

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

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1882

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All Data Subject to Correction and Change**

- Jan. 1, 1882 PRR abolishes all family passes; may now carry a maximum of two names; eliminates about 75% of passes issued in 1881; West Jersey Railroad abolishes physician's passes. (GO, RRGaz, MB)
- Jan. 1, 1882 PC&StL Railway abolishes family passes; passes are limited to two persons per pass. (MB)
- Jan. 1, 1882 John Scott appointed General Solicitor of Northern Central Railway, replacing General Counsel Wayne MacVeagh, resigned. (AR)
- Jan. 1, 1882 LIRR begins handling own express business; Westcott's Express refuses to withdraw until Sep. 1. (AR)
- Jan. 1, 1882 George W. Boyd (1848-1917) appointed Assistant General Passenger Agent; David Watt to Superintendent of Monongahela Division, replacing J.M. Byers, assigned to conduct surveys in the coke region. (MB, RyW)
- Jan. 1, 1882 PRR fills new 28-million gallon Pottsgrove Run Reservoir at Altoona. (AR)
- Jan. 1, 1882 Headquarters of Delaware Division moved from Dover to Wilmington. (Cards)
- Jan. 1, 1882 Lackawanna & Pittsburgh Railroad incorporated in N.Y. by Clark, Post & Martin syndicate to build a standard gauge railroad from Rockville south of Belfast on the Buffalo, New York & Philadelphia Railway to the New York, Lackawanna & Western Railway in Perkinsville (Wayland Jct.) with a branch to Hornell and Canisteo; will give the Lackawanna system an outlet to Pittsburgh and points west. (RRH 92)
- Jan. 1, 1882 Samuel M. Felton, Jr. (1853-1930), resigns as General Superintendent of PC&StL Railway to become General Manager of New York & New

England Railroad on recommendation of Pres. Roberts; introduces some PRR practices on NY&NE; post of General Superintendent of PC&StL left vacant. (MB, AR)

- Jan. 1, 1882 R.R. Bentley named General Baggage Agent of Lines West. (RRGaz)
- Jan. 1, 1882 Nicholas Monsarrat (1839-1910), formerly General Superintendent of C.P. Huntington's Chesapeake, Ohio & Southwestern Railroad, named General Superintendent of Cleveland, Akron & Columbus Railroad. (MB, RRGaz)
- Jan. 1, 1882 Manchester Yard at Allegheny, Pa., ceded from Cleveland & Pittsburgh Railroad to Eastern Division. (AR)
- Jan. 1, 1882 New York, Lake Erie & Western Railroad changes its connections to Chicago from the Grand Trunk Railway of Canada via Buffalo to the PFW&C via Mansfield. (NYT)
- Jan. 1, 1882 Following William H. Vanderbilt's control of the CCC&I Railway and Cincinnati, Hamilton & Dayton Railroad, the New York, Pennsylvania & Ohio Railroad begins running over the PC&StL Railway from Springfield to reach Cincinnati instead of CH&D from Dayton; also connects with the CC&IC at Urbana, Ohio, to reach Chicago. (AR, RRGaz, NYT)
- Jan. 1, 1882 Erie & Wabash Dispatch and Erie & Milwaukee Line merged into the Erie & North Shore Despatch; operates over the New York, Lake Erie & Western Railroad, Canada Southern Railway, Great Western Railway of Canada, Wabash, St. Louis & Pacific Railway, Cincinnati, Hamilton & Dayton Railroad and Detroit, Grand Haven & Milwaukee Railroad. (RRGaz)
- Jan. 1, 1882 Indiana, Bloomington & Western Railway completes its line between Indianapolis and Springfield, Ohio; with leased lines, forms a complete route from Sandusky on Lake Erie to Pekin, Ill., near the Peoria gateway. (GrnBk)
- Jan. 1, 1882 William Clark, General Manager of the Pittsburgh Bessemer Steel Company, Ltd's. plant at Homestead demands that his employees sign no-strike, non-union contracts; when they refuse, he shuts down. (Nasaw)
- Jan. 2, 1882 PRR obtains running rights over New York & Long Branch Railroad, Perth Amboy to Bay Head Jct., from its owner, Central Railroad of New Jersey (CNJ) under agreements of Jan. 2 and Jan. 3; PRR gains access to Long Branch, Asbury Park and other North Jersey Coast resorts; NY&LB given its own Superintendent, James Fitz Randolph, instead of being part of Long Branch Division of CNJ. (AR, MB, ICC)
- Jan. 2, 1882 Philadelphia & Baltimore Central trains begin running into Broad Street

Station instead of 31st & Chestnut Street Station; portion of P&BC east of 49th Street conveyed to __; 31st & Chestnut station remodeled for freight service. (AR, PRR or PW&B?)

- Jan. 2, 1882 John D. Rockefeller forms the Standard Oil Trust along lines worked out by his lawyer Samuel C. T. Dodd (1836-1907); the stocks of the Standard Oil Company (Ohio) and all the other 39 companies controlled by it or its 42 stockholders are vested in a board of nine trustees headed by Rockefeller and headquartered in New York City; the trust has assets of over \$100 million by 1889. (Nevins)
- Jan. 3, 1882 Red Bank & Youngstown Railroad merged into the Pittsburgh & Western Railroad under agreement of Dec. 28, 1881. (B&O Corp)
- Jan. 4, 1882 CCC&I Railway officers appointed on the Dayton & Union Railroad. (RRGaz)
- Jan. 5, 1882 Northern capitalists who have recovered the charter of Sussex Western Railroad meet at Bridgeville, Del., and resolve to build a line from Lewes towards Kent Island, Md., in interest of the Old Dominion Steamship Company. (NYT)
- Jan. 5, 1882 Judge Thomas Mellon (1813-1908) gives the sole income and management of the private bank of T. Mellon & Sons to his son Andrew W. Mellon (1855-1937) in return for an annual income of \$3,500, retroactive to Jan. 1. (Cannadine)
- Jan. 6, 1882 PRR directs all Union Line and Empire Line agents not to contract for grain from Chicago at less than 20 cents to New York, 18 cents to Philadelphia and 17 cents to Baltimore; the PRR cuts the eastbound rate from Chicago on provisions from 15 cents to 10 cents, but leaves the grain rate at 20 cents, when other railroads have cut it to 12½ cents; the PRR carries little grain and is pleased to make the business of its rivals unprofitable, while not carrying more money-losing traffic than necessary itself; the PRR has refused arbitration of the port differential question. (NYT, RRGaz)
- Jan. 6, 1882 All railroads are shipping eastbound freight from Chicago at 10 cents to New York, 7 cents to Philadelphia, and 6 cents to Baltimore, although official published rates are 12½, 10½ and 9½ cents respectively; NYC&HR and New York, Lake Erie & Western Railroad are getting the bulk of both eastbound and westbound Chicago business. (NYT)
- Jan. 6, 1882 Cornelius Vanderbilt gives “no comment” to *New York Times* when asked if the Trunk Lines are negotiating a truce. (NYT)
- Jan. 6, 1882 Nickel Plate, Wabash, St. Louis & Pacific Railway and PRR sign agreement

- for an interlocking at South Whitley, Ind. (MB)
- Jan. 1882 PRR considers straightening the main line between Eagle (Strafford) and Paoli, running south of Berwyn. (CCHS)
- Jan. 1882 Former Philadelphia ferry *Camden* replaces *Mechanic* on 34th Street run. (HC)
- Jan. 7, 1882 PRR announces it won't accept the old Board of Arbitration consisting of Charles Francis Adams (1835-1915), James A. Wright (1815-1894), and David A. Wells (1828-1898) to arbitrate the current rate war; prefers A.J. Drexel, Adams, and Albert Fink; rumors say Wright is objectionable to William H. Vanderbilt because of his association with PRR through Peter Wright & Sons and International Navigation Company. (NYT)
- Jan. 7, 1882 PFW&C Pres. Louis H. Meyer writes to PRR Pres. George B. Roberts informing him that the PFW&C may not issue stock for less than par under its charter and that it is a breach of trust to issue betterment stock to the PRR at par when it sells for a premium in the market; Meyer wants to pay for improvements in certificates with interest pegged to the par value of the stock and guaranteed by the PRR. (MB)
- Jan. 8, 1882 On a Sunday, while LIRR officials at Long Island City call Robert F. Westcott away from his post in the express office, others board up the baggage room and office in an attempt to oust his express company from the LIRR. (NYT)
- Jan. 8, 1882 Wheeling & Lake Erie Railroad opens between Norwalk and Massillon, Ohio. (Poors)
- Jan. 9, 1882 Francis Styles, an employee of Westcott's Express, pulls a gun on LIRR Superintendent Isaac D. Barton when he attempts to throw him out of the Long Island City depot; Barton has Styles arrested, but Westcott continues in possession of express facilities elsewhere on the LIRR. (NYT)
- Jan. 9, 1882 Reading annual meeting held in Association Hall; climax of proxy fight between Franklin B. Gowen and the McCalmonts; Pres. Frank S. Bond supposedly has 195,000 proxies from McCalmont Brothers & Co. and 25,000 from Jay Gould; Gowen is supposed to have 190,000. (Rdg, Schlegel, NYT)
- Jan. 9, 1882 Benjamin F. Newcomer elected a director of PW&B, replacing Samuel Harlan, deceased; PW&B Board approves proposition of William T. Hart for purchase of Delaware & Chesapeake Railway; have secured all right-of-way for Brandywine Branch. (MB)

- Jan. 9, 1882 Calvin H. Allen, Giles E. Taintor and Edward L. Owen elected to Board of Buffalo, Pittsburgh & Western Railroad to represent Dutch stockholders. (RyW)
- Jan. 9, 1882 Allegany Central Railroad (narrow-gauge) opens between Friendship and Angelica, N.Y. (RRH 92)
- Jan. 9, 1882 First train departs Oak Street, Cincinnati, for Dayton via Cincinnati Northern Railway and Toledo, Delphos & Burlington Railroad; next day, the train is stopped by flooded track north of Dodds. (Hauck)
- Jan. 9, 1882 Wheeling & Lake Erie Railroad reopens as a standard-gauge line with irregular mixed train service between Huron and Massillon, Ohio. (Rehor)
- Jan. 10, 1882 PRR awards bids for building third and fourth tracks Perth Amboy Jct.-Menlo Park, Metuchen-Stelton, Stelton-New Brunswick, New Brunswick-Millstone Jct., Tullytown-Cold Spring, Holmesburg Jct-Frankford. (RRGaz)
- Jan. 10, 1882 Gen. Justin F. Temple elected Pres. of the Waynesburg & Washington Railroad, replacing Joseph G. Ritchie who declines reelection; C.E. Bower appointed Superintendent at \$1,000 a year. (MB)
- Jan. 11, 1882 Robert W. De Forest (1848-1931), representing the CNJ, is elected a director and Secretary of the Smyrna & Delaware Bay Railroad; L.D. Bruyn appointed Chief Engineer; N.F. Wilds, Robert W. De Forest, Charles W. Gould and John F. Bingham (1845?-1891) appointed an Executive Committee. (MB)
- Jan. 11, 1882 Andrew Carnegie writes to VP A. J. Cassatt, informing him that he has bought a half interest (actually an 11.25% interest) in H.C. Frick & Co. and proposes that the PRR haul iron for his Edgar Thomson Works from the Iron Mountain District of Missouri and Connellsville coke west to St. Louis. (Warren)
- Jan. 11, 1882 At monthly Board meeting, John W. Garrett reports that B&O's earnings for Dec. 1881 are up despite Trunk Line war, proving his ability to defend Baltimore's port differential. (NYT)
- Jan. 11, 1882 Indianapolis Union Station illuminated with arc lighting. (Hetherington)
- Jan. 12, 1882 According to the *Philadelphia Times*, PRR on this date declines the offer of William H. Vanderbilt to sell it his Reading shares, on the grounds that Gowen will wreck the Reading by his own actions. (NYT)
- Jan. 12, 1882 South Pennsylvania Railroad Board adopts the survey of Oliver W. Barnes from the Susquehanna River at Fishing Creek to Wheeling; authorizes

beginning construction between Bedford and Everett; accepts the offer of Richard K. Sheldon of Philadelphia and three others to subscribe for three shares each; a stockholders' meeting is then held, and Richard K. Sheldon is elected Pres., replacing James Worrall; Worrall remains a director; new directors include Horace Petit of Philadelphia, Jacob Bixler of Bixler's Mills, and George P. Sheldon, Archie L. Sheldon, James S. McCook, William T. Sanger and George G. Guion of New York; Reon Barnes and Silas W. Petit are appointed a committee on survey and also a committee on right of way. (MB)

- Jan. 12, 1882 Phillip Bruner appointed Superintendent of Cleveland & Pittsburgh Division, replacing John Thomas, resigned. (MB)
- Jan. 12, 1882 Cincinnati Northern Railway opens between Oak Street and Eden Park, Cincinnati, 0.9 mile north of Court Street, through Walnut Hills Tunnel; ascending grade to the 1,050-foot tunnel is 3.5%. (Hauck - Guide says service begins 1/18)
- Jan. 12, 1882 First train arrives in Dayton from Cincinnati on Toledo, Delphos & Burlington Railroad, after a three-day trip and derailling on flooded track; opens TD&B between Lebanon Jct. and Dodds; road is unballasted and in poor condition. (Hauck)
- Jan. 13, 1882 PC&StL Railway Executive Committee authorizes purchase of CC&IC station at Covington, Ohio, from private owners. (MB)
- Jan. 13, 1882 Webster Wagner (1817-1882), sleeping car inventor, is crushed and burned beyond recognition when one of his own cars, *Idlewild*, is rear-ended on NYC&HR at Spuyten Duyvil, New York City; the express he was riding on had stopped when a passenger pulled the emergency cord; 7 others killed. (RRGaz)
- Jan. 13, 1882 Last day of counting the Reading election votes; Vanderbilt's representative Augustus Schell votes 72,000 proxies for Gowen, including those for Vanderbilt's 40,000 shares; final vote is 270,702 for Gowen and 223,787 for Frank S. Bond. (PubLdgr, Schlegel)
- Jan. 13, 1882 Rumors fly on Wall Street that the Trunk Line war will be settled and that A. J. Drexel will act as arbitrator; say William H. Vanderbilt has circulated a memo with his peace terms, including a Chicago rate of 58 cents and arbitration of the port differential question. (NYT)
- Jan. 14, 1882 PRR headquarters issues denial of any settlement of Trunk Line wars. (NYT)
- Jan. 14, 1882 Pres. Roberts, A. J. Cassatt and Hugh J. Jewett meet at New York. (NYT)

- Jan. 14, 1882 Franklin B. Gowen is declared Pres. of Philadelphia & Reading; McCalmonts unload their Reading holdings over the next few months, returning control of the company to America for the first time since the late 1830s; Gowen resumes his campaign against the PRR with renewed vigor. (Schlegel)
- Jan. 14, 1882 Pittsburgh & Atlantic Railroad adopts a location from Bedford to Chambersburg on the Baltimore & Cumberland Valley Railroad. (MB)
- Jan. 15, 1882 Pres. Roberts again denies any motion towards settlement of the Trunk Line wars. (NYT)
- Jan. 1882 General Manager Frank Thomson orders all employees who observe signals to be tested for vision, color blindness and hearing using tests developed by his brother William Thomson, M.D. (1833-1907), of Jefferson Medical College. (RyW, CCHS)
- Jan. 1882 In line with the restrictions on employee passes, the PRR begins operating separate workers' trains from Newark and Jersey City to Meadows Shops in lieu of honoring passes on regular trains; the trains make two trips at each shift change and charge a 1 cent-per-mile fare. (RRGaz)
- Jan. 1882 West Jersey Railroad tracks connected to the street railroads in Cape May so that freight cars can be carried through to Sea Grove. (CMCoGaz)
- Jan. 1882 P. S. Boothby, proprietor of the Girard House in Philadelphia and the Howland House in Long Branch, is the new operator of the PRR's Stockton Hotel at Cape May. (CMCoGaz)
- Jan. 1882 Susquehanna & Clearfield Railroad is under construction to Moshannon to provide an outlet from the Clearfield Coal Field with better grades than the route via Tyrone. (RRGaz)
- Jan. 1882? PRR refuses the request of the Cambria Iron Company to use the old bed of the Allegheny Portage Railroad near Johnstown for fear that it could be used to make a connection with the B&O's Somerset & Cambria Branch. (RRGaz)
- Jan. 1882 Buffalo, Pittsburgh & Western Railroad contracts for the use of the Philadelphia & Erie Railroad between Irvineton and Warren. (RRGaz)
- Jan. 1882 *Bedford Gazette* publishes the supposed route of the South Pennsylvania Railroad Company; from Marysville through Shermans Valley to Everett, Bedford, Somerset, Uniontown, and Waynesburg to Wheeling. (RyW)

- Jan. 1882 U.S. Circuit Court in Chicago dismisses suit by creditors of old Toledo, Peoria & Warsaw Railway to overturn reorganization. (RRGaz)
- Jan. 1882 McCalmont Brothers & Co. have now sold 157,000 shares of Reading through Kidder, Peabody & Co. of Boston. (RRGaz)
- Jan. 1882 Harrisburg & Potomac Railroad extended 2 miles from Jacksonville to Leesburg. (RRGaz)
- Jan. 1882 Lehigh Valley Railroad establishes an Employee Relief Fund. (RRGaz)
- Jan. 1882 George H. Daniels accepts appointment as Commissioner of the Iowa Pool. (RRGaz)
- Jan. 1882 Surgical Society of the Wabash formed at a meeting of that company's physicians at Decatur, Ill.; the first of its kind; later in the year, 17 PRR surgeons form a similar society. (Aldrich)
- Jan. 1882 Hascal L. Taylor, John Satterfield and John Pitcairn, disgruntled directors of the Tide-Water Pipe Company, Limited, attempt to block a loan of \$2 million to the Company from the First National Bank of the City of New York, claiming that the company is insolvent; their aim is to get control and make a profitable agreement with the Standard Oil Company; Tide-Water Pres. Byron D. Benson and Franklin B. Gowen finally succeed in obtaining the loan in Oct. (Johnson)
- Jan. 1882 Lehigh & Wilkes-Barre Coal Company leaves receivership without foreclosure. (RRGaz)
- Jan. 16, 1882 NYC&HR and New York, Lake Erie & Western Railroad "officially" lower the westbound rate to Chicago to 30 cents, but actually to 15 cents; cut rate on eastbound flour from 10-12½ cents to 5 cents; PRR and B&O claim to be maintaining 60 cents westbound. (NYT, RRGaz)
- Jan. 17, 1882 *New York Times* reports Trunk Lines close to a settlement; PRR and B&O are ready to concede most of New York traffic to New York lines, but refuse to arbitrate question of port differentials. (NYT)
- Jan. 17, 1882 First locomotive runs over the narrow-gauge Tionesta Valley Railroad from Sheffield, on the Philadelphia & Erie Railroad, to Brookston; regular service begins by Feb. 1 to serve a lumbering region. (Casler/Kline)
- Jan. 18, 1882 New lease of the Delaware Railroad to the PW&B. (AR)
- Jan. 19, 1882 George C. Wilkins named receiver of Washington & Alexandria Railroad on suit of Alexander Hay. (Harrison)

- Jan. 19, 1882 Reading sells its stock in the Jersey Shore, Pine Creek & Buffalo Railway to William H. Vanderbilt, William K. Vanderbilt, Cornelius Vanderbilt, et al. (Rdg)
- Jan. 19, 1882 Trunk Lines meet at Albert Fink's office in New York; attended by William K. Vanderbilt, A. J. Cassatt, Robert Garrett, and George R. Blanchard (1841-1900) for the Erie; Fink represents the Grand Trunk; the port differential question is to be referred to an "Advisory Commission" to meet PRR objections to arbitration; Vanderbilts concede a differential of 2 cents to Philadelphia and 3 cents to Baltimore; are to restore the eastbound tariff of June 15, 1881, with 20 cents on grain from Chicago, and westbound tariff of Aug. 6, 1881, with 45 cents per cwt.; agree to money settlements on westbound freight from New York and a westbound freight pool to be in force through July 1, 1882, pending more formal agreement; a formal five-year pool is to be established after the Advisory Commission completes hearing testimony from shippers; railroads are to divide all traffic, including passengers for the first time. (MB, NYT, RRGaz)
- Jan. 19, 1882 U.S. Circuit Court in Illinois rules that pooling arrangements of the Wiggins Ferry Company, the Madison County Ferry Company, and the St. Louis Bridge & Tunnel Company at St. Louis are unconstitutional. (NYT)
- Jan. 1882 New York & New England Railroad's train ferry *William T. Hart* begins running from Fishkill Landing to Newburgh, N.Y., making connections with New York, Lake Erie & Western Railroad; carries 24 cars; it is originally owned by the builder, and the NY&NE cannot pay for it until 1884. (AR)
- Jan. 1882 Sleeping car lines established between Jersey City and Cleveland and between Pittsburgh and Toledo. (PassDept)
- Jan. 20, 1882 New York caisson of the Hudson Tunnel Railway nearly sunk to the full depth. (Brennan)
- Jan. 20, 1882 Terms of Trunk Line settlement released to the press; the Grand Trunk Railway of Canada and John W. Garrett assent to the terms by telegram. (NYT)
- Jan. 20, 1882 Pittsburgh, Chartiers & Youghiogheny Railway appoints a committee to examine routes between Woodville and Toms Run and between Toms Run and Bridgeville and to select the best route for reaching the coal field. (MB)
- Jan. 20, 1882 Philip Bruner named Superintendent of Cleveland & Pittsburgh Railroad at Wellsville, replacing John Thomas, named General Superintendent of Chicago Division of B&O. (RRGaz)

- Jan. 21, 1882 Woodstown & Swedesboro Railroad organized at Woodstown after 11-year delay; William J. Sewell elected Pres.; Joseph Crawford Engineer of Construction. (Val, C&C)
- Jan. 21, 1882 Wilson, Walker & Co., Limited, organized by Andrew Carnegie, John Walker, John T. Wilson and James R. Wilson. (StdHistPitts)
- Jan. 22, 1882 Through trains of PW&B (Maryland Division) begin running into Broad Street Station; PW&B soon accounts for 43% of passengers using Broad Street Station, leading to the need for enlargement. (AR, Cutler/Roberts)
- Jan. 23, 1882 Trunk Lines advance rates as per their agreement. (NYT)
- Jan. 23, 1882 William H. Vanderbilt, William K. Vanderbilt, Cornelius Vanderbilt and Augustus Schell elected directors of Jersey Shore, Pine Creek & Buffalo Railway after Reading interest transferred to William H. Vanderbilt; stockholders vote to put line under contract but running due north to connect with the Corning, Cowanesque & Antrim Railway instead of heading directly to Buffalo. (RRGaz, RyW)
- Jan. 23, 1882 PC&StL Railway obtains trackage rights between Indianapolis and Kokomo, Ind., from Wabash, St. Louis & Pacific Railway and Indianapolis, Peru & Chicago Railway; PC&StL grants Wabash, St. Louis & Pacific Railway trackage rights between Logansport and Illinois state line (Effner). (Church)
- Jan. 24, 1882 At meeting at Albert Fink's office Trunk Lines appoint ex-Senator Allen G. Thurman (1813-1895) of Columbus, Ohio, former ambassador Elihu B. Washburne (1816-1887) of Chicago, and Judge Thomas M. Cooley (1824-1898) of Ann Arbor as impartial Advisory Commissioners to investigate the question of rate differentials among the eastern ports. (NYT)
- Jan. 24, 1882 Boston & Albany Railroad gives in to pressure from NYC&HR and advances westbound rate to 45 cents. (NYT)
- Jan. 24, 1882 Jay Gould and Collis P. Huntington purchase majority of stock of St. Louis & San Francisco Railway from J. & W. Seligman & Co. to prevent competition with the Missouri Pacific and Southern Pacific, the Frisco controls a half interest in the Atlantic & Pacific Railroad, Western Division, which it shares with the Santa Fe. (Miner)
- Jan. 25, 1882 PRR special committee rejects the PFW&C's proposed form of betterment certificate as neither a stock nor a bond but a note issued against the net income, which already belongs to the lessee; note that the PFW&C stock sells above par is entirely due to the PRR's 7% dividend guarantee; the PRR

suggests that the PFW&C issue \$50 million in 5% bonds for betterments.
(MB)

- Jan. 26, 1882 Chicago & Western Indiana Belt Railway and South Chicago & Western Indiana Railroad merged into Chicago & Western Indiana Railroad as its Belt Division, running from Cragin to Belt Jct., Pullman Jct. to South Chicago and branches to Cummings and 112th Street. (Church, ICC)
- Jan. 26, 1882 Chesapeake, Ohio & Southwestern Railroad acquires property of Paducah & Elizabethtown Railroad, forming a complete line between Louisville and Memphis under control of Collis P. Huntington. (ICC)
- Jan. 27, 1882 West Jersey Railroad Board receives communications from Charles K. Landis stating that he has graded a right of way from Seaville to the Meadows and now asks the WJRR's help in building across the Meadows to Sea Isle City; reports on the proposed line to Ocean City show a cost of \$221,000 to build from the West Jersey & Atlantic Railroad at English Creek, \$200,000 to build from the West Jersey Railroad at Mount Pleasant, and \$60,000 for a drawbridge over Great Egg Harbor; the preferred route will require a new company, as the WJRR has no branching powers. (MB)
- Jan. 27, 1882 PW&B Board cuts Pres. Hinckley's salary from \$20,000 per year to \$5,000, effective Feb. 1, with understanding he is to devote only a quarter of his time to company affairs; PRR officers have assumed most of his duties. (MB)
- Jan. 27, 1882 Future PRR Assistant VP in Charge of Purchasing, Stores & Insurance Samuel Porcher (1857-1944) joins the PRR as a Special Apprentice at Altoona after graduating from the University of Virginia. (PR)
- Jan. 27, 1882 Atlantic & Northwestern Railroad (W.Va.) merged into Ohio Central Railroad after the merger with the Richmond & Alleghany Railroad is blocked. (GrnBk)
- Jan. 27, 1882 *Railroad Gazette* reports that Jay Gould is negotiating with Cincinnati parties for the stock of the Union Depot Company of St. Louis. (RRGaz)
- Jan. 28, 1882 Trustees of Consolidated Mortgage restore Huntingdon & Broad Top Mountain Railroad & Coal Company to company. (Val)
- Jan. 28, 1882 Western North Carolina Railroad opens between Asheville and Paint Rock, finally creating a link between the Richmond & Danville and East Tennessee, Virginia & Georgia Railroads under control of the R&D. (Harrison, Brown, Pours)
- Jan. 29, 1882 American steel pioneer Alexander Lyman Holley (1832-1882) dies at

Brooklyn, N.Y. (Swank)

- Jan. 30, 1882 Local trains of PW&B begin running into Broad Street Station; Broad & Washington Street Station remodeled and becomes freight-only. (AR)
- Jan. 30, 1882 PRR begins running rapid transit "Park Trains" between Broad Street Station and Elm Avenue spur on old Centennial site at edge of Fairmount Park; serve stations east of 52nd Street; service is unsuccessful and withdrawn by June 24, 1883. (Guide)
- Jan. 30, 1882 Atlantic & Northwestern Railroad (W.Va.) merged into Ohio Central Railroad; originally planned to form a through line between Toledo and Richmond through the Ohio and West Virginia coal fields. (GrnBk??? later ed??, C&FC)
- Feb. 1, 1882 Trunk Line representatives, including William K. Vanderbilt and A.J. Cassatt meet at Albert Fink's office and agree to restore old east and westbound passenger rates effective Feb. 6. (NYT)
- Feb. 1, 1882 Richard D. Barclay, formerly confidential secretary to Tom Scott, is assigned such duties as Pres. Roberts may determine. (RyW)
- Feb. 1, 1882 Camden & Atlantic Railroad cancels lease of Mays Landing & Egg Harbor City Railroad, which is abandoned at the end of Jan. 31 because of competition from the West Jersey & Atlantic Railroad at Mays Landing. (AR, CMCoGaz)
- Feb. 1, 1882 Anglesea Land Company incorporated in N.J. by Frederick E. Swope of Philadelphia to develop a resort on the north end of Five Mile Beach. (Dorwart - what relation to Hereford Land Improvement Co.??)
- Feb. 1, 1882 PRR opens new freight house at Shackamaxon Street & Delaware Avenue in Philadelphia. (AR)
- Feb. 1, 1882 PW&B Board authorizes construction of a double track line from west end of Arsenal Bridge to south of Grays Ferry located between Junction Railroad and Schuylkill River. (MB)
- Feb. 1, 1882 Henry Monett (1853-1888) resigns as Assistant General Passenger & Ticket Agent of Pennsylvania Company and PC&StL Railway; becomes General Passenger Agent of the Nickel Plate. (MB, Rehor)
- Feb. 1, 1882 John Whittaker (1836?-1890) named General Agent for New York & New England, replacing Milton H. Smith (1836-1921) to Louisville & Nashville Railroad. (MB, RRGaz)

- Feb. 1, 1882 Louisville, New Albany & Chicago Railroad obtains trackage rights over the Jeffersonville, Madison & Indianapolis Railroad between New Albany and Louisville Bridge and operating rights over Louisville Bridge. (Church)
- Feb. 1, 1882 Bay View, Little Traverse & Mackinaw Railroad opens between Bay View and the resort area at Harbor Springs, Mich. (1.2 miles); operated by Grand Rapids & Indiana Railroad, which contributed second-hand rail and labor in return for securities, without agreement. (C&C, Meints, MichRRs)
- Feb. 1, 1882 CNJ Board announces it has applied to terminate the receivership. (NYT)
- Feb. 1, 1882 New York banker Robert Lenox Kennedy sells all the stock of the Ironton Railroad and the iron mines at Ironton, Pa., to the Thomas Iron Company of Hokendauqua, Pa. (Mathews/Hngfrd)
- Feb. 1, 1882 J.G. Kenney of New York elected Pres. of Wheeling & Lake Erie Railroad. (RRGaz)
- Feb. 1, 1882 Frank A. Dick and Evans R. Dick resign from Cassatt, Dick & Co. to form Evans R. Dick & Co.; Richard H. Townsend, Jr., becomes a partner in the reorganized Cassatt & Co. (Barnes)
- Feb. 2, 1882 Having purchased the Haymaker well at Murrysville, natural gas promoters Joseph N. Pew and Edward O. Emerson incorporate the Penn Fuel Company to supply natural gas to Pittsburgh; Pew and Emerson are later ousted by the Pittsburgh investors after refusing to make pay-offs to local politicians. (Giebelhaus)
- Feb. 3, 1882 *Railroad Gazette* reports that the Ohio Railway (CCC&I Railway + CH&D) is negotiating with the Pennsylvania Company to give it the Cincinnati, Richmond & Chicago Railroad in return for its half interest in the Indianapolis & St. Louis Railroad. (RRGaz)
- Feb. 4, 1882 Philadelphia & Reading and New York Central & Hudson River Railroads sign major traffic alliance; NYC&HR to build the Jersey Shore, Pine Creek & Buffalo Railway to link Reading at Williamsport gateway with Corning, Cowanesque & Antrim Railway at Stokesdale, Pa., forming link with NYC&HR system; Reading to complete a direct route between Shamokin and Williamsport; Philadelphia & Reading Coal & Iron Company is to send all Great Lakes coal via this route; separate agreement with William H. Vanderbilt requires Vanderbilt to put up funds to build Pine Creek line; however instead of a direct line to Buffalo, the Pine Creek is built due north to give the NYC&HR a longer haul. (Rdg)
- Feb. 4, 1882 New York & Boston Inland Railroad incorporated in Mass. to build a direct line to New York via Middletown, Conn., by James Poole, a New York

lawyer and Pres. of the Manufacturers & Merchants Bank; capitalized at \$10 million; 6,120 shares taken by the New York Construction Company. (NYT, Baehr, Kirkland)

- Feb. 5, 1882 N.Y. Supreme Court rules that Hugh J. Jewett has no right to vote the 11,477 shares of CCC&I Railway stock that he holds as trustee as collateral for a loan to James McHenry, on the ground they are merely property pledged in trust, frustrating the attempt to bring the CCC&I into the Erie camp. (NYT)
- Feb. 6, 1882 Trunk Lines restore east and westbound passenger rates; New York-Chicago to \$20.00 for limited tickets and \$23.25 for unlimited; PRR and B&O set at \$26.50; second class tickets to be \$17.00 by all lines; Philadelphia rate is \$18.25; PRR had been selling New York-Chicago limited tickets at \$14.00 and Vanderbilt for \$9.25; Vanderbilt wins his demand that the Chicago-Boston fare via New York be \$29.00 vs. \$24.25 via Albany; PRR thus concedes New England business but improves its position at New York; business falls off immediately, as people have rushed to buy tickets at the old rates. (NYT, RyW)
- Feb. 6, 1882 Rumors circulate that Reading has bought the Camden & Atlantic Railroad. (NYT)
- Feb. 6, 1882 PRR denies that it has purchased or intends to purchase the Eastern Shore Railroad. (NYT)
- Feb. 6, 1882 B&O establishes its own "B&O Palace Car" sleeping and parlor car line, replacing Pullman. (BaltAm/tt, AR)
- Feb. 6, 1882 Gen. Walter Gwynn (1802-1882) of Richmond dies at Baltimore; was civil engineer of various Maryland, Virginia and North Carolina projects and then Chief Engineer of the Confederate Army. (RRGaz)
- Feb. 7, 1882 Franklin B. Gowen meets with William H. Vanderbilt in his New York office to discuss the Jersey Shore, Pine Creek & Buffalo Railway project. (NYT)
- Feb. 7, 1882 Lehigh Valley Transportation Company incorporated in N.Y. to operate floating equipment on the Great Lakes; owns the freight propellers *Robert A. Packer*, *Oceanic*, *Clyde* and *Tacoma*, plus two more under construction. (ICC, MB)
- Feb. 8, 1882 List of worthless stocks and bonds held by the PRR no longer contains securities of the Richmond & Danville Railroad. (MB)
- Feb. 8, 1882 Cincinnati Northern Railway petitions Cincinnati Board of Public Works

for right to extend track across Court Street; blocked by local interests who fear runaway trains coming down the steep grade from Walnut Hills across a main street; CN hopes to extend to a more centrally-located station at 5th & Main Streets. (Hauck)

