG)
- Jan. 1, 1874** Jacob N. McCullough named First VP & General Manager of Pennsylvania Company and First VP of PC&StL Railway, as well as General Manager of PFW&C; William Thaw named Second VP of PCo. (in charge of finance); H.J. Jewett named First VP of PC&StL and Third VP (in charge of traffic) of Pennsylvania Company. (MB, USRR&MR)
- Jan. 1, 1874** Michigan portion of Mansfield, Coldwater & Lake Michigan Railroad (Allegan to Monteith) leased to Grand Rapids & Indiana Railroad.
- Jan. 1, 1874** Atlantic, Mississippi & Ohio Railroad defaults on interest payments. (Blake)
- Jan. 1, 1874** Northern Pacific Railroad defaults on interest. (TheRoad)
- Jan. 2, 1874** Illinois Circuit Court dismisses motion to discharge F.E. Hinckley as receiver of Gilman, Clinton & Springfield Railroad. (RRG)
- Jan. 2, 1873** Engineers' strike still strong at Columbus and Louisville; little or no freight yet running between Lines East and Lines West. (BaltAm)
- Jan. 2, 1874** Brotherhood of Locomotive Engineers, in reviewing recent failed strike

against Lines West, issues circular advising members to wait until business improves before making demands. (RRG)

- Jan. 2, 1874** American Steamship Company of Philadelphia chooses Peter Wright & Sons, the agents of the Red Star Line, as their managing agents, replacing Louis C. Madeira; Philadelphia office staff discharged as economy move; Red Star's British flag vessels *Abbotsford* and *Kenilworth* are operated in unison with the four American Line steamships to create a weekly line to Liverpool. (USRR&MR, Flayhart)
- Jan. 3, 1874** Brotherhood of Locomotive Engineers delegates from Lines East and three from NYC&HR meet with PRR officials in Philadelphia. (BaltAm)
- Jan. 4, 1874** B&O and PRR make further fare cuts at Baltimore; B&O is \$5.00 to Pittsburgh and Wheeling; PRR is \$4.00. (BaltAm)
- Jan. 5, 1874** Erie cuts New York fares to match B&O; major trunk-line rate war begins; runs through Dec. 1875; Chicago-New York bulk freight rates cut by 33%. ( , Stover)
- Jan. 5, 1874** Uncompleted Uniontown & West Virginia Railroad sold at foreclosure to John Snider; reorganized under same name. (Val)
- Jan. 5, 1874** Pennsylvania Company grants David Salomon a 60-day option to place \$5 million in 5-year, 6% debentures in London at 87-1/2. (MB)
- Jan. 7, 1874** VP A.J. Cassatt arranges meeting between Pres. Thomson and delegation of engineers; they accept Thomson's explanation for wage cuts and promise to restore wages as soon as conditions improve. (BaltAm)
- Jan. 7, 1874** Sodus Point & Southern Railroad enters receivership; Sylvanus J. Macy, receiver. (Val, RRG)
- Jan. 7, 1874** Jay Gould and Henry N. Smith leave Cleveland & Pittsburgh Railroad Board; replaced by Samuel J. Tilden and John B. Trevor. (MB)
- Jan. 9, 1874** PC&StL Railway grants Louisville, Cincinnati & Lexington Railroad the use of its Cincinnati depot, retroactive to Apr. 1, 1872. (Church)
- Jan. 1874** First draw span of NY&LB Raritan River Bridge, a wooden Howe truss, completed. (RRG)
- Jan. 1874** California & Texas Railway Construction Company stops work on Texas & Pacific Railway. (TheRoad)
- Jan. 14, 1874** GR&I committee reports to Board; examined all but portion north of

- Walton Jct., which is under snow; Board accepts delivery of line from Continental Improvement Company retroactive to Dec. 1, 1873. (AR)
- Jan. 15, 1874 Cairo & Fulton Railroad completed from Fulton to Texas & Pacific Railway at Texarkana. (RRG)
- Jan. 1874 Receiver of Gilman, Clinton & Springfield Railroad has discontinued all passenger trains and runs only mixed trains to save money. (RRG)
- Jan. 1874 Winslow & Wilson, contractors, apply for receiver for Cairo & Vincennes Railroad. (RRG)
- Jan. 1874 One engineer and seven firemen arrested for attempts to derail Little Miami Railroad trains during recent strike. (RRG)
- Jan. 1874 English bondholders have authorized J.S. Morgan & Co. to foreclose Mobile & Montgomery Railroad. (RRG)
- Jan. 16, 1874 Grand Rapids & Indiana Railroad signs settlement contract with Continental Improvement Company accepting road as of Dec. 1, 1873 at cost of \$10,848,250 plus 850,960 acres of land grant north of Grand Rapids. (Church)
- Jan. 17, 1874 Stockholders of Newport & Cincinnati Bridge Company authorize issue of \$1 million 8% preferred stock to be issued to PRR in payment of debts. (Church)
- Jan. 20, 1874 Chicago lakefront depot of Michigan Central, Illinois Central and CB&Q Railroads destroyed by fire. (RRG)
- Jan. 22, 1874 *Illinois*, fourth and last American Steamship Company vessel placed in service between Philadelphia and Liverpool. (Watkins)
- Jan. 24. 1874 B&O completes Alexandria Branch from Hyattsville just north of DC line to Shepherds Point opposite Alexandria; built under charter of Washington City & Point Lookout Railroad. (Harwood)
- Jan. 26, 1874 PRR transfers western livestock business from CNJ and Allentown Route to United New Jersey Railroad; new abattoir at Harsimus Cove replaces one at Communipaw on CNJ. (Rdg AR, WSG)
- Jan. 28, 1874 Lewisburg Jct. renamed Montandon; Richmond & Danville Railroad asks PRR Board for \$40,000 in aid over two years, plus 1,200 tons of rails. (MB)
- Jan. 31, 1874 Franklin Savings Fund Society, a savings bank used by the Philadelphia

working classes, is closed by bankruptcy judgement after managers continued to pay out deposits, depleting reserves. (PubLdgr)

- Feb. 1, 1874**      **Indianapolis, Cincinnati & Lafayette Railroad takes possession of Cincinnati, Lafayette & Chicago Railroad. (RRG)**
- Feb. 2, 1874**      **PRR Board authorizes issue of \$15 million Consolidated Mortgage dollar bonds; Board refers offer of Barclay J. Smith to deliver Philadelphia, Newtown & New York Railroad to Finance Committee. (MB)**
- Feb. 2, 1874**      **PRR increases Altoona Shops workday to 9 hours. (USRR&MR)**
- Feb. 2, 1874**      **Allegheny Valley Railroad cuts passenger service to one Pittsburgh-Buffalo express, one Pittsburgh-Titusville express, and locals. (USRR&MR)**
- Feb. 2, 1874**      **Wilmington & Reading Railroad opens between Birdsboro and Reading. (RRG)**
- Feb. 3, 1874**      **De Witt Clinton Haskin of Hudson Tunnel Railroad patents system of horizontal tunneling underwater using the force of compressed air without shields; had observed caissons for Eads Bridge and thought they could be made to work horizontally.**
- Feb. 3, 1874**      **James F. Secor and William Tracy, trustees of Consolidated Mortgage, take possession of Toledo, Peoria & Warsaw Railway. (RRG)**
- Feb. 3, 1874**      **Employees at Erie Railway's Susquehanna (Pa.) Shops strike for back pay and a regular payday; company quickly promises to pay Feb. wages on Mar. 15. (Mott)**
- Feb. 1874**          **Central Stock Yards & Transit Company opens Harsimus Cove abattoir; covers 17 acres for cattle and sheep. (RRG)**
- Feb. 1874**          **William Oden Hughart, formerly Manager of Southern Railway Security Company, elected Pres. of GR&I. (RRG)**
- Feb. 1874**          **Detectives uncover a gang of robbers in Chicago who stole \$40,000 in goods from Union Line cars over four months last summer; goods were stashed at a farm 30 miles east of Chicago, then sent by wagon to PC&StL Railway and shipped to Cincinnati for sale. (RRG)**
- Feb. 5, 1874**      **Springfield Branch opens between Williamsburg Jct. (Ganister) and Springfield ore mines (Oreminea) on Pittsburgh Division. (Val)**
- Feb. 5, 1874**      **First train operates over Paris & Decatur Railroad between Paris and**

**Terre Haute. (RRG - not match Church)**

- Feb. 5, 1874**      **Pennsylvania Company, Toledo, Wabash & Western Railway, and Toledo, Canada Southern & Detroit Railway agree to jointly guarantee the bonds of the Union Bridge Company. (Church)**
- Feb. 1874**        **PRR reroutes all freight bound for Wilmington from Wilmington & Reading at Coatesville to Pennsylvania & Delaware and Wilmington & Western via Pomeroy and Landenberg.**
- Feb. 1874**        **B&O officials have been inspecting Cairo & Vincennes Railroad. (RRG)**
- Feb.? 1874**       **Cairo & Vincennes Railroad elects new Board and they elect J.P. Morgan Pres. in place of Ambrose E. Burnside. (RRG)**
- Feb. 9, 1874**     **Tom Scott writes to J.P. Morgan, Pres. of Cairo & Vincennes Railroad, agreeing to cancel Pennsylvania Company's contract and obligation to lease C&V, providing Morgan can dispose of C&V to another reputable system that will guarantee its interest; PCo. to keep its traffic contract with C&V and C&V bonds. (MB)**
- Feb. 13, 1874**    **Ashtabula, Youngstown & Pittsburgh Railroad and Cleveland & Mahoning Valley Railway swap 1.76 miles of parallel main line at Girard, Ohio, to avoid double crossing of each other's lines. (Church)**
- Feb. 13, 1874**    **Bondholders of Atlanta & Richmond Air Line Railroad meet in New York to discuss compromise with PRR, which owns majority of stock. (RRG)**
- Feb. 14, 1874**    **Camden, Gloucester & Mount Ephraim Railway (narrow gauge) opens between Camden and Gloucester, N.J.; first narrow gauge railroad built under New Jersey General Railroad Law of 1873. (RRG, CmdnDem)**
- Feb. 15, 1874**    **Robert Neilson named Superintendent of Elmira & Canandaigua Division of Northern Central Railway; J. McClintock Creighton, General Agent at Pittsburgh, named Superintendent of Western Pennsylvania Division, replacing Neilson; HQ of Western Pennsylvania Division moved from Blairsville to Allegheny. (RRG)**
- Feb. 1874**        **Work resumes on Baltimore & Potomac Railroad station at Washington. (RRG)**
- Feb. 1874**        **Rochester, Nunda & Pittsburgh Railroad proposes that a construction company be formed to relieve present contractors; about 40 miles graded. (RRG)**

- Feb. 1874** Marietta, Pittsburgh & Cleveland Railway issues \$3.5 million Consolidated Mortgage bonds; sold in London at 77. (AR/RRG)
- Feb. 16, 1874** PRR, Little Miami Railroad and PC&StL Railway agree for Cincinnati Southern Rail\_\_ to have use of Cincinnati & Newport Bridge and approaches. (MB)
- Feb. 16, 1874** Paris & Decatur Railroad opens for regular revenue service between Paris and Terre Haute. (RRG)
- Feb. 1874** PRR agrees to lease 95 acres in West Philadelphia for a stockyard; to be paid for by lessees taking \$400,000 in PRR bonds.
- Feb. 1874** Illinois Central Railroad assumes operation of Toledo, Peoria & Warsaw Railway for trustees. (Stringham)
- Feb. 23, 1874** Mercer & Somerset Railroad opens between Hopewell and East Millstone, N.J. (local paper says 2/10! - 2/10 may be date turned over to Transpt. Dept. and 2/23 date of service? - USRR&MR says open by 2/28)
- Feb. 25, 1874** Pres. A.S. Buford of Richmond & Danville asks PRR for aid to meet R&D's obligations to North Carolina Railroad. (MB)
- Feb. 25, 1874** Edward Collings Knight resigns as PRR director; only one to oppose expansion in South. (MB)
- Feb. 1874** Old Lambertville station, formerly house belonging to Ashbel Welch and his son-in-law James Seabrook, torn down. (Lee)
- Feb. 27, 1874** On westbound crossing, American Line steamship *Pennsylvania* encounters extreme storm; at midnight, a huge wave carries away wheelhouse and portion of bridge, killing captain, first and second mates and two sailors; Cornelius L. Brady, a captain traveling as a passenger, takes command and saves ship; Brady later sues over the small size of his \$1,000 reward and is awarded net of \$2,550. (Flayhart)
- Feb. 28, 1874** Property of Brooklyn & Jamaica Railroad deeded to Atlantic Avenue Railroad Company of Brooklyn. (C&C - original source not known - does not agree with NYState)
- Feb. 28, 1874** Virginia act authorizes Richmond, York River & Chesapeake Railroad, controlled by the Clyde interests, to hold stock of Baltimore, Chesapeake & Richmond Steamboat Company to operate as a through line between Richmond and Baltimore via landing at West Point on York River; opens alternative outlet to north for Richmond & Danville Railroad, blocked by non-cooperation of Richmond, Fredericksburg & Potomac Railroad.

