

**PRR CHRONOLOGY
1873**

February 2005 Edition

- Jan. 1, 1873** Popes Creek Branch of Baltimore & Potomac opens for regular revenue service between Upper Marlboro and Popes Creek, Md., completing Popes Creek Branch; one passenger and one mixed train established between Bowie and Popes Creek. (MB)
- Jan. 1, 1873** Rochester, Nunda & Pennsylvania Railroad creates First Mortgage to New York State Loan & Trust Company. (CorpHist)
- Jan. 1, 1873** Allegheny Valley Railroad begins operating Buffalo, Corry & Pittsburgh Railroad after Pres. William Phillips secures control in own name, bringing it into PRR orbit; prior to foreclosure sale was heavy Vanderbilt interest. (NYState, AR, USRR&MR)
- Jan. 1, 1873** Pennsylvania Company leases unfinished Ashtabula, Youngstown & Pittsburgh Railroad under agreement dated Mar. 1, 1872. (C&C)
- Jan. 1, 1873** Pennsylvania Company grants Cincinnati, Richmond & Fort Wayne Railroad trackage rights between Fort Wayne and Anoka Jct. and use of Fort Wayne depot. (Church)
- Jan. 1, 1873** Pennsylvania Company, Ohio & Mississippi Railroad and Louisville & Nashville Railroad agree for use of 10th Street Yard and transfer platform (used for changing car trucks between different gauges) built by Louisville Bridge Company. (Church)
- Jan. 1, 1873** John M. Kimball appointed Superintendent of Erie & Pittsburgh Railroad; Richard Wiggin appointed Superintendent of Eastern Division of PFW&C. (RRGaz)
- Jan. 1, 1873** PC&StL Railway transfers lease of Jeffersonville, Madison & Indianapolis Railroad to Pennsylvania Company to avoid litigation by minority stockholders; Pennsylvania Company begins operating JM&I and Louisville Bridge Company. (Church)
- Jan. 1, 1873** Michigan Lake Shore Railroad defaults on interest payments. (MB)
- Jan. 1, 1873** Montclair Railway opens between Jersey City and Greenwood Lake, using PRR's Jersey City Terminal (NextSta. says open 1/1/72 from

Hoboken, was this date moved to PRR?)

- Jan. 1, 1873** Carnegie, McCandless & Co. organized by Andrew Carnegie, Henry Phipps, Jr., Andrew Kloman, David McCandless, et al., for purpose of building rail rolling mill at Braddock, Pa. (StdHistPitts, HistPitts has 1/13)
- Jan. 2, 1873** Trains begin operating between Buffalo and Titusville via LS&MS, Dunkirk, Allegheny Valley & Pittsburgh Railroad. (RRGaz)
- Jan. 2, 1873** Last rail laid on Northern Division of Cairo & Fulton Railroad, completing line between Little Rock and St. Louis & Iron Mountain connection at Missouri state line. (RRGaz)
- Jan. 3, 1873** LS&MS leases Dunkirk, Allegheny Valley & Pittsburgh Railroad, running between Dunkirk and Titusville, retroactive to Dec. 1, 1872; gives Vanderbilt lines direct access to oil region and increases competition. (GrnBk)
- Jan. 3, 1873** Pennsylvania Company contracts to supply 500 freight cars to Secors and Toldeo, Peoria & Warsaw Railway. (MB)
- Jan. 4, 1873** Henry M. Hamilton and partners acquire charter of Excelsior Enterprise Company, one of the "Tom Scott" companies of 1871, in hope of beating the PRR at its own game; believe that it cannot attack the validity of such a company without jeopardizing the similar and much more valuable rights of the Pennsylvania Company.
- Jan. 7, 1873** A.T. Stewart leases that portion of the Central Railroad east of Floral Park that he owns in fee simple to the Central Railroad Company of Long Island for 50 years. (Val)
- Jan. 7, 1873** Flushing & North Side Railroad leases operation of Central Railroad Company of Long Island between Great Neck Jct. and Floral Park retroactive to Jan. 1, 1873; includes operation of A.T. Stewart Railroad between Floral Park and Bethpage, plus Hempstead Branch which is leased to Central Railroad Company of Long Island on same date. (C&C)
- Jan. 8, 1873** Central Railroad of Long Island opens for revenue service between Flushing and Hempstead, N.Y.; controlled by drygoods merchant Alexander Turney Stewart (1803-1876), who is developing suburb of Garden City on a huge tract he purchased on the Hempstead Plains; Stewart owns right-of-way between Floral Park and Hempstead in fee simple, and only the portion between Flushing and Floral Park is owned by the railroad company; whole line operated by Flushing & North Side Railroad; National Rifle Association has established a shooting ground at