- Feb. 9, 1882 Benjamin S. Henning deeds property of Central Railroad Extension Company (Bethpage Jct. to Babylon Dock) to LIRR after foreclosure sale in 1881. (C&C, Val)
- Feb. 9, 1882 New York, Philadelphia & Norfolk Railroad (NYP&N) incorporated in Va. (Val)
- Feb. 9, 1882 South Pennsylvania Railroad stockholders approve increasing the stock by 84,000 shares to 300,000 shares and increase of bonded debt to \$15 million; Board establishes a headquarters in Philadelphia; is still unable to raise enough money. (MB, RyRegister)
- Feb. 9, 1882 Pittsburgh industrialist Oliver P. Scaife (1837-1903) elected a director of the Pittsburgh, Chartiers & Youghiogeny Railway. (MB)
- Feb. 9, 1882 CC&IC Railway bondholders, including William L. Scott and William B. Dinsmore, meet at Union Trust Company in New York to settle disputes; Scott, representing \$1 million in bonds, presents PRR's reorganization plan which calls for foreclosing the Consolidated mortgage; the new company is to have \$10 million in common stock, \$20 million in 6% preferred stock and \$22 million in First Mortgage bonds, of which \$2.4 million to be paid to PC&StL Railway and PRR in settlement of claims, \$12.37 million are to refund old bonds, and the rest for improvements; each current Consolidated Mortgage bond is to receive a new 5% First Mortgage bond, \$150 in cash, and \$450 in preferred stock; the PRR will convert its Second Mortgage bonds into Income bonds; all Income bondholders are to pay a \$100 (10%) assessment and receive \$1,250 in preferred stock and \$250 in common stock; existing common stockholders are to pay a 5% assessment and receive new common stock at 50 cents on the dollar; meeting is tumultuous and adjourns. (NYT, RyW)
- Feb 11, 1882 CC&IC Railway bondholders meet at Union Trust Company at New York to consider plan submitted by William L. Scott at meeting on Feb. 9; plan is approved by vote of \$8,761,000 to \$134,000; Charles J. Osborn & Co. accounts for almost all the yes votes; junior bondholders representing about \$2 million are opposed and some walk out. (NYT, RRGaz)
- Feb. 11, 1882 Cincinnati Northern Railway runs first train from a temporary station at Court Street, Cincinnati. (Hauck)
- Feb. 11, 1882 Cincinnati, Hamilton & Dayton stockholders meet; resolve to place stock in

hands of three trustees to prevent raids as merger with CCC&I Railway is now doubtful. (RRGaz)

- Feb. 11, 1882 Dauphin & Berks Railroad incorporated in Pa. as reorganization of South Mountain Railroad, now under control of Reading; road is never completed. (Rdg)
- Feb. 13, 1882 New York Supreme Court bars East River Bridge & Coney Island Steam Transit Company (Culver interests) from building an elevated line from Brooklyn Bridge down Flatbush Avenue, 5th Avenue and 7th Avenue to join Prospect Park & Coney Island Railroad on protest of adjoining property owners. (NYT)
- Feb. 13, 1882 Five of ten track workers killed in Baltimore & Potomac Tunnel at Baltimore when they step off one track to avoid a southbound PRR freight and step directly into the path of a Western Maryland locomotive with one freight car backing through the smoke. (NYT)
- Feb. 13, 1882 Cincinnati Northern Railway opens for regular revenue service between Eden Park and Court Street Station, Cincinnati; runs one round trip to Lebanon and a commuter train to Montgomery. (Hauck - Guide has Montgomery Branch open Apr. 23)
- Feb. 13, 1882 First through coal train arrives in Cincinnati from Weston via Toledo, Delphos & Burlington/Cincinnati Northern route. (Hauck)
- Feb. 13, 1882 Trunk Line Commissioners Allen G. Thurman, Elihu B. Washburne and Judge Thomas M. Cooley meet in Albert Fink's office for the first time and organize; then hold hearings at New York, Philadelphia, Baltimore, Boston and St. Louis. (MB, NYT)
- Feb. 14, 1882 Northern Central Railway agrees to purchase all the stock of the Union Railroad Company of Baltimore held by the Canton Company of Baltimore at par for \$594,000 to avoid the high toll payments and the expense of building a parallel line; new Board to be 9 directors, and NC is to nominate one of the two elected by the Canton Company until the Union Railroad bonds are paid off; the NC and PRR will also control the five directors elected by the stockholders; the Union Railroad is to cancel its lease of right-of-way from the Canton Company, and the Canton Company is to make a new lease of the ground actually occupied; negotiations were conducted by Benjamin F. Newcomer. (MB)
- Feb. 14, 1882 Virginia special act authorizes the merger of the Peninsula Railroad Companies of Va. and Md.; William Painter, Pres.; Uriah Hunt Painter, Superintendent. (C&C, RyW)

- Feb. 14, 1882 George S. Gatchell (1847-1909) named General Superintendent of Buffalo, New York & Philadelphia Railway; William S. Baldwin as General Passenger Agent and E.T. Johnson as General Freight Agent. (RyW)
- Feb. 14, 1882 George F. Tyler of the Norfolk & Western Railroad, Collis P. Huntington of the Chesapeake & Ohio Railway, and John M. Robinson of the Seaboard & Roanoke Railroad elected to Board of Old Dominion Steamship Company; C&O is to use Old Dominion ships between New York and Newport News. (RRGaz, NYT)
- Feb. 1882 PRR assists Jay Gould in having a bill rammed through the N.J. Legislature allowing the CNJ to convert \$8 million in callable bonds into 80,000 shares of stock, thus hampering Franklin B. Gowen's attempts to get stock control. (RRGaz - see below)
- Feb. 1882 PW&B passenger cars being repainted Tuscan red as repaired. (RyW)
- Feb. 1882 Wye connection built in southwest quadrant of the crossing at Newark, Del., to permit trains from Baltimore on the PW&B to run onto the Delaware Division via Porter. (RRGaz)
- Feb. 1882 Erecting Shop No. 2 completed at Altoona Machine Shops, 65 x 350. (Watkins, AR)
- Feb. 1882 Track laid on the Genesee Valley Canal Railroad from Cuba to Hinsdale (4 miles). (RRGaz)
- Feb. 1882 Middlesex station renamed West Middlesex on Erie & Pittsburgh Railroad. (Guide)
- Feb. 1882 Pennsylvania Company opens freight office at Madison Street, Chicago. (AR)
- Feb. 1882 Cincinnati Northern Railway grants trackage rights over its line between Court Street, Cincinnati and Idlewild to Cincinnati & Eastern Railway. (Hauck)
- Feb.? 1882 B&O sells all common and preferred stock of Virginia Midland Railway to John S. Barbour. (AR, RyW)
- Feb. 1882 Virginia Midland Railway discontinues "Fast Mail" between Washington and Atlanta because mail pay is too low; "Fast Mail" continues between Washington and Savannah over Atlantic Coast Line. (RRGaz)
- Feb. 16, 1882 Wilmington, Del., City Council grants B&O right of way through city. (NYT)

- Feb. 16, 1882 Reon Barnes completes his syndicate's initial purchase of South Pennsylvania Railroad shares for \$35,000. (MB)
- Feb. 16, 1882 Ohio Supreme Court hears arguments in case of State vs. William H. Vanderbilt, et al., to prevent merger of CCC&I Railway and CH&D Railroad to form Ohio Railway. (RRGaz)
- Feb. 17, 1882 National Storage Company sells Eagle Refinery at Black Tom, Jersey City, to George B. Rogers for Standard Oil Company for cost and interest or \$188,679. (MB)
- Feb. 17, 1882 Pittsburgh, Chartiers & Youghiogheny Railway committee recommends using the Chartiers Railway between Mansfield Bridge and Bridgeville. (MB)
- Feb. 17, 1882 Robert Garrett and George G. Haven of the CNJ meet and decide they cannot reach an amicable settlement and will put the issue to a proxy war; Garrett had originally approached the CNJ and offered reasonable terms; Gowen has since barged in and demanded concessions (apparently including a lease to the Reading) that the CNJ will not grant. (NYT)
- Feb. 17, 1882 Mrs. William H. Vanderbilt holds a private ball for 350 family members and guests at the family's new 58-room mansion on the west side of 5th Avenue (No. 640) at 51st Street; a public party follows on Mar. 7; taking over two years and \$1.75 million to build, the house is a rather poor approximation of a Renaissance *palazzo* designed by John B. Snook (1815-1901), the architect of Grand Central Depot, and decorated in the heavy style of the 1880s by Christian Herter (1840-1883) and artist John La Farge (1835-1910); with a near-twin to the north at No. 642 for Vanderbilt's daughter, Margaret Louisa (1845-1924) the wife of lawyer Elliot F. Shepard, it is the first of the huge, opulent mansions commissioned by the Vanderbilt heirs; it contains a private gallery for Vanderbilt's art collection, mostly French academic painting; critics and aesthetes have a field day lambasting it as a temple of ostentatious vulgarity and its owner as a dull boor using his money to buy a veneer of culture. (NYT, Vndrblt)
- Feb. 17, 1882 Shamokin, Sunbury & Lewisburg Railroad incorporated in Pa. to build a link between the Reading main line at Shamokin and the Catawissa Branch at Lewisburg that will enable Reading to ship anthracite coal to the west via the Williamsport gateway to the Vanderbilt lines. (Rdg)
- Feb. 17, 1882 Future PRR Superintendent Herman T. Frushour (1882-1958) born at Logansport, Ind. (PR)
- Feb. 18, 1882 Reading and its friends secure a preliminary injunction from the New York Supreme Court against the CNJ issuing the 80,000 shares of new stock;

Gowen states that he is willing for Francis S. Lathrop to remain Pres. and John Kean (1814-1895) as VP, but he and his allies must have a majority of the Board. (NYT)

- Feb. 18, 1882 Pennsylvania Company Executive Committee hears report on extension of Ohio Valley Railway between Bellaire and Marietta. (MB)
- Feb. 18, 1882 PRR announces it will develop a shorter route between Chicago and Cincinnati using CC&IC to Richmond, Ind., and then a new connection to be built to a point on the Little Miami Railroad north of Cincinnati; has been shut out of the Cincinnati, Hamilton & Dayton Railroad and must run an indirect route via Xenia. (NYT)
- Feb. 19?, 1882 Bill permitting the CNJ to issue 80,000 shares of new stock to retire debts forced through the N.J. Legislature in one day by the combined lobbying of the PRR and CNJ; would supposedly allow the Lathrop-Gould slate to buy all the shares and block Franklin B. Gowen's move to gain control; rumor has both sides trying to buy stock rather than secure proxies; what no one realizes is that Gould, who has no further strategic use for the CNJ, is using the excitement to sell out his CNJ shares to Gowen and Garrett at a handsome profit. (NYT, Klein)
- Feb. 20, 1882 West Jersey Railroad extended 0.6 mile from Claysville to a new station and freight house in Salem proper. (SlmNatStd, RRGaz)
- Feb. 20, 1882 Sea Isle City Improvement Company organized; Charles K. Landis, Pres., and William A. House, Treasurer. (CMCoGaz)
- Feb. 20, 1882 Warwick Valley Railroad opens for revenue passenger service between Belvidere and Danville (Vienna), N.J. (Lee)
- Feb. 20, 1882 B&O breaks ground for its new Philadelphia line at Kiamensi, Del. (RyW)
- Feb. 20, 1882 Columbus & Eastern Railroad incorporated in Ohio to build from Columbus to Marietta through the coal fields of southeastern Ohio. (GrnBk)
- Feb. 20, 1882 Cincinnati Northern Railway begins running freight trains between Cincinnati and Dayton. (Rehor)
- Feb. 20, 1882 Washington-Jacksonville "Fast Mail" extended to St. Augustine over the Savannah, Florida & Western Railway (Plant System); PRR connecting train leaves New York at 4:30 AM. (NYT, RRGaz - no bridge at Jacksonville)
- Feb. 20, 1882 Pioneer civil engineer Porteous R. Root (1797-1882) dies at New York. (RRGaz)

- Feb. 21, 1882 PRR announces a new pass system for employees who take trains to work; will continue to run free “Modoc” trains to Meadows Shop; new passes are to be commutation tickets for those who do not live near a “Modoc” stop and replace the half-cent per mile commutation tickets used previously. (RRGaz)
- Feb. 21, 1882 Junction Railroad Board declines to sell the PW&B a strip of land that would allow the PW&B to build tracks between the Junction tracks and the Schuylkill River between the Arsenal Bridge and Grays Ferry Road; this would permit the PW&B to run freight trains to and from the PRR without paying rent to the Junction Railroad. (MB)
- Feb. 21, 1882 Franklin B. Gowen, William H. Vanderbilt, John W. Garrett and allies celebrate Gowen's reelection with banquet at the Bellevue Hotel; dessert is sorbet served in individual foot-long models of a Reading locomotive. (Schlegel)
- Feb. 21, 1822 PRR Solicitor and former Attorney-General Wayne MacVeagh begins two days of testimony against the Reagan Bill before the House Committee on Commerce; denies the right of Congress to regulate transportation costs on the grounds it is discriminatory to regulate only one element in the cost of finished goods while leaving labor and materials costs unregulated. (NYT)
- Feb. 22, 1882 Marietta Mineral Railway incorporated in Ohio to build from Marietta to Athens. (Church)
- Feb. 23, 1882 At Camden & Atlantic Railroad election, old Board wins three-way fight; favors lease to PRR; opposition preferred lease to CNJ. (RRGaz)
- Feb. 23, 1882 Northern Central Railway stockholders ratify purchase all stock of Union Railroad Company of Baltimore from Canton Company of Baltimore for \$600,000; approve increase of stock from \$5.84 million to \$6.5 million to pay for acquisition. (AR)
- Feb. 23, 1882 Stock market bottoms out after drop from January. (Clews, Wyckoff)
- Feb. 24, 1882 West Jersey Railroad Board hears a report on a survey to Mullica Hill made at the request of the residents; Road Committee reports that they have visited Sea Isle City and recommend beginning to lay track. (MB)
- Feb. 26, 1882 PFW&C Railway stages a monumental effort to unclog the traffic blockade in the PRR yards at Pittsburgh; between 6:00 AM and 12:00 M, 55 trains totaling 1,119 cars or enough to stretch 7 miles, are sent west from Allegheny, most with coke for furnaces on Lines West; 60 locomotives employed; 17 crews run between Allegheny and Homewood and 4 to

Alliance, deadheading eastbound. (RRGaz)

- Feb. 26, 1882 Florida Southern Railway (narrow gauge) opens a portion of its main line from Rochelle near Gainesville to Ocala, Fla. (Turner/Bramson - a notice in their book says 12/81??)
- Feb. 27, 1882 Reading obtains preliminary injunction from the U.S. Circuit Court at Trenton against the CNJ management issuing any new stock, which might be used to keep the Reading from gaining control. (NYT)
- Feb. 27, 1882 Adolph C. Poppenhusen (1842-1882), former Pres. of LIRR and Flushing & North Side Railroad, dies of kidney failure at College Point, Queens, after a long illness at age 40. (NYT)
- Feb. 27?, 1882 Long Island Improvement Company, Limited, incorporated in New York to develop real estate along the Long Island Railroad. (NYT)
- Feb. 27, 1882 N.J. Gov. George Craig Ludlow (1830-1900) vetoes the bill to permit the CNJ to issue 80,000 new shares on grounds it gives the directors the power to increase the capital at will, without checks and balances. (NYT)
- Feb. 27, 1882 Bellaire & South Western Railway and Zanesville & South Eastern Railway merge to form Bellaire, Zanesville & Cincinnati Railway under agreement of Jan. 7, 1882. (Church)
- Feb 27, 1882 PC&StL Railway Executive Committee authorizes terminating lease of Bradford eating house and purchasing the improvements, as fewer trains now stop there for meals. (MB)
- Feb. 28, 1882 Cornwall & Lebanon Railroad incorporated in Pa. under articles dated FEB. 27; Robert H. Coleman (1856-1930), Pres.; purpose is to link Coleman family furnaces and ore mines in Cornwall-Lebanon area. (Val)
- Feb. 28, 1882 Maryland Coal Company begins shipping portion of its output over Georges Creek & Cumberland Railroad and B&O instead of PRR. (RyW)
- Feb. 28, 1882 Court of Common Pleas of Franklin County, Ohio, issues a temporary injunction sought by the B&O to keep the PC&StL Railway from taking over the Central Ohio Railroad between Newark and Columbus. (NYT, RRGaz)
- Feb. 28, 1882 Citizens of Mount Vernon, Ohio, agree to raise money to build shops for Cleveland, Akron & Columbus Railroad, providing they always remain at that location. (Church)
- Feb. 28, 1882 Joseph S. Harris, formerly General Manager of the CNJ, elected Pres. of the

- Lehigh Coal & Navigation Company, replacing Edward W. Clark, resigned. (RRGaz)
- Feb. 28, 1882 Reading leaves receivership without foreclosure. (Bogen - verify - or 1883?)
- Early 1882 Northern Central Railway installs electric light at Mount Vernon Shops in Baltimore. (AR)
- Mar. 1, 1882 Representatives of 40 railroads meet at Albert Fink's office to consider Fink's plan for a money pool; Fink pushes plan to divide all eastbound freight and passenger traffic from principal western gateways. (RRGaz, NYT)
- Mar. 1, 1882 PRR westbound and the Pennsylvania Company, PC&StL Railway and Terre Haute & Indianapolis Railroad eastbound discontinue commissions to agents.. (Guide)
- Mar. 1, 1882 Northern Central Railway begins operating Union Railroad of Baltimore; becomes part of Baltimore Division. (AR)
- Mar. 1, 1882 Cincinnati Northern Railway opens narrow-gauge coal line between Dodds and Lebanon Jct. near Dayton, Ohio, to form link with Toledo, Delphos & Burlington Railroad to Dayton; graded but not finished between Dodds and Waynesville. (Church - C&C says open from Lebanon to TD&B north of Dodds)
- Mar. 1, 1882 Ohio Central Railroad issues \$7 million 6% River Division First Mortgage bonds and \$4 million 6% River Division Income bonds; used to finance the extension from Sedalia (Glouster) to the Ohio River, the bridge over the river at Point Pleasant, and thence to Charleston, W. Va., plus to purchase \$2 million Second Mortgage bonds of the Richmond & Alleghany Railroad. (GrnBk, Poors)
- Mar. 1, 1882 PRR names J. H. Wall of the CB&Q as Superintendent of Dining Cars. (RyW)
- Mar. 1, 1882 Banker John S. Newman (1805-1882), former Pres. of Indiana Central Railway, dies at Indianapolis. (RRGaz)
- Mar. 1882 Bill S 167 is introduced in the New Jersey Senate; it gives purchasers of riparian rights sole control of "made land" back to the original natural high-water mark, preventing the cities from extending their street grids over it; the bill is supported by the PRR, CNJ, Erie and DL&W to keep streets out of their freight yards; it embodies a conflict between ancient common-law rights of public access to natural navigable rivers and the efficient layouts required for modern freight yards, float bridges, etc.; it creates virulent

public opposition in Jersey City and Hoboken, where it is called the waterfront land-grab bill. (NYT, Sackett)

- Mar. 2, 1882 Trunk Line Joint Executive Committee meets again and resolved to divide eastbound freight traffic; only General Freight Agents are to set rates, and there are to be no rebates or time contracts. (NYT)
- Mar. 2, 1882 N.J. Legislature passes the CNJ stock bill over Gov. Ludlow's veto. (NYT)
- Mar. 2, 1882 Toledo, Delphos & Burlington Railroad Companies of Ohio and Indiana, Toledo, Cincinnati & St. Louis Railroad Companies of Indiana and Illinois, and Frankfort, St. Louis & Toledo Railroad merged to form Toledo, Cincinnati & St. Louis Railroad under articles dated Feb. 25, effective Apr. 1; E. B. Phillips, Pres.; controls narrow gauge line from Toledo to East St. Louis with branches from Delphos to Wellston via Dayton and Ironton Jct. to Ironton. (Church, C&C)
- Mar. 2, 1882 New York syndicate headed by Edward H. Green buys 10,000 shares of the 19,132 shares of Louisville & Nashville Railroad held by the City of Louisville at 80, or 4 above the market price; control shifts from Louisville to the North. (NYT, Stover)
- Mar. 3, 1882 CNJ Pres. and receiver Francis S. Lathrop (1806-1882) dies at Madison, N.J., of heart failure. (RRGaz)
- Mar. 3, 1882 Joseph Ramsey, Jr., is General Manager of the Pittsburgh, Chartiers & Youghioghenny Railway. (MB)
- Mar. 4, 1882 Henry S. Little (1823-1904) of Matawan, a member of the same Democratic Party clique as the late Francis S. Lathrop (the "State House Ring"), is named to succeed him as receiver of the CNJ. (Guide)
- Mar. 1882 PRR is running a daily fast mail to Chicago; also a mail train with no passenger accommodations to Columbus, leaving New York at 8:00 PM, with connection for St. Louis. (RyW)
- Mar. 1882 PRR completes four-track bridge across the Rahway River at Rahway, N.J.; completes four-track line from South Elizabeth to Houtenville. (RyW)
- Mar. 6, 1882 Trunk Line Advisory Commission holds first hearing at the Produce Exchange in New York; a formal statement is presented by its Chairman Alexander E. Orr (1831-1914). (NYT)
- Mar. 6, 1882 Court orders receiver of Rockaway Beach Improvement Company to sell its property and unfinished hotel. (NYT)

- Mar. 6, 1882 Virginia act authorizes merger of Alexandria & Washington Railroad into Alexandria & Fredericksburg Railway; not done because litigation continues. (Digest, Harrison)
- Mar. 6, 1882 Catonsville Short Line Railroad incorporated in Md. to build from Baltimore & Potomac Railroad near Baltimore to Catonsville. (Val)
- Mar. 6, 1882 Wheeling & Harrisburg Railway incorporated in W.Va. under articles dated Feb. 28 to build from Wheeling up Wheeling Creek to Pa. state line near Majorsville and build bridge between Wheeling and Martins Ferry; is to be part of new east-west route linking Wheeling & Lake Erie Railroad with Connellsville Coke Field and South Pennsylvania Railroad. (Church, C&C, MB)
- Mar. 6, 1882 Cincinnati Northern Railway begins regular through service between Cincinnati and Dayton with one mixed train, using the Toledo, Delphos & Burlington north of Dodds; completes narrow gauge line between Cincinnati and Toledo; portion of Cincinnati Northern between Dodds and Waynesville never completed. (Hauck - C&C says open Lebanon-Dodds and E. Norwood-Cin. on 3/1/82 - incorrect)
- Mar. 6, 1882 George W. Patton (1817-1882), an employee of the Freight Dept. since 1876, dies at Philadelphia; is father of William A. Patton, Assistant to VP A. J. Cassatt. (RyW)
- Mar. 6, 1882 New Jersey Senate passes the so-called waterfront land-grab bill. (NYT, Sackett)
- Mar. 6, 1882 Iron Belt Land, Mining & Development Company of Virginia incorporated; it will later become the Norfolk & Western Railroad's primary real estate subsidiary. (Poors)
- Mar. 7, 1882 Trunk Line Advisory Commission continues hearings at the New York Board of Trade & Transportation. (NYT)
- Mar 7, 1882 Ohio Supreme Court rules that merger of CCC&I Railway and CH&D Railroad to form Ohio Railway is illegal and void as are parallel and competing lines and connect only through a leased line; CCC&I then sells its 9,199 shares of CH&D. (RRGaz, RyW, NYT)
- Mar. 7, 1882 PC&StL Railway Executive Committee authorizes removal of tools from Lancaster (Ohio) Shops and transfer of repair work to Pendleton and Dennison Shops. (MB)
- Mar. 7, 1882 William H. Vanderbilt holds a public reception at his new mansion at 5th Avenue & 51st Street and opens the interior and art galleries to the press and

about 2,000 guests for the first time. (NYT)

- Mar. 8, 1882 PRR Board votes \$16,500 in bonuses to Transportation Dept. officers for handling record volume of traffic in 1881. (MB)
- Mar. 8, 1882 Phoenixville & West Chester Railroad Company incorporated to build line between Frazer and Phoenixville; J. N. Du Barry, Pres. (C&C)
- Mar. 8, 1882 Louis H. Meyer elected Pres. of the Lawrence Railroad, replacing Thomas D. Messler. (MB)
- Mar. 9, 1882 Albert Fink issues his report, "Adjustment of Railroad Transportation Rates to Seaboard Cities." (NYT)
- Mar. 9, 1882 Trunk Line Commissioners hear testimony from New York Chamber of Commerce. (RRGaz)
- Mar. 9, 1882 Gen. William Wierman Wright (1824-1882), once a civil engineer on the PRR and Civil War general in charge of transportation on Gen. Sherman's Atlanta campaign, dies in Moyamensing Prison in Philadelphia, where he has been committed for habitual drunkenness. (RRGaz)
- Mar. 10, 1882 Trunk Line Commissioners take tour of New York Harbor. (RRGaz)
- Mar. 10, 1882 Oil City & Chicago Railroad incorporated in Pa. to build from Oil City to Jackson Centre in Mercer County in the interest of the Buffalo, Pittsburgh & Western Railroad; J. W. Jones, Pres.; Robert D. McCreary, Chief Engineer. (Val)
- Mar. 11, 1882 Frank J. Firth of the Erie & Western Transportation Company (Anchor Line) asks the Ashtabula & Pittsburgh Railway for maps of Ashtabula Harbor for the purpose of stopping one line of boats there. (MB)
- Mar. 12, 1882 Western part of the new straight line at Bergen Cut, Jersey City, opens, cutting off three curves and leaving only the easternmost curve at Baldwin Avenue. (NYT)
- Mar. 13, 1882 Trunk Lines raise freight rates; 25 cents for 8th class. (NYT)
- Mar. 13, 1882 Trunk Line Advisory Commission begins hearings in Philadelphia at Board of Trade. (NYT)
- Mar. 13, 1882 Northern Central Railway, Canton Company of Baltimore and Union Railroad Company of Baltimore sign new contract providing for the sale of the Canton Company's interest in the Union Railroad to the Northern Central. (MB)

- Mar. 13, 1882 Wheeling & Harrisburg Railway organized; Judge Robert H. Cochran (1836-1895) elected Pres. (MB)
- Mar. 13, 1882 District Court of Summit County sets aside Aug. 20, 1881, foreclosure sale of Cleveland, Mt. Vernon & Delaware, delaying reorganization. (Church)
- Mar. 13, 1882 Jay Gould displays \$53 million in liquid securities to his creditors to dispel rumors he is bankrupt or that he is selling; there is a brief stock market rally. (Clews, Wyckoff, Grodinsky)
- Mar. 13, 1882 H.C. Frick Coke Company incorporated in Pa., absorbing the operations of H.C. Frick & Co.; capitalized at \$2 million; Frick's interest is reduced from 33% to 29.5%; the Ferguson family's share is cut from 66% to 59% and the Carnegie interests 11%; Carnegie then pressures E.M. Ferguson into selling him most of his stock so that by 1883 he has 50%; the H.C. Frick Coke Company comes to dominate the Connellsville Coke Field and becomes one of the largest bituminous coal operations in Pennsylvania; it eventually owns 40,000 acres, 40 plants and 11,000 coke ovens. (Moody's, Seely, Wardley - see 5/82 not in PaCorps)
- Mar. 13, 1882 Sea Grove Association at Cape May dissolved. (NJCorps)
- Mar. 14, 1882 Trunk Line Commissioners hold first meeting in Philadelphia with committee of Board of Trade, which is in favor of differential rates. (RRGaz)
- Mar. 15, 1882 Junction Railroad Board reverses itself and accepts the bond of the PW&B of \$12,500 for the strip of right-of-way between the Arsenal Bridge and Grays Ferry Road; Franklin B. Gowen votes against it. (MB)
- Mar. 15, 1882 Petition filed to remove receiver of Illinois Midland Railway. (NYT)
- Mar. 15, 1882 Knights of Labor begin a long strike in the Cumberland, Md., Coal Field in response to a wage cut. (B&O AR, Harvey, NYT)
- Mar. 15, 1882 New Board elected on the Petersburg Railroad (Petersburg to Weldon) with representatives of the W. P. Clyde Syndicate (Piedmont Air Line) and the Walters-Newcomer Syndicate (Atlantic Coast Line); E. T. D. Myers of the Richmond, Fredericksburg & Potomac Railroad is made Pres., eliminating it as an independent and sometimes uncooperative interest. (Hoffman)
- Mar. 15, 1882 York & Peach Bottom Railway incorporated in Pa. as the reorganization of the Peach Bottom Railway. (ICC)
- Mar. 1882 Three-year economic expansion ends and three-year contraction begins; the

Bank of England raises its interest rates to halt the outflow of gold, which draws capital out of the U.S.; rate wars and mismanagement push foreign investors to start selling their railroad stocks at the rate of \$25 million a year. (NBER, Strouse)

- Mar. 1882 PRR puts on several fast stock trains from Chicago to Pittsburgh averaging 28 MPH; to run four trains a week from Chicago to Philadelphia/New York; and will run tests on the difference between shipping live cattle vs. dressed beef in refrigerator cars. (RRGaz)
- Mar. 1882 Woodstown & Swedesboro Railroad begins construction. (C&C)
- Mar. 1882 Peoria & Pekin Union Railway refuses Illinois Midland Railway use of its facilities for non-payment of rent. (RRGaz)
- Mar. 1882 PRR connects with Lehigh & Hudson River Railroad south of Belvidere, N.J., and begins interchange. (AR)
- Mar. 1882 New PRR Harrisburg station is to be modeled on one Tom Scott saw in Nice, France; is to be 800 feet long, open in the center, with landscaped grounds. (RyW)
- Mar. 1882 First and only Class L 2-4-6 bi-directional Forney-type tank locomotive, No. 4, built at Altoona; unsuccessful design by Theodore N. Ely is to be used in suburban service to Paoli and West Chester; at 120,400 lbs. is the heaviest PRR locomotive to date; has an "Altoona boiler"; with 62" drivers is also 3 feet higher than other PRR locomotives; nicknamed "Jumbo" after the famous elephant of that name recently brought to the U.S. by Barnum & Bailey and first exhibited in April. (Lovell, CCHS, RyW, RRGaz, Keystone, Trager)
- Mar. 1882 PRR issues orders to agents to sell no tickets to drunks and not let them board trains. (RRGaz)
- Mar. 1882 Charles F. Berwind (1846-1890) named Pres. of Bells Gap Railroad, replacing A. L. Massey, who has gone abroad for his health. (RyW, findagrave)
- Mar. 1882 Charles O'Connor of New York has filed for a receiver for the Indianapolis & St. Louis Railroad; he has acquired his bonds from Manton Marble, former editor of the New York *World*, who in turn received them from Tom Scott. (NYT)
- Mar. 1882 Pittsburgh & Western Railroad lets contract for section between Pennsylvania state line and Youngstown. (RRGaz)