(Harrison)

- Mar. 1, 1874** PRR increases Altoona Shops from 9 hours to 10 hours per day. (USRR&MR)
- Mar. 1, 1874** Morgans Corners renamed Radnor, Radnor renamed Upton, and Garretts Siding renamed Frazer, all on Philadelphia Division. (USRR&MR)
- Mar. 1, 1874** Gilman, Clinton & Springfield Railroad defaults on interest. (RRG)
- Mar. 4, 1874** Indianapolis & Vincennes Railroad grants Cairo & Vincennes Railroad use of its tracks at Vincennes and also use of its depot and engine terminal, now under construction; of 8 stalls, 4 are to be for C&V. (MB, Church)
- Mar. 5 1874** Ground broken for Hanover & York Railroad at Hanover. (RRG)
- Mar. 5, 1874** Pennsylvania Company appoints George B. Roberts, H.H. Houston and J. Edgar Thomson a committee to negotiate with H.S. McComb for him to substitute New Orleans, Jackson & Great Northern Railroad bonds for stock held by PCo. for cash advances; notes have surveyed line down old Beaver Division Canal. (MB)
- Mar. 6, 1874** New Orleans merchants hold testimonial dinner for Henry S. McComb. (RRG)
- Mar. 6, 1874** Board of Managers agrees to surrender lease of Wabash & Erie Canal retroactive to Jan. 1. (RRG)
- Mar. 1874** New stone station and division office opened at Lambertville, N.J. (Lee/HuntRep)
- Mar. 9, 1874** *Pennsylvania* docks in Philadelphia after harrowing crossing. (Flayhart)
- Mar. 10, 1874** PRR stockholders meeting; approve resolution of George Earle calling for an Investigating Committee of seven stockholders not associated with management to evaluate growth of the PRR system since 1865 and assess true value of property; also that no further leases, bond issues, guarantees, etc. be made without the approval of the stockholders in general meeting; Mayor William A. Stokes appointed chairman of committee. (MB)
- Mar. 10, 1874** B&O begins transferring freight cars between Shepherds Point and Washington City, Virginia Midland & Great Southern Railroad at Alexandria using tugs and car floats; reestablishes link with South that

- B&O lost when PRR commandeered the Long Bridge. (Harwood, RRG)**
- Mar. 11, 1874** Reading agrees to build and lease the Lancaster & Reading Narrow Gauge Railroad between Lancaster and Quarryville and guarantee its bonds; Reading changes grading to standard gauge.
- Mar. 11, 1874** Jay Gould and associates elected to board of Union Pacific, having purchased 132,000 shares; Sidney Dillon, who becomes a lifelong Gould ally, elected Pres.; Gould named to Executive Committee; Vanderbilt influence on UP ends. (TheRoad, Klein)
- Mar. 11, 1874** Chartered steamship *Cybele* leaves New York for Antwerp inaugurating new Red Star Line service under generous Belgian mail contract. (Flayhart)
- Mar. 12, 1874** Tom Scott and George B. Roberts of PRR and S.M. Felton and H.F. Kenney of PW&B meet B&O Acting Pres. John King, Jr., in Baltimore to settle rate war and issue of through cars to New York without success. (RRG, BaltAm)
- Mar. 14, 1874** Pres. Thomson agrees to settlement with CNJ; PRR will assent to Raritan River bridge providing that draw span increased to 200 feet clear on each side; PRR will pay \$100,000 and withdraw all lawsuits. (MB, BdF)
- Mar. 14, 1874** George B. Roberts reports to Pennsylvania Company that have repurchased \$1 million in Mansfield, Coldwater & Lake Michigan bonds from Drexel & Welsh at 80 because of failure to complete road; PCo. agrees to extend time on paper of California & Texas Railway Construction Company; on complaints vs. lessee of Crestline Hotel, order operators of all hotels and eating houses to stop selling liquor; note are completing 1,700 feet of docking at Ashtabula Harbor and offer use of half to Rhodes & Co. of Cleveland, big shippers of ore and coal, for ore traffic, they to furnish cranes. (MB)
- Mar. 1874** Old Jersey City Terminal demolished. (RRG)
- Mar. 1874** Belvidere-Delaware Railroad surveying for a line up Martins Creek to Wind Gap through the Northampton County, Pa., slate region. (RRG)
- Mar. 1874** Indianapolis & Vincennes Railroad is to build car shops and roundhouse at Vincennes. (RRG)
- Mar. 17, 1874** PC&StL Railway grants Columbus & Hocking Valley Railroad trackage rights for a half mile west of High Street, Columbus, to permit it to reach new Union Depot. (Church)



- Mar. 17, 1874** At meeting of Memphis & Charleston Railroad, Southern Railway Security Company offer to cancel lease in return for \$160,000 refund, is declined. (RRG)
- March 1874** Theodore N. Ely creates Dept. of Physical Tests under Master Mechanic at Altoona. (was Ely still SMP of P&E at this time?)
- Mar. 1874** Leg of one Jacob Kuenzle, run over and killed on PRR at Newark, N.J., found on locomotive pilot at Bristol, Pa. (RRG)
- Mar. 20, 1874** Pennsylvania Company Board approves plan for Michigan Central Railroad to run over PFW&C from Toleston providing new Union Depot Company is organized at Chicago, MC to build second track between Calumet River and Toleston; approves request of Mahoning Coal Company of Youngstown to operate extension of 0.5 mile to Canfield Branch if they build it. (MB)
- Mar. 20, 1874** Red River Bridge at Fulton, Ark., opens, closing last gap in Cairo & Fulton Railroad. (RRG)
- Mar. 1874** Court has refused to dissolve injunction against City of Logansport from subscribing \$85,000 to Logansport, Crawfordsville & South Western Railway. (RRG)
- Mar. 1874** Gilman, Clinton & Springfield Railroad mortgage trustees Tom Scot and H.J. Jewett petition court for the receiver to turn road over to them; receiver reports that he has cut expenses 60% and paid three months back wages. (RRG)
- Mar. 24, 1874** Last spike driven on Allegheny Valley Railroad Low Grade Line near Tylers in Clearfield County, opening last section between Summit Tunnel and Benezette, Pa. (AR, RRG)
- Mar. 24, 1874** N.J. act authorizes Belleville & Newark Horse-Car Railroad to relocate line between Belleville and Newark. (Digest)
- Mar. 25, 1874** PRR Board approves offer of Summit Branch Railroad to buy PRR's 6,040 shares of Lykens Valley Coal Company by an exchange of stock worth \$1.04 million. (MB)
- Mar. 1874** B&O begins ferrying freight cars between Shepherds Point and Alexandria as substitute for Long Bridge; passenger cars to follow. (RRG)
- Mar. 26, 1874** All 1,100 employees of Erie Railway's Susquehanna (Pa.) Shops strike to protest continuing wage arrears; establish blockade of Erie main line.

(Mott)

- Mar. 26, 1874** Glendale & East River Railroad incorporated in New York to build from the East River at 13th Street in Greenpoint to the Brooklyn city line at Metropolitan Avenue; built only as far as the Brooklyn & Rockaway Beach Railroad. (Val, NYState)
- Mar. 27, 1874** Kalamazoo station on GR&I destroyed by fire. (MichRRs)
- Mar. 27, 1874** Locomotive pioneer Joseph Harrison, Jr. (1810-1874) dies in Philadelphia at age 74. (RRG)
- Mar. 28, 1874** Pennsylvania Company cancels 1872 contract with Chicago & Alton Railroad, St. Louis, Kansas City & Northern Railway, and Kansas Pacific Railway calling for through line from Boston to points on Kansas Pacific. (MB)
- Mar. 28, 1874** Toledo & Grand Rapids Railroad incorporated. (Church)
- Mar. 29, 1874** State militia arrive in Susquehanna from Philadelphia to break Erie strike; an additional 1,000 troops arrive on Mar. 30; martial law declared. (Mott)
- Mar. 30, 1874** Lewisburg, Centre & Spruce Creek Railroad opens between Mifflinburg and Laurelton.
- Mar. 30, 1874** Wildcat strikes of trainmen on Belvidere-Delaware coal trains after required to run through from Phillipsburg to South Amboy rather than terminating at Coalport; broken within a week. (Lee)
- Spring 1874** Pennsylvania Canal Company completes rebuilding of canal between Columbia and Wilkes-Barre for \_\_\_\_ ton boats.
- Apr. 1, 1874** William H. Brown named Engineer of Maintenance of Way of PRR.
- Apr. 1, 1874** PC&StL Railway defaults on interest. (TheRoad)
- Apr. 1, 1874** Valley Railroad, controlled by B&O, opens between Harrisonburg and Staunton, Va., giving it the lead in race to build down Shenandoah Valley. (RRG)
- Apr. 1, 1874** Terre Haute & Indianapolis Railroad and Indianapolis & St. Louis Railroad begin pooling earnings on through traffic between Indianapolis and St. Louis; earnings to be divided 50-50. (PCoMB, Church)
- Apr. 1874** Erie Railway has broken emigrant pool and made contracts with

steamship lines to deliver immigrants from New York to Chicago for \$10; NYC&HR then cuts its rate from \$13 to \$7; Erie and PRR then cut to \$7. (RRG)

- Apr. 2, 1874** First test by Test Dept. on staybolt iron from Altoona Iron Company. (Watkins)
- Apr. 2, 1874** Cleveland, Columbus, Cincinnati & Indianapolis Railway and Michigan Central Railroad establish through cars between Indianapolis and Detroit via Muncie and Fort Wayne. (RRG)
- Apr. 6, 1874** Henry D. Welsh elected Pres. of American Steamship Company of Philadelphia, replacing Edward C. Knight, who declines reelection. (RRG)
- Apr. 6, 1874** Henry R. Remsen, longtime director of New Jersey Railroad, dies at New York. (RRG)
- Apr. 7, 1874** Pennsylvania Company signs memos of agreement with CB&Q, Michigan Central, Chicago & Alton, and Chicago, Milwaukee & St. Paul covering construction of Union Passenger Depot between Van Buren and Madison Streets, Chicago; grants Michigan Central trackage rights over PFW&C from Calumet River. (MB)
- Apr. 7, 1874** Local stockholders of Shenandoah Valley Railroad hold annual meeting at Front Royal despite injunction. (USRR&MR)
- Apr. 7, 1874** Section of Texas & Pacific Railway between Marshall and Dallas accepted from contractors. (TheRoad)
- Apr. 1874** NYC&HR cuts emigrant rate to \$5 and PRR and Erie Railway follow. (RRG)
- Apr. 9, 1874** Northern Central Railway stockholders reject PRR offer of lease at 6% by large margin; appoint committee headed by PRR foe John Hulme and consisting of B.P. Borie, Lambert Gittings, \_\_ Williams and \_\_ Greensfelder to examine its affairs and negotiate for a lease or operating agreement with PRR. (MB, USRR&MR)
- Apr. 10, 1874** PRR locomotive No. 950, called the "Modoc Warrior" from the California tribe that was mounting fierce resistance, (what type? 2-8-0?-not built at Alto) hauls 101 empties and 1 loaded car about one mile long from Columbia to Harrisburg; returns with 75 loaded cars. (USRR&MR)
- Apr. 1874** Pres. Thomson suffers heart attack. (Ward)

- Apr. 13, 1874** Union Railway & Transit Company of St. Louis incorporated in interest of Illinois & St. Louis Bridge Company to build from west end of tunnel to connect with railroads running west of St. Louis. (Church)
- Apr. 14, 1874** Col. William Phillips (1815-1874), Pres. of Allegheny Valley Railroad and iron manufacturer, dies at Pittsburgh at age 59 on day of annual meeting; replaced by John Scott of Pittsburgh; discover road has large floating debt and no means to pay it and that Phillips had kept poor accounts and mingled his personal and company business; Phillips's death and problems with his estate also throws reorganization of former Buffalo, Corry & Pittsburgh Railroad into five years litigation. (RRG, USRR&MR)
- Apr. 14, 1874** Capt. John Fine, captain of first Camden & Amboy steamboats between Philadelphia and Bordentown, dies at Camden at age 77. (RRG)
- Apr. 14, 1874** Philadelphia & Erie bridge over Sinnemahoning Creek burned. (RRG)
- Apr. 14, 1874** Uniontown & West Virginia Railroad reorganized. (Val)
- Apr. 14, 1874** Union Railway & Transit Company incorporated in interest of Illinois & St. Louis Bridge Company to build from east end of Eads Bridge to railroads in East St. Louis. (Church)
- Apr. 15, 1874** "Timetable Meetings" resume at Southern Hotel, St. Louis; henceforth, meetings are held regularly in April and October. (Guide)
- Apr. 1874** Rumor PRR will offer to run two B&O trains to New York if B&O abandons its Alexandria ferry and runs over Alexandria & Washington Railroad. (RRG)
- Apr. 1874** Rumor that PC&StL Railway and CCC&I Railway will pool Cincinnati-Chicago earnings. (RRG)
- Apr. 1874** Meadows Shops and engine terminal in Kearny, N.J., opened.
- Apr. 1874** PW&B double tracks Bush River and Gunpowder River trestles. (RRG)
- Apr. 1874** Lewisburg Jct. renamed Montandon; Gorham, N.Y., renamed Stanley; Attica Pike, Ohio, renamed Carrothers on Toledo line.
- Apr. 16, 1874** Fire destroys shops of Logansport, Crawfordsville & South Western Railway at Crawfordsville. (RRG)
- Apr. 17, 1874** Tom Scott, S.M. Felton and other officers meet with J.W. Garrett at his

office in Baltimore; PRR and B&O agree to end rate war, maintain rates between New York and Washington and divide traffic equally; B&O had rejected PRR demand that it build connection to B&P south of Baltimore and run its trains through the tunnel; B&O gets two day trains and B&P one day and one night train. (USRR&MR)