Creedmore, which becomes a big traffic generator. (Seyfried, NYTrib)

- Jan. 8, 1873** Washington Butcher, former PRR director and acting Pres. of American Steamship Company of Philadelphia, dies at Philadelphia. (RRGaz)
- Jan. 1873** PRR places eight new Altoona locomotives on New York Division and two on Amboy Division. (USRR&MR)
- Jan. 10, 1873** Pennsylvania Company Board refers lease of Cairo & Vincennes Railroad to committee; agrees to retain John B. Jervis as Consulting Engineer at \$2,500; Jervis was employed on behalf of PFW&C to verify betterments made by PCo. and paid for by PFW&C; authorizes funding unpaid interest of Michigan Lake Shore First Mortgage bonds into preferred stock through Winslow, Lanier & Co. (MB)
- Jan. 11, 1873** Excelsior Enterprise Company renamed the National Company. (MB)
- Jan. 13, 1873** Smithtown & Port Jefferson Railroad opens between Northport Jct. and Port Jefferson; controlled by LIRR. (NYT)
- Jan. 13, 1873** In act of harassment by PRR, Henry M. Hamilton is arrested at National Company meeting on charge of fraudulently obtaining \$50,000 from PRR by promising to deliver all stock of Hamilton Land & Improvement Company, when in fact he had already sold it to the National Company. (RRGaz)
- Jan. 15, 1873** National Company acquires the old National Railway Company of Pennsylvania by exchange of stock.
- Jan. 15, 1873** PRR Board appoints special committee to report on expediency of leasing Cumberland Valley Railroad. (MB)
- Jan. 15, 1873** Edward C. Knight elected Pres. of American Steamship Company of Philadelphia, replacing Josiah Bacon, Pres. pro-tem. (USRR&MR)
- Jan. 1873** Representatives of PRR, Chicago & Alton Railroad and Milwaukee & St. Paul Railway meet in New York to fix plans for proposed Chicago Union Station. (RRGaz)
- Jan. 1873** PFW&C advertises for grading second track between Wheeler and Valparaiso. (RRGaz)
- Jan. 16, 1873** Sodus Point & Southern Railroad opens over whole length between Gorham and Sodus Point, N.Y., connecting with Elmira, Jefferson & Canandaigua Railroad at Stanley. (USRR&MR, ARJ, Digest)