- Mar. 1882 Illinois Midland Railway abandons all service northwest of Decatur. (RRGaz - check Guide?)
- Mar. 1882 Pittsburgh Bessemer Steel Company, Ltd., at Homestead agrees to the demands of the Amalgamated Association of Iron & Steel Workers; General Manager William Clark, who had precipitated the lockout, resigns. (Nasaw)
- Mar. 1882 *Mason L. Weems* begins running between Baltimore and Fredericksburg for the Weems Line, however, it proves too large, and its fuel costs are prohibitive. (Holly)
- Mar. 1882 Bubble in the stocks of the Richmond & Danville Railroad and the Richmond & West Point Terminal Railway & Warehouse Company breaks; R&D falls from a high of 250 in Feb. to 110 and Richmond Terminal from 263 to 100; branding both as speculative vehicles; many Richmond investors sell their holdings, some of the stock ending up in the hands of John D. Rockefeller. (Klein - verify NYT)
- Mar. 16, 1882 LIRR Board authorizes purchase of New York & Long Beach Railroad from Long Beach Improvement Company. (MB, NYT)
- Mar. 16, 1882 General Passenger Agents, including E. A. Ford of Lines West, meet at Albert Fink's office to discuss pooling but reach no agreement. (NYT)
- Mar. 16, 1882 Trunk Line Advisory Commissioners hold last meeting in Philadelphia. (RRGaz, NYT)
- Mar. 16, 1882 George R. Blanchard begins two days of testimony against the Reagan Interstate Commerce Bill. (NYT)
- Mar. 16, 1882 Chartiers & Mansfield Valley Railway deeds all its right-of-way and franchises to the Pittsburgh, Chartiers & Youghiogheny Railway for \$146,590. (Church)
- Mar. 16, 1882 New Jersey House passes bill S 167, the so-called waterfront land-grab bill. (NYT)
- Mar. 17, 1882 Pres. William R. McKeen of the Terre Haute & Indianapolis Railroad announces he has submitted a proposal to lease the Illinois Midland Railway. (NYT)
- Mar. 17, 1882 Albert Fink begins testimony against Reagan Bill. (NYT)
- Mar. 17, 1882 York & Peach Bottom Railway acquires the property of the Middle Division of the Peach Bottom Railway after foreclosure sale. (ICC, Hilton)

- Mar. 18, 1882 Roundhouse of New Castle & Oil City Railroad at New Castle destroyed by fire with loss of 3 locomotives and several freight cars. (RRGaz)
- Mar. 18, 1882 Trunk Line Advisory Commission begins holding four days of hearings in Baltimore. (NYT)
- Mar. 18, 1882 Future PRR VP Richard Carey Morse (1882-1963) born at Cleveland. (PR)
- Mar. 18, 1882 NYC&HR begins elevating tracks through Rochester, N.Y. (Peck)
- Mar. 20, 1882 Sonnbeck House (Pennsylvania Company eating house) at Alliance leased to William A. Vincent. (MB)
- Mar. 21, 1882 New Eastern Shore Railroad Board elected, including Samuel M. Felton, Jr. (1853-1930); George R. Dennis is Pres., and Willard Thomson (1837-1917) Superintendent. (RRGaz)
- Mar. 21, 1882 A. J. Cassatt not reelected as VP of PC&StL Railway. (RRGaz)
- Mar. 21, 1882 Daniel Kilgore (1836-1882), Assistant to Eastern Passenger Agent in charge of emigrant business at New York, dies at Elizabeth, N.J. of “typhoid pneumonia” after 22 years service, much of it spent on Lines West; his body is sent to Steubenville on the *Cincinnati Express* for burial. (RRGaz, BrklnUnionArgus)
- Mar. 21, 1882 Hope & Greensburg Railroad renamed Columbus, Hope & Greensburg Railroad; to build between Columbus and Greensburg, Ind. (GrnBk)
- Mar. 21, 1882 South Florida Railroad (?) opens an extension from Orlando to Kissimmee to serve the lands of Hamilton Disston; Henry B. Plant is a guest at the opening, and asks if the road is for sale so that he can extend it to Tampa; Sir Edward Reed is also interested in buying. (Turner/Bramson)
- Mar. 22, 1882 Pioneer civil engineer and railroad executive Solomon White Roberts (1811-1882) dies of a stroke at Atlantic City. (PubLdgr, Hare)
- Mar. 22, 1882 Notwithstanding his prior employment as an attorney by the PRR, Gov. George C. Ludlow vetoes bill S 167, the so-called waterfront land-grab bill, sought by the railroads. (NYT, Sackett)
- Mar. 23, 1882 Trunk lines sign first eastbound freight pool and first passenger pool with Albert Fink (1827-1897) as Commissioner; B&O refuses to sign but agrees to abide by terms; A. J. Cassatt represents PRR; basis to be determined later. (RyW, NYT)

- Mar. 23, 1882 Tugboat *H.C. Pratt* explodes while tied up at Philadelphia & Atlantic City wharf at Pier 8, Walnut Street; 4 killed and the station burns down. (PubLdgr)
- Mar. 23, 1882 Last rail laid on River Front Railroad on Delaware Avenue, Philadelphia, completing section between Dock and Callowhill Streets; line connects the PRR near Dock Street with Kensington Branch at Lehigh Avenue along the river. (Walther, C&C)
- Mar. 23, 1882 Lehigh Valley Railway Company incorporated in N.Y. to build from the corner of Scott & Washington Streets in Buffalo to Lancaster, N.Y. (Baird)
- Mar. 23, 1882 New Jersey Senate overrides Gov. Ludlow's veto of S 167, the waterfront land-grab bill, putting pressure on the House; opponents of the bill employ delaying tactics to prevent a vote before adjournment. (NYT, Sackett)
- Mar. 24, 1882 Cleveland & Marietta Railroad Board meets at New York office of capitalist Cornelius K. Garrison (1809-1885); Garrison agrees to acquire \$1 million in Cleveland & Marietta Railroad First Mortgage bonds at 85; Wheeling & Lake Erie Railroad takes \$200,000 of bonds in return for guaranteeing interest on entire issue; stockholders agree to sell two-thirds of stock to Garrison valued at 60 cents on the dollar and purchasing the entire \$1 million of First Mortgage bonds, with the \$400,000 difference being paid in cash; Garrison intends to merge C&M into W&LE; \$200,000 is pay for W&LE extension to meet C&M at Zoar, Ohio. (MB, Church)
- Mar. 24, 1882 Jay Gould interview appears in a New York paper in which he doubts that Franklin B. Gowen has enough shares to control the CNJ; Gowen in Philadelphia issues a response that he only wants to keep the CNJ independent of the PRR. (NYT)
- Mar. 25, 1882 Philadelphia *Public Ledger* notes heavy travel to Atlantic City this winter; a few years ago ran through cars from New York in summer but now run two cars daily in winter; West Jersey & Atlantic Railroad winter travel up 150% from last year; its New York cars run through in 4:40; Camden & Atlantic Railroad runs trains to South Atlantic City on Tuesdays, Thursdays and Sundays. (PubLdgr)
- Mar. 25, 1882 Future PRR VP in Charge of Operations John Francis Deasy (1882-1953) born at Hammorton, Pa. (WwasW)
- Mar. 26, 1882 Double track completed between St. Agnes and Winans and between Benning's and Wilson on the Baltimore & Potomac Railroad. (Guide)
- Mar. 26, 1882 NYC&HR completes third and fourth track between Rochester and Buffalo, making four tracks all the way from Albany to Buffalo, as well as double

track between Rochester and Suspension Bridge; no other railroad in the world has 300 miles of quad-track; is two separate two-track railroads side by side, one for passenger speeds and one for low speed for freight; eventually, NYC system has a continuous four-track main line for 342.5 miles between Castleton and Dunkirk, N.Y., the longest continuous four-track line in the world; except for a two-mile break at Dunkirk, four track runs as far west as Collinwood, Ohio, a distance of 473.75 miles. (NYT, RRGaz, Marshall)

- Mar. 26?, 1882 First game of polo played at Aiken, S.C., which becomes a major American center for polo; Aiken is developing into a major winter resort for northerners, with a season running from Nov. to Apr. and seasonal sleeping cars from New York. (aikenpolo)
- Mar. 27, 1882 Ex-Secretary Joseph Lesley (1831-1889) resigns from PRR after extended leave as he is unable to return to work; given a \$2,500 severance bonus for past services. (MB)
- Mar. 27, 1882 Property owners along North Shore Railroad meet to respond to receiver Thomas H. Messenger's notice that he will discontinue service after Mar. 31; has been unable to make money, and road is in terrible shape. (NYT)
- Mar. 27, 1882 Northern Central Railway, B&O, Baltimore Elevator Company and Baltimore Corn & Flour Exchange agree to fix uniform maximum elevator charge of 1 cent per bushel and 0.25 cent receiving and delivery fee for five years. (MB)
- Mar. 28, 1882 PC&StL Railway grants Louisville & Nashville Railroad use of its new Cincinnati station and use of old Little Miami depot as freight station. (Church)
- Mar. 29, 1882 North Shore Railroad stockholders reject LIRR's offer of \$40,000. (NYT)
- Mar. 29, 1882 PRR grants Lehigh Valley Railroad trackage rights over the projected National Docks Railway to reach its Morris Canal terminal property in Jersey City. (MB)
- Mar. 29, 1882 PRR continues ex-Treasurer Bayard Butler in a standby consulting position. (MB)
- Mar. 29, 1882 New Jersey Assemblyman Shinn claims he was offered bribes to pass bill S 167, the waterfront land-grab bill, over Gov. Ludlow's veto. (trentonhistory.org)
- Mar. 30, 1882 Allegheny Valley Railroad frame engine house at Oil City, Pa., destroyed by fire.; replaced in brick later in the year. (C&C)

- Mar. 30, 1882 Maryland act authorizes Shenandoah Valley Railroad to extend northwards to Pa. state line. (CorpHist)
- Mar. 30, 1882 Trunk Line leaders, including William K. Vanderbilt and A. J. Cassatt, meet at Albert Fink's office and continue consideration of pooling agreement; arrange a division of the livestock and fresh meat traffic; agree to increase rate from 20 cents to 50 cents per cwt. effective Apr. 10, but then postpone when the Grand Trunk Railway of Canada refuses to sign. (NYT, RRGaz)
- Mar. 30, 1882 D. H. Conklin appointed receiver of the Illinois Midland Railway; assumes operation on Apr. 4. (NYT, C&C)
- Mar. 31, 1882 West Jersey Railroad Board authorizes West Jersey & Atlantic Railroad to connect with a branch to Somers Point for the Ocean City business. (MB)
- Mar. 31, 1882 Another blowout occurs on the Hudson Tunnel Railway; William Sooy Smith has resigned as Chief Engineer after DeWitt C. Haskin insists on continuing to use compressed air without a shield. (Brennan)
- Mar. 31, 1882 New Jersey Legislature adjourns; the House has failed to override Gov. George C. Ludlow's veto of the waterfront land-grab bill; the House also fails to act on the committee report showing attempts to bribe Assemblyman Shinn to vote for the bill, and no other evidence of bribery is presented. (trentonhistory.org)
- Mar. 31, 1882 Genesee Valley Junction Railroad incorporated in N.Y. to build from a point on the Genesee Valley Canal Railroad near Troup & West Main Streets in Rochester to the NYC&HR, 1 mile; not built. (NYState)
- Early 1882 Sewickley Branch of South-West Pennsylvania Railway opens between Youngwood and Trager (6.9 miles). (Val, C&C - RRGaz first mentions as done in 7/7 issue)
- Apr. 1, 1882 PRR begins through trains from Jersey City over New York & Long Branch Railroad; three round trips, including one through to Seaside Park; connections open between PRR and CNJ at Woodbridge Jct. and with NY&LB at South Amboy Jct.; also permit trains from Jersey City to run onto the old Camden & Amboy line, eliminating need for a ferry between Perth Amboy and South Amboy. (AR, RRGaz, PubLdgr)
- Apr. 1, 1882 Uniontown, N.J., station renamed Iselin for banker Adrian Iselin. (MB)
- Apr. 1, 1882 PW&B names Kidder, Peabody & Co. transfer agents in Boston. (MB)
- Apr. 1, 1882 Headquarters of Low Grade Division, Allegheny Valley Railroad, moved

from Brookville to Reynoldsville. (AR)

- Apr. 1, 1882 Leslie P. Farmer (1848-1908), on leave for about a year in poor health, named PRR's New England Passenger Agent, replacing Cyrus P. Haldeman, resigned; James R. Wood (1843-1917) named General Passenger Agent, replacing Farmer. (MB, RRGaz, RyW)
- Apr. 1, 1882 Daniel Smith Newhall (1849-1913) named PRR Assistant Secretary. (MB)
- Apr. 1, 1882 Toledo, Delphos & Burlington Railroad companies of Ohio and Indiana, Frankfort, St. Louis & Toledo Railroad, and Toledo, Cincinnati & St. Louis Railroad companies of Indiana and Illinois consolidated to form Toledo, Cincinnati & St. Louis Railroad Company under agreement of Feb. 25, 1882; large narrow-gauge system runs Toledo-East St. Louis with branches between Delphos and Ironton, Ohio, and Lebanon Jct. to Dodds. (Rehor)
- Apr. 1, 1882 Reading signs a five-part contract with Harrisburg & Potomac Railroad, South Pennsylvania Railroad, Pittsburgh & Somerset Railroad, and Burnt Cabins & Shippensburg Railroad for mutual connections and through traffic from New York and Philadelphia to Pittsburgh and points west; at this point the South Penn is projected to begin across the river from Rockville near the mouth of Fishing Creek and run to Somerset; the Pittsburgh & Somerset is to continue the line to or near Pittsburgh, and the BC&S is to link the Harrisburg & Potomac with the South Penn. (Rdg, H&P MB)
- Apr. 1, 1882 Old Colony Railroad leases the Fall River Railroad (Watuppa-New Bedford). (NHCorp)
- Apr. 1, 1882 Coal miners begin a long strike along the line of the PC&StL Railway west of Pittsburgh. (RRGaz)
- c. Apr. 1, 1882 Seat of Wexford County, Mich., moved from Manton to Cadillac. (Long)
- Apr. 2, 1882 Lehigh & Hudson River Railroad (N.J.) and Warwick Valley Railroad (N.Y.) merged to form Lehigh & Hudson River Railway; runs Greycourt, N.Y. to Hamburg, N.J. (ICC)
- Apr. 2, 1882 Milford, Franklin & Providence Railroad incorporated in Mass. (NHCorp - verify ICC)
- Apr. 3, 1882 PRR and CNJ begin pooling freight on NY&LB. (Casebk)
- Apr. 3, 1882 PRR establishes new station at 21st Street on the Filbert Street Elevated for local trains to Bryn Mawr, Paoli and Downingtown. (PubLdgr)
- Apr. 4, 1882 T. Jones Yorke (1801-1882), former Pres. of West Jersey Railroad, dies at

Salem. (CongBio)

- Apr. 4, 1882 Cincinnati & Eastern Railway, a narrow-gauge railroad later taken over by the Norfolk & Western, begins operating into Court Street, Cincinnati, station of Cincinnati Northern Railway from Idlewild. (Hauck)
- Apr. 4, 1882 D. H. Conklin, an experienced railroad man, appointed receiver of Illinois Midland Railway, replacing Lewis Genis, removed. (Church, RRGaz)
- Apr. 1882 17 miles of double track placed in service on Baltimore & Potomac Railroad. (RyW)
- Apr. 5, 1882 New bridge opens on main line near Green Tree on Philadelphia Division. (CCHS)
- Apr. 5, 1882 William B. Tuell conveys the unfinished right of way of the former Cincinnati & Terre Haute Railroad, running 10 miles west from Greensburg, Ind., to Melville E. Ingalls for the Columbus, Hope & Greensburg Railroad. (GrnBk)
- Apr. 6, 1882 Pier No. 54, last of nine new PRR piers, between Reed Street & Christian Street placed in service with docking of American Line steamship *Illinois* and Red Star Line steamship *Montreal*; shed of old Pier No. 54 is moved to 30th Street north of Filbert Street for use as a freight station; Pier No. 53 completed earlier in year. (Flayhart, AR)
- Apr. 7, 1882 Because of the “fast train war,” the General Time Convention polls its members on postponing the spring meeting set for Apr. 12; the meeting is then cancelled. (MB)
- Apr. 7, 1882 Pennsylvania Company agrees with Wheeling & Lake Erie Railroad for trackage rights over the Pennsylvania Company and use of its station at Massillon, Ohio. (MB)
- Apr. 7, 1882 Second and Third Mortgage bondholders of Indianapolis & St. Louis Railroad file for foreclosure and appointment of receiver. (RRGaz)
- Apr. 8, 1882 PRR and CNJ begin pooling freight on NY&LB. (WkStGaz - see above)
- Apr. 8, 1882 U.S. Circuit Court hears arguments in the suit of Edward C. Knight, representing the Gowen interests, to enjoin the proposed CNJ stock issue and declare the election of Jay Gould and George G. Haven as directors by the Board to be illegal. (NYT)
- Apr. 8, 1882 Pittsburgh, Chartiers & Youghioghenny Railway adopts route from Bridge No. 3 through Mansfield to the Chartiers Railway south of Bridge No. 1. (MB)

- Apr. 9, 1882 Permissive block signal system opens on Louisville Bridge under control of dispatcher who uses a color coded peg board to simulate movement of trains from one block to the next; first U.S. signal installation for movement on single track without train orders. (RyW, US&S)
- Apr. 10, 1882 PRR and NYC&HR impose a \$4 extra fare on their fast trains leaving New York at 6:00 PM (PRR's *Western Express*), making \$24 to Chicago; PRR charges \$5 extra fare on *New York & Chicago Limited*, and NYC&HR has \$3 extra fare on its morning fast train. (NYT)
- Apr. 10, 1882 Catawissa Railroad and Reading file suit against North & West Branch Railway crossing its line at grade east of Catawissa citing unsafe conditions at the south end of a covered bridge across the Susquehanna River; North & West Branch Railway refuses to elevate tracks because it would create a steep grade against the current of traffic. (Casebk)
- Apr. 10, 1882 Baldwin, Pa., station renamed Steelton; Andover Furnace renamed Kent. (MB)
- Apr. 10, 1882 James McCrea named Manager of PC&StL Railway and leased lines, replacing William A. Baldwin, to Manager of Pennsylvania Company only. (MB)
- Apr. 10, 1882 Shelby & Rush Railroad deeds its property to the Jeffersonville, Madison & Indianapolis Railroad. (Church)
- Apr. 10, 1882 Jumbo the elephant makes his American debut with Barnum & Bailey's Circus at Madison Square Garden, his name becoming synonymous for anything of extraordinarily large size, including the PRR's only Class L suburban locomotive. (Trager, CCHS)
- Apr. 11, 1882 Henry Graves, John Gore King Duer and Ferdinand W. Peck elected directors of LIRR. (MB)
- Apr. 12, 1882 Spring meeting of General Time Convention passed because of Trunk Line wars. (MB)
- Apr. 12, 1882 Trunk Line meeting held in Albert Fink's office to negotiate divisions for eastbound freight and livestock. (RRGaz)
- Apr. 12, 1882 Detroit Western Transit & Junction Railroad leases its property to Detroit Union Railroad, Depot & Station Company. (Church)
- Apr. 12, 1882 Holly Beach City Improvement Company incorporated in N.J. by John L. Burk and Dr. Aaron Andrew of Vineland to develop a resort on Five Mile

Beach. (Dorwart)

- Apr. 12, 1882 Plant Investment Company incorporated in Connecticut to act as a holding company for the various enterprises of Henry B. Plant; Henry M. Flagler of Standard Oil, William T. Walters, Benjamin F. Newcomer, Morris K. Jesup and Gen. Henry Sheldon Sanford also invest. (Turner/Bramson)
- Apr. 12, 1882 Chartered steamship *British Prince* makes first sailing for American Line. (Flayhart)
- Apr. 12, 1882 Col. J. W. Sloss (1820-1890) blows in Sloss Furnace No. 1 at Birmingham; Alabama is producing over 900,000 tons of pig iron by the end of the decade. (Swank)
- Apr. 13, 1882 Benjamin S. Henning returns to LIRR as Second VP; formerly VP of Austin Corbin's Indiana, Bloomington & Western Railway. (MB, RRBios)
- Apr. 13, 1882 Property of former North Shore Railroad conveyed to Austin Corbin and J. Rogers Maxwell for LIRR after foreclosure sale. (CorpHist)
- Apr. 13, 1882 Five trunk lines agree for division of livestock and dressed beef traffic to be administered by pool commissioner Albert Fink; rates are to be 50 cents per cwt. with a 10% rebate at the point of destination for 5 years, effective Apr. 17. (MB, NYT)
- Apr. 13, 1882 Northern Central Railway agrees with the Canton Company of Baltimore and the Union Railroad Company of Baltimore that the Union Railroad will not use eminent domain to cross the lands of the Canton Company. (MB)
- Apr. 13, 1882 William H. Vanderbilt, Cornelius Vanderbilt, Augustus Schell and James H. Rutter of NYC&HR elected to Board of CCC&I Railway and Hugh J. Jewett and others removed. (RyW, RRGaz)
- Apr. 14, 1882 N.J. Chancellor Runyon lifts injunction and orders CNJ to hold its election. (NYT)
- Apr. 1882 PRR orders 30 Hansom cabs built for service at Broad Street Station. (RyW)
- Apr. 15, 1882 Oil City & Chicago Railroad contracts with National Construction & Improvement Company to build Franklin-Garvins and Franklin-Oil City; no actual construction. (C&C)
- Apr. 15, 1882 Clearfield coal miners ask for an advance of 15 cents or threaten a strike. (NYT)

- Apr. 1882 West Jersey Railroad is building 7 new locomotives and 70 excursion cars for the 1882 resort season. (CMCoGaz)
- Apr. 1882? West Jersey Railroad completes double-tracking to Glassboro. (RRGaz)
- Apr. 1882 PRR establishes a Bureau of Information in Broad Street Station with an information booth for travelers, run by William H. Wilson, Jr.; with the transfer of the PW&B trains, there are now 131 outbound trains daily on weekdays. (RRGaz)
- Apr. 1882 Pittsburgh & Western Railroad has agreed with Pittsburgh, Youngstown & Chicago Railroad, which has been building between Pittsburgh and Youngstown on a parallel route; P&W is to build west and PY&C east, meeting at New Castle. (RRGaz)
- Apr. 1882 Henry B. Plant contracts with Pullman's Palace Car Company for deluxe sleeping and parlor cars for through service between New York and Jacksonville. (Turner/Bramson)
- Apr. 1882 B&O establishes its own B&O Express Company, replacing the Adams Express Company. (RRGaz, AR)
- Apr. 1882 Amalgamated Association of Iron & Steel Workers opens a lodge at Carnegie's Edgar Thomson Steel Works; over the protests of his managers, Carnegie agrees to recognize the Amalgamated. (Nasaw)
- Apr. 16, 1882 Robert Garrett denies B&O is to lease Buffalo, Pittsburgh & Western Railroad; BP&W has suspended construction between Youngstown and New Castle Jct. (RyW)
- Apr. 17, 1882 PRR begins through trains between Camden and Long Branch via Bay Head Jct.; first revenue service between Seaside Park and Bay Head Jct. from Philadelphia. (AR)
- Apr. 17, 1882 Sen. James Wilson McDill (1821-1895), a former Iowa Railroad Commissioner, introduces a bill to establish a federal board of three Railroad Commissioners, one of whom shall be a civil engineer. (NYT)
- Apr. 17, 1882 Michael Shanley (1814?-1882), contractor on PRR's Bergen Cut and ballasting New York Division, dies at Newark. (NYT)
- Apr. 17, 1882 Baltimore & Delta Railway opens between Baltimore and Towsontown. (Hilton)
- Apr. 18, 1882 Supplement to charter of Poughkeepsie Bridge Company extends time for completion to Jan. 1, 1888. (PL)

- Apr. 18, 1882 Former Pres. Edward C. Knight calls for CNJ election. (NYT)
- Apr. 1882 Lightning destroys the Glassboro freight and passenger stations of the West Jersey Railroad. (MB)
- Apr. 20, 1882 CNJ Board meets; postpones election until a master in chancery can determine it is solvent. (NYT, RRGaz)
- Apr. 20, 1882 Camden & Atlantic Railroad Board approves a new contract for Woodruff parlor car service. (MB)
- Apr. 21, 1882 Class L 2-4-6T No. 4 “Jumbo” runs from Altoona to Philadelphia. (CCHS)
- Apr. 21, 1882 Most of old Board of Union Railroad Company of Baltimore resigns; Benjamin F. Newcomer, George Small, Oden Bowie, Henry Walters and Bernard Carter elected directors; Newcomer replaces city director William G. Harrison as Pres.; Frank Thomson appointed General Manager and George C. Wilkins Superintendent, bringing it into the PRR organization. (MB)
- Apr. 21, 1882 Pittsburgh, Chartiers & Youghiogheny Railway adopts route from the crossing of the Chartiers Railway up to station 175 on McLaughlin’s Run; also Painters Run Branch. (MB)
- Apr. 21, 1882 Milford, Franklin & Providence Railroad incorporated in Mass. to build from Franklin to Bellingham Jct. (nhrhta.org)
- Apr. 21, 1882 Va. act authorizes the Norfolk & Western Railroad to acquire the stock of the Roanoke Machine Works, the genesis of its famed Roanoke Shops. (AR)
- Apr. 22, 1882 Fast run on West Jersey Railroad press excursion from Camden to Cape May in 1:23; maximum speed 84 MPH; locomotive No. 22 (Class C-Anth) and three cars; takes water at Millville track pans. (RyW, RRGaz, Guide)
- Apr. 22, 1882 New Castle & Oil City Railroad merged into Oil City & Chicago Railroad under agreement of Mar. 28, 1882. (Val)
- Apr. 22, 1882 Sharpsville Railroad extended from Carbon to Wilmington Jct., Pa. (6.6 miles) on New Castle & Oil City Railroad. (Church, RRGaz)
- Apr. 1882 Pittsburgh & Western Railroad has acquired a quarter-interest in the Pittsburgh, Youngstown & Chicago Railroad, which is building a parallel line between Youngstown and Pittsburgh; the other three quarters is owned by the Buffalo, Pittsburgh & Western Railroad, the Wheeling & Lake Erie

- Railroad and the contractors Andrews, Kurtz & Co. (RRGaz)
- Apr. 24, 1882 PRR leases pier at Sussex Street, Jersey City, to Nederlandsch Amerikaansche Stoomvaart Maatschappij, N.V. (Holland-American Line). (MB)
- Apr. 24, 1882 40th Street station opens on Main Line in Philadelphia. (SRea)
- Apr. 24, 1882 Springdale renamed Florin on Philadelphia Division; Turnpike Station renamed Stony Brook on Frederick Division. (MB)
- Apr. 24, 1882 PW&B Board reports that at request of Longstreth, Norris & Co. have surveyed branch from West Chester & Philadelphia Railroad 2.5 miles up Darby Creek, but determine that it will not be profitable. (MB)
- Apr. 24, 1882 Freight steamboat *Corsica* launched at Harlan & Hollingsworth for the Chester River Steamboat Company of Baltimore City; it later adds passenger accommodations and runs up as far as Crumpton. (Burgess)
- Apr. 24, 1882? Opposition Gowen-Garrett slate calls for a CNJ election on May 5. (NYT)
- Apr. 24, 1882 George D. Walker appointed receiver for Cleveland, Akron & Columbus Railroad on suit of Pennsylvania Company; receivership is made retroactive to reorganization of company on Dec. 1, 1881; Pennsylvania Company had been disputing the ownership of the unfinished section between Killbuck and Dresden with the owners of the old company. (Church, NYT)
- Apr. 24, 1882 Atlantic Coast Line and Plant System roads sign a contract with Pullman's Palace Car Company for new sleeping and parlor cars for New York-Jacksonville service. (Hoffman)
- Apr. 25, 1882 Class L 2-4-6T No. 4 "Jumbo" begins service on suburban trains between Philadelphia and West Chester via Paoli. (CCHS)
- Apr. 25, 1882 Ridgway & Clearfield Railroad incorporated in Pa. under articles dated Apr. 20; J. N. Du Barry, Pres. (Val, C&C)
- Apr. 25, 1882 Breaking with Grand Master Workman Terrence V. Powderly and the traditionalists, radical Theodore F. Cuno (1846?-) publishes an account of the Knights of Labor in the New York *Herald*, including a Powderly speech doctored to make it appear he favors seizing power by armed force. (Ware)
- Apr. 26, 1882 PRR approves a traffic agreement with the Cumberland Valley Railroad, and Harrisburg & Gettysburg Railroad (verify name). (MB)
- Apr. 26, 1882 General Passenger Agents meet at Albert Fink's office to arrange an

- eastbound passenger pool. (NYT)
- Apr. 26, 1882 Stamford & New Canaan Railroad incorporated in Conn. as a reorganization of the New Canaan Railroad. (nhrhta.org)
- Apr. 27, 1882 LIRR leases New York & Manhattan Beach Railway and its subsidiaries, the New York, Bay Ridge & Jamaica Railroad and the Glendale & East River Railroad, effective May 1, 1882; Austin Corbin controls both systems. (Val, C&C, NYState)
- Apr. 27, 1882 General Passenger Agents continue meeting; discuss the new penal code that outlaws ticket scalping. (NYT)
- Apr. 28, 1882 West Jersey Railroad Board agrees to build a branch from Wolfords to Mullica Hill if the local residents will pay for the right of way and grading; not done. (MB)
- Apr. 28, 1882 PW&B General Manager Frank Thomson reports on survey 3 miles up Darby Creek to mills of Longstreth, Norris & Co.; finds not enough traffic to warrant construction; Board approves Pres. Hinckley's reply of Jan. 23 to John W. Garrett re cost of Junction Railroad litigation; authorizes purchase of land for station at Edge Moor from Edge Moor Iron Company. (MB)
- Apr. 28, 1882 Northern Central Railway completes the purchase of the Union Railroad Company of Baltimore. (MB)
- Apr. 28, 1882 Board of Cleveland, Akron & Columbus Railroad surrenders affairs to new receiver George D. Walker and passes out of existence; sells equipment to Walker. (MB, Church)
- Apr. 28, 1882 *Railroad Gazette* reports that the CCC&I Railway, having been blocked in its merger plans, has sold 9,132 shares of the CH&D to the Seney Syndicate that controls the Nickel Plate. (RRGaz)
- Apr. 28, 1882 Trunk Line meeting at Albert Fink's office agrees to pool freight into Detroit. (NYT)
- Apr. 28, 1882 Hereford Land Improvement Company incorporated in N.J. for the purpose of developing a resort at Anglesea. (NJCorps)
- Apr. 28, 1882 Pittsburgh, Cleveland & Toledo Railroad incorporated in Ohio to build a road from New Castle Jct., Pa., to Akron. (HistPrtgCo - verify B&O ICC)
- Spring 1882 James Carey Evans (1862-1931) joins the family's Erie & Western Transportation Company (Anchor Line) at Buffalo after graduating from Phillips Academy, Exeter, in 1881; in 1883, he serves as purser on the

China. (PRRBio)

- May 1, 1882 PRR leases River Front Railroad in Philadelphia for 50 years; adopt rules for Reading to operate over River Front Railroad between Cumberland & Callowhill Streets. (MB, C&C, Rdg)
- May 1, 1882 Baldwin station renamed Steelton, Pa., on the Philadelphia Division. (MB)
- May 1, 1882 Philadelphia & Chester County Railroad reports that during the year ending this date, its charter has been attacked in Philadelphia, Delaware and Chester Counties; track is now laid from Abbotsford on West Chester & Philadelphia Railroad to Cobbs Creek and into Upper Darby Township. (MB)
- May 1, 1882 PW&B leases its Port Deposit Branch to Columbia & Port Deposit Railroad. (AR)
- May 1, 1882 Philadelphia & Baltimore Central Railroad signs new trackage rights agreement over Columbia & Port Deposit Railroad between Octoraro Jct. and Perryville. (Digest)
- May 1, 1882 PRR purchases the rolling stock of the Sunbury, Hazleton & Wilkes-Barre Railway for \$6,805. (C&C)
- May 1, 1882 LIRR assumes operation of New York & Manhattan Beach Railway and subsidiaries under lease of Apr. 27, 1882; new 99-year lease formally signed on Oct. 1, 1885. (Val)
- May 1, 1882 Property of Rockaway Beach Improvement Company, Limited, including hotel, land and pier, on which \$2 million has been spent, sold at auction to trustees for \$10,700; Henry T. Attrill of Jamaica and Aaron DeGraw plan to revive the project. (NYT)
- May 1, 1882 James T. Gardner appointed Superintendent of Buffalo Division of BNY&P; J.W. Watson Superintendent of Narrow Gauge Division at Olean. (RyW)
- May 1, 1882 Erie & Pittsburgh Railroad Executive Committee approves extending a branch in Sharpsville from Mercer Street to the tracks of the Mount Hickory Iron Company, the Allen Furnace Company and the Sharpsville Furnace Company. (MB)
- May 1, 1882 Daniel W. Caldwell (1830-1897) resigns as General Manager of Lines West to become Second VP of New York, Chicago & St. Louis Railway (Nickel Plate) and post abolished; duties of General Manager and General Superintendent devolve upon Manager William A. Baldwin of Pennsylvania

Company and Manager James McCrea of PC&StL; Assistant Chief Engineer Robert E. Pettit (1846-1894) to Superintendent of New York Division, replacing McCrea. (MB, AR, RyW)