- Apr. 20, 1874** *Washington Limited Express* and *New York Limited Express* established between New York and Washington via Wilmington as PRR's day train; first all-Pullman first class train on PRR; operates on 6:40 schedule (a new record) with \$2.50 surcharge or \$10 fare; Baltimore & Potomac Railroad has already taken most of northbound business at Washington. (RRG, USRR&MR)
- Apr. 20, 1874** New schedule established between New York and Washington; two round trips each to run via B&O and Baltimore & Potomac; fourth train is *Washington Limited Express*; fastest New York-Philadelphia time cut to 2:30. (RRG)
- Apr. 20, 1874** First local sleeper between Philadelphia and Washington established.
- Apr. 20, 1874** E.D. Gale, appointed receiver of South Side Railroad of Long Island by New York Supreme Court, goes to take possession and finds in hands of federal marshal, as Gen. Tracy had already secured a bankruptcy decree from the U.S. Circuit Court. (RRG)
- Apr. 20, 1874** New through route opens between Indianapolis and Detroit via Muncie, Fort Wayne and Jackson using CC&IC, Fort Wayne, Muncie & Cincinnati, and Fort Wayne & Jackson.
- Apr. 20, 1874** Temporary trestle built to replace Philadelphia & Erie's Sinnemahoning Creek bridge washed out by flood despite five cars of iron placed on top to stabilize it. (RRG)
- Apr. 22, 1874** Pres. Thomson attends last board meeting; PRR appoints directors' committee to negotiate with Northern Central. (MB)
- Apr. 22, 1874** John Hulme (1809?-1874), former director and Chairman of PRR Road Committee, dies at Philadelphia in 66th year; as a large stockholder in the Northern Central, Hulme had been leading the opposition to a lease to the PRR for two years. (RRG)
- Apr. 23, 1874** Pennsylvania Company rejects proposal of Union Railway & Transit Company of St. Louis, formed to do transfer service over Eads Bridge; urges creation of a Union Station in St. Louis. (MB)
- Apr. 23, 1874** Pennsylvania Company Board hears report of committee on settlement

with H.S. McComb; PRR has released McComb from his obligation to repurchase the 14,000 shares of New Orleans, Jackson & Great Northern Rail\_\_ that PCo. had bought from him; J. Edgar Thomson had agreed to sell the 14,000 shares to the Southern Railroad Association for \$1.05 million in Income & Equipment bonds of Mississippi Central Railroad; McComb was to do the same with his 14,000 shares, and Southern Railroad Association was to distribute the Income & Equipment bonds, \$500,000 each to PCo. and McComb; PCo. was to sell its bonds to PRR at 75; PRR was to have sole voting power. (MB)

- Apr. 23, 1874** Pennsylvania Company Board authorizes construction of eating house at Valparaiso; declines proposition of Mr. Kier re Palace stock cars; hears parties have taken steps to have PCo's. stock in Toledo, Tiffin & Eastern Railroad ruled illegal. (MB)
- Apr. 24, 1874** John Scott elected Pres. of Allegheny Valley Railroad, replacing William Phillips, deceased; Tom Scott and George B. Roberts join Board to protect PRR's growing interest. (RRG)
- Apr. 24, 1874** John Scott elected Pres. of Oil Creek & Allegheny River Railway. (USRR&MR)
- Apr. 24, 1874** Sen. William Windom (1827-1891) of Minn. presents report of Special Committee on Transportation Routes to Seaboard to Congress. (RRG)
- Apr. 25, 1874** Kent County Railroad drops out of lease of Townsend Branch of Delaware Railroad because of poor financial condition. (Val, )
- Apr. 1874** F. Schuchardt & Sons begins suit against Lake Erie & Louisville Rail\_\_ to recover \$430,000. (RRG)
- Apr. 27, 1874** Joseph Clowes, longtime Treasurer of New Jersey Railroad's Jersey City ferries, dies at Jersey City after 40 years of service. (RRG)
- Apr. 27, 1874** Flushing & North Side Railroad opens Woodside Branch between Woodside and Flushing running parallel to and north of its main line, giving it two tracks between Long Island City and Flushing; built on old grade of Woodside & Flushing Railroad suspended in 1868. (RRG)
- Apr. 27, 1874** Future PRR VP Horace Edgar Newcomet (1874-1944) born at Philadelphia.
- Apr. 29, 1874** PRR finally leases Pennsylvania & Delaware Railroad. (MB)
- Apr. 29, 1874** Private meeting of Trunk Line heads, including William H. Vanderbilt and Tom Scott, in New York City; rumors will advance rates.

(USRR&MR)

- Apr. 29, 1874**      **Cairo & Vincennes Railroad enters receivership.**
- Apr. 29, 1874**      **Directors of Southern Railroad Association, including H.S. McComb, George Walker, William H. Macy, Jacob S. Rogers, Ex. Norton, E.D. Cobbb and Charles Marsh, approve merger of New Orleans, Jackson & Great Northern Railroad and Mississippi Central Railroad to form New Orleans, St. Louis & Chicago Railroad under agreement of Apr. 13.**
- Apr. 30, 1874**      **U.S. Circuit Court appoints John Crerar (1827-1889) of Chicago and Henry L. Morrill of Evansville as receivers of Cairo & Vincennes Railroad; Crerar refuses to serve. (RRG)**
- Apr. 30, 1874**      **Memphis & Charleston and Winchester & Alabama Railroad cancel lease to Southern Railway Security Company by mutual consent. (Harrison)**
- May 1, 1874**        **Samuel G. Lewis resigns as PRR Controller for health after 21 years service; replaced by Robert W. Downing. (MB)**
- May 1, 1874**        **PRR leases Pier No. 2, North River at New York. (MB)**
- May 1, 1874**        **Oil Creek & Allegheny River Railway defaults on Second Mortgage bonds. (RRG)**
- May 1, 1874**        **James McHenry leases Atlantic & Great Western Railroad to Erie Railway for 99 years at very favorable terms; leases excludes use of Cincinnati, Hamilton & Dayton Railroad under Nov. 1871 contract; lease later repudiated by Hugh J. Jewett when he becomes Erie Pres. (Mott - USRR&MR says signed 5/8)**
- May 1, 1874**        **Washington City, Virginia Midland & Great Southern Railroad begins regular service on its extension from Lynchburg to Danville; because B&O controls Virginia Midland, and PRR controls the Richmond & Danville system, the result is a stalemate on what will later become the main line of the Southern Railway. (RRG)**
- May 2, 1874**        **PRR Board approves 5% semi-annual dividend; approves a proposal of a syndicate of Drexel & Co., Philip Speyer & Co, and London, Asiatic & American Company, Ltd., to take , 1 million Consolidated Mortgage sterling bonds with option for additional , 2 million, providing PRR issues no other bonds before Jan. 1876; rescinds order of Feb. 2 to issue \$15 million dollar bonds. (MB)**
- May 2, 1874**        **Breakwater & Frankford Railroad executes \$200,000 mortgage to State**

of Delaware. (Digest)

- May 2, 1874** Shop workers and other employees on Allegheny Valley Railroad strike for three to five months back wages. (AR)
- May 1874** Cairo & Fulton Railroad merges with St. Louis & Iron Mountain Rail\_\_ to form St. Louis, Iron Mountain & Southern Rail\_\_. (RyW)
- May 4, 1874** Allegheny Valley Railroad completes Low Grade Line between Driftwood and Red Bank; with Northern Central and P&E forms an alternate route between Harrisburg and Pittsburgh with much lower grades but greater distance than the PRR main line; however, strikers threaten to destroy Summit Tunnel, so road is not opened for through traffic until June 1. (AR, Val)
- May 4, 1874** Allegheny Valley Railroad Pres. John Scott refuses to recognize Sligo Branch as built without authority of Board and withdraws equipment; contracts with J. Patton Lyon to operate it for use of his ore mine at Sligo. (AR)
- May 4, 1874** Allegheny Valley Railroad begins paying back wages for Feb. and Mar. 1874. (AR)
- May 5, 1874** Penn Gas Coal Company leases south side of Greenwich Point Pier No. 2 from Apr. 1. (MB)
- May 5, 1874** Sunbury & Lewistown Railroad sold at foreclosure to trustees for bondholders. (Val)
- May 6, 1874** California & Texas Railway Construction Company stockholders meet to consider reorganizing the company; urge stockholders to buy bonds at 50 to raise money to pay floating debt and complete from Dallas to Fort Worth and from Brookston to Texarkana; stockholders are asked to carry indebtedness until Congress agrees to guarantee 5% interest on construction bonds at \$40,000 per mile as had done with UP, CP and Kansas Pacific. (TheRoad, RRG)
- May 7, 1874** PRR agrees to sell 3 million pounds in 6% consols, payable in sterling, to meet expenses for 1874 and fund the Second Mortgage Bonds due in 1875; only 1 million pounds paid for in 1874, with rest to be sold in 1875. (MB)
- May 7, 1874** Pres. G.W. Cass of Northern Pacific Railroad petitions Congress for federal bond guarantee at \$50,000 per mile. (TheRoad)
- May 9, 1874** Edward D. Gale again appointed receiver of South Side Railroad of Long



- Island on new suit by Edward C. Clinch; road remains in hands of U.S. Marshall. (RRG)
- May 9, 1874** Central Pennsylvania Mining Company merged into Bells Gap Railroad; A.L. Massey, Pres. (Val, C&C)
- May 10, 1874** Temporary depot, hotel and outbuildings at Kane, Pa., destroyed by fire.
- May 11, 1874** 0.5-mile line opens on Bedford Division near Cumberland connecting with Pittsburgh & Connellsville Railroad and avoiding old line to Bridgeport; old line abandoned.
- May 11, 1874** PRR places rider coach on early morning freight from Parkesburg to Lancaster.
- May 11, 1874** B&O (Valley RR?) opens to Staunton, Va.
- May 11, 1874** New Jersey Midland Railway begins operating completed portion of Jersey City & Albany Railroad, idle since fall of 1873, between New Durham and Tappantown, running into PRR's Jersey City Terminal. ( , RRG)
- May 12, 1874** Delaware & Bound Brook Railroad Company incorporated; North Pennsylvania Railroad interests take over National Railway project from Henry M. Hamilton. (D&BB)
- May 12, 1874** Union Depot Company of St. Louis incorporated in Missouri pursuant to agreement by Atlantic & Pacific Railroad, Terre Haute & Indianapolis Railroad, Indianapolis & St. Louis Railroad, St. Louis & Southwestern Railway, Ohio & Mississippi Railway, et al. (Church)
- May 14, 1874** North Pennsylvania Railroad Board approves construction of branch from Jenkintown to Yardley to meet the Delaware & Bound Brook. (Hare)
- May 15, 1874** PRR Board accepts proposition of Drexel & Co., Philip Speyer & Co., and the London, Asiatic & American Company, Ltd. to purchase , 3 million PRR Consolidated Mortgage Bonds to be offered for sale by Sep. 30, 1875; part to be paid for in 140,000 pounds worth of bonds of Pittsburgh, Virginia & Charleston; proposed \$15 million bond issue of Feb. 2, 1874 cancelled; only 1 million pounds paid for in 1874; PRR authorizes 5% cash dividend (\$3.4 million), though only about \$500,000 on hand. (MB)
- May 15, 1874** Westmoreland Coal Company leases north side of Greenwich Point Pier No. 2 from Apr. 1. (MB)