- Jan. 16, 1873** Under leadership of Franklin B. Gowen, representatives of Reading, Delaware & Hudson, Lehigh Valley, CNJ, and DL&W form anthracite coal combination setting uniform prices and fixing amounts to be shipped to tidewater through a Board of Control; the other big coal producer and shipper, the Pennsylvania Coal Company, does not sign but agrees to maintain prices and percentages; PRR refuses to join, but its output is too small to affect workings of combination. (Schlegel)
- Jan. 17, 1873** Old Colony & Newport Railroad purchases Cape Cod Railroad and changes name to Old Colony Railroad retroactive to Oct. 1, 1872. (NH)
- Jan. 18, 1873** Control of Stanhope Railroad Company vested in National Railway Company.
- Jan. 20, 1873** First International Navigation Company (Red Star Line) steamship *Vaderland* leaves Antwerp on rough passage. (Flayhart)
- Jan. 21, 1873** Boston capitalists associated with banking house of Jacob R. Shipherd & Co. obtains control of South Side Railroad of Long Island. (RRGaz has 1/15)
- Jan. 22, 1873** PRR Board agrees to endorse bonds of East Brandywine & Waynesburg to finance its extension to New Holland. (MB)
- Jan. 24, 1873** Track laying begins on Rochester, Nunda & Pennsylvania Railroad. (RRGaz)
- Jan. 1873** PRR resumes freight-only steamer service between New York and South Amboy with *Richard Stockton* because volume of freight is too great to handle via Jersey City. (USRR&MR)
- Jan. 1873** Mercer & Somerset Railroad extended from Pennington to Hopewell (week of 1/19-25). (Lee/Hunt. Rep. - Guide shows no service til 6/73 - RRG 2/8 says completed but trains to be run "soon")
- Jan. 1873** Alexandria & Washington Railroad being double-tracked; have purchased double-ended locomotives to offer frequent shuttle service. (RRGaz)
- Jan. 1873** PRR contracts for construction of Harsimus Cove freight branch in Jersey City. (USRR&MR)
- Jan. 1873** Chauncey Rose, largest stockholder in Terre Haute & Indianapolis Railroad, has sold interest to William Riley McKeen and retired. (RRGaz)

- Jan. 1873** **Opening of Ashtabula, Youngstown & Pittsburgh Railroad delayed by injunction against using portion of line between Youngstown and Girard built by Liberty & Vienna Railroad. (RRGaz)**
- Jan. 1873** **Marietta & Pittsburgh Railroad asks city of Cleveland to purchase \$35,000 of its bonds to finance extension from Cambridge to Cleveland; promises to deliver 100,000 tons of coal a year at \$3.50. (RRGaz)**
- Jan. 29, 1873** **Gap between eastern and western sections of Chesapeake & Ohio Railroad closed at Hawks Nest, W.Va., completing line to Ohio River at Huntington, W.Va.; first through train runs to Huntington. (RRGaz)**
- Feb. 1, 1873** **Railway Equipment Trust of Pennsylvania issues Series A bonds; appears to be first PRR car trust. (MB)**
- Feb. 1, 1873** **Pres. Thomson writes to Tom Scott that he has arranged for Pennsylvania Company to buy Union R.R. & Transportation Company; proposes property be transferred to new "Union Line Company." (MB)**
- Feb. 2, 1873** **N.J. Court of Chancery rules that, regardless of whether the Stanhope Railroad charter was obtained by fraud, the National Railway has no rights in New Jersey and grants a perpetual injunction against it. (ARJ)**
- Feb. 2, 1873** **Cairo & Vincennes Railroad opens for revenue service. (Sanders)**
- Feb. 3, 1873** **New foundry opens at Altoona for casting car wheels; piece work introduced.**
- Feb. 1873** **Track of Cleveland, Mount Vernon & Delaware Railroad now laid to Sunbury in Delaware County, 22 miles from Columbus. (RRGaz)**
- Feb. 5, 1873** **Chancellor of New Jersey rules Stanhope Railroad charter is fraudulent and that any New York-Philadelphia railroad will require a special charter; upholds PRR on all points. (EDJ)**
- Feb. 5, 1873** **First special train operates over South-West Pennsylvania Railway from Greensburg to Tarrs. (USRR&MR)**
- Feb. 5, 1873** **Telegram from San Francisco says that Texas & Pacific will begin (engineering?) work in California within a week. (RRGaz)**
- Feb. 7, 1873** **Pennsylvania Company agrees with Chicago & Northwestern Railway and Milwaukee & St. Paul Railway for use of their joint track between Madison Street & Kinzie Street in North Water & Canal Streets as per Chicago ordinance of Aug. 16, 1858. (MB)**