- May 1, 1882 John S. Davison appointed General Freight Agent of Eastern Division of Pennsylvania Company, replacing B.H. Rubie, resigned. (MB)
- May 1, 1882 Lehigh & Hudson River Railway opens between Belvidere, N.J., and Andover. (RRGaz, Lee, citing newspapers says this date for pass service ext. from Vienna to Andover, N.J.!! RRsLV says to Greycourt on 8/14)
- May 1, 1882 Lehigh Valley Railroad signs a new 10-year contract with the New York, Lake Erie & Western Railroad for the use of its tracks between Waverly and Buffalo, International Bridge, Suspension Bridge, Salamanca and Dunkirk; supersedes contract of Feb. 15, 1867; Erie gets reciprocal rights for coal from its own lands in own trains over the LV south of Waverly and on the Geneva, Ithaca & Sayre Railroad; both roads are to be joint members of all their fast freight lines. (MB)
- May 1, 1882 Chesapeake & Ohio Railway opens for revenue service between Richmond and Newport News, Va. (RRGaz, Evans, Bias)
- May 1, 1882 Texas & Pacific Railway opens between Provencal and Cheneyville, La., on its extension to New Orleans. (Watson/Brown)
- May 2, 1882 Court of Appeals upholds right of Brooklyn, Flatbush & Coney Island Railroad to operate steam trains over LIRR line in Atlantic Avenue into Flatbush Avenue terminal. (BrklnEgle)
- May 2, 1882 Hugh J. Jewett, in Cincinnati, claims to have a promise to buy the 9,000 shares of the Cincinnati, Hamilton & Dayton Railroad held by the Nickel Plate; is having problems receiving the 2,000 shares held by the pool, which were to be purchased for one-quarter cash and three-quarters dividend certificates. (NYT)
- May 3, 1882 Maryland act authorizes City of Baltimore to condemn and open streets through the Northern Central Railway's Bolton Depot and Northern Central authorized to sell property and establish a new freight depot elsewhere in city. (Digest)
- May 3, 1882 Maryland act authorizes the consolidation of the Worcester Railroad, Junction & Breakwater Railroad, and Breakwater & Frankford Railroad. (PL)
- May 3, 1882 Cambridge & Seaford Railroad incorporated in Maryland for purpose or reorganizing Dorchester & Delaware Railroad. (Val)

- May 3, 1882 South Pennsylvania Railroad contracts with August Wolff to negotiate its bonds in Europe. (MB)
- May 3, 1882 Maryland act legalizes B&O Employes' Relief Association with powers of a savings & loan association. (AR, RyW)
- May 3, 1882 National Railroad Company of Maryland incorporated in Md. to build from Washington to York, Pa., via Brookville. (PL)
- May 4, 1882 N.J. Chancellor Theodore Runyon grants an injunction forbidding the CNJ election scheduled for May 5. (NYT)
- May 4, 1882 Nickel Plate announces that they have not promised to sell their Cincinnati, Hamilton & Dayton Railroad stock to Hugh J. Jewett, nor do they intend to; this leaves the Erie system without its own line to Cincinnati. (NYT)
- May 4, 1882 Thomas H. Whitney (1813-1882), glass manufacturer and West Jersey Railroad director, dies at his home in Glassboro, after suffering a stroke and falling from his carriage face down in a pool of water. (RRGaz)
- May 5, 1882 Pittsburgh, Chartiers & Youghiogheny Railway accepts the offer of James H. Hopkins to sell the Pittsburgh Southern Railway for \$250,000 in bonds guaranteed by the PC&Y. (MB)
- May 5, 1882 Chartiers Railway grants Pittsburgh, Chartiers & Youghiogheny Railway trackage rights for 1.4 miles between Junction No. 1 and Junction No. 2 (Woodville), obviating the need to build a parallel track between those points. (Church, C&C)
- May 5, 1882 H.C. Frick Coke Company incorporated as a reorganization of the partnership of H.C. Frick & Co. with a capital of \$2 million; Andrew Carnegie and his partners initially hold 11.25% of the stock; by ruthless competition, it becomes the dominant producer in the Connellsville Coke District over next ten years and the largest bituminous coal producer in Pa.; although it bears Frick's name, Carnegie is the largest stockholder and operates it in the interest of his steel business. (HistPitts, Warren, Nasaw - see above)
- May 1882 River Front Railroad opens between Callowhill Street and Dock Street (0.85 mile), completing railroad along the Philadelphia waterfront. (Val - see Mar., AR give no date)
- May 6, 1882 First of four PRR dining cars, Class Da, built at Altoona to design of Theodore N. Ely, and one of three combine smoking cars with library and desk make trial press trip between Jersey City and Long Branch, and

another out of Chicago; diners have exteriors in “mellow brown” with stripes of gold, carmine, black and green, with “Pennsylvania Dining Car” in gold lettering; similar press runs of diners and smokers operate simultaneously from Philadelphia to Monmouth Jct. and out of Pittsburgh and Chicago; reporters are treated to dining car meals. (NYT, PubLdgr, RRGaz, RyW)

- May 7, 1882 First four PRR dining cars and three smoking cars placed on *New York & Chicago Limited*; diners operate New York-Pittsburgh and Fort Wayne-Chicago; diners replace Pullman hotel cars; meals are \$1. (NYT, tt, Keystone, RyW, PubLdgr)
- May 7, 1882 Northbound *Congressional Express* established as all-parlor car train between Washington and Jersey City. (BaltAm, tt)
- May 7, 1882 Buffalo, Pittsburgh & Western Railroad opens between Warren and Kinzua, Pa. (Val, AR)
- May 8, 1882 PW&B restores passenger service between Newark and Delaware City. (Guide)
- May 8, 1882 Peninsula Railroad (Md.) organized as reorganization of Worcester & Somerset Railroad; certificate filed Oct. 13, 1882; William Painter elected Pres. (Val, MB)
- May 8, 1882 Pennsylvania Company Executive Committee authorizes 3rd & 4th tracks between Van Buren Street and South Branch of Chicago River; authorizes extension of Dock No. 2 at Erie. (MB)
- May 8, 1882 PC&StL Railway Executive Committee authorizes temporary car shop at Dennison and closing of Steubenville Shops. (MB)
- May 9, 1882 Lehigh Valley Railroad director J. E. Patterson of Wilkes-Barre proposes to the Board to build a resort hotel at Glen Summit on top of Penobscot Mountain between the Lehigh and Wyoming Valleys if the LV will make it a meal stop. (MB)
- May 9, 1882 Austin Corbin’s allies J. Rogers Maxwell (1846-1910) and Frederick W. Dunton (1851-1931) elected to Board of Indiana, Bloomington & Western Railway. (Poors)
- May 9, 1882 New River Railroad (Va.), New River Railroad (W.Va.) and East River Railroad (W.Va.) merged into the Norfolk & Western Railroad. (AR)
- May 10, 1882 PRR Board authorizes grant of \$2,000 to Lancaster Avenue Improvement Co., which has purchased the old Lancaster Turnpike east of Paoli, to

complete its improvement as a toll road as far as Berwyn for the purpose of improving the Main Line suburbs; work is already done to the 12th mile post. (MB)

- May 10, 1882 PRR Board refers question of selling its remaining stock in the Pennsylvania Steel Company to the Finance Committee. (MB)
- May 11, 1882 Trunk Lines meet at Chicago to ratify passenger pool worked out by Joint Executive Committee on Apr. 26 & 27, to be effective May 1. (RRGaz)
- May 12, 1882 Eastern Shore Steamboat Company extends service southward to Nandua Creek on the Eastern Shore of Virginia with the *Helen*, leaving Baltimore Wednesdays and Saturdays. (BaltAm)
- May 12, 1882 Steamer *Labrador* arrives at New York from Havre with battery lighting invented by Camille Alphonse Faure (1840-1898); plan is to establish a United States Faure Force & Light Storage Company. (NYT)
- May 13, 1882 N.J. Court of Chancery hears the Reading's suit to force the CNJ to hold an election for directors. (NYT)
- May 13, 1882 U.S. Circuit Court issues a decree of foreclosure of the Indianapolis & St. Louis Railroad's Second and Third mortgages. (RRGaz)
- May 14, 1882 PRR abandons signal tower at Oakland (Whitford) and opens towers at Whiteland and Valley Creek. (CCHS)
- May 14, 1882 Iron Steamboat Company begins service from New York to the new iron pier of the Brighton Navigation & Pier Company at Coney Island; arranges through ticketing with Andrew R. Culver's Prospect Park & Coney Island Railroad, so that passengers may go one way by steamboat and the other by train. (NYT, Cudahy)
- May 14, 1882 Chesapeake & Ohio Railway begins through service with Pullman sleeping cars between Washington and Louisville via old Louisville, Cincinnati & Lexington Railway route. (NYT, C&FC)
- May 15, 1882 Camden & Atlantic Railroad and Williamstown Railroad sign through traffic agreement. (Rdg)
- May 15, 1882 PRR refuses proposal of PFW&C to accept bonds in lieu of stock for betterments made by PRR on PFW&C. (MB)
- May 15, 1882 Cleveland Shops abandoned and all tools moved to Wellsville Shops. (AR)
- May 1882 River Front Railroad opens along Delaware Avenue from Callowhill Street

to P&T at Lehigh Avenue; completes freight belt line along Delaware River waterfront. (C&C)

- May 1882 LIRR completes double track between Hillside and Floral Park, N.Y.
- May 1882 Genesee Valley Canal Railroad is laying track southward from Mount Morris. (RRGaz)
- May 1882 Boyer Run Branch of South-West Pennsylvania Railway opens between Boyer Run Jct. on Sewickley Branch and Hecla (1.82 miles). (Val)
- May 1882 Texas Branch (originally part of the Jacobs Creek Branch and later the Scottdale Branch) of South-West Pennsylvania Railway extended 0.5 mile at Texas. (Val, AR)
- May 1882 James McCrea attends his first Board meeting of Indianapolis Union Railway; at his initiative, Board orders planning for new station; eventually, a two block-long street east of Union Station is named McCrea Street in his honor. (Hetherington)
- May 1882 Virginia Midland Railway contracts to carry Chesapeake & Ohio Railway traffic between Washington and Charlottesville, Va. (RyW)
- May 1882 Edwin W. Cole resigns as Pres. of the East Tennessee, Virginia & Georgia Railroad under pressure from the Seney Syndicate and is replaced by Samuel Thomas; Henry Fink is made VP in charge of operations. (Klein)
- May 1882 Old pro-Wabash Board of the Great Western Railway of Canada resigns and a new Board is elected pledged to complete a merger with the Grand Trunk Railway of Canada; this has the effect of denying the Great Western to the Vanderbilt Lines; William H. Vanderbilt responds by moving to secure control of the parallel Canada Southern Railway. (Grodinsky)
- May 16, 1882 Maryland Steamboat Company places the *Avalon*, built by Harlan & Hollingsworth, on the Great Wicomico-Piankatank Line, replacing the *Enoch Pratt*, which is then paired with the *Ida* on the Choptank River line; the *Highland Light* is laid up. (BaltAm, BethStl, Burgess)
- May 16, 1882 Wheeling & Lake Erie Railroad stockholders ratify articles of consolidation with Cleveland & Marietta Railroad; postpone the question of a bridge at Wheeling. (RRGaz)
- May 17, 1882 Property of former Kent County Railroad deeded to Richard Hynson and John W. Sterling, trustees, who in turn convey it to Baltimore & Delaware Bay Railroad; controlled by CNJ. (Val)

- May 17, 1882 U.S. Supreme Court rules in *Chicago, Danville & Vincennes Railroad Company v. Fosdick* that the decree of foreclosure of the First Mortgage on the Illinois Division of the CD&V was illegal, as no interest payment had been refused for 6 months; a group of bondholders led by former mortgage trustee James W. Elwell is trying to get the property from the reorganized Chicago & Eastern Illinois Railroad. (Lyford)
- May 18, 1882 Pennsylvania Company agrees to set aside 5 cents of the 25-cent per ton docking charge at Ashtabula for funding harbor improvements and dock maintenance, retroactive to Jan. 1; in return Ashtabula & Pittsburgh Railway drops claims for overcharges of \$61,700 between Aug. 1, 1878 and Dec. 31, 1881. (MB)
- May 19, 1882 PRR completes new two-story brick station at Market Street, West Chester. (CCHS)
- May 19, 1882 In the House, Rep. Amos Townsend (1821-1895) of Ohio introduces a bill for a board of three railroad commissioners in the Interior Dept. (NYT)
- May 20, 1882 PC&StL Railway changes name of Fairview, Ohio, station to Jewett. (MB)
- May 22, 1882 Union Railroad Company of Baltimore Board announces that will reduce the charges levied against the PW&B for the use of the line, and the PW&B will transfer most of the local passenger trains now running into President Street Station to Union Station; in fact, the charges are not changed, but the PW&B assumes operation of the service between Bay View and Union Station and receives an allowance; on local passenger trains operated to Union or Calvert Stations, the Union Railroad receives 8 cents per passenger, and the Northern Central 7 cents. (MB)
- May 22, 1882 Juniata Branch of Lewisburg & Tyrone Railroad opens from Fairbank to terminus at the Juniata Iron Company's ore banks (2.03 miles); no passenger service. (Val, AR)
- May 22, 1882 CC&IC bondholders meet at Union Trust Company and ratify reorganization agreement proposed by Charles J. Osborn, William L. Scott and William B. Dinsmore by over three-fourths majority; agreement approved by PC&StL Railway. (NYT)
- May 22, 1882 Headquarters of Illinois Midland Railway moved from Terre Haute to Decatur. (RRGaz)
- May 22, 1882 New Jersey Chancellor Runyon orders that CNJ hold a new election. (NYT)
- May 22, 1882 Sea Isle City, N.J., incorporated as a borough. (wiki)

- May 23, 1882 PRR, PW&B and Peninsula Railroads of Maryland and Virginia agree on through passenger and freight services to begin when new line opens between Delmar and Cape Charles; to be done by Dec. 31, 1883, including new direct line between Delmar and Pocomoke City. (Digest)
- May 23, 1882 Indianapolis & St. Louis Railroad enters receivership; John H. Devereux, Pres. of the Cleveland, Columbus, Cincinnati & Indianapolis Railway, appointed receiver; by mid-summer, Devereux has persuaded the Pennsylvania Company to sell its half interest in the Indianapolis & St. Louis. (GrnBk, RRGaz, Church, Rozman)
- May 23, 1882 Moses Taylor (1806-1882), head of the National City Bank of New York, dies at New York of pneumonia at 6:15 AM. (NYT, RRGaz)
- May 24, 1882 General Passenger Agents of Midwestern lines meet at Albert Fink's office to discuss pooling of eastbound passengers; Grand Trunk Railway of Canada refuses to sign. (NYT)
- May 25, 1882 PRR Board grants Assistant to Pres. J. N. Du Barry a three-month leave for health. (MB)
- May 25, 1882 Washington & Ohio Railway sold at foreclosure; reorganized as Washington & Western Railroad. (ICC)
- May 26, 1882 William Massey agrees to sell control of the Philadelphia & Atlantic City Railway to the Camden & Atlantic Railroad in return for \$824,806 in bonds to end competition; P&AC is to be converted to freight-only line. (MB, RyW)
- May 26, 1882 Allegany Central Railroad begins operating through coaches between Richburg, N.Y. and Bradford, Pa., and between Richburg and Kinzua via the Bradford Railway and Kinzua Railway, all narrow-gauge lines owned by the Clark, Post & Martin syndicate. (RRH 92)
- May 26, 1882 International Navigation Company (Red Star Line) liner *Pennland*, the former Cunard liner *Algeria*, arrives at New York on first crossing from Antwerp; gives four vessels with weekly service to New York, while original *Vaderland* and *Nederland* run to Philadelphia. (NYT, Flayhart)
- May 27, 1882 PRR is issuing excursion tickets from Broad Street and Powelton Avenue stations to the Philadelphia Zoo, including admission; on Sundays, trains run hourly between 8:00 AM and 12:00 N and half-hourly between 12:00 N and 7:30 PM. (PubLdgr - probably "Park Trains" to Elm Avenue)
- May 27, 1882 Knights of Labor are organizing entire Northern Anthracite Coal Field; hold mass meeting at Scranton, Pa. (NYT)

- ca. May 1882 Genesee Valley Canal Railroad opens between Rochester and Hinsdale; operated by Buffalo, New York & Philadelphia Railway under lease dated Dec. 8, 1881. (Val - NB: RRH 92, citing local papers, says open Rochester-Mt Morris ca. very late 9/82 or 10/82 - RRG shows not completed - for open see 10/30)
- ca. May 1882 Rochester Division (BNY&P) created from Genesee Valley Canal Railroad (Rochester-Hinsdale and branches).
- May 29, 1882 Camden & Atlantic Railroad Board approves purchase agreement with William Massey by 10-1 with only Thomas H. Dudley opposed. (MB)
- May 29, 1882 CB&Q opens its extension to Denver. (Overton)
- 1882 Old stockholders of South Pennsylvania Railroad offer H. McKown Twombly \$3 million in stock in return for his \$250,000 advance if he can raise money to complete it; obtains commitment of \$5 million from father-in-law William H. Vanderbilt; at Vanderbilt's insistence, Robert H. Sayre (1824-1907) of Lehigh Valley named South Penn Pres.; forms syndicate including Franklin B. Gowen, Andrew Carnegie, David Hostetter (1819-1888), Henry W. Oliver (1840-1904), William C. Whitney (1841-1904), et al. (Schlegel)
- 1882 Syndicate led by William H. Vanderbilt and Franklin B. Gowen buys charter of South Pennsylvania Railroad, originally incorporated on May 5, 1854; plan to parallel the main line of the PRR between Harrisburg and Pittsburgh approximating the old "Southern Route" of 1838-42.
- May 30, 1882 Hamilton McKown Twombly and about 30 others, including William H. Vanderbilt, William K. Vanderbilt, Andrew Carnegie, Franklin B. Gowen, Ralph Bagaley (1846-1915), and Stephen B. Elkins (1841-1911), form the South Pennsylvania Syndicate; agree to subscribe \$15 million, of which \$500,000 is to buy the old charter and \$14.5 million to build the South Pennsylvania Railroad in return for \$20 million in bonds; William H. Vanderbilt subscribes \$5 million, David Hostetter \$2 million, Carnegie \$1 million, Bagaley \$1 million, Henry W. Oliver \$1 million, Darius Ogden Mills, Henry Phipps and Oliver Hazard Payne \$500,000 each, Henry Clay Frick, E.M. Ferguson and J.W. Brookman \$250,000 each, H.F. Jones, E.C. Knight, C. & H. Borie and William C. Whitney \$200,000 each, William N. Riddle \$150,000, Franklin B. Gowen, J.B. Lippincott, John Kean, Henry Lewis, Isaiah V. Williamson, Christopher Meyer, Stephen B. Elkins, Abram S. Hewitt, Mark W. Watson, and Augustus Schell \$100,000 each, George L. Magee, J.R. (J.B.??) Colgate & Co., J.W. Chalfant, J.B. Houston and L.K. Sheldon \$50,000 each; \$6.5 million of the \$15 million is subscribed in Pittsburgh. (RyW, RRGaz, NYT - verify exact date)

- May 30, 1882 Court of Common Pleas of Columbia County rules that the grade crossing of the North & West Branch Railway and the Catawissa Railroad east of Catawissa is acceptable given the reliability of modern interlocking signals. (Casebk)
- May 31, 1882 First train operates over the whole length of the Shenandoah Valley Railroad between Hagerstown and Big Lick (Roanoke). (RRGaz)
- May 31, 1882 Charles Francis Adams, Jr., named Trunk Line Arbitrator. (NYT)
- June 1, 1882 Coney Island & Brooklyn Railroad secures right to use the tracks of the Prospect Park & Coney Island Railroad on 9th Avenue from 15th Street to the depot at Greenwood Cemetery; also to run regular cars during the summer season from the Hamilton Avenue ferry to the depot to connect with the cars to Coney Island. (NYState)
- June 1, 1882 A.O. Dayton named Superintendent of Motive Power of Northern Central Railway north of Marysville and Philadelphia & Erie Grand Division, replacing Richard H. Soule to Superintendent of Motive Power of PC&StL Railway, replacing Godfrey W. Rhodes, resigned to join the CB&Q; John M. Wallis named Superintendent of Motive Power of Baltimore Division, replacing Dayton. (MB, AR)
- June 1, 1882 F.S. Urie named Superintendent of the Philadelphia & Atlantic City Railway, replacing Ellis Clark, resigned. (RRGaz)
- June 1, 1882 First locomotive arrives at Sea Isle City, N.J., via the new West Jersey Railroad branch line. (CMCoGaz)
- June 1, 1882 Smyrna & Delaware Bay Railroad leased to Frederick Gerker. (Rdg)
- June 1, 1882 Office of General Superintendent of Buffalo, Pittsburgh & Western Railroad moved from Oil City to Buffalo. (RyW)
- June 1, 1882 Hopkinton Railroad defaults on interest payments. (NHCorp)
- June 1, 1882 Clearfield Region coal miners meet at Houtzdale to take strike vote. (NYT)
- June 1, 1882 Amalgamated Association of Iron & Steel Workers begins nationwide steel strike. (HistPitts)
- June 1, 1882 United Gas Improvement Company incorporated under the general laws of Pa. by William G. Warden of Standard Oil, Thomas Dolan (1834-1914), P. A. B. Widener (1834-1915), William L. Elkins (1832-1903), and Martin Maloney (1847-1929) for the purpose of operating the city-owned gas

works and introducing the Lowe water gas process; it becomes a major public utility holding company with operations in many states. (Moody's, Wainwright)

- June 2, 1882 Branch railroad opens between Seaville (Sea Isle City Jct.) and Sea Isle City, N.J., a new resort founded by Charles K. Landis; built without charter by contractor Patricius McManus with money supplied by West Jersey Railroad; operated by West Jersey Railroad in return for providing rail; later becomes the property of the Ocean City Railroad, chartered in 1884. (AR, C&C)
- June 3, 1882 PFW&C Board grants leave to Secretary-Treasurer F. M. Hutchinson (1827-1882) to take a cruise to restore his health after 20 years service; Charles E. Speer elected Secretary-Treasurer pro-tem. (MB)
- June 4, 1882 Pleasantville & Ocean City Railroad reopens as standard-gauge line; West Jersey Railroad assumes operation from Trustees of Philadelphia & Atlantic City Railway under lease of June 1, 1882; rumors the PRR means to extend the line via bridge to Ocean City. (Val, CMCoGaz)
- June 5, 1882 PRR drops Pittsburgh-Chicago section of *Western Express*, leaving only cars to Cincinnati and St. Louis; *Pacific Express*, leaving New York at 8:00 PM, now carries cars to Chicago and northwestern points; sleeping car on westbound *Fast Line* cut from Louisville back to Cincinnati; St. Louis connection dropped from *New York & Chicago Limited*; PRR's NY&LB service increased. (NYT)
- June 5, 1882 N.J. Court of Chancery issues injunction on suit of William L. Elkins against completing the sale of the Philadelphia & Atlantic City Railway to the Camden & Atlantic Railroad. (RRGaz)
- June 5, 1882 New York-Boston express makes a fast run via the Shore Line, running through in 5:54. (RRGaz)
- June 6, 1882 PRR Board approves CC&IC reorganization agreement. (MB)
- June 6, 1882 Cleveland & Marietta Railroad secures use of Cleveland & Pittsburgh Railroad between Canal Dover and Zoar (Valley Jct.) on the Wheeling & Lake Erie Railroad; C&M is operated as extension of Wheeling & Lake Erie Railroad until 1885. (MB, Church)
- June 6, 1882 Chicago & Alton Railroad, CB&Q, Chicago, Milwaukee & St. Paul Railway and PC&StL Railway each agree to pay Pennsylvania Company \$14,810 annual rent for use of Chicago Union Passenger Depot. (MB)
- June 7, 1882 Tunnel Extension Railway incorporated in N.Y. to build under Atlantic

Avenue, Brooklyn, from east of 3rd Avenue to 6th Avenue. (NYState)

- June 7, 1882 First VP A.J. Cassatt announces that he will tender his resignation effective Oct. 1. (NYT)
- June 7, 1882 Property of old Cleveland, Mt. Vernon & Delaware Railroad sold a second time at Akron to Jarvis M. Adams, Henry W. Smithers and Josiah Horsey, representing Dutch bondholders, for \$1.15 million; Pennsylvania Company sues on the grounds that the appraisal of the company's value was faulty; PCo. owns \$669,000 in Income bonds and would get nothing under the sale price; PCo. lawsuit delays reorganization until 1886. (Church, RRGaz, RyRegister)
- June 9, 1882 Board of Public Property at Harrisburg grants Tide-Water Pipe Company, Limited, easements in Lycoming County, allowing it to extend eastward from Williamsport to Tamanend, a junction of the Reading's Catawissa Branch with the CNJ northwest of Tamaqua. (NYT)
- June 1882 Clerks' Aid Society, Pennsylvania Railroad organized; remains active into 1930s.
- June 1882 LIRR completes double track between East New York and Jamaica on Brooklyn line.
- June 11, 1882 Genesee Valley Canal Railroad construction trains now run from Rochester to Fowlerville or Spencers Basin, 10 miles from Mount Morris. (alleganycountylocalhistory.com)
- June 12, 1882 Headquarters of Cleveland & Pittsburgh Division moved from Cleveland to Wellsville. (AR)
- June 12, 1882 Freight Handlers Union begins strike against NYC&HR at 33rd Street and 65th Street piers in New York City; demanding increase from 17 cents to 20 cents per hour and 25 cents on Sundays; company begins hiring immigrants at Castle Garden next day. (NYT)
- June 13, 1882 Fire destroys roundhouse of Philadelphia & Atlantic City Railway at Bulson Street, Camden, including seven locomotives. (Walther, RRGaz)
- June 13, 1882 PW&B Board authorizes purchasing all the stock of the Delaware & Chesapeake Railway. (MB)
- June 14, 1882 PW&B acquires stock control and begins operating Delaware & Chesapeake Railway (ex-Maryland & Delaware), running between Clayton, Del., and Oxford, Md. (C&C, Val)

- June 14, 1882 Rep. Amos Townsend introduces a substitute bill for federal railroad commissioners; both it and the McDill bill are bottled up in the House. (NYT)
- June 14, 1882 First Bessemer blow at the new South Chicago Works of the North Chicago Rolling Mill Company located at the mouth of the Calumet River on Lake Michigan. (AI&SI)
- June 15, 1882 Seasonal Pullman sleeping car begins operating between (Baltimore?) and White Sulphur Springs via Baltimore & Potomac Railroad, Virginia Midland Railway, and Chesapeake & Ohio Railway. (BaltAm)
- June 15, 1882 Hugh J. Jewett elected Pres. of Cincinnati, Richmond & Chicago Railroad, replacing John H. Devereux; C.C. Waite elected VP. (MB)
- June 15, 1882 Former Ohio Governor and railroad entrepreneur William Dennison (1815-1882), dies at Columbus after a long illness. (DAB, RRGaz, Sobel)
- June 1882 Austin Corbin wants to oust the Brooklyn, Flatbush & Coney Island Railroad (Brighton Line) from using the LIRR tracks between Flatbush Avenue terminal and Bedford; has cut the fare between Flatbush Avenue and Manhattan Beach via East New York to 30 cents round-trip, even though it is a more roundabout route. (NYT)
- June 1882 New York & Long Beach Railroad opens between Pearsalls (Lynbrook) and Long Beach on Long Island; operated by the LIRR under a lease of Feb. 27, 1880. (C&C - verify Seyfried)
- June 1882 New storehouse with laboratory space opens at Altoona. (Watkins)
- June 1882 Genesee Valley Canal Railroad now laid on the west end as far as Belfast, 12 miles from Hinsdale; also Mount Morris-Nunda-Swains, and from Rochester to Cuylersville. (RRGaz - Nunda-Swains is b. by the Rochester, New York & Pennsylvania Railroad)
- June 1882 Erie Ore Dock of Lines West extended. (AR)
- June 1882 Holly Beach City Improvement Company organized; owns 600 acres on Five Mile Beach below Anglesea. (CMCoGaz)
- June 1882 GR&I replaces horse cars with steam "dummy" locals out of Petoskey to Harbor Springs and Bay View every 20 minutes for local travel within the resort area; stops at Harbor Springs, Bay View, Conway, Oden, Little Traverse, and later Walloon Lake; offers commutation tickets at 6.5 cents per trip. (PaNews)

- June 1882 Future Lines West freight traffic officer S. C. Matthews (1868-) joins the PC&StL Railway as a freight clerk at his native Cincinnati. (PRRBio)
- June 1882 Boston & Albany Railroad completes a new train set for New York-Boston service on the inside route at its Allston Shops; consists of a baggage/smoker, two coaches and two parlor cars; to leave Boston at 11:00 AM on alternate days, running with a similar set now being built by the New Haven. (RRGaz)
- June 1882 J. Pierpont Morgan takes delivery of the 185-foot black-hulled steam yacht *Corsair* (I) built by the Cramp shipyard in Philadelphia in 1880 for Charles J. Osborn; it serves as a means of travel up the Hudson to his estate at Cragston and as a floating office, as well as for pleasure cruises; it makes its first trip to Cragston on June 17. (Strouse, Farr)
- June 16, 1882 Freight handlers strike spreads to NYC&HR's Pier No. 26 in New York. (NYT)
- June 16, 1882 Allegany Central Railroad (narrow gauge) opens between Angelica and Swains, N.Y. (RRH 92)
- June 16, 1882 Hartford & Connecticut Western Railroad purchases the Rhinebeck & Connecticut Railroad, running from its own line at Boston Corners to Rhinecliff, opposite the terminus of the Delaware & Hudson Canal at Rondout, giving it an outlet to the Hudson River. (ICC)
- June 17, 1882 NYC&HR strikers parade en masse down West Street below Canal, bringing out men at New York, Lake Erie & Western Railroad and New Jersey Southern Railway piers; at Liberty Street, they are confronted by police who herd them into Battery Park. (NYT)
- June 17, 1882 Knights of Labor stage a huge labor parade at Pittsburgh with an estimated 20,000 participants from adjacent parts of Pennsylvania, West Virginia and Ohio; an extra 8,000 people pass through PRR's Union Station. (NYT)
- June 18, 1882 New "KY" Interlocking placed in service at east end of Passaic Draw in Harrison, N.J. (prrfax)
- June 18, 1882 New timetable shows 125 trains arriving and 127 trains leaving Broad Street Station daily. (RRGaz)
- June 19, 1882 Freight handlers' strike spreads to all Erie docks in New York and crosses the river to Jersey City; a new parade between Fulton Street and the Battery brings out workers on the Starin (DL&W), CNJ, PRR, and Lehigh Valley piers. (NYT)

- June 19, 1882 Shenandoah Valley Railroad opens for revenue service between Waynesboro and Big Lick (Roanoke), Va., and inaugurates through service from Hagerstown; as the Shenandoah Valley is standard gauge and the N&W 5'-0", a car hoist is required at Roanoke to change trucks. (AR, CorpHist, RRGaz)
- June 1882 PRR establishes through sleeping car between Jersey City and Chattanooga via Harrisburg and Roanoke. (RRG - tt in PubLdgr first shows eff 7/2 - N&W AR has JC-Memphis sleeper w/o date; PassDept has JC-Chatt 7/1882)
- June 20, 1882 Freight handlers' strike at New York has closed PRR Piers Nos. 1-5 and spreads to PRR yards in Jersey City. (NYT)
- June 20, 1882 Pioneer ironmaster David Thomas (1794-1882) dies; he is the oldest living American ironmaster in terms of service, having been active since 1812. (Mathews/Hngfrd , Appleton's)
- June 21, 1882 West Jersey Railroad begins regular service to Sea Isle City. (CMCoGaz)
- June 21, 1882 Freight handlers' strike spreads to NYC&HR St. John's Park Freight Station. (NYT)
- June 22, 1882 Railroads are able to reopen some freight houses; a committee of New York merchants petitions the railroads to solve the problem quickly, as trade is almost halted; PRR reopens some facilities with immigrant strikebreakers; many immigrants do not realize they are being recruited for heavy manual labor and soon quit or work haphazardly. (NYT)
- June 22, 1882 Franklin County Court of Common Pleas grants order of partition of Newark-Columbus line between PC&StL and B&O; finds yard belongs to B&O. (RRGaz)
- June 23, 1882 CNJ elects a pro-Reading Board, including Franklin B. Gowen, Robert Garrett, Edward W. Clark, and Edward C. Knight, after PRR opposition in courts and legislature fails. (Schlegel, RRGaz)
- June 23, 1882 Freight handlers' strike is nearly total on the PRR and Erie at Jersey City; crowds of strikers mass around the Erie terminal, then march north to shut down the DL&W yards. (NYT)
- June 23, 1882 Pittsburgh, Chartiers & Youghiogheny Railway approves location of main line from the mouth of Georges Run up the run for 4,000 feet; authorizes furnishing an engineer corps to the Chartiers & Youghiogheny Railway between Sodom and Elizabeth or Monongahela City. (MB)