- May 15, 1874**     **Martin & Worth, contractors on Allegheny Valley Railroad Low Grade Line, sue company for \$180,000. (AR)**
- May 15, 1874**     **James F. Secor and W. Tracy, trustees, begin foreclosure proceedings against Toledo, Peoria & Warsaw Railway. (RRG)**
- May 15, 1874**     **Third Red Star Line vessel *Switzerland* makes maiden voyage. (Flayhart)**
- May 1874**             **South Side Railroad of Long Island opens between Seaside House and Neptune House (107th Street) on Rockaway Beach. (George - Seyfried has 5/75)**
- May 1874**             **Jersey City Board of Public Works appoints committee to press PRR to elevate main line same as Harsimus Cove Branch; PRR refuses unless city pays part of cost; issue remains stalemated for about 15 years. (RRG)**
- May 1874**             **Most machinery moved from Bordentown, N.J., Shops to South Amboy. (RRG)**
- May 1874**             **PW&B is negotiating to buy control of Junction & Breakwater Railroad from Pres. Thomas Baumgardner of Lancaster, who was the original contractor; Baumgardner wants \$100,000; PW&B offer \$90,000; rumor says Baumgardner has threatened to lease J&B to Baltimore, Chesapeake & Delaware Bay Railroad if PW&B bid fails. (RRG, USRR&MR)**
- May 1874**             **Tunnel headings meet on Port Perry Branch of PRR. (RRG)**
- May 1874**             **James F. Secor and W. Tracy, trustees of Toledo, Peoria & Warsaw Railway, petition court for receiver; appointment opposed by company, PRR and some creditors. (RRG)**
- May 16, 1874**         **All National Railway property, including the Stanhope Railroad and the National Company, deeded to the Delaware & Bound Brook; National Company charter remains dormant and passes to Reading with lease of North Pennsylvania Railroad in 1879; later revived as Reading Company. (WSG)**
- May 18, 1874**         **West Jersey Railroad establishes fast express between Camden and Cape May. (USRR&MR)**
- May 18, 1874**         **Ashtabula, Youngstown & Pittsburgh Railroad conveys to Lawrence Railroad a third interest in its line from the end of the Lawrence Railroad to and including the Youngstown depot of the AY&P; Lawrence**

**Railroad had sold its Youngstown depot to Mahoning Coal Railroad in 1873. (Church)**

- May 19, 1874** Hudson Tunnel Railroad Companies of New York and New Jersey merged under New York charter; capital increased to \$10 million. (NYState)
- May 19, 1874** Meeting held in New York between railroads interested in new Union Station at Chicago; includes Chicago & North Western. (MB)
- May 20, 1874** PRR agrees with J.S. Morgan & Company to repurchase 3,059 Allegheny Valley bonds by July 1, 1875, either for cash or Allegheny Valley stock. (MB)
- May 20, 1874** PFW&C authorizes third and fourth track between Chicago and South Bridge. (MB)
- May 20, 1874** Receivers H.L. Morrill and A.B. Salford take possession of Cairo & Vincennes Railroad. (RRG)
- May 21, 1874** Pennsylvania Company Board authorizes William Thaw to go to New Orleans and examine New Orleans, Jackson & Great Northern Railroad and its accounts. (MB)
- May 23, 1874** Allegheny Valley Railroad files for bankruptcy. (AR)
- May 24, 1874** Marietta, Pittsburgh & Cleveland Railway opens between Cambridge (?) and Canal Dover, Ohio, completing line from Marietta, but still uses tunnel bypass lines. (AR - Guide has open by 11/7/1873)
- May 24, 1874** GR&I opens for revenue service between Walton Jct. and Petoskey, operating three times a week; road was completed in Nov. 1873 but unused in winter. (AR - Guide has 5/31)
- May 25?, 1874** Pittsburgh, Virginia & Charleston Railway places steamboat *Kate Dickson* in service between end of track at Monongahela City and Brownsville. (USRR&MR)
- May 25, 1874** James McArthur appointed Chief Engineer & General Superintendent of Marietta, Pittsburgh & Cleveland Railroad. (RRG)
- May 1874** Receiver of South Side Railroad of Long Island arrested by order of Judge Barnard of Brooklyn for interfering with Manager George F. Carman. (RRG)
- May 27, 1874** PRR Board appoints committee to examine its coal properties and

propose better management organization for them. (MB)

- May 27, 1874** J. Edgar Thomson (1808-1874) dies at his home in Philadelphia at 11:40 PM at age 67; at news, about 30,000 shares of PRR traded, but falls only 1-1/4 points. (Ward, USRR&MR)
- May 29, 1874** Special meeting of PRR Board issues memorial for Pres. Thomson. (MB)
- May 29, 1874** Old Colony Steamboat Company organized at Boston; acquires property of Narragansett Steamship Company from Jay Gould on June 1. (RRG)
- June 1, 1874** J. Edgar Thomson buried in Woodlands Cemetery after a funeral service at St. Marks Church at 16th & Locust Streets; most PRR system public buildings and locomotives are draped in black crepe; Thomson's heirs refuse to pay his investment in Poughkeepsie Bridge. (PubLdgr, ASCE)
- June 1, 1874** *Day Express* eastbound begins running Pittsburgh-Jersey City with stops at Altoona, Harrisburg, and West Philadelphia only in 13:45; run up to 132 miles non-stop using track pans; pans are located near Monmouth Jct., Leaman Place, at \_\_ on Middle Division and at \_\_ near Johnstown. (USRR&MR, RRG - USRR&MR implies 6/15 tt)
- June 1, 1874** Allegheny Valley Railroad Low Grade line opens for through revenue service between Driftwood and Red Bank; becomes Low Grade Division of Allegheny Valley Railroad; old main line of AV (Pittsburgh-Oil City) becomes River Division. (AR) gives both 6/1 and 7/1!!) (Guide has rev. service begin 5/4); 40-60 cars of oil sent over the Low Grade Line daily by Allentown Line. (RRG)
- June 1, 1874** Improvements to Harsimus Cove have cost \$1.3 million to date.
- June 1, 1874** PRR discharges six ex-New Jersey Railroad conductors for "general mistakes"; complain can't get through cars to collect all tickets on short runs and have to spend too much time sorting tickets and filling out forms under PRR management. (RRG)
- June 1, 1874** Union Bridge Company (Toledo) issues \$100,000 in bonds, guaranteed one third each by Pennsylvania Company, Toledo, Wabash & Western Railway, and Toledo, Canada Southern & Detroit Railway under agreement of Feb. 5, 1874. (Church)
- June 1, 1874** RF&P begins running three round trips between Richmond and Baltimore, including a "Lightning Express" in 6:00. (USRR&MR)
- June 1874** PW&B Board refuses to ratify purchase of Junction & Breakwater Railroad. (RRG)

- June 1874** PRR has declared a one-mile section of track near Malvern as the standard which other MofW forces are to emulate. (RRG)
- June 2, 1874** Bankruptcy proceedings against Toledo, Peoria & Warsaw Railway begun in U.S. Circuit Court at Chicago. (RRG)
- June 3, 1874** Thomas A. Scott elected President of PRR; George B. Roberts promoted from Second to First VP. (MB)
- June 3, 1874** William Kissam Vanderbilt (1849-1920), the Commodore's grandson, and Chauncey Mitchell Depew (1834-1928), a lawyer already famed as a public speaker and raconteur, first named to Board of NYC&HR. (RRG)
- June 3, 1874** Locomotive pioneer Richard Norris (1807-1874) dies at Philadelphia. (PubLdgr)
- June 4, 1874** Special train for A.J. Cassatt and other officers runs Harrisburg to Philadelphia in 2:40 or 46 MPH. (USRR&MR)
- June 4, 1874** Stockholders of California & Texas Railway Construction Company authorize reorganization and revaluation of its and Texas & Pacific's securities. (RRG)
- June 1874** Charles Jones appointed assignee in bankruptcy of South Side Railroad of Long Island. (RRG)
- June 5, 1874** J. Edgar Thomson's will probated; estate of about \$2 million placed in hands of two trustees for benefit of wife, two sisters, niece and nephew; balance of estate is to be placed in trust for education of female orphans of railroad employees killed in line of duty, in order of preference, PRR, Georgia Railroad, and then PRR subsidiaries. (RRG)
- June 6, 1874** PRR steamer *Richard Stockton* resumes carrying passengers between Pier 39 at Debrosses Street and South Amboy for summer, with connecting train for Philadelphia. (RRG - check NYTrib)
- June 1874** Engineers on New York Division recently asked PRR to restore 10% pay cut; told if raise wages, PRR will cut number of jobs so payout is the same. (RRG)
- June 8, 1874** *Indiana* arrives in Philadelphia with 400 steerage passengers; new record for an American Line steamship. (Flayhart)
- June 8, 1874** Baltimore, Pittsburgh & Chicago Railroad, B&O's Chicago line opens as far as Defiance, Ohio. (RRG)

- June 9, 1874** First locomotive passes over Eads Bridge at St. Louis; Gen. William T. Sherman drives last spike connecting bridge with St. Louis, Vandalia & Terre Haute Railroad. (USRR&MR)
- June 10, 1874** William McCreery declines to continue as Pres. of Ashtabula, Youngstown & Pittsburgh Railroad. (RRG)
- June 13, 1874** Newspaper train now has rider coach between Jersey City and West Philadelphia. (RRG)
- June 15, 1874** Through summer-only trains with parlor cars restored between West Philadelphia and Long Branch via Trenton and Farmingdale. (USRR&MR)
- June 15, 1874** Pennsylvania Company Board reports have drawn up contract with Chicago, Canada Southern & Detroit Railroad for use of Toledo & State Line Railroad and depot and docks at Toledo; approves one-year contract with Rhodes & Co. for handling ore at Ashtabula, it to have half of dock facilities in return for 30 cents a ton; studies articles of association for Union Depot Company of Chicago presented by James F. Joy of Michigan Central; questions impact of Peninsular Railway bankruptcy on PCo's. rights to bonds. (MB)
- June 1874** Waiting room of new PRR Jersey City Terminal opens; train shed 620' x 156' or 228' with 12 tracks; new ferry boat *New Jersey* put on. (RRG - verify dimensions from Dredge - open by 6/12 - EDJ, also has open 12/1873)
- June 1874** PW&B Pres. Hinckley notifies Post Office Dept. that they will not handle RPO cars after July 1 and treat mail as ordinary freight; says paid at lower rate than other railroads. (USRR&MR)
- June 1874** Pres. S.H Melvin of Gilman, Clinton & Springfield Railroad and stockholders of Morgan Improvement Company sue Andrew Carnegie, W.H. Osborne and Morton, Rose & Co. to recover difference price \$2 million First Mortgage bonds sold to them (80) and 92, price sold at in London. (RRG)
- June 1874** GR&I makes agreement with Capt. Eber Brock Ward (1811-1875) of Detroit to operate steamers from Petoskey and Traverse City to Escabana and Mackinaw; also establishes sleeping car line to attract vacation business.
- June 1874** Whitehorse station renamed Kirkwood on Camden & Atlantic; Stiles renamed Maple Shade on Amboy Division; Robertsdale renamed

**Sheffield on PFW&C.**

- June 16, 1874** Creditors of Allegheny Valley Railroad meet; Pres. John Scott reports that floating debt is \$6.36 million; Tom Scott says company will be able to pay 7% on entire debt within three years; appoint committee to confer with PRR. (RRG)
- June 19, 1874** Roslyn & Huntington Railroad incorporated in New York to build from Roslyn to Northport in interest of Flushing & North Side Railroad. (NYState)
- June 21, 1874** *Fast Line* eastbound begins running Pittsburgh-Jersey City with stops at Altoona, Harrisburg, and Philadelphia only.
- June 1874** Through sleepers inaugurated between Baltimore and Weldon, N.C., via Atlantic Coast Line. (No! in 1872!)
- June 1874** Marietta, Pittsburgh & Cleveland Rail\_\_ finally put in order and trains run through to Pittsburgh and Cleveland. (RRG)
- June 1874** Last run of canal boats on North Branch Canal between Pittston and Wilkes-Barre.
- June 22, 1874** Stockholders of Southern Railroad Association, Including Pennsylvania Company, H.D. Newcomb, Josiah Bardwell, Charles Marsh, E.D. Jordan, C.H. McCormick and Henry Lewis, approve merger of New Orleans, St. Louis & Chicago Railroad.
- June 24, 1874** PRR accepts 9,276 shares of Newport & Cincinnati Bridge Company preferred stock in settlement for advances for construction; Board approves lease of Merrick property bounded by Reed, Swanson and Dickinson Streets and Delaware River in Philadelphia. (MB)
- June 25, 1874** Kent County Railroad resumes service after strike of employees who were owed four months back pay; are given one month and promise of regular payments in the future. (RRG)
- June 25, 1874** Erie Railway signs new lease of Atlantic & Great Western Railroad. (eff.?.; date of lease 5/6/74 - RRG has 6/25 as date A&GW ratifies retro to 5/1); A&GW was also to acquire James McHenry's shares in CCC&I, but it remains in Vanderbilt orbit.
- June 29, 1874** PRR lease of PFW&C and leased lines transferred to Pennsylvania Company retroactive to Apr. 1, 1871. (MB)
- June 29, 1874** Pennsylvania Company leases Steubenville Extension of PRR at