- Feb. 8, 1873** Passenger service begins between Greensburg and Tarrs on South-West Pennsylvania Railway. (RRGaz)
- Feb. 11, 1873** Central Stock Yard & Transit Company incorporated by Samuel W. Allerton and George W. Gregory, who now operate Communipaw stock yards, for purpose of building stock yard at Harsimus Cove. (NJCorp)
- Feb. 12, 1873** Coinage Act eliminates the silver dollar and makes gold the sole standard, raising the ire of western mining districts, where the production of silver is increasing. (EAH)
- Feb. 14, 1873** Southern Pennsylvania Iron & Railroad Company incorporated as reorganization of Southern Pennsylvania Railway & Mining Company; operated by Cumberland Valley Railroad. (Val, C&C)
- Feb. 15, 1873** PRR agrees to sell \$1.5 million United New Jersey Canal & Railroad Company bonds in London through J.S. Morgan & Co. (MB)
- Feb. 15, 1873** Agreement of Partition; Cleveland, Columbus, Cincinnati & Indianapolis Railway surrenders joint operating rights over Columbus & Xenia. (check C&C, Church).
- Feb. 15, 1873** Little Miami Railroad, Columbus & Xenia Railroad, PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway sign agreement covering joint ownership and operation of Union Depot Company (Columbus); CCC&I, PC&StL, Little Miami and Columbus & Xenia transfer their interest in old joint station property to Union Depot Company; Cleveland, Mount Vernon & Delaware Railroad and Columbus & Hocking Valley Railroad agree to use depot. (Church)
- Feb. 1873** Plans of new Columbus Union Depot ave been prepared by M.J. Becker, Chief Engineer of PCStL Railway, and Frank Ford, Chief Engineer of CCC&I Railway; to be 600 x 185 feet with 7 tracks. (RRGaz)
- Feb. 16, 1873** Sodus Point & Southern Railroad abandons operation of 1.4 miles from intersection with Elmira, Jefferson & Canandaigua Railroad at Stanley and Gorham. (Val)
- Feb. 16, 1873** PRR breaks conductors' ring reselling tickets on Pan Handle lines at Cincinnati. (USRR&MR)
- Feb. 17, 1873** *Vaderland*, first International Navigation Company (Red Star Line) steamer, arrives at PRR docks at foot of Washington Avenue seven days late; establishes mail packet route between Philadelphia and Antwerp; immigrants processed and put on PRR train within one hour. (USRR&MR, Flayhart)

- Feb. 19, 1873** **Pennsylvania Company Board authorizes \$5,000 advance to Ohio Valley Railroad, which is seeking municipal aid to build from Portsmouth to Cincinnati; guarantees 8% on Lake Michigan Shore Railroad preferred stock; orders stock of Maysville & Lexington Railroad sold at best terms. (MB)**
- Feb. 19, 1873** **Texas & Pacific Railway survey teams from west and east meet near the Pimas villages in Arizona. (BaltAm, RRGaz)**
- Feb. 20, 1873** **Delaware Shore Railroad incorporated in N.J. to build from Woodbury south along shore of Delaware River. (Val)**
- Feb. 20, 1873** **Pennsylvania Company Board hears proposed settlement with Swan, Rose & Co., contractors for Mansfield, Coldwater & Lake Michigan Railroad; authorizes constructing 50 miles of MC&LM west of Tiffin, which may be on west end; authorizes securing options on Toledo dock properties; approves lease of Gilman, Clinton & Springfield Railroad by which GC&S stock owned by Morgan Improvement Company is to be transferred to PCo. in return for paying coupons due Mar. 1 and floating debt; will establish through line between Effner and Gilman; authorizes notifying Toledo & Ann Arbor Railroad that it has too many projects but will build from Toledo to Michigan state line and grant them use of Toledo depot. (MB)**
- Feb. 20, 1873** **Last rail laid on Canada Southern Railway. (ARJ)**
- Feb. 21, 1873** **Circuit Court of Baltimore issues preliminary injunction against Northern Central Railway executing a lease to the PRR or from voting in favor thereof on petition of John Hulme; charge PRR diverts revenues and restricts coal traffic. (BaltAm)**
- Feb. 21, 1873** **Pennsylvania Company Board authorizes establishing the Car Trust Association for \$2 million; declines proposition to build railroad from Loudonville to Bellefontaine. (MB)**
- Feb. 1873** **Work begins on Harsimus Cove Branch in Jersey City. (RRGaz)**
- Feb. 25, 1873** **Elkton & Masseys Railroad organized in Maryland to build cutoff around head of Chesapeake Bay; Jacob Tome (1810-1898) of Port Deposit, Pres. (RRGaz - ARJ has 2/26)**
- Feb. 26, 1873** **Special PRR committee recommends against lease or merger of Cumberland Valley Railroad on account of opposition of local stockholders; Board authorizes purchase of up to 5,000 shares of Cumberland Valley. (MB)**