- June 23, 1882 At a meeting at Frostburg, the Executive Board of the Knights of Labor offers to mediate the Cumberland coal strike. (NYT)
- June 24, 1882 On a suit by the Town of New Lots Road Commissioners, a Brooklyn court issues an injunction against LIRR completing a wye connection with the New York & Manhattan Beach Railway at East New York to allow direct service between Flatbush Avenue and Manhattan Beach, even though NY&MB is still narrow gauge. (NYT)
- June 24, 1882 Camden & Atlantic Railroad stockholders approve purchase of William Massey's controlling interest in Philadelphia & Atlantic City Railroad for \$500,000 in bonds; move is opposed by Thomas H. Dudley. (RRGaz, Walther)
- June 24, 1882 Stony Clove & Catskill Mountain Railroad opens for regular service to the east side of Hunter; is extended into town on Aug. 29; stage connections are available from Tannersville Jct. to the Hotel Kaaterskill. (Best)
- June 24, 1882 About half the coal mines in the Clearfield Region are idled by Knights of Labor strike in support of the Cumberland, Md., strikers. (Harvey, NYT)
- June 26, 1882 West Jersey Railroad holds a large excursion to promote Sea Isle City and the new railroad service. (CMCoGaz)
- June 26, 1882 Steamboat *E. Morris* placed in seasonal service between Somers Point and Ocean City, N.J. (CMCoGaz)
- June 26, 1882 PW&B passenger trains moved from President Street Station to Union Station in Baltimore; division engine change between B&P and PW&B moved from Bay View Jct. to Union Station; some local trains continue to use President Street. (AR)
- June 26, 1882 PRR issues a statement that most of its freight handlers have returned to work. (NYT)
- June 26, 1882 Wheeling & Harrisburg Railway Board authorizes purchasing Wheeling & Lake Erie Railroad property in Martins Ferry, making lease to W&LE, and consolidating with any railroad in Pennsylvania. (MB)
- June 26, 1882 Penn Iron Mining Company incorporated in Michigan to operate iron ore mines in the Menominee Range of Michigan; controlled by the Cambria Iron Company of Johnstown in order to obtain better ore supplies. (Moody's, BethStl)
- June 27, 1882 Austin Corbin hosts excursion in two private cars from Brooklyn to Sag Harbor to show off the possibilities for residential and resort development;

main guest is Henry S. King of London, representing the London Land Investment Company, which has already invested \$750,000 in the new Argyle Hotel in Babylon and land in the Shinnecock Hills; they are to increase investment to \$5 million and develop a park and houses on 500 acres at Shinnecock; party also visits the undeveloped beach at Southampton, destined to be the future summer playground for wealthy New Yorkers. (NYT)

- June 27, 1882 PC&StL Railway authorizes new station buildings at Bremen and New Lexington, Ohio, on Cincinnati & Muskingum Valley Division. (MB)
- June 27, 1882 New York Board of Trade & Transportation holds a meeting to protest the advance in westbound rates set for July 1; rates on 4th class goods to be increased from 19 cents to 30 cents; New York City's trade has benefitted from the present low rates, compared to conditions in 1880. (NYT)
- June 28, 1882 PRR Board refers complaints of residents on north side of Filbert Street against conditions caused by Broad Street Station to a special committee. (MB)
- June 28, 1882 PRR Committee on Incidental Business reports that the portrait of Tom Scott by Samuel B. Waugh (1814-1885), a leading Philadelphia portrait painter, has been hung in the PRR board room. (MB)
- June 28, 1882 Trunk Line meeting agrees that the existing differentials be maintained pending the report of Arbitrator Charles Francis Adams. (NYT)
- June 29, 1882 Northbound NY&LB train No. 7 derailed on the trestle over Parkers Creek near Oceanport after splitting a switch; six killed; ex-Pres. Grant emerges from the wreck uninjured and directs the rescue effort; George R. Blanchard of the Erie is also unhurt; William R. Garrison, Pres. of the Manhattan Railway, is fatally injured. (RRGaz, Gallo)
- June 29, 1882 Isaac Hinckley elected Pres. of Chesapeake & Delaware Railway, replacing William T. Hart, resigned; New Englanders finally sell out; PRR officials named to all posts effective Aug. 1. (MB)
- June 29, 1882 Nanticoke River Steamboat Line, E.B. Taggart, Manager, begins service to Seaford, Del., with the *Artisan*, leaving Baltimore on Tuesdays and Fridays. (BaltAm)
- June 30, 1882 Delegation of New York Board of Trade & Transportation visits Albert Fink's office to hear railroads' reply to their protest against rate increase; Board has wanted only 5 cent increase; railroads claim that rates are still too low and are slightly lower than last year. (NYT)

- June 30, 1882 PRR runs press excursion from Philadelphia to New York with cruise on steamboat *Richard Stockton* to West Pont. (RyW)
- June 30, 1882 N.Y Attorney-General asks State Supreme Court to issue a court order compelling the NYC&HR and New York, Lake Erie & Western Railroad to move the freight blockaded by the strike at New York. (NYT)
- June 30, 1882 New York, Pennsylvania & Ohio Railroad ceases operating through traffic to Cincinnati over Little Miami from Springfield to Cincinnati and returns to Cincinnati, Hamilton & Dayton Railroad between Dayton and Cincinnati, effective July 1, after CH&D merger with CCC&I Railway is voided. (AR, RRGaz)
- June 30, 1882 Alexander L. Massey (1824?-1882), Pres. of Bells Gap Railroad, Penn Gas Coal Company, Youghiogeny Coal Company and Millwood Coal & Coke Company, dies in London in his 58th year. (RRGaz, findagrave)
- Summer 1882 PRR repaints all PW&B and West Chester & Philadelphia passenger cars from yellow to red. (CCHS)
- July 1, 1882 PRR adopts new book of rules. (MB)
- July 1, 1882 Trunk Line rate wars end with an advance of rates. (NY&NE AR, NYT)
- July 1, 1882 West Jersey Railroad establishes a new timetable for Sea Isle City; all fast trains to stop at the junction. (CMCoGaz)
- July 1, 1882 Robert W. De Forest deeds the property of the Smyrna & Delaware Bay Railroad back to the company for \$100,000 in bonds, which are issued on May 1, 1889. (MB)
- July 1, 1882 Delaware & Chesapeake Railway (Clayton-Oxford) becomes part of Delaware Division of PW&B. (AR)
- July 1, 1882 CC&IC reorganization agreement signed; Purchasing Committee of William L. Scott, John Stewart Kennedy and Charles J. Osborn are to buy the line at foreclosure and organize a new company; old Consolidated First Mortgage bondholders are to receive new bonds equal to old holdings, plus \$150 cash and \$400 in preferred stock per \$1,000 bond to cover interest left in default since 1875; Income & Second Consolidated Mortgage bondholders are to receive \$1,250 preferred and \$250 common per \$1,000; floating debt holders are to receive value of their claims without interest in common stock; stockholders are to receive 50% of holdings in new common stock; PC&StL to pay \$2.4 million to finance the new securities; PRR will control the new company with over 50% of both common and preferred stock. (MB, Church, RyW)

- July 1, 1882 Spring Grove, Avondale & Cincinnati Railway opens between Avondale Jct. (Oak Street) and Zoological Garden in Cincinnati; operated as narrow-gauge commuter line by Cincinnati Northern Railway under lease of May 3, 1881, with hourly service and trains every 20 minutes to zoo on Sunday afternoons; some grading done between Zoological Garden and canal, but track never extended;[track later laid across Court Street to Eggleston Avenue and to corner of Court Street & Broadway - this is CN!!]. (Church, Hauck, Rehor)
- July 1, 1882 Fast Mail train established between Boston and New York, leaving at 9:30 PM. (NYT)
- July 1, 1882 Henry Monett (1853-1888), formerly of Lines West, named General Passenger Agent of Nickel Plate. (RRGaz)
- July 1, 1882 Westbound freight rates increased. (RyW)
- July 1, 1882 William R. Garrison (1834-1882), former Pres. of Missouri Pacific Railway and Pres. of Manhattan Railway elevated system, dies at the cottage of John Hoey at Long Branch, N.J., of injuries received in the Parkers Creek trestle wreck; is only surviving son of Commodore Cornelius K. Garrison; body is taken to New York in the NY&LB directors' car. (RRGaz, NYT)
- July 1, 1882 Knights of Labor District Assembly No. 49 organized in New York by a mix of radical socialists and traditionalists. (Ware)
- July 1882 American Steamship Company of Philadelphia withdraws five of ten ships because of fall-off in transatlantic freight. (Flayhart)
- July 3, 1882 Freight blockade at New York broken, as railroads employ increased number of immigrant strikebreakers. (NYT)
- July 3, 1882 Grand Rapids, Indiana & Mackinaw Railroad opens between Bay View and Mackinaw City; controlled and operated by Grand Rapids & Indiana Railroad without agreement; arrange with Michigan Central for joint use of depot and dock at Mackinaw City. (Church, C&C, AR)
- July 3, 1882 Harmony Society conveys property of old Darlington Cannel Coal Railroad to trustees for New York, Pittsburgh & Chicago Construction Company. (Val, Cole)
- July 3, 1882 J. J. P. Newell writes letter to House Judiciary Committee urging that the Texas & Pacific Railway charter be forfeited as it was secured by fraud and bribery; repeats charges made in 1880. (NYT)

- July 3, 1882 Elkhart, Niles & Lake Michigan Railroad opens from the Indiana state line to Niles, Mich. (GrnBk - Meints has Niles-Goshen, Ind., by Cincinnati, Wabash & Lake Michigan RR which absorb EN&LM 5/23/82)
- July 5, 1882 PRR special committee promises residents on north side of Filbert Street a full investigation. (MB)
- July 6, 1882 Local residents file in N.Y. Supreme Court to compel LIRR (Corbin's management) to run an adequate number of trains between Jamaica and Springfield via Locust Avenue station; once had six trains but now cut to one mixed train. (NYT)
- July 6, 1882 Pennsylvania & New England Railroad and Delaware & Slatinton Railroad merged to form the Pennsylvania, Slatinton & New England Railroad. (NJCorps)
- July 7, 1882 Violence between strikers and Italian strikebreakers at Jersey City; 14 Italians arrested. (NYT)
- July 7, 1882 Pittsburgh, Chartiers & Youghiogheny Railway authorizes a survey up Sewickley Creek to Latrobe; plan, never executed, is for a loop forming a belt line through the Coke Region around the far south side of Pittsburgh. (MB)
- July 10, 1882 Tionesta & Clarion Railroad incorporated in Pa. to build from Eagle Rock to Fairmount in Clarion County; nothing done; charter eventually passes into the PRR system. (Cards)
- July 10, 1882 Coal strike in the Clearfield Region declared broken as the 50% of the miners who are not members of the Knights of Labor return at the old rates. (NYT)
- July 10, 1882 Meriden & Cromwell Railroad incorporated in Conn. (NHCorp)
- July 11, 1882 Continued violence between strikers and Italian and Jewish strikebreakers at the Erie yards in Jersey City; the Italians have been carrying concealed guns to protect themselves and shoot several attackers. (NYT, RRGaz)
- July 11, 1882 Special joint committee with PFW&C reports letter from Pres. Louis H. Meyer declining to issue any more betterment stock or consenting to any further betterments being made by PRR. (MB)
- July 13, 1882 N.Y. Supreme Court orders LIRR to provide more service on old Southern Railroad line between Jamaica and Springfield via Locust Avenue; says law requires more than token minimum service. (NYT)

- July 13, 1882 German strikebreakers at Union Line station at Pier No. 38, N.R., quit after fights with Irish strikebreakers; more Germans are hired next day. (NYT)
- July 13, 1882 PRR runs first Mackey's excursion of season from Broad Street Station to Coney Island and Manhattan Beach; probably uses steamboat *Richard Stockton* from Jersey City. (PubLdgr)
- July 13, 1882 Buffalo, Pittsburgh & Western Railroad opens between Brocton and Dunkirk, N.Y.
- July 13, 1882 Pittsburgh, Wheeling & Kentucky Railroad signs agreement with B&O ending litigation blocking Benwood Extension's crossing of B&O. (AR)
- July 14, 1882 Poughkeepsie Bridge & Railroad Company incorporated in N.Y. (ICC)
- July 15, 1882 In the wake of the Parkers Creek wreck, CNJ Superintendent W. W. Stearns reports that the NY&LB bridges require repairs and should be subject to slow orders. (MB)
- July 15, 1882 First train operates over entire length of the Lehigh & Hudson River Railway between Belvidere and Greycourt, following the completion of the last section between Andover and McAfee's, N.J. (RyW)
- July 15, 1882 Wheeling & Lake Erie Railway opens to Massillon and discontinues use of PFW&C south of Massillon. (AR - see 1/8)
- July 15, 1882 Valley Railway opens between Canton and Wheeling Jct. (Zoar), Ohio. (AR)
- July 15, 1882 City of Wheeling authorizes extension of Pittsburgh, Wheeling & Kentucky Railroad south of Wheeling Creek and giving B&O use of its tracks as per agreement between B&O and PW&K of July 13, 1882; B&O ends opposition to extension of PW&K to Benwood, settling out of court a case that PRR had appealed to U.S. Supreme Court. (Church)
- July 15, 1882 Supplement to Reading's agreement with Vanderbilts increases amount of bonds to be issued by Jersey Shore, Pine Creek & Buffalo Railway from \$2.5 million to \$3.5 million. (Rdg)
- July 1882 Sleeping car line established between Jersey City and Chattanooga via Harrisburg and Cumberland Valley. (PassDept - see above)
- July 1882 Genesee Valley Canal Railroad is now completed between Hinsdale and Portageville on the west end, and between Rochester and Nunda via Mount Morris; the Rochester, New York & Pennsylvania Railroad is done between Nunda and Swains; line is being operated between Mount Morris and

Swains in connection with the Buffalo Division of the Erie and the Allegany Central Railroad. (RRGaz)

- July 1882 Clarence Miles Mendenhall (1859-1949), who has studied at but not graduated from West Point, joins the PRR as a special apprentice at Altoona. (Wilson, Cullom)
- July 1882 Future Lines West motive power official David F. Crawford (1864-) joins the PRR in the Freight Dept. (RyReview)
- July 1882 Danbury & Norwalk Railroad opens extension from South Norwalk to Wilsons Point. (NHCorp)
- July 1882 United States Rolling Stock Company, presently at Urbana, Ohio, announces it will build a large works in the Calumet Region outside Chicago; the site and town will be named for Pres. Adolph Hegewisch; Wilson Brothers & Co. are architects and engineers for the works, as well as for Hegewisch's villa on Staten Island. (RyW, WilsonBros)
- July 17, 1882 German strikebreakers return to Pier No. 38; strike is being broken by use of Germans, Italians and Eastern European Jews; some areas are shut down and much freight is being sent clear of the New York City area by water. (NYT)
- July 17, 1882 PRR special committee reports that problems on Filbert Street will be corrected as soon as possible. (MB)
- July 19, 1882 New York City Central Labor Union holds mass rally in Union Square in support of striking freight handlers. (NYT)
- July 19, 1882 West Jersey Railroad establishes a daily excursion train between Philadelphia and Sea Isle City, N.J.; establishes an intermediate station at Ocean View. (CMCoGaz)
- July 20, 1882 Report of Advisory Commissioners Thurman, Washburne and Cooley to Trunk Lines on rate differentials; currently, New York and Boston eastbound rates are 3 cents per 100 lb. over Baltimore and 2 cents over Philadelphia; New Yorkers think the differential is wrong, Philadelphians that the spread is right, but that Philadelphia and Baltimore should be equal, and Baltimoreans that their differential should be higher; Chicago rates serve as the basis with rates to and from other points prorated on basis of mileage; the commissioners find that "competition has made roads national which once were local," and no trunk line can now cater exclusively to the interests of one port; the PRR is less identified with Philadelphia than other trunks with their cities; PRR also carries 26% of all freight westbound and 20% eastbound from New York and 23% westbound/40% eastbound from

Baltimore (1880 figures); B&O carries only 8% westbound from New York; Baltimore and Philadelphia have gained over New York in provision trade over last 15 years but unclear if actually caused by differentials; commissioners conclude that differentials are not unjust or prejudicial to any port and that rates must be set by ever-changing circumstances. (MB)

- July 20, 1882 PRR and Pennsylvania Company sell one-half interest in Indianapolis & St. Louis Railroad, inherited from the PFW&C, to Cleveland, Columbus, Cincinnati & Indianapolis Railway ("Bee Line") for \$300,000 cash and \$500,000 in Second Mortgage bonds and surrender all obligations regarding the St. Louis, Alton & Terre Haute Railroad, leaving all in the NYC&HR sphere of influence. (Church, MB, AR)
- July 20, 1882 Future VP John G. Rodgers (1862-1923) joins the PRR as a rodman in the Construction Dept. (PRRBio)
- July 20, 1882 Pittsburgh & Lake Erie Railroad begins running a through coach between Pittsburgh and Sharpsville via the Sharpsville Railroad. (PittsComGaz)
- July 21, 1882 New York docks nearly back to normal, as railroads employ increasing numbers of strikebreakers. (NYT)
- July 21, 1882 GR&I secures the use of Michigan Central station, tracks and docks at Mackinaw City.
- July 21, 1882 *Railroad Gazette* prints a humorous news story from the *Philadelphia Record* of a traveler who fails to seek directions and takes 7 hours to travel from Broad Street Station to suburban Kelleyville on the West Chester Branch; at first, he hurriedly boards a train on the Wilmington line and is put off at Grays Ferry; back at Broad Street, he boards a New York train and is put off at Germantown Jct.; on his third attempt, he jumps on a Main Line local just as it is leaving and is put off at 52nd Street; his fourth try takes him back to 52nd Street; finally, on the fifth try, he asks a gateman and is put on the proper train. (RRGaz)
- July 22, 1882 Ohio Supreme Court rejects B&O application to have section of Central Ohio Railroad between Newark and Columbus placed under their sole control as regards operations and maintenance; rejects PC&StL Railway bill for partition of property but upholds their right to operate over the line. (C&FC, Church, AR)
- July 22, 1882 Future Foreign Freight Agent Alfred J. Ball (1882-) born at Philadelphia. (PRRBio - verify kin of George M. Ball?)
- July 24, 1882 House Judiciary Committee votes to defer any hearings on charges brought against Texas & Pacific Railway indefinitely and instead concentrate on the

purely legal questions surrounding the land grant. (NYT)

- July 26, 1882 New Jersey Court of Chancery issues preliminary injunction blocking any agreement for sale of Philadelphia & Atlantic City Railway to Camden & Atlantic Railroad. (Walther, WkStGaz)
- July 26, 1882 Robert Garrett & Sons file in U.S. Circuit Court at Columbus to foreclose on old First Mortgage bonds of Steubenville & Indiana Railroad, claiming they are owed \$200,000. (RRGaz, C&FC)
- July 26, 1882 U.S. Circuit Court rules that the guarantors of the lease of 1867 are liable for the full rent of St. Louis, Alton & Terre Haute Railroad, but each of the parties is only liable for one-third of the damages; the court rules, contra the PRR's position, that the PRR and CCC&I Railway each owe the StLA&TH \$221,625 and that the StLA&TH has lost \$221,625 through the bankruptcy of the Indianapolis, Cincinnati & Lafayette Railroad (Church, RRGaz)
- July 27, 1882 Pennsylvania Company Finance Committee authorizes advancing funds to build Benwood Extension of Pittsburgh, Kentucky & Wheeling Railroad; litigation brought by B&O has been settled. (MB)
- July 28, 1882 Indianapolis & St. Louis Railroad sold at foreclosure to General Manager of CCC&I Railway for \$1,396,000, outbidding the stockholders of the St. Louis, Alton & Terre Haute and the Indianapolis, Bloomington & Western/Erie group. (GrnBk, RRGaz)
- July 28, 1882 Peoria & Springfield Railroad sold at foreclosure for \$509,000 to Columbus R. Cummings representing the Indiana, Bloomington & Western Railway and Peoria, Decatur & Evansville Railroad. (Church)
- July 28, 1882 Former PRR Superintendent of Motive Power & Machinery John P. Laird (1826-1882) dies at Tallahassee, Fla., of "inflammation of the brain." (RRGaz)
- July 29, 1882 Camden & Atlantic Railroad sends 101 carloads of passengers to Atlantic City, of which 51 are excursionists; Philadelphia & Atlantic City Railway sends over 40 cars; West Jersey Railroad sends 94 cars to Atlantic City and 49 to Cape May. (PubLdgr)
- July 29, 1882 House Judiciary Committee hears representatives of Texas & Pacific Railway and Southern Pacific Railroad on question of whether T&P land grant is forfeited. (NYT)
- July 29, 1882 Two-day meeting of General Passenger Agents reaches no settlement on the question of passenger pool percentages or the differential to be allowed lines such as the Grand Trunk Railway of Canada and the New York, Lake

Erie & Western Railroad with longer distances and slower service; proposed differential fares Cincinnati-New York are \$18 by PRR, \$17 by NYC&HR and B&O, \$16 by New York, Pennsylvania & Ohio/Erie; Chicago-New York to be \$20 by PRR and NYC&HR and \$18 by B&O and Erie; St. Louis-New York to be \$24.25 by Vandalia/PRR, \$22.25 by Ohio & Mississippi/Indianapolis & St. Louis/Wabash; \$21.25 by O&M/Erie. (NYT)

- July 30, 1882 Camden & Atlantic Railroad sends 50 carloads of passengers to Atlantic City, of which 16 are excursionists; Philadelphia & Atlantic City Railway sends over 40; West Jersey Railroad sends 51 cars to Atlantic City and 42 to Cape May. (PubLdgr)
- July 31, 1882 Albert Fink announces he will grant differentials (reductions) on passenger rates of B&O, New York, Lake Erie & Western Railroad and Grand Trunk Railway to compensate for longer and slower routes. (NYT)
- Summer 1882 PRR applies Janney couplers and buffers to about 100 stock cars in through service to reduce harm to animals from jolting. (Watkins - verify)
- Aug. 1, 1882 15-20 of striking freight handlers return to work at PRR Piers 4 & 5. (NYT)
- Aug. 1, 1882 Columbia & Port Deposit Railroad, lessor of Perryville-Port Deposit branch of PW&B; cedes it from Maryland Division to Frederick Division. (MB, AR)
- Aug. 1, 1882 Massachusetts sells its New York & New England Railroad stock back to company at 50 cents on the dollar. (AR, RRGaz)
- Aug 1, 1882 B&O Employes Relief Association issues a prospectus adding a savings and loan service. (AR, RRGaz)
- Aug. 1, 1882 Pittsburgh & Lake Erie Railroad grants joint use of its depot at New Castle, Pa., to Oil City & Chicago Railroad. (Church)
- Aug. 1, 1882 Louisville, Evansville & St. Louis Railway contracts for operating rights over the Jeffersonville, Madison & Indianapolis Railroad and Louisville Bridge Company between New Albany and Louisville and use of Louisville Union Station. (MB, Church)
- Aug. 1, 1882 Post Office Dept. creates formal RPO routes from a large number of former route agencies, that is, all mail routes are denominated RPOs and all employees railway postal clerks; those in PRR system are: Ashtabula & New Castle, Bayard & New Philadelphia, Bellaire & Woodsfield, Belvidere & Philadelphia, Berlin & Salisbury, Bowie & Popes Creek, Brocton & Oil City, Branch Jct. & Pittsburgh, Buffalo & Emporium, Butler & Freeport,

Cambridge City & Madison, Canandaigua & Elmira, Canal Dover & Marietta, Clayton & Chestertown, Cleveland & Pittsburgh, Curwensville & Tyrone, Dresden & Cincinnati, Driftwood & Red Bank Furnace. Elmira & Williamsport, Erie & Pittsburgh, Georgetown & Franklin City, Greenport & New York, Harrington & Lewes, Harrisburg & Baltimore, Harrisburg & Martinsburg, Hazleton & Sunbury, Hightstown & Philadelphia, Hudson & Columbus, Huntingdon & Cumberland, Indiana & Branch Jct., Indianapolis & Louisville, Indianapolis & Vincennes, Irvine & Oil City, Kalamazoo & Cincinnati, Lancaster & Frederick, Lewisburg & Spring Mills, Lock Haven & Harrisburg, Lock Haven & Erie, Lock Haven & Tyrone, Logansport & Columbus, Logansport & Terre Haute, Logansport & Warsaw, Mackinaw City & Kalamazoo, Monmouth Jct. & Manasquan, Mount Carmel & Sunbury, Oil City & Pittsburgh, Petoskey & Grand Rapids, Philadelphia & Atlantic City (via Haddonfield), Philadelphia & Baltimore, Philadelphia & Bridgeton, Philadelphia & Crisfield, Philadelphia & Cape May, Philadelphia & Harrisburg, Philadelphia & Port Deposit, Philadelphia & West Chester (via Media), Pittsburgh & Bellaire, Pittsburgh & Fairchance, Pittsburgh & West Brownsville, Pittsburgh & Washington (Pa.), Port Jefferson & Hicksville, Seaford & Cambridge, Selinsgrove & Lewistown, Sodus Point & Stanley, South Amboy & Philadelphia, Stoneboro & New Castle, Terre Haute & Peoria, Toledo & Mansfield, Townsend & Centreville, Xenia & Richmond. (Kay, HistRyMail)

- Aug. 1, 1882 Special train runs over New York, Lake Erie & Western Railroad from Jersey City to Turners, N.Y., for press demonstration of Pintsch gas lighting invented by Julius Pintsch (1815-1884) of Berlin and promoted in the U.S. by the Pintsch Lighting Company. (NYT)
- Aug. 1, 1882 "The Allentown Rolling Mills" incorporated in Pa. as successors to the Allentown Rolling Mill Company; Ario Pardee, Pres. (PaCorps, Mathews/Hngrdfrd)
- Aug. 2, 1882 Robert S. Hollins (1797?-1882), former Secretary-Treasurer of Baltimore & Susquehanna Railroad and Northern Central Railway, dies at Baltimore after 42 years service. (MB, RyW)
- Aug. 2, 1882 Columbia & Port Deposit Railroad Board adopts a proposed line up Codorus Creek from the Susquehanna River to York on the Northern Central Railway. (MB)
- Aug. 2, 1882 South Pennsylvania Railroad Board appoints an Executive Committee consisting of Reon Barnes, William T. Sanger and George H. Kent. (MB)
- Aug. 2, 1882 Congress appropriates money for converting Chesapeake & Delaware Canal into a sea level ship canal. (B&O AR)

- Aug. 3, 1882 House Judiciary Committee adopts report; majority holds that the Texas & Pacific Railway land grant has been forfeited by failure to complete in the time allotted. (NYT)
- Aug. 4, 1882 New PRR station at Wilmington, Del., opens; 525' x 100' train shed and 4-storey head house, designed by Theophilus P. Chandler, Jr. (AR, CE)
- Aug. 4, 1882 New Jersey Court of Chancery blocks lease of Philadelphia & Atlantic City Railway by parallel Camden & Atlantic Railroad in a suit prompted by PRR.
- Aug. 4, 1882 A 17-car coal train runs away on the steep grade from the Cranberry Mines to South Oil City on the Oil City & Ridgway Railway & Mining Company; it is carrying 19 men and boys coming down from the mines; the wreckage of the entire train derails and piles up at the foot of the grade; most of the riders are thrown off and fatally injured; 11 are killed; the Buffalo, New York & Philadelphia Railway does not rebuild the railroad because natural gas is replacing coal in Oil City. (Martens - Babcock has early 1883??)
- Aug. 5, 1882 Standard Oil Company of New Jersey incorporated with a capital of \$3 million to own and operate facilities in that state, including the big refinery at Bayonne. (NJCorp, Hidy&Hidy)
- Aug. 7, 1882 Alliance, Niles & Ashtabula Railroad opens between Niles and Alliance Jct., Ohio; operated by Pennsylvania Company as part of Eastern Division; provides route between Youngstown district and western points via PFW&C and also for New York, Pennsylvania & Ohio Railroad. (Church, AR, MB)
- Aug. 7, 1882 Freight handlers' strike at New York finally defeated as men quit union and ask to be rehired. (NYT)
- Aug. 7, 1882 Trustees of the Rockaway Beach Hotel agree to lease it to a syndicate of New York financiers for five years; to reopen next year. (NYT)
- Aug. 1882 PRR places a mechanical "magic station indicator" board, ancestor of the familiar Solari board, on the main staircase landing at Broad Street Station; the board is the invention of E.S. Boynton of the Wheeler & Wilson Mfg. Co., a leading maker of sewing machines, working to PRR specifications and works on the principle of the Jacquard loom, by which a perforated key-plate moves the specific rods to display the proper combination of train and stops on a series of pre-painted slats. (RRGaz)
- Aug. 9, 1882 Second track completed on the NY&LB. (RRGaz)
- Aug. 10, 1882 PRR runs one of "Williams' Popular Excursions" from Broad Street Station

to Coney Island and Manhattan Beach. (PubLdgr)

- Aug. 10, 1882 Standard Oil Company of New York (SOCONY) incorporated in N.Y.; holds the four New York City refineries: Pratt Works, Devoe Works, Long Island Works and Sone & Fleming; also acts as the foreign sales and financial unit of the Standard Oil Trust. (Moody's, Hidy&Hidy)
- Aug. 11, 1882 LIRR Board agrees to purchase securities held by Long Island Company, Ltd., at the same price they have contracted to sell them to Henry Graves; are \$120,000 New York & Flushing Railroad stock, \$375 Long Island City & Flushing Railroad stock, \$490,000 LIRR Second Mortgage bonds, 900 shares of Brooklyn & Montauk Railroad preferred and 1,350 shares common, and a lot of land at Long Island City north of that of the East River Ferry Company. (MB)
- Aug. 11, 1882 Charles O. Scull named General Passenger & Ticket Agent of Lines West, replacing Henry Monett, resigned on Feb. 1. (MB)
- Aug. 11, 1882 PC&StL Railway Executive Committee authorizes new freight house at Columbus. (MB)
- Aug. 11, 1882 Pres. Melville E. Ingalls of Cincinnati, Indianapolis, St. Louis & Chicago Railway declines to assume any further liability for Cincinnati Street Connection Track; PC&StL Railway assumes sole responsibility. (Church)
- Aug. 11, 1882 Elkhart, Niles & Lake Michigan Railroad merged into the Cincinnati, Wabash & Michigan Railway. (GrnBk)
- Aug. 12, 1882 Susquehanna & South Western Railroad incorporated in Pa. by the Vanderbilt interests and ___ to build into the Clearfield Coal Field, until now the exclusive turf of the PRR. (GrnBk, AR)
- Aug. 12, 1882 Great Western Railway merged into the Grand Trunk Railway of Canada to prevent its alliance with the Wabash. (Currie)
- Aug. 12, 1882 Baltimore & Delta Railway extended to Loch Raven. (Hilton)
- Aug. 13, 1882 PC&StL Railway Executive Committee authorizes new freight house at Chicago. (MB)
- Aug. 14, 1882 Genesee Valley Terminal Railroad incorporated in N.Y. to build branch from Genesee Valley Railroad in Chili to Gates on NYC&HR three miles west of Rochester; George S. Gatchell, Pres.; Robert Bell, Chief Engineer. (Val, C&C, NYState)
- Aug. 14, 1882 New York & Sea Beach Railroad placed in hands of trustees. (RyW)

- Aug. 14, 1882 Lehigh & Hudson River Railway opens for revenue service over its entire line from Belvidere, N.J., to Greycourt, N.Y. on the New York, Lake Erie & Western Railroad; from Greycourt, traffic runs over the Erie branch to Newburgh and then by ferry to Fishkill Landing for New England points. (Lee, RRsLV, Poors, RRGaz)
- Aug. 15, 1882 PRR makes revised contract with Pittsburgh & Western Railway for relocation of line and use of Western Pennsylvania Railroad between Willow Grove and Pine Creek near Pittsburgh to form part of its main line. (MB)
- Aug. 1882 First Class A-anth (D7) 4-4-0, No. 81 (c/n 686), built at Altoona. (Lovell)
- Aug. 1882 Charles Watts (1845-1920), Trainmaster of the New York Division, has designed and implemented an employee's timetable of the modern type, consisting of a book measuring 4½" x 9¾"; uses color pages for Sunday trains and paste-overs for changes; believed to be the first to show time to the half-minute. (RRGaz)
- Aug. 1882 Buffalo, Pittsburgh & Western Railroad completes an extension from Dunkirk to Silver Creek, N.Y. (RRGaz)
- Aug. 1882 New York & New England Railroad blockaded through end of year by large amounts of freight received from PRR and New York, Lake Erie & Western Railroad. (AR)
- Aug. 1882 Clearfield coal strike ends. (RRGaz)
- Aug. 1882 Chesapeake & Ohio Railway opens a coal pier at Newport News, beginning competition with PRR and B&O. (Bias, Lambie)
- Aug. 1882 Petersburg Railroad joins the "Associated Railways of Virginia and the Carolinas," closing a gap in the Atlantic Coast Line. (Hoffman)
- c. Aug. 1882 Leo Daft's Daft Electric Motor Company begins testing an electric locomotive on a 1/8-mile private test track near Greenville in Jersey City; are visited by officials of PRR, CNJ, New York, Lake Erie & Western Railroad, etc. (NYT)
- Aug. 16, 1882 Lewisburg & Spring Mills RPO renamed Montandon & Spring Mills RPO. (Kay)
- Aug. 17, 1882 Seashore Railroad to Cape May Point opens. (WkStGaz - what is real name)
- Aug. 1882 Grain elevator "B" and rebuilt elevator "A" open at Girard Point; however,

export grain trade of Philadelphia does not recover, and remains at average of only 8 million bushels through 1880s.