**Pittsburgh, retroactive to Apr. 1, 1871. (Church)**

- June 30, 1874** PW&B begins running summer service three times a week between Baltimore and Cape May, either connecting with steamboat *Sue* at New Castle or by ferry connection to West Jersey Railroad at Camden. (BaltAm)
- June 30, 1874** Allegheny Valley Railroad creditors meet to hear report of committee that met with PRR; PRR proposes to issue \$6.5 million in Income bonds to pay floating debt, except that owed to PRR and Philadelphia & Erie Railroad; PRR will then accept bonds in payment of up to 10% on through freight bills. (RRG)
- June 30, 1874** Western Maryland Railroad sells ex-Northern Central branch between Hollins and Green Spring Jct. (8.62 miles) back to Northern Central after completing its own main line to Fulton Jct. at west end of B&P tunnel. (Val)
- June 30, 1874** Northern Pacific Railroad defaults on First Mortgage bond interest; construction suspended with line open as far as Bismarck, plus Tacoma-Kalama, Wash. on west end. (Splawn)
- Summer 1874** Drexel & Co. organizes "City Pool" of speculators to buy about 40,000 shares of PRR in advance of the Investigating Committee report, betting stock will rise after the report is issued. (TheRoad)
- July 1, 1874** Revised organization following death of J. Edgar Thomson: Edmund Smith made Second VP; A. J. Cassatt promoted from General Manager to Third VP; Frank Thomson to General Manager of Lines East; John P. Green from Scott's Chief Clerk to Assistant to President; Theodore N. Ely promoted from Superintendent of Motive Power of Philadelphia & Erie Grand Division to Superintendent of Motive Power of PRR Grand Division, replacing Frank Thomson. (RRG, MB)
- July 1, 1874** Revised organization: Real Estate Dept. created under William H. Wilson, Consulting Engineer; Engineering Dept. abolished; George B. Roberts placed in charge of Comptroller's Dept., finance, and new construction; first mention of Passenger Dept. as subunit of Transportation Dept; Canal Dept. created for Delaware & Raritan Canal under a separate General Superintendent, Isaac J. Wistar. (Canal Dept. was created in 1872? or now change from Canal Co. to Dept.?)
- July 1, 1874** Deadline passes, but PW&B continues carrying mail. (RRG)
- July 1, 1874** Cleveland, Mt. Vernon & Delaware Railroad defaults on interest payments. (RRG)



- July 1, 1874** Robert Bayard elected Pres. of St. Louis, Alton & Terre Haute Railroad, replacing Charles Butler, resigned. (RRG)
- July 2, 1874** James B. Eads gives Eads Bridge its final test by running 14 locomotives over it in tandem, 7 on each track, then 10 locomotives together on each side. (PubLdgr)
- July 4, 1874** Philadelphia authorities lay cornerstone of new City Hall in Penn Square; building takes 27 years to complete; leads to eventual migration of business district from area around old City Hall (Independence Hall) at 3rd to 6th Streets to area around Broad & Market Streets. (PhlInq)
- July 4, 1874** Illinois & St. Louis Bridge Company opens Eads Bridge across Mississippi River at St. Louis; Union Railway & Transit Company of St. Louis and St. Louis Tunnel Railroad also open connecting lines; revenue service not begun until 1875 because of legal question of Illinois railroads operating in Missouri. (Church)
- July 6, 1874** PRR, NYC and Erie Railway begin pooling and raise livestock rates from West to Tidewater. (RRG)
- July 8, 1874** PRR approves new book of rules for Transportation Dept. effective Nov. 15; PRR Board agrees to lease Bryn Mawr Hotel to Keystone Hotel Company. (MB)
- July 8, 1874** Jeremiah Van Rensselaer ( -1874), former official of Camden & Amboy and ex-VP of New Jersey Railroad, dies at New Brunswick, N.J., at age 62. (RRG)
- July 10, 1874** St. Louis city ordinance approves construction of Union Depot. (Church)
- July 12, 1874** David McCargo named receiver of Oil Creek & Allegheny River Railway. (CorpHist)
- July 14, 1874** Queen Annes & Kent Railroad sold at foreclosure to bondholders. (Val)
- July 14, 1874** Hugh J. Jewett of PC&StL elected President of Erie Railway; originally were to offer post to Tom Scott, but he was elevated to presidency of PRR through Thomson's death; Scott is elected an Erie director; rumors that Scott chose Jewett. (RRG, TheRoad)
- July 15, 1874** Stockholders of GR&I ratify acceptance of railroad from Continental Improvement Company by vote of 17,555 to 1,500, over objections of ex-President Joseph K. Edgerton and old stockholders.

- July 1874**      **New West Chester & Philadelphia station opens at 31st & Chestnut in West Philadelphia.**
- July 1874**      **Rochester, Nunda & Pennsylvania Rail\_\_ has placed bonds conditionally in Europe at 70, providing no money is to be paid until line opens between Mount Morris and Ross Jct. on Erie Railway; mayor of Rochester has vetoed \$50,000 municipal subscription. (RRG)**
- July 1874**      **South-West Pennsylvania Railway being extended from Connellsville to Mount Braddock. (RRG)**
- July 1874?**      **PFW&C, Chicago & Alton, Chicago, Milwaukee & St. Paul, Chicago, Burlington & Quincy and Chicago & North Western agree to build a union station at Chicago on land owned by PFW&C. (Guide)**
- July 1874**      **Pennsylvania Warehouse & Safe Deposit Company; Thomas L. Jewett Pres., has bought site of old Patterson bonded warehouses at Front & Lombard Streets; is removing debris and will build new warehouse designed by Thomas U. Walter, Joseph M. Wilson and F.G. Thorn. (PubLdgr)**
- July 1874**      **Ohio County, W.Va., votes against any further subscription to Pittsburgh, Wheeling & Kentucky Railroad. (RRG)**
- July 18, 1874**      **Gen. Robert Thompson elected President of Philadelphia & Erie in place of Edward F. Gay, resigned. (USRR&MR, RRG says replacing W.H. Wilson given extra duties of Real Estate Dept.)**
- July 20, 1874**      **Attempt made to resume operation of Montclair Railway; train stopped near west end of Bergen Tunnel, where tracks had been torn up by ex-Pres. Pratt. (RRG)**
- July 21, 1874**      **Hydraulic car brake system invented by William M. Henderson of Philadelphia tested on West Chester & Philadelphia Railroad. (WMH)**
- July 21, 1874**      **Junction & Breakwater Railroad Board confirms sale of control by Reed, Sheaf & Baumgardner to McCready & Ball, managers of Old Dominion Steamship Company for \$90,000. (RRG, USRR&MR)**
- July 22, 1874**      **PRR Board approves construction of West Philadelphia Stock Yards on Schuylkill River north of Market Street to be built and operated by Samuel W. Allerton, et al.; contracts with New Jersey Warehouse & Guaranty Company for construction of a grain elevator at Harsimus Cove; hears report on PRR operating its own line of propellers on Delaware & Raritan Canal. (MB)**

- July 22, 1874** William H. Brown appointed Engineer of MofW, replacing Theodore I. Heizmann resigned; Sutherland Mallet Prevost appointed Superintendent of Bedford Division. (MB - prob. eff. July 1 or Aug. 1)
- July 22, 1874** Theodore N. Ely named Superintendent of Motive Power of United New Jersey Grand Division. (NOT FOUND IN MINUTES - prob. eff. 8/1!! Watkins has 7/1)
- July 22, 1874** David McCargo elected Pres. of Titusville & Petroleum Centre Railroad.
- July 24, 1874** Pennsylvania Company Board authorizes additional docks at Ashtabula; notes Chicago, Canada Southern & Detroit Railroad has refused to sign agreement for use of Toledo terminals; orders evicted unless signs by Sep. 1; notes agreement for Chicago Union Depot Association now signed by all parties; H.S. McComb appears to discuss new agreement re stock of New Orleans, Jackson & Great Northern Rail(way). (MB)
- July 25, 1874** PRR contracts with Lehigh Valley for operation of through coal trains from the LV at Sugar Notch near Wilkes-Barre to Trenton and South Amboy. (MB)
- July 25, 1874** Pennsylvania Company Board orders lease of Cincinnati & Muskingum Valley Rail\_\_ to PC&StL Railway annulled; earnings are unsatisfactory, and can operate better without lease; reads letter from Peninsular Railway requesting conference with Continental Improvement Company. (MB)
- July 28, 1874** First PRR peach train of season arrives in Jersey City from Delaware; 30 cars. (RRG)
- July 29, 1874** Freehold & Jamesburg Agricultural Railroad deeds line between Monmouth Jct. and Jamesburg to United New Jersey Railroad & Canal Company. (Val)
- July 30, 1874** At 3:00 AM, Reading barge No. 85 towed by D&R steamer *Bordentown* hits obstruction in draw space of NY&LB Raritan River Bridge and sinks in 21 feet of water. (EDJ)
- Aug. 1, 1874** New organization in Treasury Dept.; Bayard Butler named Treasurer, replacing Edmund Smith promoted to VP. (MB, B&K)
- Aug.? 1, 1874** Theodore N. Ely appointed Superintendent of Motive Power for PRR Grand Division replacing Frank Thomson. (RRG of 7/25 - Watkins has 7/1?)
- Aug. 1, 1874** Flushing, North Shore & Central Railroad formed through consolidation

**of Flushing & North Side Railroad, Central Railroad of Long Island, Central Railroad Extension, Whitestone & Westchester Railroad, North Shore Railroad, North Shore & Port Washington Railroad, and Roslyn & Huntington Railroad under agreement of June 19, 1874, bringing all Poppenhusen/Stewart lines under one umbrella; Adolph Poppenhusen, Pres.; Herman C. Poppenhusen, General Manager. (NYState, Val)**

- Aug. 1, 1874**      **Hugh J. Jewett resigns as Third VP & General Counsel of Pennsylvania Company to be Pres. of Erie Railway. (MB)**
- Aug. 1, 1874**      **Jacob N. McCullough resigns as General Manager of Pennsylvania Company to concentrate on duties of First VP; James D. Layng promoted from Assistant General Manager to General Manager, replacing McCullough; George Webb promoted from General Superintendent of PC&StL to Assistant General Manager of Pennsylvania Company for Eastern Division of PFW&C; Samuel M. Felton, Jr., named General Superintendent of PC&StL, replacing Webb; Darius W. Caldwell promoted from Superintendent of CC&IC to General Manager of PC&StL, replacing Hugh J. Jewett, resigned to take presidency of Erie Railway. (MB, RRG)**
- Aug. 1, 1874**      **Columbus, Chicago & Indiana Central Railway defaults on Second Mortgage bonds. (TheRoad)**
- Aug. 1, 1874**      **GR&I completes new brick station at Kalamazoo.**
- Aug. 1874**          **Flushing, North Side & Central Railroad begins operating two summer express trains to Babylon with parlor cars and connections to Fire Island. (RRG)**
- Aug. 1874**          **Camden & Atlantic Railroad has arranged to transfer passengers with Camden & Amboy line at crossing in Camden. (RRG)**
- Aug. 4, 1874**      **U.S. Circuit Court for Illinois hears argument on motion to substitute directors of Gilman, Clinton & Springfield Railroad for present receivers; Morton, Bliss & Co. appears for Illinois Central Railroad. (RRG)**
- Aug. 5, 1874**      **Trunk lines sign new agreement pooling traffic and ending rate war at Saratoga Springs; agree to abolish all commissions, agencies and outside express companies; to establish board of 3 impartial commissioners to set rates and separate Eastern Board of Commissioners for eastern trunk lines; B&O and Grand Trunk Railway of Canada refuse to sign, but B&O agrees to abolish commissions, drawbacks and agencies; pact is denounced in New York City as ruining the grain trade in favor of Philadelphia and Baltimore; peace lasts only til end of year.**