- Feb. 27, 1873** PRR leases tract at Harsimus Cove to Central Stock Yard & Transit Company. (MB)
- Feb. 27, 1873** At Northern Central Railway annual meeting, John Hulme calls for a full accounting for 1872, plus texts of all special contracts with fast freight lines, etc.; motion is defeated but appoint committee of five to investigate matters and negotiate for a lease to PRR; on same day, Hulme gets temporary injunction against lease from Circuit Court of Baltimore County, charging directors have deliberately reduced earnings and made sweetheart contracts. (Brief, Rept)
- Feb. 28, 1873** Indianapolis ordinance authorizes extension of Union Passenger Depot. (Church)
- Early 1873** J. Edgar Thomson and A. L. Dennis of United Companies purchase control of Poughkeepsie Bridge; subscribe \$1.1 million of \$2 million stock. (, NYT)
- by Mar. 4, 1873** William Mahone has scored a victory over Tom Scott by blocking PRR attempt to get Virginia charter for railroad between Quantico and Richmond. (Blake)
- Mar. 1, 1873** PRR adopts new organization: George B. Roberts named Second VP, replacing Herman J. Lombaert, retired for health; G. Clinton Gardner named General Superintendent of PRR; Treasurer Thomas T. Firth resigns for health and replaced by Edmund Smith, who resigns as Third VP; Firth named Secretary & Treasurer of Insurance Fund; Bayard Butler named Assistant Treasurer; William Hasell Wilson named Chief Engineer of Construction & Consulting Engineer. (MB)
- Mar. 1, 1873** New manual adopted in Transportation Dept. with beginnings of line-and-staff organization; main PRR and leased lines east of Pittsburgh divided into three new Grand Divisions, PRR with HQ at Altoona, United New Jersey with HQ at Jersey City, and Philadelphia & Erie with HQ at Williamsport; each Grand Division is headed by a General Superintendent assisted by a Superintendent of Motive Power and a Superintendent of Transportation; Frank Thomson, who is named Superintendent of Motive Power of PRR Grand Division has general supervision of equipment matters for whole organization; Theodore N. Ely named Superintendent of Motive Power of P&E Grand Division; Bedford Division created from Bedford & Bridgeport Railroad with HQ at Bedford; each Grand Division also has a General Freight Agent and a General Ticket Agent on each Grand Division; Alexander W. Nutt appointed General Freight Agent of PRR Grand Division and Deacon E. Hough of Philadelphia & Erie Grand Division; Thomas A. Stecher

appointed General Ticket Agent of PRR Grand Division and H.J. Fillman of P&E Grand Division; first mention (?) of Freight and Passenger (Traffic) Depts., which are under General Manager, who becomes Chief Operating Officer for whole railroad. (MB, A-File)