- Aug. 1882 Double track opens on West Jersey Railroad between Wenonah and Temperanceville. (AR, WkStGaz)
- Aug. 18, 1882 Future PRR traffic officer John Baldwin Large (1882-1947) born at Philadelphia; son of John B. Large (1846-1892) and Sarah Wise Mead Large (1851-1913), the daughter of Gen. George Gordon Meade. (isc.temple.edu, PRRBio)
- Aug. 19, 1882 Traffic contract between Erie & Western Transportation Co. and Buffalo, New York & Philadelphia Railroad finally signed after being delayed by litigation over Buffalo terminals. (MB)
- Aug. 19, 1882 Hudson & Columbus RPO extended to Cleveland, Hudson & Columbus RPO. (Kay)
- Aug. 20, 1882 Blow-out occurs in New York portion of south tunnel of Hudson Tunnel Railroad, 65 feet west of the caisson; men escape. (Burr, RRGaz)
- Aug. 22, 1882 Philadelphia *Public Ledger* reports that VP A. J. Cassatt will resign effective Oct. 1; Cassatt had long chafed at being passed over in favor of Roberts, whom he considered an inferior intellect and too cautious; Edmund Smith is to become First VP and Frank Thomson will assume Cassatt's duties. (PubLdgr, Davis)
- Aug. 22, 1882 General Passenger Agents begin several days of meetings in Albert Fink's office; adopt the Cincinnati-New York differential fares proposed in July. (NYT)
- Aug. 23, 1882 Selinsgrove Jct. & Lewistown RPO extended to Sunbury & Lewistown RPO. (Kay)
- Aug. 23, 1882 Heated disagreements mark the General Passenger Agents' meeting; fail to agree on differential rates from Chicago and St. Louis; the Wabash in particular is opposed. (NYT)
- Aug. 23, 1882 Lines West officer Francis Martin Hutchinson (1827-1882) dies at New York. (PubLdgr)
- Aug. 24, 1882 PRR holds press tour of Filbert Street Elevated and Broad Street Station hosted by General Manager Frank Thomson; also inspect 17th Street "A" Tower and then new "OB" Tower at Overbrook. (RyW)
- Aug. 24, 1882 Indianapolis & Madison RPO established. (Kay)

- Aug. 24, 1882 Wheeling & Lake Erie Railroad holds excursion from Toledo to Massillon; revenue service begins next day; W&LE buys 2 miles of old Miami & Erie Canal bed to reach a Toledo station at Cherry Street. (Rehor - note conflict below)
- Aug. 24, 1882 Wheeling & Lake Erie Railroad opens over its whole distance from Toledo to Zoar; Cleveland & Marietta Railroad, which is controlled by W&LE, begins operating via trackage rights over Cleveland & Pittsburgh Railroad between Zoar and Canal Dover. (AR, RRGaz, Waggoner)
- Aug. 25, 1882 West Jersey Railroad Board authorizes the sale of the Stockton House hotel at Cape May; Road Committee reports on the proposal of the Hereford Land & Improvement Company which hopes to develop Anglesea as a resort on Five Mile Beach; WJRR offers to lease a railroad to Anglesea on completion, providing the developers build it. (MB)
- Aug. 25, 1882 General Passenger Agents' meeting adopts the following eastbound fares, Chicago-New York: PRR and NYC&HR \$20; B&O \$18.50; Erie \$18.50, whether by Michigan Central, LS&MS, PFW&C or Grand Trunk; St. Louis-New York: PRR \$24.25; NYC&HR \$23.25 whether via Bee Line or Wabash; Erie \$22.00 when via Wabash or Indianapolis & St. Louis and \$20.75 via Ohio & Mississippi; B&O/O&M \$21.75; Chicago & Alton/Lake Erie & Western \$20.75; all rates to be effective Sep. 1. (NYT)
- Aug. 26, 1882 General Passenger Agents end their session without fixing rates at intermediate points; PRR accepts all rates except St. Louis-Baltimore, for which it demands less than the B&O. (NYT)
- Aug. 26, 1882 Property of the former Far Rockaway Branch Railroad of Queens County, New York sold at foreclosure of its outstanding First Mortgage bonds to Henry Graves for \$26,000. (NYState, C&C)
- Aug. 26, 1882 Terre Haute & Logansport Railroad stockholders authorize extension from Logansport to South Bend and issuing 20,000 additional shares and \$1 million in bonds. (MB, Church)
- Aug. 27, 1882 Western Pennsylvania Railroad begins a revision of grade without a change of line between a point one mile west of Blairsville and the east end of the Social Hall bridge (1.6 miles). (C&C)
- Aug. 27, 1882 New York, Chicago & St. Louis Railway (Nickel Plate) makes connection with Illinois Central Railroad at Grand Crossing south of Chicago; arranges to use IC's Great Central Depot at the foot of Lake Street; at Buffalo uses 1.6 miles of New York, Lake Erie & Western Railroad to its Exchange Street station. (RyW, Rehor)

- Aug. 28, 1882 North & West Branch Railway completed from Catawissa to Nanticoke, where a connection is made with the CNJ; gives Susquehanna Coal Company its first all-PRR route to markets; at the urging of coal operator Charles Parrish, the PRR has agreed to extend the line to Wilkes-Barre this year. (WBDlyRec)
- Aug. 28, 1882 Pittsburgh & Western Railroad opens narrow gauge extension from Duck Run Jct. to Chewton, across the Beaver River from Wampum; further construction towards New Castle is standard gauge. (Hilton, RRGaz)
- Aug. 28, 1882 Baltimore & Delta Railway (Baltimore-Loch Raven narrow gauge) merged into the Maryland Central Railroad, which has yet to build any railroad. (ICC)
- Aug. 28, 1882 Cumberland (Md.) coal strike ends with defeat of the Knights of Labor. (B&O AR)
- Aug. 28, 1882 Last section of Nickel Plate track completed at Cleveland. (Rehor)
- Aug. 29, 1882 New Haven acquires control of the Hartford & Connecticut Valley Railroad (Hartford-Saybrook) to keep it out of the hands of William H. Vanderbilt. (NHCorp, Baehr)
- Aug. 30, 1882 Small break occurs on N.J. side of Hudson Tunnel Railway, sending a waterspout 10 feet in the air on the surface of the Hudson. (RRGaz, Brennan)
- Aug. 30, 1882 Pennsylvania Company grants Louisville, New Albany & Chicago Railway (Monon) trackage rights over JM&I between New Albany and the Louisville Bridge; agrees to lay double track. (MB)
- Aug. 30, 1882 Opening inspection trip leaves Chicago for Buffalo over Nickel Plate. (Rehor)
- Aug. 1882 Buffalo, Pittsburgh & Western Railroad is completed from Silver Lake to Buffalo, completing the line from Brocton, but not opened. (RRGaz)
- Aug. 31, 1882 PRR hosts excursion for Vigilant Lodge of Odd Fellows from Broad Street Station to Jersey City with cruise up the Hudson River to West Point on steamboat *Richard Stockton*. (PubLdgr)
- Aug. 31, 1882 Mayor Low appoints commissioners of appraisal for damages from Andrew Culver's East River Bridge & Coney Island Steam Transit Company elevated railroad. (NYT)

- Sep. 1, 1882 Charles Watts (1845-1920). formerly Trainmaster of the New York Division, named Superintendent of Western Division of CC&IC (Bradford-Logansport-Chicago), replacing C.C.F. Bent, resigned to join the New York & New England Railroad. (MB, RRGaz)
- Sep. 1, 1882 LS&MS Railway begins operating the Fort Wayne & Jackson Railroad under an agreement of Aug. 22, 1882. (GrnBk)
- Sep. 1, 1882 Trunk Line Association begins a passenger pool for competitive traffic between Chicago, St. Louis and Cincinnati on the west and New York and Boston on the east, but not local traffic or traffic beyond those points. (RyReview)
- Sep. 4, 1882 Headquarters of Central Division (PW&B) moved from West Philadelphia to Media; station enlarged to accommodate offices. (AR)
- Sep. 4, 1882 North & West Branch Railway makes a connection with the Susquehanna Coal Company's bridge railroad at Nanticoke and begins operating coal trains from Nanticoke for Susquehanna Coal Company; no passenger service yet. (WBDlyRec)
- Sep. 4, 1882 Portion of Lake Ontario Southern Railway between Sodus Point and Stanley (formerly Ontario Southern Railroad) sold at foreclosure of prior mortgage to Sylvanus J. Macy, et al.; remainder of unfinished line from Geneva to Gaines, Pa., and franchise of Lake Ontario Southern Railway not sold and charter expires from non-use. (Digest, Val)
- Sep. 4, 1882 PRR reduces the rental charged to the Keystone Hotel Company from \$30,000 to \$25,000 for 1883; declines to rent a room at the Bryn Mawr Hotel to Mrs. Charlotte B. Rawle for dancing classes. (MB)
- Sep. 4, 1882 Thomas Edison's Edison Electric Illuminating Company places the first commercial electric central power station in service on Pearl Street in New York City, feeding d.c. current to light about 40 locations, including the offices of Drexel, Morgan & Co., who have financed it, and the *New York Times* Building. (NYT, Hammond, Burrows/Wallace)
- Sep. 5, 1882 Robert H. Sayre (1824-1907), Chief Engineer of Lehigh Valley Railroad since 1852, who has felt mistreated by Asa Packer's sons and has been removed from the presidency of the Pennsylvania & New York Canal & Railroad Company, meets with William H. Vanderbilt and Hamilton McKown Twombly at Niagara Falls; Vanderbilt offers Sayre the post of Pres. & Chief Engineer of South Pennsylvania Railroad at annual salary of \$25,000; Vanderbilt wants an experienced railroad-builder for the post. (Sayre Diary)

- Sep. 5, 1882 Central Labor Union of New York City establishes first Labor Day Parade as an American alternative to May Day, the traditional European (Socialist) working-class celebration. (EAH)
- Sep. 7, 1882 Official excursion, whose guests include George B. Roberts, Alfred L. Dennis and Robert H. Sayre, runs over Lehigh & Hudson River Railway between Belvidere and Greycourt. (NYT, Sayre Diary)
- Sep. 9, 1882 Southern Hempstead Branch Railroad (Valley Stream to West Hempstead), not operated since Apr. 1879, sold at foreclosure in Brooklyn for \$10,450 to Herbert Anstey for the A.T. Stewart Estate. (RRGaz)
- Sep. 9, 1882 Pittsburgh, Chartiers & Youghiogeny Railway approves location of Toms Run Branch up to the lands of the Chartiers Block Coal Company and orders placed under contract. (MB)
- Sep. 9, 1882 New Castle, Plain Grove & Butler Railroad Company incorporated in Pa. to build between Eastbrook on the Oil City & Chicago Railroad and Burnett on the Shenango & Allegheny Railroad; not constructed. (Val, C&C)
- Sep. 9, 1882 General Time Convention polls its members as to whether to continue meetings, in abeyance since Oct. 1881; response, including that of PRR system officers, favors continuing the organization. (MB)
- Sep. 11, 1882 A. J. Cassatt's presents his resignation as First VP and Director "for a rest," effective Oct. 1, to the Board; the Board accepts it with the promise of re-employment should he wish to return. (MB)
- Sep. 11, 1882 Remnants of a hurricane move up the coast, dropping up to 10 inches of rain on northern and central N.J. over the next two days; heavy surf and storm surges cause damage at the N.J. shore resorts and force the closing of hotels at Long Branch. (Schwartz, NYT)
- Sep. 11, 1882 First coal train runs over New York, Lackawanna & Western Railway from Binghamton to East Buffalo; no passenger service yet. (WBRec)
- Sep. 12, 1882 Robert H. Sayre accepts William H. Vanderbilt's offer to be Pres. & Chief Engineer of South Pennsylvania Railroad. (Sayre Diary)
- Sep. 12, 1882 Dr. Garrett B. Linderman (1829-1885) elected a director of the Lehigh Valley Railroad, replacing David Thomas, deceased. (MB)
- Sep. 12, 1882 Texas & Pacific Railway opens from Cheneyville to New Orleans, completing its extension across Louisiana and permitting transcontinental service on the 32nd parallel route; it terminates on the south/west bank of the Mississippi, requiring a train ferry until 1942. (Watson/Brown)

- Sep. 13, 1882 PRR Board authorizes construction of the Merion Branch from Belmont Avenue to Academyville. (MB)
- Sep. 13, 1882 Hereford Land & Improvement Company rejects the West Jersey Railroad's terms for building a railroad to Anglesea; proposes that they grade the road if the WJRR provides the rails; WJRR declines. (MB)
- Sep. 13, 1882 Louisville celebrates the opening of the Chesapeake Ohio & Southwestern Railroad (Louisville to Memphis) and the St. Louis Air Line Railroad. (NYT)
- Sep. 14, 1882 George H. Prescott named Superintendent of Motive Power & Machinery of Terre Haute & Indianapolis Railroad, replacing C.R. Peddle, named Purchasing Agent. (RRGaz)
- Sep. 15, 1882 New freight station opens at 31st & Chestnut in West Philadelphia.
- Sep. 15, 1882 J. McClintock Creighton (1833-1887) resigns as PRR General Freight Agent and granted \$2,000 severance bonus; replaced by John S. Wilson (1832-1911), formerly General Freight Agent of PW&B. (MB)
- Sep. 15, 1882 Indianapolis & St. Louis Railway incorporated as reorganization of Indianapolis & St. Louis Railroad; includes lease of St. Louis, Alton & Terre Haute Railroad. (GrnBk)
- Sep. 1882 Brooklyn, Flatbush & Coney Island Railroad begins operating year-round from LIRR's Flatbush Avenue terminal to Canarsie. (AR - BF&CI ran to Brighton Beach??!!)
- Sep. 1882 A proposal to change the name of Paoli station to "Dyffryn Mawr" draws press ridicule of pseudo-Welsh names. (RRGaz)
- Sep. 1882 Two-month bituminous coal strike begins in northwest Pennsylvania on line of Buffalo, New York & Philadelphia Railway. (AR)
- Sep. 1882 PRR places first aid kits on all tenders. (RyW)
- Sep. 1882 Keystone Hotel Company moves the head waiter of the Logan House, who is dissatisfied and ready to quit, to Pittsburgh to be understudy to Elias J. Unger, who is ready to retire; the African American head waiter and a group of African American waiters are transferred from Cresson to the Logan House to replace all the white waiters, probably at lower wages. (MB)
- Sep. 1882 Future Lines West officer Samuel Church Scott (1854-) joins Lines West as a clerk for the PC&StL Railway; he has attended the Homeopathic Medical College (now Hahnemann (?) University) in Philadelphia, 1876-

- 1878, and then practiced medicine. (PRRBio)
- Sep. 1882 Seney syndicate begins negotiating for sale of Nickel Plate to Jay Gould, but he cannot meet their price. (Rehor)
- Sep. 1882 Elisha G. Patterson, formerly a militant leader of the Petroleum Producers Association who has since sold out to Standard Oil, files in the Court of Common Pleas in Crawford County, Pa., for a receiver for the Tide-Water Pipe Company, Limited. (Johnson)
- Sep. 18, 1882 Seat of Mackinac County, Mich., moved from Mackinac to St. Ignace. (Long)
- Sep. 19, 1882 Peninsula Railroad Companies of Md. and Va. formally merge to form New York, Philadelphia & Norfolk Railroad Company (NYP&N); William Painter, Pres.; the Peninsula Railroad Company (Md.) has not yet filed its articles with the Secretary of State. (MB, Val, C&C)
- Sep. 19, 1882 First electrically-lighted passenger car in U.S. arrives at Broad Street Station from Jersey City and is inspected by Assistant General Passenger Agent George W. Boyd; experiment is being conducted under M. Lachlan, who had introduced the method on the Pullman express of the London, Brighton & South Coast Railway in Dec. 1881 and is being promoted by La Société la Force et la Lumière of France, which owns the Faure patents; car is equipped with 30 Faure batteries, which were charged at Jersey City and have a life of 17 hours, plus 6 Edison light bulbs. (PubLdgr, CCHS)
- Sep. 19, 1882 United New Jersey Railroad & Canal Company consents to PRR's donating *John Bull* to Smithsonian Institution; consents to sale of steamboat *New Philadelphia*. (MB)
- Sep. 20, 1882 Dr. Charles B. Dudley conducts a test of an electric light in a passenger car running between Jersey City and Philadelphia, using Faure's patent "accumulator" (battery) under the car. (RyW)
- Sep. 20, 1882 Philadelphia, Norristown & Phoenixville Railroad Company incorporated to build up Schuylkill valley from Philadelphia to Phoenixville; Phoenixville, Pottstown & Reading Railroad Company incorporated to continue line to Reading, paralleling the main line of the Reading; J. N. Du Barry Pres. of both companies. (C&C)
- Sep. 20, 1882 Robert H. Sayre meets with Hamilton McK. Twombly and Oliver W. Barnes, the current Chief Engineer of the South Pennsylvania Railroad, in New York. (Sayre Diary)
- Sep. 21, 1882 William L. Elkins requests a meeting with Camden & Atlantic Railroad.

(MB)

- Sep. 21, 1882 Jay Gould buys the Little Rock & Fort Smith Railroad, once part of Tom Scott's transcontinental dreams, and it eventually becomes part of his Missouri Pacific system. (Wood)
- Sep. 1882 Genesee Valley Canal Railroad is completed between Nunda Jct. and Portageville, completing the line between Rochester and Hinsdale. (RRGaz)
- Sep. 1882 Buffalo, Pittsburgh & Western Railroad completes line between Kinzua and Salamanca, but not opened. (AR - RRGaz has completed by mid-May)
- Sep. 1882 Pittsburgh, Wheeling & Kentucky Railroad resumes construction of Benwood Extension; paid for by Pennsylvania Company in return for bonds. (Church)
- Sep. 1882 First Class M (later B3) 0-6-0 switching locomotive, No. 212, built at Altoona.
- Sep. 22, 1882 A. J. Cassatt resigns as VP of Northern Central Railway; replaced by Frank Thomson. (RyW)
- Sep. 22, 1882 The remnant of a second hurricane moves up the coast directly over the Delmarva Peninsula and N.J.; between Sep. 20-24, dumps 10-18 inches of rain on ground already saturated by the previous storm. (Schwartz)
- Sep. 23, 1882 Runoff pouring into the Bergen Hill Cut forces the PRR to suspend service in and out of Jersey City Terminal; the first train from Washington arrives at 9:30 PM, over 4 hours late; other washouts occur between Holmesburg and Frankford, between Bordentown and Burlington and near Wenonah; at Trenton, Assanpink Creek overflows and puts PRR's Trenton station and yard under 8 feet of water. (NYT)
- Sep. 24, 1882 Flooding at the Trenton station and yard again stops traffic at 10 PM; in the evening, the PRR begins detouring New York-Philadelphia trains over the CNJ-Reading between Elizabeth, N.J., and Germantown Jct. (North Philadelphia). (NYT)
- Sep. 25, 1882 Pioneer civil engineer and Pres. of Flemington and Belvidere Delaware Railroads Ashbel Welch (1809-1882) dies at Lambertville, N.J.; was serving as Consulting Engineer to PRR and to New York, West Shore & Buffalo Railway and a director of the Lehigh Valley Railroad. (MB, RRGaz, NYT)
- Sep. 25, 1882 Citizens of Burlington, N.J., petition PRR Road Committee for change of line to remove the track from the middle of the main street, where it has

remained since the building of the Camden & Amboy. (MB)

- Sep. 25, 1882 Redstone Branch of Pittsburgh, Virginia & Charleston Railway opens between Brownsville Jct. and Redstone Jct., connecting Mon Valley with Connellsville coke region. (AR, Val)
- Sep. 26, 1882 PRR suspends Camden-Long Branch service on the "Back Road" east of Island Heights, N.J., because of flooding. (NYT)
- Sep. 27, 1882 In New Jersey, flood waters begin to subside, and the line through Trenton reopens; the Sea Isle City Railroad and bridge across the meadows is washed out. (NYT, Dorwart)
- Sep. 27, 1882 Susquehanna & South Western Railroad Board (NYC&HR) orders lawsuit against Pennsylvania & Western Railroad against interfering with its location into the Clearfield Coal Field. (RRH)
- Sep. 27, 1882 Jersey Shore, Pine Creek & Buffalo Railway begins laying track near Williamsport. (RRGaz)
- Sep. 27, 1882 Gettysburg & Harrisburg Railroad incorporated in Pa. by Jay Cooke, Spencer Ervin, J.C. Fuller, et al., to build from Hunters Run on South Mountain Railway & Mining Company to Gettysburg; J.C. Fuller is Pres. of both Gettysburg & Harrisburg and South Mountain Railway & Mining Company. (Rdg CorpHist)
- Sep. 28, 1882 Heavy surf and 20-foot storm surges continue to batter the Jersey Shore; the PRR line is cut at Seaside Park and the New Jersey Southern Railroad near Sea Bright. (NYT)
- Sep. 28, 1882 Philadelphia ordinance authorizes stone arch bridge over Schuylkill River at Market Street, replacing PRR bridge of 1875. (Digest)
- Sep. 29, 1882 A. J. Cassatt resigns as VP and director of PW&B, effective Oct. 1. (RyW)
- Sep. 29, 1882 PRR purchases 2,000 shares of Camden & Atlantic Railroad through William L. Elkins to give it a majority when combined with prior purchases. (NYT)
- Sep. 29, 1882 Samuel M. Felton, Jr. (1853-1930), elected Pres. of Eastern Shore Railroad, replacing Dr. James U. Dennis, deceased; Felton, J. Taylor Gause (1823-1898) of Harlan & Hollingsworth and Daniel B. Cummins (1810-1892) of the Girard Bank appointed a committee to arrange sale of road; Eastern Shore Railroad is controlled by Gause, Harlan & Hollingsworth, and Cummins. (RyW)

- Sep. 30, 1882 Peach season closes; Delaware Railroad has shipped over 6,000 cars, second only to record year of 1875. (RyW)
- Sep. 30, 1882 PRR, Cumberland Valley Railroad, South Mountain Railway & Mining Company and Gettysburg & Harrisburg Railroad; PRR and CV are to refund 15% of gross on through traffic to the G&H's sinking fund. (G&H MB)
- Sep. 30, 1882 Rochester & Pittsburgh Railroad begins trackage rights over the Allegheny Valley Railroad between Falls Creek and Pittsburgh for sending coal to Pittsburgh. (RRGaz/AR)
- Sep. 30, 1882 Future PRR Engineer of Tests Lloyd Balderston Jones (1882-1853) born at West Grove, Pa.; son of Samuel Morris Jones (1857-1939) and Jane Canby Balderston Jones (1851-1924). (ancestry.com)
- Sep. 30, 1882 New Haven leases the Boston & New York Air Line Railroad (New Haven-Willimantic) under agreement of Aug. 31. (NHCorp)
- Fall 1882 PRR adopts Janney coupler and buffer as standard on passenger cars for both Lines East and Lines West. (Watkins)
- Oct. 1, 1882 Upon A. J. Cassatt's resignation, Frank Thomson appointed Second VP; John P. Green named Fourth VP for Lines West matters; Charles E. Pugh appointed General Manager; Sutherland M. Prevost appointed General Superintendent of PRR Grand Division, replacing Pugh; Theodore N. Ely appointed to new position of General Superintendent of Motive Power - Lines East.; Frank L. Sheppard to Superintendent of Motive Power - PRR Grand Division, replacing Ely; Henry S. Hayward (1845-1914) to Superintendent of Motive Power - United Railroads of New Jersey Grand Division, West Jersey Railroad, Camden & Atlantic Railroad and Camden ferries, replacing Ely; William J. Latta named Superintendent of Philadelphia Division, replacing Prevost; James Reed to Superintendent of Altoona Division, replacing Latta; Alfred Walter to Superintendent of Shamokin & Sunbury Divisions, replacing Sheppard; R.L. Holliday to Engineer of Maintenance of Way - PRR Grand Division; William A. Patton from Assistant to VP Cassatt to Assistant to Pres. Roberts. (MB, PRRBio)
- Oct. 1, 1882 New organization manual: General Manager now supervises General Superintendents, Chief Engineer, General Superintendent of Motive Power and Superintendent of Transportation; Joseph N. Du Barry appointed Third VP and placed in charge of construction projects. (MB, Org)
- Oct 1, 1882 George C. Wilkins promoted from Superintendent of the Baltimore Division to General Superintendent of Baltimore Division of Northern Central Railway, Baltimore & Potomac Railroad, Alexandria & Washington

Railroad, and Alexandria & Fredericksburg Railway, making these lines a de facto Grand Division. (MB, Wilson)

- Oct. 1, 1882 John Whittaker named to new post of Assistant General Freight Agent; Oliver J. Geer (1834-1903) to Freight Agent for New York & New England, replacing Whittaker. (RyW)
- Oct. 1, 1882 Hugh B. Ely (1838-1907) named Secretary of the Insurance Dept. as new department head, replacing W.W. Curtin, Clerk of the Insurance Dept., resigned. (MB)
- Oct. 1, 1882 LIRR Board hears report that banker Henry Graves (1838-1906) of Maxwell & Graves has assigned his option on the securities owned by the Long Island Company, Ltd., to the LIRR for \$1,135,600. (MB)
- Oct. 1, 1882 Northern Central Railway begins using PW&B coal pier at Canton under lease. (AR)
- Oct. 1, 1882 Hartford & Connecticut Valley Railroad agrees to run into the New Haven's station at Hartford. (NHCorp)
- Oct. 2, 1882 Pres. George B. Roberts offers A. J. Cassatt the use of a side office for consulting work.
- Oct. 2, 1882 A. J. Cassatt declines offer of PRR directors and other leading Philadelphians to give a banquet in his honor before he leaves for Europe. (RyW)
- Oct. 2, 1882 Chesapeake & Ohio Railway begins running through passenger trains to and from Fortress Monroe, east of Newport News, adjacent to the Hygeia Hotel at Old Point Comfort. (NYT, Turner)
- Oct. 2, 1882 New York, Chicago & St. Louis Railway ("Nickle Plate") enters Chicago, using Illinois Central Railroad to its local depot at 22nd Street. (RRH)
- Oct. 2, 1882 Court at Meadville, Pa., lifts a temporary injunction and dismisses a suit to appoint a receiver for Tide-Water Pipe Company, Limited. (NYT)
- Oct. 3, 1882 Common traffic and motive power officers appointed on Wheeling & Lake Erie Railroad and Cleveland & Marietta Railroad. (RyW)
- Oct. 4, 1882 PC&StL Railway contracts with John M. Kuhn to complete Gould Tunnel. (MB)
- Oct. 4, 1882 Edwin K. Hyndman replaces W.C. Mobley as Pres. of the Pittsburgh & Atlantic Railroad; Hyndman has purchased the charter for \$25,000, possibly

in the interest of the Leisenring interests of Mauch Chunk and their Connellsville Coke & Iron Company. (MB, RyRegister)

- Oct. 5, 1882 Uriah Hunt Painter (1837-1900) elected Pres. of NYP&N, replacing brother William Painter (1838-1884), appointed VP and General Manager. (MB)
- Oct. 5, 1882 PRR coach lighted with Edison incandescent bulbs now on display at Jersey City. (RyW)
- Oct. 6, 1882 *Railroad Gazette* reports that the Eastern Shore Steamboat Company has offered to sell the Eastern Shore Railroad to the PRR; PRR offers 7 for the stock and 80 for the bonds. (RRGaz)
- Oct. 6, 1882 PFW&C Board appoints John J. Hurley as Secretary-Treasurer, replacing F. M. Hutchinson, deceased. (MB)
- Oct. 8, 1882 In one of the greatest public relations blunders of all time, William H. Vanderbilt, badgered by two Chicago reporters, blurts out, "The public be damned!" when asked if his fast express trains are for the public benefit; Vanderbilt admits they are run only to match the competition from the PRR's *New York & Chicago Limited*; John D. Sherman of the *Chicago Tribune* and Clarence P. Dresser of the Metropolitan News Bureau, have boarded his private car at Michigan City and ride with him for two hours to Chicago, each reporter gives a different version of the whole quote; one is "We run them because we have to. They don't pay"; the other is "What does the public care for the railroads except to get as much out of them for as small a consideration as possible"; Vanderbilt also calls the current anti-monopoly advocates "fools"; most of the interview covers routine events on the Vanderbilt roads and the threats posed by the Nickel Plate and West Shore; Vanderbilt is on a tour as far as the Missouri River to view his various properties and investments; the Associated Press breaks the story, and the quote is carried in the *Chicago Tribune*, the *New York Times* and other papers; *Railroad Gazette* censors the offending statement to "nonsense!". (RRGaz, NYT, Harlow)
- Oct. 8, 1882 NYC&HR track elevation through Rochester opens for revenue service; had been used by the Vanderbilt special the day before. (RRGaz)
- Oct. 9, 1882 New York heading of the Hudson Tunnel Railway floods when it encounters a fresh-water spring. (Brennan)
- Oct. 9, 1882 Buffalo, Pittsburgh & Western Railroad opens between Brocton (Dunkirk?) and a connection with the Buffalo Creek Railroad near Buffalo for passenger service only. (AR - Guide has 10/29 - RRG says open for ft. by 10/13 and pass wk of 10/13-20)

- Oct. 9, 1882 Canal Dover & Marietta RPO and Huron & Massillon RPO combined to Toledo & Marietta RPO. (Kay)
- Oct. 9, 1882 Housatonic Railroad purchases the property of the former New York, Housatonic & Northern Railroad (Danbury-Brookfield Jct.). (NHCorp)
- Oct. 10, 1882 PRR receives letters from residents of north side of Filbert Street reiterating complaints vs. conditions caused by Broad Street Station. (MB)
- Oct. 10, 1882 Trunk Line Joint Executive Committee meets at Albert Fink's office; hears complaint of the Grand Trunk Railway of Canada against the Michigan Central Railroad's order to be effective Oct. 20 accepting no eastbound tickets between differential points from steamship companies or their agents. (NYT)
- Oct. 10, 1882 Atlantic Coast Line Sleeping Car Association formed; buys 75% interest in Pullman cars used on the Atlantic Coast Line and Plant System. (Hoffman)
- Oct. 12, 1882 *Baltimore*, first ferry built new with electric lighting, makes press trip to Yonkers; placed in service on Debrosses Street run at New York; interior is robins-egg green and mahogany designed by architect Frank Furness (1839-1912); also first PRR ferry at New York to be painted Tuscan red instead of white; all others are painted red by June 1884; electric light installed on other New York ferries; sister ship *Chicago* complete by end of year. (AR, Watkins, FerryDept, NGaz, NYT)
- Oct. 12, 1882 William H. Vanderbilt writes a letter to the *New York Times* denying the accuracy of the "public be damned" quote; the *Times* prints the letter the next day with a statement from its Chicago correspondent that Vanderbilt indeed said everything attributed to him. (NYT)
- Oct. 12, 1882 Pittsburgh, McKeesport & Youghiogheny Railroad opens between the Jones & Laughlin steel works near Pittsburgh and Connellsville. (McLean)
- Oct. 12, 1882 Trunk Line Joint Executive Committee concludes its session; appoints a separate committee from the four Trunk Lines and the Boston & Albany Railroad to design the form of a continuous ticket. (NYT)
- Oct. 12, 1882 General Time Convention meets in Cleveland with only 16 members, including James McCrea for the PRR and Lines West, present and holds informal discussion of Standard Time; continues the existing Trunk Line schedules in force; Secretary William F. Allen is instructed to prepare a report on Standard Time for the next meeting. (MB, RyRegister)
- Oct. 13, 1882 PRR test coach equipped with seven Edison electric lamps and 30 Faure batteries invented by Camille Alphonse Faure and imported from Europe

runs on the 7:38 PM local from Jersey City to Newark for benefit of the press; system was introduced by M. Lachlan on the London-Brighton Pullman Express on the London, Brighton & South Coast Railway. (NYT, CCHS)

- Oct. 13, 1882 Terre Haute & Peoria RPO split into Terre Haute & Decatur RPO and Peoria & Decatur RPO. (Kay)
- Oct. 13, 1882 Robert H. Sayre resigns as Chief Engineer & General Superintendent of Lehigh Valley Railroad, effective Nov. 1, but remains a director. (MB)
- Oct. 14, 1882 Bells Gap Railroad Board considers an extension from Irvona to Punxsutawney. (MB)
- Oct. 14, 1882 Cincinnati Northern Railway attempts to extend tracks across Court Street in Cincinnati without a franchise but is stopped by police. (Hauck)
- Oct. 1882 PRR trains begin operating through from Philadelphia to Long Branch via Monmouth Jct. and Sea Girt. (C&C - may have been much earlier under United Companies in 1870s)
- Oct. 1882 Surveying begins for Pennsylvania Schuylkill Valley Railroad. (Watkins)
- Oct. 1882 Baltimore & Potomac Railroad completes second track between Winans and Odenton. (RyW)
- Oct. 1882 Sugar Camp Branch of Bald Eagle Valley Railroad opens between Sugar Camp Jct. and coal mines (3.12 miles). (Val)
- Oct. 1882 Mapleton Branch No. 2 (Crowell Branch) of Tyrone & Clearfield Railway opens from Mapleton Jct. No. 2 to coal mines (2.24 miles). (Val)
- Oct. 1882 Section supervisor and future Superintendent Victor Wierman (1855-1939) wins the annual inspection prize for the best track section on Lines East; his section near New Brunswick, N.J., wins for three successive years in 1882-1884. (PRRBio)
- Oct. 1882 J. B. Brown and Drexel, Morgan & Co. sell their stock of the Chicago & Western Indiana Railroad to a syndicate of the Chicago & Atlantic Railway, Chicago & Eastern Illinois Railroad, Chicago & Ground Trunk Railway, Louisville, New Albany & Chicago Railway, and Wabash, St. Louis & Pacific Railway, for which it will form a joint terminal. (RRGaz)
- Oct. 1882 Traders Despatch fast freight line established on the Nickel Plate. (RRGaz)
- Oct. 1882 East Tennessee, Virginia & Georgia Railroad completes a link between