- Aug. 5, 1874**      **Pennsylvania Company leases Toledo & State Line Railroad retroactive to Nov. 10, 1873; runs from PRR's later Summit Yard on waterfront to Alexis. (C&C, Church, MichRRs)**
- Aug. 7, 1874**      **First Mortgage bondholders of Atlanta & Richmond Air Line Railroad meet; PRR agrees to place its majority stockholding in hands of three trustees; Second Mortgage bondholders to be paid in preferred stock. (RRG)**
- Aug. 10, 1874**      **New station for through freight at Dock Street opens for both inbound and outbound through freight, reached by new extension of Delaware Extension tracks on Delaware Avenue from Washington Avenue; replaces old freight depot at 13th & Market; all local freight handled at 15th & Market; eliminates use of horse power on old City Railroad east of 15th Street. (AR, RRG)**
- July? 1874**      **Delaware Extension extended north on Delaware Avenue from Washington Avenue to new freight station at Dock Street, replacing use of City Railroad tracks in Market Street. (USRR&MR has ca. 8/1)**
- Aug. 1874**      **Frankford & Breakwater Railroad holds excursion to Dagsboro, Del.; completed to Frankford but not opened for revenue service. (RRG)**
- Aug. 1874**      **PRR, NYC&HR and Erie Railway restore New York-Chicago emigrant rate from \$5 to \$13, ending rate war. (RRG)**
- Aug. 11, 1874**      **PRR, NYC&HR, Erie and Great Western of Canada hold follow-up meeting to Saratoga Compact at New York. (RRG)**
- Aug. 11, 1874**      **Creditors of Allegheny Valley Railroad meet in Pittsburgh and accept PRR proposition of lease, if they will pay claims. (USRR&MR)**
- Aug. 12, 1874**      **PRR Board hears report on Pennsylvania Company; Union Line owners had received \$3 million in stock for their rolling stock and depots at New York and elsewhere; now recommend that PRR be sole stockholder of Pennsylvania Company; Board votes to extend notes of California & Texas Railway Construction Company; hears report of special committee stating need for 1,000 additional cars for anthracite and 1,000 for bituminous coal, to be purchased through car trusts; recommend that PRR and not coal companies own all coal cars on its lines. (MB)**
- Aug. 12, 1874**      **PRR accepts Richmond & Danville's offer to release R&D from joint endorsement on Second Mortgage bonds of Atlanta & Richmond Air Line and return various R&D system securities held as collateral, except the A&RL Second Mortgage bonds and preferred stock; in return, R&D**

- is to fund all debts into a new \$6 million Consolidated Mortgage. (MB)
- Aug. 12, 1874** Board confirms appointment of James McCrea as Assistant Engineer of Philadelphia Division. (MB - prob. eff. 8/1)
- Aug. 13, 1874** Fast run on Baltimore & Potomac Railroad from Fulton Jct. to Navy Yard Tunnel in Washington at speeds alleged as fast as 60 MPH. (USRR&MR)
- Aug. 1874** General Superintendent G. Clinton Gardner issues "Specifications for a Perfect Sub-Division." (USRR&MR)
- Aug. 1874** Pennsylvania Company begins series of prizes to engine crew showing best results with different locomotive classes, except on Cleveland & Pittsburgh. (USRR&MR)
- Aug. 18, 1874** Oil Creek & Allegheny River bondholders meet and draw up plans for reorganization without foreclosure; Allegheny Valley Railroad holds controlling interest. (RRG)
- Aug. 1874** Jersey City Terminal nearly completed; roof all done and two of six ferry slips in use. (RRG)
- Aug. 20, 1874** Tom Scott resigns as Pres. of Atlantic & Pacific Railroad. (USRR&MR - RRG says declined reelection)
- Aug. 25, 1874** Pennsylvania Company Board authorizes extending Canfield Branch of Lawrence Railroad to Foster coal field. (MB)
- Aug. 26, 1874** PRR Board grants Engineer of Bridges & Buildings Joseph M. Wilson partial leave to act as Consulting Engineer to 1876 Centennial Exhibition. (MB)
- Aug. 26, 1874** PRR Board accepts Richmond & Danville offer that PRR purchase \$1 million of its new Consolidated Mortgage bonds at 80 by canceling old debt of \$455,000 and rest in cash, plus making a cash advance of \$100,000 to R&D to meet current debt payments. (MB)
- Aug. 26, 1874** Preston renamed Fossilville and Londonderry renamed Bards on Bedford Division. (MB)
- Aug. 26, 1874** Logansport, Crawfordsville & South Western Railway enters receivership under foreclosure of First and Second mortgages; Spencer D. Schuyler, Receiver. (Church, C&C)
- Aug. 30, 1874** PRR opens new alignment at Caln; line now straight between Caln and

**Downingtown.**

- Summer? 1874** PRR cuts hours of shopmen and trackmen from 10 hours to 8 hours and from 6 to 5 days per week.
- Sep. 1, 1874** Baltimore & Potomac Railroad begins refusing to redeem B&P tickets used over B&O on short notice. (RRG)
- Sep. 1, 1874** Pennsylvania Canal Company abandons West Branch Division Canal between Farrandsville and pool of Lock Haven Dam and Juniata Canal between Williamsburg and pool of Petersburg Dam; although officially abandoned, locks at Queens Run Dam are kept in use by local lumber interests. (Casebook)
- Sep. 1, 1874** Pennsylvania Company purchases property of Pittsburgh & Western Company, known as the "Refrigerator Line," operating between Chicago and Jersey City via both PFW&C and PC&StL; includes 25 cars and ice houses at Chicago, Turners and Jersey City. (MB)
- Sep. 2, 1874** Convention of persons favoring the "Peoples' Freight Railroad," a double track freight only line from New York to the Mississippi River, meet at Mount Vernon, Ohio. (RRG)
- Sep. 3, 1874** Special committee presents plan for Northern Central; non-PRR stockholders to receive maximum of 7% dividend before PRR is paid and name 5 of 12 directors; PRR to assume Northern Central's share of joint contribution to build Baltimore & Potomac and Low Grade Line for 2 years; alternate is for PRR and old stockholders to each name 6 directors and PRR to name President and General Manager. (MB)
- Sep. 9, 1874** PRR Board rejects request from Cleveland, Mount Vernon & Delaware Railroad for aid; authorizes Tom Scott to protect PRR's interest in the Columbus, Cincinnati & Indiana Central Railway in the foreclosure of the Cincinnati & Chicago Air Line Railroad; approves agreement with Philadelphia, Newtown & New York Railroad by which PRR is to complete and operate it and is to receive \$400,000 par PN&NY bonds for \$200,000 in cash advances. (MB)
- Sep. 9, 1874** PRR Board revises terms of buyout of William Thaw's and H.H. Houston's interest in the Pennsylvania Company; are to be paid in notes of the California & Texas Railway Construction Company which they have endorsed, as well as other securities; later revised so as to be paid in PC&StL bonds. (MB)
- Sep. 11, 1874** McKean & Buffalo Railroad Company incorporated in Pa. to build branch line from Larabee to Clermont in interest of Buffalo Coal

**Company. (Val)**

- Sep. 1874** Ten miles of track laid on Rochester, Nunda & Pennsylvania Railroad from Swainsville (?) through Nunda. (RRG)
- Sep. 14, 1874** Report of PRR Investigating Committee is distributed in Philadelphia; approves of most growth except that south of Potomac River; also condemns excessive expenditures on Philadelphia & Erie and Low Grade Line and ownership of Susquehanna Coal Company. (Rept, PubLdgr)
- Sep. 14, 1874** Old Dominion Steamship Company begins regular service between Lewes and New York with steamer *Albemarle*. (ad - est. earlier? - USRR&MR has 9/1)
- Sep. 1874** Rochester, Nunda & Pennsylvania Railroad extended seven miles north to Tuscarora, three miles from Mount Morris. (RRG)
- Sep. 1874** Rumors have DL&W seeking to buy New York & Hempstead Railroad; to build coal docks at Bay Ridge. (RRG)
- Sep. 1874** Pres. Scott has been informed that CC&IC Railway has placed notice of PRR and PC&StL guarantee on its Second Mortgage bonds, which went into default on Aug. 1 and which are not covered by PRR guarantee. (RRG)
- Sep. 1874** Bordentown Shops closed and all men and records moved to South Amboy. (RRG)
- Sep. 16, 1874** South Side Railroad Company of Long Island sold at foreclosure of Third Mortgage after several postponements to Herman C. Poppenhusen, Alfred L. Poppenhusen and Elizur B. Hinsdale; previously three parties had been vying for control: Oliver Charlick of LIRR, \_\_\_ Cornell, the receiver, and ex-Pres. Fox; Flushing, North Side & Central Railroad group bought up bonds in late Aug. (CorpHist, NYState, RRG)
- Sep. 9?, 1874** Regular freight and passenger steamer service between New York and South Amboy discontinued; all high-value traffic handled via Harsimus Cove; passenger trains run via Monmouth Jct. and Bordentown. (NYTrib tt, see 10/31/74! - may be pass only - USRR&MR has by 10/3 - RRG has pre-9/26)
- Sep. 17, 1874** Smyrna & Delaware Bay Railroad sold at foreclosure at Smyrna, Del., to American Dredging Company. (RRG)
- Sep. 17, 1874** Baltimore & Potomac Railroad contracts with Geigan & Co. and D. Pulman to establish Washington Fast Freight Line between Baltimore



and Washington. (MB)

- Sep. 19, 1874** Future PRR VP Herbert Alexander Enochs (1874-1954) born.
- Sep. 19, 1874** Properties of Paris & Decatur Railroad and Paris & Terre Haute Railroad deeded to Peoria, Atlanta & Decatur Railroad through exchange of securities. (Church)
- Sep. 1874** Brooke County, W.Va., applies for injunction to stop trustees from selling Pittsburgh, Wheeling & Kentucky Rail\_\_. (RRG)
- Sep. 23, 1874** PRR Board forbids all officers to hold official positions with outside companies without special permission of Board. (MB)
- Sep. 23, 1874** PRR Board agrees to accept Allegheny Valley income bonds in payment of \$1.13 million owed for construction advances; Allegheny Valley is unable to meet debts and has agreed to fund all old bonds into new \$10 million issue; Board also approves contract with William P. Clyde & Co. to operate line of freight propellers on Delaware & Raritan Canal; refuses further aid to Lewisburg, Centre & Spruce Creek Railroad; approves contract with New Jersey Warehouse & Guaranty Company to build grain elevator at Harsimus Cove. (MB)
- Sep. 25, 1874** PRR signs agreement with William P. Clyde & Co. (Clyde Line of steamers) covering New York-Philadelphia rates on outside line and via Delaware & Raritan Canal. (MB)
- Sep. 25, 1874** PRR presents formal demand at St. Nicholas Bank and CC&IC office in New York demanding payment of 1,258 coupons of Second Mortgage bonds in default since Aug. 1, 1873. (RRG)
- Sep. 25, 1874** Southern Railroad Company of Long Island incorporated as reorganization of South Side Railroad Company of Long Island. (Val)
- Sep. 27, 1874** Isaac Craig Buckhout (1830-1874), ex-Chief Engineer of New York & Harlem Railroad and engineer of Grand Central Station and Fourth Avenue Improvement, dies at White Plains, N.Y., at age 44. (RRG)
- Sep. 29, 1874** London, Asiatic & American Company, Ltd. in letter requests that consideration of PRR Investigating Committee report, which has just reached London, be postponed until they can read it; similar letters receives from J.S. Morgan & Co., Hazeltine & Powell and others. (PubLdgr, TheRoad)
- Sep. 29, 1874** Southern Railroad Company of Long Island organized; Adolph Poppenusen, Pres.; E.B. Hinsdale VP (C&C, RRG)

- Sep. 29, 1874**      **Hugh J. Jewett resigns as director of Pennsylvania Company. (MB)**
- Sep. 29, 1874**      **Pennsylvania Company Board declines to advance money to New Orleans, Jackson & Great Northern Rail\_\_ to pay coupons on its floating debt; authorizes transfer of the 1,000 "Circle-P" box cars to Union Line Bureau; authorizes sale of its half interest in dredge at Erie. (MB)**
- Sep. 1874**            **Rochester, Nunda & Pittsburgh Railroad extended from Tuscarora three miles to connection with Erie Railway near Mount Morris. (RRG)**
- Sep. 1874**            **Mayor of Buffalo vetoes resolution to sell city interest in Buffalo, New York & Philadelphia Railway. (RRG)**
- Sep. 30, 1874**      **Buffalo Coal Company incorporated in Pa.; organized at Buffalo and controlled by Magee family of Elmira; purchases 16,000 acres of coal land near Bishops Summit in McKean and Elk Counties, Pa.; to build railroad to mines. (MB, RRG)**
- Oct. 1, 1874**        **Trunk Line managers, including Tom Scott, Jacob N. McCullough and William Thaw for PRR interests, meet at St. Nicholas Hotel in New York to ratify Saratoga Compact. (RRG)**
- Oct. 1, 1874**        **Railway Equipment Trust of Pennsylvania formed by PRR officers and banks for building coal cars to lease to PRR. (MB)**
- Oct. 1, 1874**        **Empire-Individual Line withdrawn from operating over PRR, Cumberland Valley, Northern Central and Philadelphia & Erie; freight henceforth handled by Pennsylvania Fast Local Freight Line. (RRG)**
- Oct. 1, 1874**        **Allegheny Valley Railroad issues new \$10 million mortgage. (AR)**
- Oct. 2, 1874**        **PRR, Northern Central Railway, and Philadelphia & Erie Railroad contract to settle floating debt of Allegheny Valley Railroad. (AR)**
- Oct. 3, 1874**        **Report of Investigating Committee presented at special meeting of stockholders; before meeting can pass any resolutions, Tom Scott addresses meeting noting request of London stockholders that consideration be postponed until Mar. 1875 annual meeting, so they can have representatives present; report accepted with thanks to committee; meeting ends with VP George B. Roberts's eulogy for Pres. Thomson; T.S. Fernon says committee was picked to make favorable report and shore up stock price. (PubLdgr, TheRoad)**
- Oct. 6, 1874**        **Franklin Institute holds exhibition of local arts and industries in PRR freight station at 13th & Market Street; visited by nearly nearly 300,000**

before closes on Nov. 12. (Scharf)