Rome and Macon via Atlanta, linking its main line with the Macon & Brunswick Railroad. (Klein)

- Oct. 1882 J. Pierpont Morgan and family move into a new brownstone on the corner of Madison Avenue & 36th Street; although understated compared to the Vanderbilt mansions, it is elaborately decorated by Christian Herter (1840-1883); it is also the first house in New York to have electric light, thanks to Morgan's financing of Thomas Edison. (Strouse)
- Oct. 16, 1882 Passenger and freight station of Philadelphia & Atlantic City Railway at Pier 8, South Wharves at Walnut Street, destroyed by fire, along with leased passenger and freight boat *Major* and non-railroad tugboat *Argus*; three cars on car float also burned. (PubLdgr)
- Oct. 16, 1882 New "BU" Interlocking placed in service at East Brunswick, N.J. (prrfax)
- Oct. 17, 1882 Pres. D. J. Waller and PRR officers make inspection trip over North & West Branch Railway from Sunbury to Nanticoke. (WBDlyRec)
- Oct. 17, 1882 Belt Railroad & Stock Yard Company leases its 12.03-mile railroad between North Indianapolis and Brightwood to the Indianapolis Union Railway retroactive to Oct. 1. (Church)
- Oct. 17, 1882 Union Trust Company chartered at Philadelphia; organized by ex-Pres. William Chamberlain Patterson; he hoped to make it the repository for savings of PRR employees, thus anticipating the later Employees' Saving Fund, but was prevented by being partially disabled in a fall. (PaCorps, Watkins)
- Oct. 17, 1882 John R. Fell elected a director of the Lehigh Valley Railroad, replacing Ashbel Welch, deceased. (MB)
- Oct. 18, 1882 Western Pennsylvania Railroad begins a line relocation and grade reduction between Apollo station and Pine Run bridge (4.35 miles) and between the west end of the Social Hall bridge and the East Tunnel bridge (4.15 miles). (C&C)
- Oct. 18, 1882 Pennsylvania Company Finance Committee authorizes issue of \$3 million, 4½% bonds. (MB)
- Oct. 19, 1882 Lease of Allegan & South-Eastern Rail Road to GR&I cancelled effective Dec. 31, 1882; PRR sells Allegan & South Eastern (Allegan to Monteith plus 33 miles of graded roadbed running southeast of Monteith towards Battle Creek) to Toledo & Milwaukee Railroad for \$187,500; later becomes part of Michigan Central system; GR&I surrenders operation Dec. 31, 1882. (Church, AR)

- Oct. 20, 1882 New Castle, Plain Grove & Butler Railroad merged into Oil City & Chicago Railroad under agreement of Oct. 3, 1882' J. W. Jones, Pres. (Val, C&C)
- Oct. 21, 1882 Olean & Salamanca Railroad Company incorporated in N.Y.; John W. Jones, Pres.; controlled by the Clark, Post & Martin syndicate. (Val, C&C, RRH 92)
- Oct. 21, 1882 Freak accident occurs on 1:15 PM out of Jersey City on approaching the Hackensack River Bridge; engineer Joseph A. Seeds shuts off steam while the firebox door is ajar, causing blowback of smoke and fire into the cab; Seeds is set on fire but is able to jump into the tender tank through the manhole; Seeds dies of his burns on Oct. 26 in a Jersey City hospital. (RRGaz)
- Oct. 21, 1882 Pennsylvania, Slatington & New England Railroad Company (New York Division) incorporated in N.Y. to build from the N.J. state line to Pine Island. (NYState)
- Oct. 21, 1882 Cincinnati Northern Railway manages to lay track across Court Street, Cincinnati. (Hauck)
- Oct. 22, 1882 Chicago & Indianapolis Air Line Railway extended south from Delphi to Frankfort, Ind. (Hilton)
- Oct. 23, 1882 Heavy crowds begin arriving in Philadelphia from points all over Pennsylvania for the four-day celebration of the Bicentennial of the arrival of William Penn and the founding of the city; most trains have run in multiple sections for the last two days, especially for military companies and civic dignitaries. (PubLdgr)
- Oct. 23, 1882 In Chicago on the annual inspection tour, Pres. George B. Roberts is questioned by reporters about William H. Vanderbilt's recent "public be damned" assertion that limiteds don't pay; says he has never known the PRR's *New York & Chicago Limited* to operate at a loss and has no intention of discontinuing it; says the general outlook for the PRR is good. (RyW)
- Oct. 23, 1882 Office of PC&StL Railway Chief Engineer Max J. Becker moved to Columbus. (RyW)
- Oct. 23, 1882 B&O sells its Youghiogheny Branch (the Mount Pleasant & Broad Ford Railroad) to the Vanderbilts' Pittsburgh, McKeesport & Youghiogheny Railroad for \$300,000; gives NYC system access to the Coke Region. (RRGaz)

- Oct. 23, 1882 Cincinnati Northern Railway operates first train from new depot at Court Street & Broadway; carries inspection party of Boston capitalists who control the whole narrow gauge system; in afternoon, committee of City Council resolves to remove tracks crossing Court Street but is blocked by injunction. (Hauck)
- Oct. 23, 1882 New York, Chicago & St. Louis Railway (Nickel Plate) opens for full revenue service between Buffalo and Grand Crossing on the Illinois Central Railroad; trains run only as far as Weldon/14th Street on IC, as Michigan Central Railroad refuses to let Nickel Plate into Central Station; runs parallel to main line of LS&MS; passenger trains initially run only Buffalo-Bellevue, Ohio, and Cleveland-Chicago; begins diverting some of the Chicago dressed meat traffic. (RRGaz, NYT, Rehor)
- Oct. 24, 1882 “Landing Day” begins a four-day celebration of Philadelphia’s Bicentennial includes a re-enactment of William Penn’s landing on the *Welcome* and a big civic parade; at the end of the day, visitors begin leaving; the 11:30 PM *Pacific Express* from Broad Street Station runs in nine sections, the last leaving at 2:35 AM. (PubLdgr)
- Oct. 24, 1882 Terre Haute & Decatur RPO and Peoria & Decatur RPO recombined into Terre Haute & Peoria RPO. (Kay)
- Oct. 24, 1882 North River Construction Company Board approves the joint lease of the Open Cut & General Storehouse Company (Weehawken terminal property) to the New York, Ontario & Western Railway and the New York, West Shore & Buffalo Railway, after the NYO&W sells the West Shore a half interest in the Storehouse Company ; West Shore is to guarantee the interest and dividends of the Storehouse Company; Edward F. Winslow is Pres. of both the Construction Company and the Open Cut & General Storehouse Company. (NYT, NYO&W AR)
- Oct. 24, 1882 Stock of Nickel Plate bought by John H. Devereux and Stevenson Burke of the CCC&I and Columbus, Hocking Valley & Toledo Railway representing a Vanderbilt syndicate at 37 for the preferred stock and 17 for the common or \$30 million; negotiations began right after William H. Vanderbilt returned from his western trip; say Jay Gould offered 36 and 15 a week earlier; Seney syndicate makes a 75% profit; deal is made public on Oct. 26. (NYT, RRGaz)
- Oct. 1882 Vanderbilt syndicate buys the New York, Chicago & St. Louis Railway (Nickel Plate) and resells it to the parallel LS&MS; first time that the Vanderbilts do not rely on the family fortune to finance expansion and rely on the sale of bonds. (Wheeler).
- Oct. 1882 The Vanderbilts use the Nickel Plate as a fast freight line, particularly for

livestock and dressed meats from Chicago, because it has little passenger traffic and bypasses many larger towns; it delivers meat in New York 10-20 hours faster than other lines and by the late 1880s is sending 6 long meat trains eastward each night. (VilyUpprMaumee)

- Oct. 25, 1882 LIRR reopens main line between Winfield Jct. and Jamaica for freight trains only. (AR,)
- Oct. 25, 1882 “Trades Day” Parade held in Philadelphia on the second day of the Bicentennial festivities; huge parade features contingents and floats from most of the city’s businesses and labor organizations, including the Baldwin Locomotive Works, Adams Express Company, Wanamaker’s, Scott Paper, et al.; PRR is represented by 1,500 shopmen and a large float with an oil painting of a train on the Rockville Bridge; after the parade, the rush to leave town is so great that the doors of Broad Street Station are closed to limit crowds; between Oct. 22 and Oct. 25, the PRR delivers about 234,000 passengers to Broad Street and another 70,000 at other stations in Philadelphia and Camden, while the Reading carries 90,000. (PubLgr, RyW)
- Oct. 1882 PW&B opens Arsenal Extension from Delaware Extension of PRR at Arsenal Bridge to Maylandville bridge on the Junction Railroad, the southern leg of a wye allowing PW&B trains to use the Arsenal rather than the Grays Ferry Bridge. (AR)
- Oct. 1882 PRR begins experimenting with electric lighting of passenger cars in experiments conducted by the Edison Electric Light Company between Jersey City and Philadelphia. (Watkins - see 9/19)
- Oct. 1882 A. J. Cassatt orders inauguration of PRR horse-drawn cab service for patrons of PRR stations in New York, Philadelphia and Washington; inspired by the hansom cabs and victorias of London; cabs are owned by PRR and leased to drivers; have 20 hansom cabs and 10 four-wheelers; charge 25 cents for first 1.5 miles; drivers wear green livery with gilt trimmings. (RyW, Outlaw)
- Oct. 26, 1882 George Hafer, Treasurer of the village of Avondale, elected a director of the Cincinnati Northern Railway, prompting the rivalry of his enemy, VP Albert Netter, a Cincinnati banker. (Hauck)
- Oct. 26, 1882 Sale of Nickel Plate announced in Wall Street. (NYT)
- Oct. 27, 1882 Persons interested in the Rockaway Beach Hotel meet in New York; unable to raise enough money to keep it guarded; resolve to sell it as soon as possible. (NYT)

- Oct. 27, 1882 Philadelphia Bicentennial celebration concludes with a large “Military Day” parade. (PubLdgr)
- Oct. 27, 1882 Pittsburgh, Chartiers & Youghiogeny Railway approves location, never built, from station 175 to a terminus on the Pittsburgh Southern Railway via Upper St. Clair; General Manager Joseph Ramsey (1850-1916) reports that the company is running four cars of coal a day from the Chartiers Railway for shipment to New Castle. (MB)
- Oct. 28, 1882 Property of former Far Rockaway Branch Railroad Company of Queens County, New York, now merged in South Side Railroad Company of Long Island and sold at foreclosure of prior mortgage, conveyed to Henry Graves for LIRR. (Val)
- Oct. 29, 1882 New iron bridge opens over Savannah River on Plant System. (Hoffman)
- Oct. 30, 1882 Genesee Valley Canal Railroad begins mixed train service three times a week between Rochester and Hinsdale; New York, Lackawanna & Western Railway makes arrangements to use it between Mount Morris and Rochester. (alleganycountylocalhistory.com, RRGaz - check Guide)
- Oct. 30, 1882 Philadelphia *Press* prints an interview in which Jay Gould denies that he has any interest in the Nickel Plate and says that he doesn’t “meddle with Eastern lines at all.” (Grodinsky)
- Oct. 31, 1882 New York, Lake Erie & Western Railroad denies the Nickel Plate the use of its Buffalo terminals, as it has moved into the Vanderbilt camp. (NYT)
- Oct. 31, 1882 The *New York Times* reports Lehigh Valley Railroad VP Charles Hartshorne as saying the LV has a tacit understanding to buy the Nickel Plate. (NYT)
- Fall 1882 Joseph Ury Crawford (1842-1924) joins PRR as Chief Engineer of Pennsylvania Schuylkill Valley Railroad after surveying a railroad between Salt Lake and California for Jay Gould. (PRRBio)
- Nov. 1, 1882 PRR Finance Committee raises dividend to 9% a year. (RRGaz)
- Nov. 1, 1882 Rockville Branch opens between Rockville and Dauphin; operated by Northern Central Railway as agent by agreement of this date. (MB, AR, Val - see abnd Marysville Bridge)
- Nov. 1?, 1882 New Board elected for Buffalo, New York & Philadelphia Railway; Bronson C. Rumsey of Buffalo, Pres.; John W. Jones of Philadelphia, First VP; Archer N. Martin of New York, Second VP. (RyW - RRG has in 10/27 issue)

- Nov. 1, 1882 Oil City & Chicago Railroad obtains trackage rights over LS&MS between Oil City and Stoneboro, Pa., under agreement of same date, obviating construction of a parallel line. (Val, Church)
- Nov. 1, 1882 Joshua Staples resigns as Chief Engineer of the Terre Haute & Indianapolis Railroad. (RRGaz)
- Nov. 1, 1882 Robert H. Sayre reports to South Pennsylvania Railroad, but is not elected to office immediately and serves merely as a consultant; confers with Chief Engineer Oliver W. Barnes. (Sayre Diary)
- Nov. 1, 1882 Lehigh Valley Railroad begins through passenger service from New York and Philadelphia to Buffalo, using the New York, Lake Erie & Western Railroad west of Waverly, N.Y. (RRGaz)
- Nov. 1, 1882 New York, Lake Erie & Western Coal & Railroad Company opens between Alton and Johnsonburg, including the Kinzua Viaduct designed by Adolphus Bonzano (1830-1913) of Clarke, Reeves & Co. of Phoenixville; road is projected by Oliver W. Barnes; coal is to be brought to Johnsonburg over PRR; at 301 feet, the Kinzua Viaduct is then the highest railroad viaduct in the world. (RyW, Shank)
- Nov. 1, 1882 Lackawanna & Pittsburgh Railroad incorporated in N.Y. to build from Genesee Valley Canal Railroad near Rockville/Belfast to New York, Lackawanna & Western Railway at Perkinsville and New York, Lake Erie & Western Railroad at Canisteo; Archer N. Martin, Pres. (NYState, RyW)
- Nov. 1, 1882 CCC&I Railway begins joint operation of St. Louis, Alton & Terre Haute with Indianapolis & St. Louis Railway under new contract of Feb. 23, 1882. (GrnBk)
- Nov. 1, 1882 City of Logansport authorizes PC&StL Railway to build second track in Durett and Canal Streets. (Church)
- Nov. 1, 1882 Trunk Lines raise westbound rates from 30 cents to 35 cents. (RRGaz)
- Nov. 1, 1882 Union Coal & Coke Company of Pittsburgh incorporated in Pa. to operate in the Connellsville Field. (PaCorps, Albert)
- Nov. 2, 1882 *New York & Chicago Limited* arrives in New York with mail from San Francisco in 5 days, 4 hours; fastest transcontinental mail yet; includes mail carried from Australia in 30 days. (Watkins)
- Nov. 2, 1882 Chicago & Western Indiana Railroad and its five proprietary tenants (later the Erie, Chicago & Eastern Illinois, Monon, Grand Trunk, and Wabash)

agree for the leasing of C&WI's Belt Railroad Division to a new terminal company. (Church)

- Nov. 2, 1882 Illinois Central Railroad informs Nickel Plate that it cannot use its temporary depot at Randolph Street, Chicago, and can't run over IC tracks any further than 14th Street. (NYT)
- Nov. 2, 1882 Robert H. Sayre goes over estimate to extend the South Pennsylvania Railroad to Wheeling. (Sayre Diary)
- Nov. 3, 1882 Pres. George B. Roberts and directors give a dinner to A. J. Cassatt at the Bellevue Hotel. (RyW)
- Nov. 3, 1882 Wilmington, Del., ordinance, grants the Delaware Western Railway a right of way through the city. (Gibb)
- Nov. 3, 1882 "Painters Run Mines" station renamed "Essen" on the Pittsburgh, Chartiers & Youghiogheny Railway. (MB)
- Nov. 4, 1882 Eastern Shore Steamboat Company Board orders construction of new steamboat *Eastern Shore* for "lower" or Hungar Creek route. (PenslEntprs)
- Nov. 1882 PRR completes a rest house and wash house at Harrisburg. (RRGaz)
- Nov. 1882 Stockyard magnate Samuel W. Allerton begins slaughtering at St. Louis; previously only did so at Chicago. (NYT)
- Nov. 5, 1882 Work on Hudson Tunnel Railroad at Jersey City halted by lack of funds and illness of Pres. Trenor Park; most of 300 men discharged; north tunnel reaches 1,542 feet from shaft and south tunnel 562 feet out of a total distance of 5,200 feet; south tunnel also extends 75 feet from New York shaft; tunnels are later allowed to flood. (Burr, NYT)
- Nov. 5, 1882 New "PX" Interlocking placed in service at Perth Amboy Jct., Rahway, N.J. (PRRFAX)
- Nov. 6, 1882 Sodus Bay & Southern Railroad incorporated in N.Y. as the reorganization of the portion of the Lake Ontario Southern Railway between Sodus Point and Stanley; portion south of Stanley remains unfinished. (Digest, Val)
- Nov. 6, 1882 Robert H. Sayre travels to Pittsburgh and begins a week-long examination of the route of the South Pennsylvania Railroad, returning by way of Shippensburg and Harrisburg. (Sayre Diary)
- Nov. 7, 1882 Democrats take control of the New Jersey House, although the Republicans maintain control of the Senate. (NYT, Sackett)

- Nov. 7, 1882 Democrats win control of Pennsylvania for first time since the Civil War; Robert E. Pattison (1850-1904) elected Governor on a reform platform after Republicans split over reformers' opposition to the Cameron machine; first Democratic Governor since 1851; Democrats gain a majority in the Pa. House, but Republicans maintain a slight majority in the State Senate. (NYT, Sobel)
- Nov. 7, 1882 New York voters approve a constitutional amendment abolishing tolls on the remaining state canals; thereafter, maintenance and construction are to be paid for by taxes and appropriations. (Whitford)
- Nov. 7, 1882 Lydia Simpson Cassatt (1837-1882), sister of A. J. Cassatt, dies at Paris of Bright's disease. (Mathews)
- Nov. 8, 1882 A. J. Cassatt leaves with family on an extended European vacation; makes a long visit with sister Mary and parents in Paris. (Davis)
- Nov. 8, 1882 Metropolitan (Elevated Railway?) stockholders vote out the Jay Gould Board elected in 1881. (Grodinsky)
- Nov. 9, 1882 Pittsburgh & Whitehall Railroad Company incorporated to build branch in Pittsburgh area; Oliver O. Phillips, Pres. (Val, C&C)
- Nov. 9, 1882 LS&MS contracts to provide Buffalo terminal for Nickel Plate and contract with New York, Lake Erie & Western Railroad made in Oct. 1882 cancelled. (RyW)
- Nov. 10, 1882 Pittsburgh, Chartiers & Youghiogeny Railway adopts location of Millers Run Branch for 4.3 miles up Millers Run from the Toms Run Branch; locates Nimick Branch from the main line near the West Chartiers Station to Nimick; also connection with PC&StL Railway at North Mansfield. (MB)
- Nov 12, 1882 West Shore syndicate calls in last installment on \$16.16 million holdings of New York, West Shore & Buffalo Railway First Mortgage bonds. (NYT)
- Nov. 13, 1882 Keystone Hotel Company declines offer of the Maxim Electric Light Company to install a lighting plant at the Logan House. (MB)
- Nov. 13, 1882 Cincinnati, Wabash & Michigan Railway opens between Goshen, Ind., and the Michigan state line, and between Niles and Benton Harbor, Mich., completing a line from Anderson, Ind., to Lake Michigan. (GrnBk)
- Nov. 15, 1882 PC&StL Railway Executive Committee reports on Chicago improvements; recommends turning the old passenger station into a freight station instead

of building a new one; granting land to Chicago & North Western Railway for third track where they are to parallel; building new yard at intersection with CB&Q and another between Walker Street & 47th Street for interchange with Chicago & Alton Railroad and stockyards. (MB)

- Nov. 15, 1882 Train ferry *Maryland* withdrawn for repairs by Harlan & Hollingsworth; through PRR passenger trains to Boston cease operation; trains carry large amount of express and fish. (AR, EvryEvng)
- Nov. 15, 1882 U.S. Circuit Court for the Northern District of Illinois issues final decree of foreclosure sales against the Columbus, Chicago & Indiana Central Railway; includes proviso that the successor company shall not inherit the rights of the old Galena & Illinois River Railroad to build west of Chicago. (Church, C&C)
- Nov. 15, 1882 William S. Baldwin appointed General Passenger Agent of Oil City & Chicago Railroad. (RRGaz)
- Nov. 1882 Fastest PRR New York-Philadelphia train now runs in 1:52 or 47.66 MPH. (RRGaz)
- Nov. 1882 PW&B opens Brandywine Branch from Landlith to Augustine Mills (2.16 miles) to serve industries along lower Brandywine Creek in Wilmington, Del. (Val, AR)
- Nov. 1882 Genesee Valley Terminal Railroad contracts for grading from a point south of Rochester to Lincoln Park on the NYC&HR; is to run into the NYC&HR station at Rochester. (RRGaz)
- Nov. 1882 Stonerville Branch of South-West Pennsylvania Railway opens from Stonerville Branch Jct. near Alverton to coal mines at Stonerville (1.51 miles). (Val ca. 11/82)
- Nov. 1882 Pan Handle Line (CC&IC) establishes three round trips between Union Station, Chicago, and Brighton Park, its first commuter service; trains are 2-4 cars; stops at Clinton Street, Ashland Avenue, Western Avenue, Madison Street, Van Buren Street, Northwestern Jct., CB&Q Crossing, 26th Street, and Brighton Park. (RRGaz)
- Nov. 1882 New York & New England Railroad abandons its plan to shift its Boston-New York-Washington service to the New York, Lake Erie & Western Railroad at Newburgh effective Nov. 26 and will restore service on the old route as soon as the train ferry *Maryland* is repaired. (RRGaz)
- Nov. 1882 At the second annual convention of the Federation of Organized Trades & Labor Unions of the United States & Canada, the Amalgamated Association

of Iron & Steel Workers walks out when the Federation drops its support for protectionism; the Amalgamated remains unaffiliated; the only unions with any clout left in the Federation are the printers, cigar makers and carpenters. (Ware)

- Nov. 16, 1882 Joint Executive Committee meets at Albert Fink's office; declines to raise eastbound grain rates; dispute over eastbound freight pool from St. Louis; originally was Wabash 22%, Vandalia 22%, CCC&I 22%, Chicago & Alton 22% and Ohio & Mississippi 12%; Fink took 1% each from Wabash, CCC&I, Alton and O&M and gave 4% to Vandalia; Wabash and Alton protest as are doing a big business in Texas cattle from St. Louis. (NYT)
- Nov. 16, 1882 Ashtabula & Pittsburgh Railway Executive Committee visits Ashtabula Harbor; finds docks glutted with 150,000 tons of ore, with an additional 20-25,000 tons deposited along the tracks for a distance of two miles and another 60,000 tons diverted to LS&MS; decide they need an additional 1,000 feet of dockage for next season; Ashtabula now receives 735,000 tons of ore and exports 240,000 tons of coal, compared to a total tonnage of 15,000 in 1873. (MB)
- Nov. 16, 1882 U.S. Circuit Court for the District of Indiana issues a final decree of foreclosure sale against the CC&IC Railway. (C&C)
- Nov. 17, 1882 Joint Executive Committee session continues discussion of dressed meat; consider lumping dressed meat with livestock for purpose of divisions instead of with dead freight. (NYT)
- Nov. 17, 1882 Special Committee reports that ex-General Freight Agent J. McC. Creighton had made irregular contracts without the knowledge of his superiors, with resulting loss to PRR, suggesting he resigned to avoid punishment; unfortunately, he had already collected his \$2,000 bonus. (MB)
- Nov. 17, 1882 First locomotive runs between Nanticoke and Wilkes-Barre over North & West Branch Railway. (WBDlyRec)
- Nov. 18, 1882 PC&StL Railway Executive Committee authorizes new station at Circleville on Cincinnati & Muskingum Valley Division. (MB)
- Nov. 19, 1882 Wheeling & Lake Erie Railroad and Cleveland & Marietta Railroad begin through passenger service between Toledo and Marietta. (Rehor)
- Nov. 20, 1882 Anglesea Railroad incorporated in New Jersey to build from West Jersey Railroad to Five Mile Beach. (Val)
- Nov. 20, 1882 Citizens of Blair and Huntingdon Counties petition PRR Road Committee to extend branch from Williamsburg on old canal bed to Petersburg. (MB)

- Nov. 20, 1882 Keel for Eastern Shore Steamboat Company vessel *Eastern Shore* laid at Harlan & Hollingsworth shipyard in Wilmington. (EvrEvng, H&H)
- Nov. 20, 1882 In need of more funds to built the New York, West Shore & Buffalo Railway, the North River Construction Company grants Winslow, Lanier & Co. the right to buy an additional \$10 million First Mortgage bonds and \$2 million in West Shore stock for \$7.15 million by Dec. 7, with the right to take a further \$10.2 million bonds and \$2.05 million stock for \$7.85 million by May 1, 1883; Winslow, Lanier & Co. are to form a new syndicate; as part of the agreement, the West Shore is to buy a half interest in the companies owning the Weehawken terminal property, and Winslow, Lanier & Co. is to float a separate bond issue for it; in all their other literature, Winslow, Lanier & Co. imply that the Weehawken terminal is the property of the West Shore and subject only to its First Mortgage bonds. (NYT)
- Nov. 20, 1882 Illinois Supreme Court upholds the Chicago & Western Indiana Railroad in a suit brought by the City of Chicago; rules that the C&WI has the right to extend north from 12th Street to Van Buren Street; in fact, it builds only as far north as Polk Street. (RRGaz)
- Nov. 21, 1882 Sodus Bay & Southern Railroad organized at New York; Sylvanus J. Macy, Pres. (Val, C&C)
- Nov. 21, 1882 Chesapeake & Ohio Railway asks PRR for a traffic contract; now sends New York passengers via Old Dominion Steamship Company, but wants to send them via Washington. (NYT)
- Nov. 21, 1882 Edward F. Winslow, Horace Porter and Charles F. Woerishoffer of the North River Construction Company agree that Winslow, Lanier & Co. shall name three directors of the New York West Shore & Buffalo Railway and two directors of the North River Construction Company. (NYT)
- Nov. 22, 1882 PRR Board appoints a Special Committee to consider the future of the American Steamship Company of Philadelphia, which has required constant operating advances from the PRR since 1873. (MB)
- Nov. 22, 1882 Anglesea Railroad organized; Frederick E. Swope elected Pres.; accepts the West Jersey Railroad's original offer to lease it upon completion. (RyW, MB)
- Nov. 22, 1882 Belt Railway Company of Chicago incorporated to build an east-west terminal line on the south side of Chicago on substantially the same route as the Chicago & Western Indiana Belt Railway and the South Chicago & Western Indiana Railroad; owned jointly by the Chicago & Eastern Illinois Railroad, the Wabash Railroad, the Grand Trunk Western Railway, the

Chicago & Erie Railroad and the Chicago, Indianapolis & Louisville Railway. (Church, C&C, Lyford)

- Nov. 23, 1882 Dorchester & Delaware Railroad enters receivership; Samuel M. Felton and W.W. Bryn named receivers. (PW&B MB)
- Nov. 23, 1882 North & West Branch Railway holds opening excursion from Sunbury to Wilkes-Barre and return, celebrating completion of line from Catawissa Jct.; placed under Alfred Walter, who is also Superintendent of Sunbury and Shamokin Divisions. (WBDlyRec)
- Nov. 23, 1882 North & West Branch Railway completed between Catawissa Jct. and Wilkes-Barre, Pa. (Val - AR says 11/20; Schotter says 11/23 - Nor. Br. Canal book says 11/24 - RyW say excursion 11/23); operated by PRR under agreement of Nov. 23, 1881; North Branch Canal abandoned between Wilkes Barre and Nanticoke Pool. (Val,)
- Nov. 23, 1882 U.S. Circuit Court for the Southern District of Ohio issues a final decree of foreclosure sale against the CC&IC Railway. (C&C)
- Nov. 23, 1882 James P. Scott (1848-1914) of Philadelphia, son of Tom Scott, elected a director of the Norfolk & Western Railroad, replacing Christopher C. Baldwin (1830?-1897) of the Louisville & Nashville Railroad. (NYT, RRGaz)
- Nov. 24, 1882 West Jersey Railroad Board authorizes a new station at Woodbury; reports that gross receipts from the Sea Isle City business this summer are \$5,712 and the net \$2,300; Road Committee reports on the Bridgeton Extension. (MB)
- Nov. 24, 1882 Joint committee of the PRR and PFW&C meets again at the PRR offices but fails to reach a settlement of the betterment bond question. (MB)
- Nov. 24, 1882 Union Switch & Signal Company incorporated by George Westinghouse and others to manufacture signals and interlocking machines; factory established at Swissvale east of Pittsburgh. (PaCorps, Moodys)
- Nov. 25, 1882 Thomas Cornell (1814-1890) of Ulster & Delaware Railroad organizes narrow gauge Kaaterskill Railroad to build from Kaaterskill Jct. on the Stony Clove & Catskill Mountain Railroad to the Hotel Kaaterskill. (Best)
- Nov. 1882 Double track completed between Winans and Odenton, Md., on the Baltimore & Potomac Railroad.
- Nov. 27, 1882 Trains begin running direct between Rochester and Swains on the Genesee Valley Canal Railroad with new coaches; two passenger and one mixed

train round trips; the mixed train also runs through to Hinsdale.
(alleganycountylocalhistory.com)

- Nov. 27, 1882 Knights of Labor suspends the charter of Local Assembly No. 1562 in Brooklyn and expels Theodore F. Cuno, William Horan, and other radicals, creating a schism in its ranks. (Ware)
- Nov. 28, 1882 Dorchester & Delaware Railroad sold at foreclosure at Cambridge, Md., for \$22,000; not sufficient and sale cancelled. (RRGaz)
- Nov. 28, 1882 Eastbound freight yard (Outer Yard) opens between Strawberry Lane and Manchester at Allegheny, Pa., on Eastern Division. (AR)
- Nov. 28, 1882 Pennsylvania Company agrees to advance \$50,000 to Ashtabula & Pittsburgh Railway for extending docks at Ashtabula. (MB)
- Nov. 28, 1882 A.W. Stedman appointed Chief Engineer and H. Stanley Goodwin General Superintendent of Lehigh Valley Railroad, replacing Robert H. Sayre, resigned. (MB)
- Nov. 29, 1882 PC&StL Railway grants Cincinnati & Ohio River Railway trackage rights between Columbia and Cincinnati. (MB)
- Nov. 30, 1882 Gen. Daniel Tyler (1799-1882), former civil engineer and coal and railroad entrepreneur, dies at New York; oldest living West Point graduate at his death. (RRGaz)
- Dec. 1, 1882 Genesee Valley Canal Railroad opens for full passenger and freight service between Rochester and Hinsdale; operated by Buffalo, New York & Philadelphia Railway. (Guide - C&C says 5/82 - RRG says 11/25)
- Dec. 1, 1882 PRR General Freight Agent John S. Wilson appointed General Freight Agent of Northern Central Railway, Baltimore & Potomac and Alexandria & Fredericksburg Railway; replacing Alexander W. Nutt, resigned; William H. Joyce (1854-1922) to Division Freight Agent of Baltimore Division; Samuel L. Seymour named Division Freight Agent for NC north of Marysville. (AR, MB)
- Dec. 1, 1882 Pittsburgh, Chartiers & Youghiogeny Railway opens between Chartiers (McKees Rocks) and Beechmont, Pa., using trackage rights over the Chartiers Railway from Junction No. 1 at Mansfield (Carnegie) to Woodville and Bower Hill under an agreement of May 5, 1882. (Church)
- Dec. 1, 1882 General Manager Joseph Ramsey reports to Pittsburgh, Chartiers & Youghiogeny Railway has begun to use the Chartiers Railway track and pay rent. (MB)