- Oct. 9, 1874** South Side Railroad Company of Long Island sold to Herman C. Poppenhusen, Alfred L. Poppenhusen and Elizur B. Hinsdale. (Val - under fcl of different mortgage from 9/17? - not found in NYTrib - is also date of deed)
- Oct. 9, 1874** Park Avenue Railroad (Brooklyn horsecar line) and Greenwood & Coney Island Railroad merged to form Prospect Park & Coney Island Railroad uer agreement of Sep. 30. (CorpHist, NYState)
- Oct. 12, 1874** Andrew Carnegie and partners organize Edgar Thomson Steel Company, Ltd., with a capital of \$1 million to take over Braddock rail mill project of Carnegie, McCandless & Co. (StdHistPitts, HistPitts)
- Oct. 13, 1874** Bondholders' committee of Oil Creek & Allegheny River Railroad meet at Philadelphia; reject offer made by Pres. Scott on Aug. 3; urge foreclosure under Consolidated Mortgage. (RRG)
- Oct. 13, 1874** California & Texas Railway Construction Company stockholders meet and approve reorganization; to ask Texas & Pacific to reduce First Mortgage bonds from \$40,000 to \$20,000 per mile valued at 85 and make Land Grant bonds a second mortgage at \$20,000 per mile at 40; 85% of creditors have accepted bonds in settlement of claims. (RRG, PubLdgr)
- Oct. 14, 1874** PRR Board declines request of Pres. H.S. McComb of Mississippi Central to exchange PRR's \$1.55 million Mississippi Central bonds for new Series "C" bonds. (MB, TheRoad)
- Oct. 15, 1874** Peoria, Atlanta & Decatur Railroad renamed Illinois Midland Railway (resolution filed with state on Nov. 23, 1874); line previously completed between Farrington and Paris opened for revenue service. (C&C)
- Oct. 1874** Hanover & York Railroad secures stock control of Littlestown Railroad. (RRG)
- Oct. 1874** South Mountain Railroad completes location between Hamburg and Delaware River. (RRG)
- Oct. 1874** Penn Gas Coal Company completes unincorporated Youghioghny Railroad from Irwin on PRR to Gratztown on B&O to serve its mines in the Westmoreland County Gas Coal Field. (RRG)
- Oct. 16, 1874** South Side Railroad of Long Island property conveyed to Southern Railroad Company of Long Island; Southern Railroad also begins operation of New York & Flushing Railroad between Hunters Point and

**N.Y. & Flushing Jct.; brought under control of Poppenhusen interests who also control Flushing, North Shore & Central Railroad; connection between two lines built at Belmont Jct. west of Babylon. (Val, )**

- Oct. 18, 1874** New Jersey lines converted from left-hand to right-hand running at 12:00 N. (SG, RRG)
- Oct. 21, 1874** PRR files in U.S. Circuit Court in Cincinnati to foreclose CC&IC Second Mortgage. (RRG)
- Oct. 1874** Jersey City Terminal completed. (RRG)
- Oct. 24, 1874** PC&StL serves notice on CC&IC that it is not meeting its obligations under the lease (apparently by refusing to reduce its debt), and if it does not comply by Jan. 1, it will stop paying the rent and sue; James Roosevelt and William R. Fosdick, trustees for CC&IC prepare answer. (prob. in 1875-6) (USRR&MR says done by Thaw, 10/27)
- Oct. 26, 1874** Receiver stops operation of New York & Hempstead Railroad between Valley Stream and Hempstead because of insolvency. (RRG)
- Oct. 1874** Receiver McCargo of Oil Creek & Allegheny River Railway removes all passenger trains between Irvineton and Oil City because of heavy traffic and runs only mixed trains. (RRG)
- Oct. 29, 1874** PRR operates fast train for officials running from West Philadelphia to Jersey City in 1:49; maximum speed of 53.3 MPH; locomotive No. 922, anthracite burner, and three Pullmans. (RRG)
- Oct. 29, 1874** CC&IC stockholders meet at Columbus; PC&StL Railway sends notice that unless CC&IC lives up to lease, it will sue. (RRG)
- Oct. 30, 1874** Minority bondholders file to foreclose on Richmond & Atlanta Air-Line Railway. (Harrison)
- Oct. 31, 1874** Steamer *John Stevens* makes last freight-only (?) trip between New York and South Amboy.
- Fall 1874** Philadelphia, Newtown & New York Railroad suspends construction after spending \$1.1 million with no part finished. (MB)
- Fall 1874** Lawrence Railroad extends Canfield Branch from Canfield Jct. to Foster's Coal Mines, 4.06 miles. (Church)
- Nov. 1, 1874** New York & Hempstead Railroad reopens under court order. ( , RRG)

- Nov. 1, 1874** Poppenhuisen interests reroute all trains to and from points on Southern Railroad of Long Island east of Babylon to run via Central Railroad route via Flushing and Farmingdale; abandon Central Railroad line in Babylon east of Belmont Jct. (or at end of 1875 season??)
- Nov. 2, 1874** Trains of Montclair Railway (later Erie's Greenwood Lake Branch) begin operating into PRR Jersey City Terminal. (HC - see also 1/1/73)
- Nov. 3, 1874** Democrats win majority in U.S. House for first time since Civil War.
- Nov. 4, 1874** East Broad Top Railroad & Coal Company (narrow gauge) opens for revenue service to Robertsdale, a new town established by the Rockhill Iron & Coal Company; excursion held on Oct. 16. (EBT, RRG)
- Nov. 4, 1874** Richmond & Atlanta Air Line enters receivership. (verify)
- Nov. 5, 1874** John W. Cloud appointed first Engineer of Tests to head Test Dept. (or 8/74? - MB has 5/1879!!)
- Nov. 9, 1874** Flushing, North Shore & Central Railroad begins passenger service on Bethpage Branch to serve local farmers. (Seyfried)
- Nov. 9, 1874** Miami Valley Narrow Gauge Railway incorporated in Ohio to build from Cincinnati to Xenia via Mason, Lebanon and Waynesville, partly using old roadbed of Cincinnati, Lebanon & Xenia Railroad. (Church)
- Nov. 10, 1874** Red Star Line steamship *Vaderland* sails with first cargo of 20,000 bushels of grain from new International Navigation Company terminal at Girard Point; by 1876 engrosses about 75% of Philadelphia's foreign grain exports; falls to about 50% by 1878 as new facilities open. (Flayhart, PubLdgr)
- Nov. 11, 1874** Last rail laid on Illinois Midland Railway near Waynesville, Ill. (RRG)
- Nov. 12, 1874** Pres. Scott, A.J. Cassatt, Cornelius and William H. Vanderbilt and H.J. Jewett visit B&O Pres. John W. Garrett and VP John King at B&O office in Baltimore; Garrett promises to abide by Saratoga Agreement in respect to Baltimore rates, but refuses to sign it; B&O urges discontinuance of all fast freight lines. (USRR&MR, RRG)
- Nov. 12, 1874** Bondholders of Oil Creek & Allegheny River Railroad meet and hear report; no income to pay interest and therefore should begin foreclosure; appoint purchasing committee including Camille D'Invillers and Thomas H. Dudley. (RRG, PubLdgr)
- Nov. 12, 1874** Fire destroys field headquarters of South Mountain & Boston Railroad at

- Augusta, N.J., including all maps and profiles. (RRG)
- Nov. 13, 1874 NYC&HR completes 4-track system between Albany and Buffalo; is operated as two double track railroads side by side, one on south side for passenger and one on north for freight; includes freight bypass line around Syracuse. ( , RRG - RRG of 12/12 says in full use Albany-Syracuse)
- Nov. 14, 1874 New York & Hempstead Railroad sold under foreclosure of Hempstead & Rockaway mortgage. (NYState)
- Nov. 15, 1874 New PRR book of rules approved on July 8 put into effect; uniform rules for all of Lines East replace separate rules of predecessor companies; new standards are red = stop, green = caution, and white = clear; also standard whistle and lantern signals; orders require brakemen to call all stations; newsboys not to annoy passengers or use seats to store goods; passenger service personnel must wear badges; conductors are not to allow passengers to ride on platforms; drunks are to be ejected. ( , RRG)
- Nov. 15, 1874 Sleeping car line established between Washington and Rochester, N.Y. via Canandaigua and NYC. (PassDept)
- Nov. 15, 1874 Baltimore, Pittsburgh & Chicago Railroad completes track between Chicago Jct. (Willard, Ohio) and Hyde Park in Chicago on ICRR, giving B&O a roundabout route via Wheeling and Newark; B&O offers new lower rates between Chicago and Baltimore, breaking Saratoga Compact of August 1874; PRR follows suit, touching off a new rate war that continues through spring of 1875; Chicago service is disrupted by dispute with Michigan Central Railroad, which objects to B&O sharing IC station and forces it to build a temporary station on site of Art Institute; B&O also begins running *Limited St. Louis Express* running from Baltimore in 33:00 with through sleeping car from Philadelphia. (AR, BaltAm, RRG, RRH)
- Nov. 1874 On New York Division, all new construction stopped, track gangs cut from 12 men to 7 with 15% pay cut. (RRG)
- Nov. 1874 Delaware Shore Railroad begins construction. (Val)
- Nov. 1874 Bondholders file to foreclose Worcester & Somerset Railroad. (RRG)
- Nov. 1874 Frankford & Breakwater Railroad directors decline to accept road from contractors. (RRG)
- Nov. 1874 Post Office Dept. orders mail service on Sligo Branch. (RRG)

- Nov. 1874** GR&I buys three acres in Richmond, Ind., for shops. (RRG)
- Nov. 1874** Illinois Central Railroad, lessee of Toledo, Peoria & Warsaw Railway, has withdrawn all trains from La Harpe-Burlington Branch as not paying expenses. (RRG)
- Nov. 16, 1874** New Castle & Franklin Railroad opens between Mercer Jct. and Stoneboro, completing a link between New Castle and coal regions. (LawrenceJrnl, Val)
- Nov. 16, 1874** Mobile & Montgomery Railroad sold at foreclosure at Montgomery to First Mortgage bondholders for \$3.022 million. (RRG)
- Nov. 18, 1874** Hudson Tunnel Railroad Company begins digging first 30-foot diameter vertical brick shaft at 15th Street & Hudson River in Jersey City (AR) under direction of engineering firm of Spielman & Brush; plan is now for tunnel 16' wide and 18' high; backed by capitalist Trenor W. Park (1823-1882), a native of Bennington, Vt., whom Haskin had met in California. (RyW, PA)
- Nov. 18, 1874** Indianapolis, Bloomington & Western Railroad enters receivership. (RRG)
- Nov. 1874** Delaware & Bound Brook Railroad begins construction.
- Nov. 20, 1874** Pennsylvania Company Board authorizes sale of all cars of Refrigerator Line to Adams Express Company for \$73,220 providing they operate them over PRR; Adams refuses. (MB)
- Nov. 21, 1874** New sandstone station opened at Milford, N.J., on Belvidere Division. (SG)
- Nov. 1874** Master's report on Gilman, Clinton & Springfield Railroad notes 14,000 shares fraudulently issued to Morgan Improvement Company and lands and buildings improperly pledged to Morgan Improvement Company for advances. (RRG)
- Nov. 24, 1874** Committee of Philadelphia citizens protests construction of stockyards on west bank of Schuylkill River north of Market Street to PRR. (MB)
- Nov. 25, 1874** PRR Board approves sale of 1,000 tons of rails to Richmond & Danville in return for bonds; also paying interest coupons of Belleville Railroad (Newark horse car line) and Alexandria & Fredericksburg Railway. (MB)
- Nov. 27, 1874** Allegheny Valley Railroad creditors meet; two-thirds sign plan to fund

claims into 7% Income bonds, and PRR, Northern Central and Philadelphia & Erie agree to pay 10% of receipts on through traffic to pay interest on these bonds. (RRG)