- Dec. 1, 1882 Court in Cincinnati rules that Cincinnati Northern Railway tracks across Court Street cannot be torn up. (Hauck)
- Dec. 1, 1882 Winslow, Lanier & Co. forms a new syndicate to finance the New York, West Shore & Buffalo Railway; agreement between Winslow, Lanier & Co., the Winslow, Lanier Syndicate of West Shore bondholders, and the North River Construction Company; bondholders agree not to sell their bonds and stock until Mar. 1, 1884 unless the syndicate is liquidated earlier. (NYT)
- Dec. 1, 1882 Minnesota Iron Company incorporated in Minn. by Charlemagne Tower and his associates to develop the Vermilion Range. (Walker)
- Dec. 2, 1882 Toledo, Cincinnati & St. Louis Railroad bondholders meet in Boston to plan to raise \$800,000; Elijah B. Phillips of the Eastern Railroad of Massachusetts agrees to be Pres. (NYT)
- Dec. 3, 1882 Trustees of the Lawrenceville Academy incorporated in N.J., to assume the operation of a private boarding school established in Lawrenceville, N.J., in 1810 by Isaac Van Arsdale Brown (1784-1861) a Presbyterian minister; it has previously been a private proprietorship owned and run by its headmaster; it is now overhauled with funding from the charitable foundation established by China merchant and railroad investor John Cleve Green (1800-1875); the Lawrenceville School has ties to nearby Princeton and draws sons of the business elites of both New York and Philadelphia. (NJCorps, lawrenceville.org)
- Dec. 4, 1882 J. Edgar Thomson Foundation, established this year, opens St. John's Orphanage, later the J. Edgar Thomson School, at 1720-1722 Rittenhouse Street with the first 3 little girls; 10 months later, Miss A.J. Reynolds is hired as the first Superintendent; the day runs from 6:00 AM to 8:30 PM with prayers at morning and evening; the girls are given a standard grammar school education plus lessons in home economics; between 1923 and 1935, institutional care is phased out and replaced by subsidized care in mothers' or guardians' homes. (Info, Ward, Mutual)
- Dec. 6, 1882 Robert H. Sayre is in Pittsburgh examining potential entrances into city for South Pennsylvania Railroad. (Sayre Diary)
- Dec. 6, 1882 Pittsburgh & Western Railroad completes third rail for standard gauge operation between Allegheny and New Castle. (PittsGaz)
- Dec. 1882 Pittsburgh & Western Railway completes third rail for standard gauge operation between Allegheny and Chewton and standard gauge trains run to New Castle Jct. (RRGaz, Hilton)

- Dec. 1882 Buffalo, Pittsburgh & Western Railroad has begun to operate through trains to Salamanca. (RRGaz)
- Dec. 7, 1882 Old West Chester freight depot at 18th & Market Streets (formerly Bingham & Dock's Commonwealth Depot), recently occupied by John Wanamaker's for its delivery wagons, is now being converted to a stable for the PRR's fleet of Hansom cabs. (PubLdgr)
- Dec. 7, 1882 Alexandria & Fredericksburg Railway files cross bill in case of Alexander Hay vs. Alexandria & Washington Railroad. (Harrison)
- Dec. 7, 1882 Toledo, Cincinnati & St. Louis Railroad suspends work on connection to Iron Railroad for lack of money, only 5 miles short; also stops work on St. Louis extension in Illinois. (Rehor)
- Dec. 8, 1882 Pleasantville & Ocean City Railroad merged into West Jersey & Atlantic Railroad under agreement of Oct. 28, 1882. (Val)
- Dec. 11, 1882 First coal train sent from PRR to Lehigh & Hudson River Railway. (WkStGaz)
- Dec. 11, 1882 Keystone Hotel Company authorizes leasing the Wilmington station restaurant from the PW&B. (MB)
- Dec. 11, 1882 Philadelphia & Reading agrees to aid South Pennsylvania Railroad and serve as its connection east of Harrisburg; makes arrangements with South Pennsylvania, Pittsburgh & Lake Erie Railroad, Pittsburgh, McKeesport & Youghioghenny Railroad, and LS&MS for through traffic. (Rdg)
- Dec. 12, 1882 New York Supreme Court rejects the appeal of the East River Bridge & Coney Island Steam Transit Company (Culver interest) to build an elevated to reach the Brooklyn Bridge and refuses to confirm the Rapid Transit Commission's approval. (Stiles)
- Dec. 12, 1882 Lehigh Valley Railroad Executive Committee approves the plan for the Glen Summit Hotel & Land Company. (MB)
- Dec. 12, 1882 Michigan Central leases Canada Southern Railway system after Canada Southern Railway opens a branch from Essex to Windsor, opposite Detroit; Vanderbilt has been unable to buy stock control from the Dutch stockholders, but they agree to a lease and pooling of earnings; Canada Southern Railway assigns its leased lines in the U.S. to the Michigan Central Railroad. (, Meints, Grodinsky - when - see 1883)
- Dec. 13, 1882 PRR Board declines request of residents to extend Williamsburg Branch

eastward along the canal bed to Petersburg, forming a relief line between Altoona and Petersburg; says is too circuitous for through traffic and not enough local traffic on line; authorizes a branch from Manor towards New Salem in Westmoreland County. (MB)

- Dec. 13, 1882 Trenor W. Park (1823-1882), Pres. of Panama Railroad and major backer of Hudson Tunnel Railway, dies at sea en route to the Isthmus of Panama for recuperation; work on the tunnel is already abandoned. (NYT)
- Dec. 13, 1882 Pennsylvania Company Board authorizes purchase of Sharpsville & Oakland Railroad to avoid high rate it charges. (MB)
- Dec. 13, 1882 Elijah B. Phillips, retires as Pres. of the Eastern Railroad of Massachusetts to become Pres. of the Toledo, Cincinnati & St. Louis Railroad narrow gauge system. (RRGaz)
- Dec. 14, 1882 Fire destroys the Bay Ridge depot of the New York, Bay Ridge & Jamaica Railroad. (Stiles)
- Dec. 14, 1882 Future *Broadway Limited* engineer Martin H. Lee (1860-1915) promoted from fireman to engineer and pilots a coal extra from Mantua to South Amboy. (Keystone)
- Dec. 14, 1882 Robert Harris, representative of John D. Rockefeller, elected to the Boards of the Richmond & Danville Railroad and the Richmond & West Point Terminal Railway & Warehouse Company, along with New York financiers John A. Rutherford and M. Bayard Brown, the stock of both companies continues to fall into the summer of 1883. (Klein)
- Dec. 15, 1882 Egisto P. Fabbri conveys the remaining portion of the former Central Railroad Company of Long Island trackage between Flushing (Great Neck Jct.) and Creedmoor to Thomas F. Ward. (Val)
- Dec. 1882 LIRR buys property of East Long Island Pottery Company. (Cards)
- Dec. 1882 Buffalo, Pittsburgh & Western Railroad completes between Kinzua and Salamanca but not operated. (RyW, C&C)
- Dec. 1882 Atlantic Coast Line *Fast Mail* No. 40 operates New York to Jacksonville in 36:30. (Hoffman)
- Dec. 1882 New York, Pittsburgh & Chicago Railway is under construction between Wampun, Pa., and New Lisbon, Ohio. (RyW)
- Dec. 1882 Valley Railway (Ohio) opens to Wheeling Jct. 17 miles from Canton on the Wheeling & Lake Erie Railroad. (RRGaz)

- Dec. 1882 United States Rolling Stock Company buys 1,000 acres in the Calumet District southeast of Chicago for new plant; site is later named for Pres. Adolph Hegewisch. (RyW - see above)
- Dec. 16, 1882 Manhattan Beach Extension Railroad incorporated in N.Y. to build from Manhattan Beach to Coney Island to link with Long Island Elevated Railway, which is owned by LIRR directors; no further action. (NYCorp, MB)
- Dec. 17, 1882 New York & Sea Beach Railroad sold at foreclosure to George S. Bowdoin and James W. Smith for the bondholders for \$480,000. (NYState)
- Dec. 18, 1882 West Jamaica Land Company, Limited., formed in N.Y. in interest of LIRR to lay out building lots in Jamaica, Queens. (MB)
- Dec. 18, 1882 PC&StL Railway trains No. 4 & 5 collide between Fosters and New Lebanon near Cincinnati; two crew members killed. (NYT)
- Dec. 18, 1882 Robert E. O'Brien, Chief Engineer of the Oregon & Transcontinental Company, issues a consultant's report to Winslow, Lanier & Co. on a cost estimate for the New York, West Shore & Buffalo Railway; gives no indication that the Weehawken terminal properties are owned by another company. (NYT)
- Dec. 19, 1882 Henry Graves conveys property of former Far Rockaway Branch Railroad of Queens County, N.Y. (Valley Stream-Far Rockaway), to Brooklyn & Montauk Railroad. (Val)
- Dec. 19, 1882 Cresson & Clearfield County & New York Short Route Railroad incorporated in Pa. under articles dated Dec. 14 by Judge John Dean (1835-1905), et al., to open coal lands along Clearfield Creek in northern Cambria County; Joseph Irvin, Pres. (Val, C&C, Storey)
- Dec. 20, 1882 Lehigh & Hudson River Railway begins shipping ice to Philadelphia via PRR's Belvidere Division. (Lee)
- Dec. 20, 1882 Lehigh & Eastern Railroad incorporated to build from Tomhicken to Port Jervis on the New York, Lake Erie & Western Railroad by Simon P. Kase, John Campbell, Thomas J. Power, et al. (NYT)
- Dec. 20, 1882 Norfolk & Western Railroad Board appoints a committee to investigate the possibility of lease or stock purchase of the East Tennessee, Virginia & Georgia Railroad, its main connection to the south. (Lambie)
- Dec. 21, 1882 Camden & Atlantic Railroad Board authorizes discontinuing stops at Starrs,

Kaighns Point Avenue, Two Sticks, Redmans, Johnsons and Chestnut Hill.
(MB)

- Dec. 21, 1882 Genesee Valley Canal Railroad opens for regular revenue service between Hinsdale and Olean, completing the line from Rochester. (RRGaz)
- Dec. 21, 1882 Buffalo, Pittsburgh & Western Railroad and Oil City & Chicago Railroad Boards vote to merge with the Buffalo, New York & Philadelphia Railway and the Olean & Salamanca Railroad. (NYT)
- Dec. 1882 Vance's Mill Branch of South-West Pennsylvania Railway opens between Vance's Mill Jct. on Redstone Branch and Bute (2.91 miles) (Val)
- Dec. 1882 Everson and Broad Ford Branch of South-West Pennsylvania Railway opens from Everson to junction with Youghiogheny Northern Railroad (1.94 miles). (Val)
- Dec. 22, 1882 West Jersey Railroad Road Committee reports urging delay on the Mullica Hill Branch. (MB)
- Dec. 23, 1882 Fort Pond Bay Railroad incorporated in N.Y. to build from Bridgehampton on LIRR to end of Montauk Point. (NYState)
- Dec. 23, 1882 New York, West Shore & Buffalo Railway designates Winslow, Lanier & Co. as its banking and financial agents. (NYT)
- Dec. 23, 1882 Boston bondholders complete raising \$800,000 for Toledo, Cincinnati & St. Louis Railroad; Elijah B. Phillips is to be Pres. (NYT)
- Dec. 26, 1882 Buffalo, Pittsburgh & Western Railroad opens between the Buffalo Creek Railroad and the Buffalo, New York & Philadelphia Railway at Buffalo, N.Y., completing its own route between Buffalo and Oil City, Pa.; BP&W and BNY&P are building a joint yard at Buffalo, and until it is finished in 1883, no freight is operated east of Brocton; gives the future PRR a route from Buffalo to New Castle, Pa. (AR,Val, Wheeler)
- Dec. 26, 1882 Robert H. Sayre confides to his diary that Twombly "is not going to be a pleasant man to work with"; Sayre will come to consider Twombly, who is a whole generation younger but is the conduit for Vanderbilt's money, to be inexperienced, timid, and indecisive, with "not much good sense, though a great deal of Yankee smartness"; Sayre remains contemptuous of and exasperated by his employers until the end of the project. (Sayre Diary)
- Dec. 27, 1882 Clearfield Bituminous Coal Company incorporated in Pa. by the Vanderbilts, C. Jervis Langdon (1849-1916) of Elmira (brother-in-law of Mark Twain), George J. Magee (1840-1897) of Watkins, N.Y., John G.

Reading and Joseph M. Gazzam (1842-1915) of Philadelphia, et al.; acquires 22,500 acres of coal land in Clearfield and Centre Counties in an area formerly monopolized by the PRR; organized to provide the NYC&HR system with a source of fuel coal, which previously had to be carried over the PRR. (GrnBk, RRH)

- Dec. 27, 1882 Wheeling, Parkersburg & Charleston Railway renamed Ohio River Railroad; controlled by the Standard Oil interests; H. H. Rogers, Pres. (B&O CorpHist; Hungerford)
- Dec. 28, 1882 Winslow, Lanier & Co. circular announces that the new subscription to the New York, West Shore & Buffalo First Mortgage bonds has exceeded \$15 million and that all subscriptions are now binding. (NYT)
- Dec. 29, 1882 Benjamin S. Henning resigns as director and Second VP of LIRR; Horace K. Thurber elected director. (MB)
- Dec. 29, 1882 Hartford & Harlem Railroad holds organization meeting; to be New Britain on the New York & New England Railroad to the New York state line in Greenwich; Lee, Higginson & Co. and Lewis M. Brown of New York each pay in \$21,500, making the 10% required under the Connecticut general railroad law. (NYT)
- Dec. 29, 1882 Norfolk & Western Railroad signs a through traffic contract and agrees to acquire majority stock control of the Shenandoah Valley Railroad; the Shenandoah Valley route via Hagerstown is not to be competitive with the main line to Norfolk. (AR, Lambie)
- Dec. 29, 1882 Pittsburgh & Lake Erie Board meets; is divided on the question of guaranteeing the South Pennsylvania Railroad bonds and takes no action; Hostetter controls 17,000 shares, the Vanderbilts 6,000, the Economites 8,000, Henry W. Oliver 4,300, leaving 4,700 shares in small lots; Hostetter, Oliver and Henrici oppose the guarantee, while Bennett, Devereux and the Vanderbilt people favor it. (PittsComGaz)
- Dec. 30, 1882 PW&B Board authorizes purchasing 532 shares of Dorchester & Delaware Railroad at 30. (MB)
- Dec. 30, 1882 Bolivar Branch opens between Blairsville and Bolivar, Pa., for trains using low grade West Penn route.
- Dec. 30, 1882 Pennsylvania Supreme Court rules in favor of the Buffalo, Pittsburgh & Western Railroad in a suit brought by the Pennsylvania Transportation Company against the Pittsburgh, Titusville & Buffalo Railway, claiming that the merger creating the PT&B was fraudulent; the suit stems from favorable rates granted the Pennsylvania Transportation Company by the

- predecessor Oil Creek & Allegheny River Railway, when both were under the same control. (PittsComGaz)
- Dec. 30, 1882 Elijah B. Phillips (1819-1905), formerly Pres. of the Eastern Railroad of Massachusetts. elected Pres. of the Toledo, Cincinnati & St. Louis Railroad narrow gauge system. (RRGaz)
- Dec. 30, 1882 East River Bridge & Coney Island Steam Transit Company (Culver interests) files an appeal from the N.Y. Supreme Court decision denying it a franchise. (NYT)
- Dec. 30, 1882 Marietta & Cincinnati Railroad Company, as Reorganized, sold at foreclosure. (ICC)
- Dec. 31, 1882 Grand Rapids & Indiana surrenders operation of Allegan & South Eastern Railroad, Allegan to Monteith. (AR, C&C)
- Dec. 31, 1882 Canada Southern Railway opens an extension to Windsor, Ont., and begins interchanging cars with the Michigan Central Railroad at Detroit by car ferry. (Tennant)
- 1882 PRR leases surplus locomotives of New York, West Shore & Buffalo Railway. (RyW)
- 1882 According to his later testimony, Hamilton McK. Twombly and Reon Barnes call on Pres. George B. Roberts at his office to discuss operating the South Pennsylvania Railroad as a feeder to the PRR, which Roberts refuses. (NYT/GBR)
- 1882 PRR discontinues its Fast Mail between New York and Pittsburgh, although it is restored before 1885. (HistRyMail)
- 1882 Class D2 4-4-0 passenger locomotive introduced. (same as Aanth?)
- 1882 PRR builds 50 refrigerator cars at Altoona. (Mutual)
- 1882 PRR installs first-aid kits on all locomotives.
- 1882 PRR first adopts semaphore signals.
- 1882 Pennsylvania Company abolishes commissions charged by the Union Line Bureau for securing freight and places the Union Line on the same basis as regular freight. (AR)
- 1882 LIRR completes double track Woodhaven-Jamaica and Rockaway Jct.-Hinsdale. (AR)

- 1882 Long Beach Marine Railway opens along Long Beach on Long Island. (Cards)
- 1882 Old Pier No. 38, N.R., replaced by a new Pier No. 28. (AR)
- 1882 Piers “K” and “L” lengthened at Harsimus Cove. (C&C)
- 1882 PRR orders ferry boats *Baltimore* and *Chicago* from Harlan & Hollingsworth for service at New York. (BethStl)
- 1882 PRR sells tugboat *Larkspur*. (AR)
- 1882 Four-track system completed between west end of Meadows Yard and Passaic River, Waverly and Mary Street, Elizabeth, North Rahway to Perth Amboy Jct., Stelton to East Brunswick, New Brunswick to Millstone Jct., Tullytown to Schenck's, and Germantown Jct. to Schuylkill River on New York Division. (AR)
- 1882 Ten new block stations established on New York Division. (AR)
- 1882 New connection built between the New York Division and the Freehold & Jamesburg Branch at Monmouth Jct. (AR)
- 1882 Bridges strengthened on Belvidere Division for Class I 2-8-0's. (AR)
- 1882 New stations built at Toms River, Mantoloking, Chadwicks and Bay Head on Philadelphia & Long Branch Railway. (AR)
- 1882 Third track completed between Camden Terminal and West Jersey Jct.; ___ Interlocking built at West Jersey Jct. (AR)
- 1882 Camden & Philadelphia Steam Boat Ferry Company orders the *Wenonah* and *Beverly* from Harlan & Hollingsworth. (BethStl)
- 1882 Second track opens between Victoria Scales and Greenwich and Greenwich and Snyder Avenue on Delaware Extension in South Philadelphia. (AR)
- 1882 City of Philadelphia raises grade of Market Street between Schuylkill River and 32nd Street by up to 18 feet, crossing 30th street overhead and separating the grade from most PRR tracks. (AR)
- 1882 Third and fourth tracks open between 30th Street & 32nd Street on Filbert Street Extension in West Philadelphia. (AR)
- 1882 All main line and Northeast Corridor trains passing through Philadelphia begin running in and out of Broad Street Station. (PassDept)

- 1882 New station built at Kensington in Philadelphia. (AR)
- 1882 Third track opens between Kensington and Frankford Jct. (AR)
- 1882 “G” Tower opens at Powelton Avenue on main line in West Philadelphia. (AR)
- 1882 Philadelphia & Chester County Railroad begins construction between Fernwood and Newtown Square. (Val)
- 1882 Four track system completed between Merion and Villanova on Philadelphia Division; third track extended for 2.24 miles west of Villanova. (AR)
- 1882 Freight stations built at Overbrook and Ardmore on Philadelphia Division. (AR)
- 1882 Improved alignments placed in service at Wayne, Green Tree, west of Coatesville, west of Big Conestoga, and at Dillerville on Philadelphia Division. (AR)
- 1882 Bunk houses with reading rooms built at 52nd Street, Philadelphia, Harrisburg, Altoona and Pittsburgh. (AR)
- 1882 PW&B completes new station at Ridley Park, replacing one burned. (AR)
- 1882 PW&B abandons Lamokin Shops and work transferred to Wilmington or Bay View. (AR)
- 1882 PW&B completes improvements at Wilmington. (AR)
- 1882 West Yard completed at Wilmington on Maryland Division. (AR)
- 1882 Bumper Delmarva peach crop; Delaware Railroad carries 40,976 tons, plus 7,959 tons of berries. (AR)
- 1882 NYP&N makes a through traffic contract with the PRR and PW&B, the NYP&N to send all traffic north by that route, but the PRR to have the option of sending traffic via Richmond; however, at this time the RF&P is generally closed, as it wants only high-class freight. (AJC/Keystone)
- 1882 Bay View Yard completed east of Baltimore on Maryland Division. (AR)
- 1882 PW&B opens coal pier, 50 x 395, at Canton. (AR)

- 1882 Northern Central Railway installs electric light in Union Station and Calvert Station in Baltimore. (AR)
- 1882 Northern Central Railway installs automatic block signals between Hillen Jct. and Union Jct. in Baltimore. (AR)
- 1882 New train shed, 112' x 496', added to Baltimore & Potomac Railroad Station at Washington, D.C.. (MB, C&C - contract was for completion by 1/1/82)
- 1882 Northern Central Railway extends double track through York and builds two track connection at west end of Rockville Bridge. (AR)
- 1882 Northern Central Railway abandons the use of the Marysville-Dauphin Bridge over the Susquehanna River. (C&C)
- 1883 Union Switch & Signal Company builds "RJ" Tower at the east end of the Rockville Bridge. (RyW - may have been completed in 1883)
- 1882 Frame combination station built at Selinsgrove, Pa. (Lynch/Keystone)
- 1882 Northern Central Railway completes equipping passenger cars with Janney coupler. (AR)
- 1882 Telephone used for dispatching on the Cumberland Valley Railroad branch between Waynesboro Jct. and Mont Alto Park to handle the press of summer excursion trains. (RySigEngr)
- 1882 Pennsylvania Canal Company abandons the line between Wilkes-Barre and the pool of Nanticoke Dam for use as PRR right-of-way. (probably means not opened in the spring - last use in 1881)
- 1882 PRR orders the dam of the Eastern Reservoir above Hollidaysburg cut to avoid lawsuits for overflowing adjacent land during spring floods; it had been used for fishing and as a summer resort since the canal closed; the PRR later rents out the bed of the reservoir to farmers. (Sell)
- 1882 Master Mechanic's Office Building completed at Altoona; includes spaces for Test Dept. and Chemical Laboratory; in 1990s is converted to Altoona Railroader's Memorial Museum. (Loeb)
- 1882 Three miles of track laid on old Portage Railroad grade at South Fork. (AR)
- 1882 Tyrone & Clearfield Railway extends Goss Run Branch No. 3 by 0.54 miles. (Val)

- 1882 Tyrone & Clearfield Railway opens Coal Run Branch, Coal Run Jct. to mines (3.96 miles). (Val)
- 1882 Moshannon & Clearfield Railroad extended 2.69 miles. (Val)
- 1882 New stations built at Shoreham, Hyner, North Bend, Spring Creek, Sinnemahoning and Driftwood Jct. on Philadelphia & Erie Railroad. (AR)
- 1882 Rolfe Branch (4.94 miles) built at Rolfe station on Philadelphia & Erie Railroad. (AR)
- 1882 Stephen Kistler's Sons open a large tannery at Johnsonburg on the Philadelphia & Erie Railroad. (Leeson)
- 1882 Philadelphia & Erie freight yard at Erie rearranged. (AR - see 1881?)
- 1882 New car shop opens at Torrens on Pittsburgh Division. (AR)
- 1882 Second track completed between East Greensburg and Huffs on the South-West Branch. (AR)
- 1882 PRR builds first gravity yard in U.S. at Huffs, Pa. (South Greensburg), on the South-West Branch. (Droege - not clear if this is a true hump yard)
- 1882 Bridges on South-West Branch strengthened for Class I 2-8-0's. (AR)
- 1882 New station built at Scottdale on South-West Branch. (AR)
- 1882 PRR builds new freight yard at Brushton near Pittsburgh. (AR)
- 1882 Brinker Run Branch of South-West Pennsylvania Railway opens from Brinker Run Jct. to Mutual (2.1 miles) in coke district. (Val, C&C - RRG by 7/7)
- 1882 Magee family of Elmira sells Buffalo Coal Company, operating 16,000 acres in McKean and Elk Counties, Pa., to Buffalo, New York & Philadelphia Railway interests. (Cards)
- 1882 Rochester, New York & Pennsylvania Railroad finally opens between Nunda Jct. and Swains (11.75 miles) as a standard-gauge railroad; now connects with Genesee Valley Canal Railroad at Nunda Jct.; operated by Buffalo, New York & Philadelphia Railway under lease of Dec. 8, 1881; portion between Mount Morris and Nunda Jct. is abandoned. (Val, NYState, RRH 92 - check RRG - has done by mid June, not necessarily open - Mount Morris-Swains being operated in late July - open by late 10/82 - alleganycountylocalhistory.com - verify Guide??)

- 1882? Fairmount Coal & Iron Company (?) buys the Fairmount mines on the Low Grade Line in Clarion County; B. K. Jamison of Philadelphia, Pres. (HistClarionCo - also says mines controlled by Northwestern Coal & Iron Co - verify)
- ca. 1882 Bradford oil boom ends, destroying the value of the many narrow gauge railroads in the Big Level country. (RRH)
- 1882 Connecting Terminal Railroad opens industrial line at Buffalo between City Ship Canal and Lake Erie, with 1,925,000-bushel grain elevator; operated in interest of Erie & Western Transportation Company. (Val,)
- 1882 Allegheny Valley Railroad completes substitution of steel for iron rails on River Division between Pittsburgh and Oil City. (AR)
- 1882 New York, Lake Erie & Western Coal & Railroad Company extends from Crawford Jct. to Johnsonburg, connecting with the PRR. (ICC, RRH 76)
- 1882 Pennsylvania Company begins extending third and fourth tracks to Jacks Run. (AR)
- 1882 Marginal Railroad (2.87 miles) opens at Beaver Falls, Pa.; built by Harmony Society of Economy, Pa. to serve industries. (C&C)
- 1882 Buffalo, Pittsburgh & Western Railroad and Pittsburgh & Lake Erie Railroad build joint passenger station at New Castle, Pa. (AR - see above)
- 1882 PRR and B&O begin buying stock of Sharpsville Railroad. (Church)
- 1882 PC&StL Railway completes second track from McDonald to Midway, making 21.7 miles of double track. (C&C)
- 1882 Coal Dock No. 2 of Lines West at Erie extended for opening of 1882 season. (AR)
- 1882 Oil City & Chicago Railroad builds a new passenger and freight station at New Castle, Pa. (C&C)
- 1882 Massillon & Cleveland Railroad is now operated at a loss. (AR)
- 1882 Cincinnati & Muskingum Valley Railway begins installing steel rail. (AR)
- 1882 B. F. Dwelle leases the entire area of Cedar Point, an island offshore from Sandusky, Ohio, which he develops as a beach resort; it becomes known as "the Atlantic City of the West"; in later years, the PRR will run fast summer trains from Columbus over its Sandusky Branch for resort traffic. (Peeke, tt)

- 1882 PRR claims the following improvements to the PFW&C Railway: new yard at the Outer Depot at Allegheny, Pa.; 3rd & 4th tracks from Woods Run to Dixmont. (MB)
- 1882 Pennsylvania Company begins construction of new yard and shops at Fort Wayne. (AR)
- 1882 Detroit Union Railroad Depot & Station Company completes line from Delray to 18th Street, Detroit. (MichRRs - verify)
- 1882 GR&I begins expansion of Grand Rapids Shops to end reliance on Fort Wayne. (AR)
- 1882 GR&I begins carrying iron ore from Northern Peninsula of Michigan to new furnace at Mancelona via Mackinac Transportation Company ferry; also carries copper ore southbound and supplies for mining towns northward. (AR)
- 1882 Manistee Branch of Grand Rapids & Indiana Railroad opens between Milton Jct. and Carey, Mich. (14.5 miles) (Church, Meints - 1st AR in which identified as such - RRG has open to Luther by 7/7 - check miles from C&C - C&C has 6.55 m. b. 1881)
- 1882 Nasons Branch of Grand Rapids & Indiana Railroad opens between Luther and Nasons, Mich. (5.0 miles). (Church)
- 1882 Missaukee Branch of Grand Rapids & Indiana Railroad opens between Missaukee Jct. and Jennings, Mich. (7.6 miles). (Church - 1st AR in which identified as such, Meints - Round Lake Jct.-Jennings later becomes the Jennings Branch - RRG lists as done by 7/7 to Round Lake - C&C has 1880)
- 1882 Adams Express Company obtains right to operate over GR&I, in addition to United States Express Company. (AR)
- Early 1882 Jackson, Lansing & Saginaw Railroad opens extension from Gaylord to Mackinaw City; operated by Michigan Central Railroad. (AR)
- 1882 Brick freight station built at Newark, Ohio; brick combination station built at Lucas, Ohio; frame combination station built at St. Paris, Ohio; freight station built at Knightsville, Ind. (Lynch/Keystone)
- 1882 Louisville Bridge Company opens permanent station building at 14th & Main Streets, Louisville. (C&C)

- 1882 Future Union Line officer William H. Johnson (1866-) joins the PRR as Manager of the Anchor Line at his native Buffalo. (PRBio)
- 1882 Future PRR counsel Augustus Phillips Burgwin (1860-1932) writes the alma mater of Trinity College in Hartford, Conn., to a tune his butler often sings. (saciol.com)
- 1882 Choptank Steamboat Company incorporated in Maryland by banker Eldridge S. Johnson (1848-1907) and John W. Woodland to compete with the Maryland Steamboat Company on the Choptank River. (Burgess - verify)
- 1882 Enterprise Transportation Line begins operating the screw steamboat *Enterprise* on the Chester and Corsica Rivers in competition with the Chester River Steamboat Company of Baltimore City. (Burgess - verify BaltAm)
- 1882 Southern Maryland Railroad authorized to extend into the District of Columbia and connect with the Alexandria Branch of the B&O near Deanewood. (Williams)
- 1882 Wabash, St. Louis & Pacific Railway completes (buys C&V, etc.?) own line east of Cairo, Ill., diverting traffic previously sent over Indianapolis & Vincennes Railroad. (AR)
- 1882 Harrisburg & Potomac Railroad opens between Leesburg and Shippensburg. (Val)
- 1882 Tide-Water Pipe Company, Limited, extends pipeline from Williamsport to Tamanend, Pa., at the junction of the Reading and CNJ. (ICC, Nevins)
- 1882 Oil production in Venango County, Pa., peaks at 30.46 million barrels. (Babcock)
- 1882 Virginia Midland Railway purchases B&O's half interest in tugboats and barges used between Shepherds Point and Alexandria; no car floats used. (B&O AR)
- 1882 William L. Scott buys 1,500 acres on the site of the future town of Cape Charles at \$10 an acre. (EvryEvng)
- 1882 Anthracite coal traffic of the Lehigh Valley Railroad first exceeds 6 million tons. (AR)
- 1882 Coal traffic of the Monongahela Navigation first exceeds 4 million tons. (Eavenson)

- 1882 Chesapeake & Ohio Railway begins through service to Cincinnati over Kentucky Central Railroad. (Evans)
- 1882 Pittsburgh & Western Railroad opens between Callery Jct. and Butler with three rails for narrow and standard gauge operation, and between Parkers and Foxburg as narrow gauge. (B&O Corp - verify Hilton, Poors)
- 1882 Ohio Central Railroad opens between Sedalia (Glouster) and Hobson and between Point Pleasant and Charleston, W.Va., with trackage rights over the Columbus, Hocking Valley & Toledo Railway between Hobson and Kanauga. (Poors, Miller)
- 1882 South Chicago & Western Indiana Railroad opens from Pullman Jct. on Chicago & Western Indiana Railroad to Illinois Steel Company at South Chicago, with branch from Commercial Avenue to Cummings and thence to C&WI at 112th Street (South Deering). (Church)
- 1882 Chicago & Western Indiana Belt Railway opens from Belt Jct. on C&WI to Cragin. (Church)
- 1882 Hugh J. Jewett transfers the majority of stock in the Cincinnati, Hamilton & Dayton Railroad held by the New York, Lake Erie & Western Railroad to his own name. (Mott)
- 1882 Henry B. Plant's Live Oak & Rowland's Bluff Railroad opens between Live Oak, Fla., and Branford, Fla., on the Suwannee River. (Turner/Bramson)
- 1882 New York act drafted by Simon Sterne creates a Board of Railroad Commissioners. (Hoogenboom - verify PL)
- 1882 Armour & Co. begins the shipment of dressed beef in refrigerator cars on a large scale. (CHTaylor)
- 1882 Robert H. Coleman of Lebanon, Pa., invests in the Jacksonville, Tampa & Key West Railway. (Turner/Bramson)
- 1882 Alexander E. Brown, a Cleveland engineer, invents an improved ore-unloader. (Paskoff ed - check patent, Brown Hoisting Co)
- 1882 Joseph Wharton and John Fritz persuade the other Bethlehem Iron Company directors to build an armor plate and gun-forging mill; Bethlehem is thus able to be the only bidder on government contracts to modernize the U.S. Navy; Bethlehem prospers on defense contracts and becomes one of the most modern U.S. steel companies. (Paskoff ed)

- 1882 Cambria Iron Company mines its last iron ore at Johnstown; only 25-30% iron and unable to compete with Lake ores. (Gable)
- 1882 Hazleton coal operator Ario Pardee, who is in financial difficulty, seeks a loan from fellow operator John Markle, using his Jeddo Coal Company stock as collateral; although Pardee had helped Markle's father get his start and build his fortune, Markle refuses to give him a loan but buys back the Jeddo stock at fire-sale prices. (Foulke&Foulke)
- 1882 The Country Club founded at Brookline, Mass., outside of Boston, by John Murray Forbes and 10 friends; it is the first American country club and establishes a new trend for suburban outdoor sports among the upper classes; golf is not introduced until 1893. (Baltzell, tclub.org)