- Nov. 27, 1874** Foreclosure proceedings begun under Toledo, Peoria & Warsaw Railway Second mortgage in U.S. Circuit Court. (RRG)
- Nov. 1874** Manual banner-type block signals installed on Pittsburgh Division between Pittsburgh and Conemaugh. (AR, RRG)
- Nov. 29, 1874** *Cincinnati Express* westbound begins operating Jersey City-Pittsburgh with stops at Philadelphia, Harrisburg, and Altoona only.
- Nov. 30, 1874** New York City Mayor and LIRR VP William F. Havemeyer (1804-1874) dies suddenly in his office; had spent the night at the bedside of his friend Oliver Charlick, who is terminally ill at his home in Flushing; in traveling to the city, his train breaks down, and Havemeyer walks three miles against a cold wind; almost immediately upon reaching his office, he suffers two successive heart attacks. (RRG, BaltAm)
- Nov. 30, 1874** Northern Central Railway's Lake Roland Bridge collapses under combined weight of Cockeysville-Baltimore local and Baltimore-York local; 1 dead. (BaltAm)
- Nov. 30, 1874** Breakwater & Frankford Railroad opens for revenue service between Georgetown and Selbyville near Maryland state line; operated with separate train meeting regular trains at Georgetown. (RRG, )
- Nov. 30, 1874** Illinois Midland Railway opens between (Paris and Farrington - Church - NB C&C says this part open 10/15) and between Maroa and Farmdale, Ill.; with trackage rights over Toledo, Peoria & Warsaw Railway between Farmdale and Peoria and over IC between Decatur and Maroa, completes line between Terre Haute and Peoria. (Church)
- Late 1874** PRR begins instructing road foremen of engines to keep to monitor consumption of fuel and stores and assistant supervisors to check maintenance-of-way work against company standards.
- Dec. 1, 1874** George S. Griscom appointed Superintendent of Eastern Division of Pennsylvania Company, replacing Richard Wiggins, resigned. (MB)
- Dec. 2, 1874** Meeting of citizens to protest PRR plans for stock yards and abattoir in West Philadelphia. (RRG)
- Dec. 1874** Tyrone & Clearfield Railway contracts to extend Moshannon Branch from Houtzdale to Madera. (RRG)



- Dec. 1874**      **New Washington station of Baltimore & Potomac Railroad opens; 138 x 92; 3 stories with 147-foot clock tower; designed by Wilson & Thorn. (RRG)**
- Dec. 8, 1874**      **Northern Central Railway stockholders meeting; two reports on relations with PRR presented, a majority report and a minority report by Philadelphians J.N. Hutchinson and B.P. Borie; J. Donald Cameron, son of Simon Cameron, resigns as Pres. of Northern Central Railway and is replaced by Tom Scott; PRR unable to negotiate a lease on satisfactory terms because of the depression but agrees to assume the management as a compromise; after election, resolve to keep company offices in Baltimore. ( , BaltAm)**
- Dec. 8, 1874**      **Bill introduced in Congress to guarantee Texas & Pacific Railway bond interest; bonds to be issued at rate of \$40,000 per mile. (BaltAm)**
- Dec. 8, 1874**      **Dudley Sanford Gregory (1800-1874), former General Counsel of New Jersey Railroad and Mayor of Jersey City, dies at Jersey City at age 74. (CongBio)**
- Dec. 8, 1874**      **Atlantic & Great Western Railroad enters receivership; Pres. John H. Devereaux of Cleveland appointed receiver in Ohio by Court of Common Pleas of Summit County. (Minor)**
- Dec. 8, 1874**      **Enough Allegheny Valley Railroad bondholders have signed reorganization agreement. (RRG)**
- Dec. 1874**      **Northern Central Railway completes improvements to depot at 199 North Street used by PRR fast freight lines. (BaltAm)**
- Dec. 9, 1874**      **PRR Board authorizes \$50,000 advance to American Steamship Company of Philadelphia. (MB)**
- Dec. 9, 1874**      **William A. Patton appointed chief clerk to Third VP Cassatt. (Watkins - not in MB)**
- Dec. 9, 1874**      **John H. Devereaux appointed receiver for Atlantic & Great Western Railroad in New York by State Supreme Court. (Minor)**
- Dec. 10, 1874**      **Sen. John Scott of Pa. presents petitions of Texas & Pacific Railway and Atlantic & Pacific Railroad for federal aid. (USRR&MR)**
- Dec. 10, 1874**      **Pres. John H. Devereaux of Cleveland appointed receiver of Atlantic & Great Western Railroad in Pennsylvania by Court of Common Pleas of Philadelphia County; takes possession of whole line. (Minor)**

- Dec. 11, 1874** Cleveland & Pittsburgh Railroad and PFW&C abolish Joint Executive Committee. (C&P MB)
- Dec. 13, 1874** Mansfield, Coldwater & Lake Michigan and Toledo, Tiffin & Eastern placed in hands of Tom Scott and G.W. Cass, trustees for bondholders. (C&C)
- Dec. 14, 1874** Tom Scott testifies to Congressional committee pleading for aid bill for Texas & Pacific Railway. (AR)
- Dec. 15, 1874** Work on Hudson Tunnel Railroad is stopped by injunction of DL&W RR after reaching a depth of 20 feet. (Burr)
- Dec. 15, 1874** United New Jersey Railroad & Canal Company Board approves sale of barges *Julia* and *Carrie*. (MB)
- Dec.? 1874** South-West Pennsylvania Railway completes extension of track for six miles from Connellsville to Beesons Mills en route to Mount Braddock. (RRG)
- Dec. 1874** Rumors say Pennsylvania Company will lay rails on Mansfield, Coldwater & Lake Michigan Rail\_\_ as far as Napoleon. (RRG)
- Dec. 1874** Logansport, Crawfordsville & South Western Railway builds connection with Detroit, Eel River & Illinois Railroad at Logansport. (RRG)
- Dec. 16, 1874** CC&IC stockholders and bondholders meet in New York; appoint committee to investigate lease to PC&StL Railway; Tom Scott urges replacing Second Mortgage bonds with Income bonds; Benjamin E. Smith replies can't be done as bondholders refuse. (RRG, USRR&MR)
- Dec. 17, 1874** Cleveland, Mount Vernon & Delaware Railroad agrees with holders of First Consolidated and Columbus Extension bonds to fund coupons due July 1, 1874 and half of coupons maturing between Jan. 1, 1875 and July 1, 1877 for ten years; owing to financial embarrassment of company, plan can not be carried out; PRR receives \$\$669,000 in Income bonds to fund floating debt. (Church)
- Dec. 18, 1874** Montclair Railway sold at foreclosure to bondholders. (RRG)
- Dec. 19, 1874** John H. Fisher, opposed to PRR interests, appointed receiver of Richmond & Atlanta Air-Line Railway in South Carolina on suit of minority bondholders. (Harrison, TheRoad)
- Dec. 21, 1874** George B. Roberts makes report on Richmond & Danville situation;

**R&D has issued its new \$6 million Consolidated Mortgage, but separate receivers have been appointed for the Atlanta & Richmond Air Line in Georgia, South Carolina and North Carolina, and it is therefor unable to carry out its part of the reorganization plan. (MB)**

- Dec. 22, 1874 Meeting held in Boston to push for completion of Poughkeepsie Bridge. (RRG)**
- Dec. 1874 Injunction has stopped construction of West Philadelphia stock yards. (RRG)**
- Dec. 1874 Jennings M. Hood, former Superintendent of Queen Annes & Kent Railroad, reopens Kent County Railroad under lease. (RRG)**
- Dec. 23, 1874 PRR agrees to return joint notes to Richmond & Danville in return for \$2 million in preferred stock and \$2.6 million in Second Mortgage bonds of Atlanta & Richmond Air Line. (MB)**
- Dec. 23, 1874 PRR Board authorizes PRR to cease operating Sunbury & Lewistown effective Jan. 1, 1875 on account of unsatisfactory arrangements and failure of purchaser of S&L to comply with requests; authorizes sale of former Camden & Amboy steamboats *Atlas* and *Burlington* and ferry boats *Fashion* and *State Rights*. (MB)**
- Dec. 23, 1874 PRR appoints Joseph Napoleon Du Barry (1830-1892), now VP of Northern Central, Assistant to the President at \$6,000 per year. (MB)**
- Dec. 23, 1874 PRR Board adopts system for leasing of PRR real property; all original papers to be filed with Consulting Engineer. (MB)**
- Dec. 23, 1874 Baltimore, Pittsburgh & Chicago Railway opens to Chicago. (AR/RRG)**
- Dec. 24, 1874 Tyrone & Clearfield Railway opens between Clearfield and Curwensville, Pa. (Val)**
- Dec. 31, 1874 Illinois Midland Railway obtains trackage rights over Toledo, Peoria & Warsaw Railway between Farmdale and Peoria. (Stringham - see Nov. above)**
- 1874 Junction Railroad allows PW&B to run its trains between Grays Ferry and PRR depot in West Philadelphia with its own locomotives. (Casebook)**
- 1874 Junction Railroad allows Reading to run trains with its own locomotives over Junction Railroad from Belmont to reach its Chester Branch. (Casebook)**

- 1874 Hanover & York Railroad completes track for four miles northeast from Hanover. (RRG)**
- c. 1874 Sligo Branch of Allegheny Valley Railroad opens between Lawsonham and Sligo. (Val - note may have been b. earlier by separate company)**
- 1874 Rochester, Nunda & Pennsylvania Railroad completed between Mount Morris and Ross's Crossing (Ross Jct.); connects at both ends with Erie Railway system; is not operated. (Val, RRG)**
- 1874 Unused track of Mansfield, Coldwater & Lake Michigan Railroad east of Monteith and between Tiffin and Weston removed.**
- 1874 PFtW&C Mutual Benefit Association founded.**
- 1874 Cairo & Vincennes Railroad completed between Vincennes and Cairo, Ill.; eventually becomes part of NYC system.**
- 1874 Detroit, Eel River & Illinois Railroad opens between Logansport and Butler, Ind. (Klein says is controlled by James F. Joy of Detroit as part of line between Detroit and Indianapolis (YES) - Church has open 1874, see 1873)**
- 1874 Frankfort & Kokomo Railroad builds connection with Logansport, Crawfordsville & South Western Railway at \_\_. (RRG)**
- 1874 PRR begins preparing statements for each locomotive to calculate the amount of coal, water, etc., used per car-mile to be used as basis for awarding bonuses to best crews.**
- 1874 New erecting shop opens at Altoona.**
- 1874 New wheel foundry established at Altoona for "steeled" sheels. (AR)**
- 1874 First (?) Columbus Union Depot opens.**
- 1874 Dock No. 2 opens at Ashtabula.**
- 1874 Camden & Atlantic Railroad opens new ferry house at Coopers Point, Camden. (AR)**
- 1874 Camden & Atlantic Railroad completes replacement of old 62-pound U-rail with 57-pound T-rail between Camden and Hammonton and between DaCosta and West Elwood. (AR)**

- 1874            **Four-track system completed, West Philadelphia to Overbrook. (AR says under construction!)**
- 1874            **Construction of freight yard at 46th Street in West Philadelphia begun.**
- 1874            **New anthracite coal pier built at Greenwich Point.**
- 1874            **Commercial Avenue Branch opens between Greenwich and Reed Street in South Philadelphia.**
- 1874            **Use of track pans extended to Philadelphia, Middle and New York Divisions.**
- ca. 1874        **Double track completed between Philadelphia and Baltimore.**
- 1874            **Manual banner-type block signals installed on Philadelphia Division between Philadelphia and Paoli. (AR)**
- 1874            **Tyrone & Clearfield Railway extends Moshannon Branch from Houtzdale to McCauley (1.4 miles). (Val)**
- 1874            **Westinghouse automatic air brake tested on Pittsburgh Division (Watkins)**
- 1874            **Allegheny Valley Railroad builds new engine house at Verona, Pa.**
- 1874            **Sharpsville & Oakland Railroad extended from Oakland to Bethel, Pa.**
- ca. 1874        **Columbus, Chicago & Indiana Central Railway begins construction of new locomotives at Logansport Shops. (RRofInd)**
- 1874            **Detroit, Eel River & Illinois Railroad completed between Butler and Logansport. (C&C - prob. in stages - see 1873)**
- 1874            **PRR introduces Class GB 20-ton hopper-bottom gondola car.**
- 1874            **James Montgomery of Chicago forms Palace Stock Car Line, claiming to control Zadok Street's stock car patent; continues in business into 1880s; "Palace" stock cars were supposed to be more humane, with more room and water troughs, but most were operated without food and water.**
- 1874            **Weems Line buys steamer *Wenonah* (built 1864). (Stanton)**
- 1874            **Joseph D. Potts named Managing Director of National Storage Company. (Wilson)**

- 1874** NYC&HR opens DeWitt Yard east of Syracuse, N.Y., with freight bypass around north side of city. (SIA)
- 1874** Washington City, Virginia Midland & Great Southern Railroad completed from Lynchburg to North Danville in interest of B&O; lines running south from Danville are in PRR sphere, and under depression conditions, B&O lacks resources to build parallel lines into North Carolina, frustrating its ambitions on this front. (Harrison)