- Mar. 1?, 1873** Pennsylvania & Delaware Railroad leases portion of line between Pomeroy and Landenberg to Wilmington & Western Railroad; will operate through trains as soon as connected to PRR at Pomeroy. (RRGaz of 3/1)
- Mar. 4, 1873** Henry M. Hamilton's bill for a New York & Philadelphia Railroad, to provide a legal alternative to the Stanhope, killed by PRR influence in New Jersey Senate, provoking a riot in the galleries. (EDJ)
- Mar. 5, 1873** Erie-Atlantic & Great Western Railroad group elected to majority of Board of Cleveland, Columbus, Cincinnati & Indianapolis Railway Board, including Peter H. Watson, S.L.M. Barlow (1826-1889), John J. Cisco, William B. Duncan, George B. McClellan and Frederick Schuchardt; call stockholders' meeting for Apr. 16 to approve lease to Atlantic & Great Western Railroad and issue \$5 million in new stock; performance falls off, and road is later sold at foreclosure. (RRGaz,)
- Mar. 7, 1873** Newport & Cincinnati Bridge Company suing government for \$350,000 in extra costs incurred by last minute change in Congressional approval of plans. (Church)
- Mar. 7, 1873** Baltimore, Chesapeake & Delaware Bay Railroad incorporated in Del. to build from Harrington to Queenstown, Md. (PL)
- Mar. 1873** Trains of Milwaukee & St. Paul Railway now run into PFW&C station at Chicago. (MB)
- Mar. 10, 1873** West Chester & Philadelphia Railroad leases operating of West Chester Railroad retroactive to Jan. 1, 1873.
- Mar. 10, 1873** Cresson Springs Company authorized to issue \$250,000 in preferred stock to enlarge hotel. (Digest)
- Mar. 11, 1873** PRR annual stockholders' meeting defeats another resolution by George Earle calling for list of all stockholders owning more than 50 shares. (MB)
- Mar. 11, 1873** United New Jersey Railroad & Canal Company leases Mount Holly, Lumberton & Medford Railroad.
- Mar. 11, 1873** Owners of Youngstown & Canfield Railroad stock transfer it to

Lawrence Railroad. (Church)

- Mar. 12, 1873** Gen. Burnside meets with Pennsylvania Company Board on Cairo & Vincennes; says has issued \$2.8 million First Mortgage bonds and \$1.5 million Second Mortgage bonds; Winslow & Wilson submit proposal to lease Cairo & Vincennes in return for guarantee on First Mortgage bonds, which PCo. rejects; demands Burnside Lease Cairo & Vincennes to PCo. as per contract of Nov. 24, 1871; Board hears report urging negotiations with Marietta & Cincinnati Railroad to give Ohio Valley Railroad (Bellaire-Marietta) access to Cincinnati; authorizes purchase of property for ferry at Grand Haven, Mich. (MB)
- Mar. 12, 1873** G.W. Morton & Co., which has contract for Walnut Hills tunnel on Cincinnati Railway Tunnel Company, declares bankruptcy; Gen. John C. Fremont was partner. (RRGaz)
- Mar. 12, 1873** Samuel M. Felton not reelected to Board of Northern Pacific Railroad. (RRGaz)
- Mar. 13, 1873** Gen. Burnside proposes to Pennsylvania Company Board to take back Indianapolis & Vincennes Railroad at cost plus interest. (MB)
- Mar. 13, 1873** South Mountain & Boston Railroad incorporated in N.J. to extend South Mountain Railroad towards Poughkeepsie Bridge; eventually becomes part of Lehigh & New England Railroad. (PL, LNE)
- Mar. 1873** PRR has informed Pennsylvania & Delaware Railroad that recent arrangements with Wilmington & Western Railroad are unsatisfactory and can't go into effect. (RRGaz of 3/15)
- Mar. 1873** Terre Haute & Indianapolis Railroad and St. Louis, Vandalia & Terre Haute Railroad adopt PRR-style annual track maintenance prizes. (RRGaz)
- Mar. 18, 1873** Toledo & Woodville Railroad leased by City of Toledo to Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad. (Church)
- Mar. 18, 1873** Tom Scott consents to give Ambrose E. Burnside option of five days to buy back Indianapolis & Vincennes Railroad. (MB)
- Mar. 18, 1873** Pennsylvania Company Board approves lease of Gilman, Clinton & Springfield Railroad; orders completion of an additional 50 miles of Mansfield, Coldwater & Lake Michigan Railroad. (MB)
- Mar. 19, 1873** New Jersey House retaliates by killing PRR's bill for a New Jersey

Railway Company, which would allow it to occupy the ground selected by the National Railway; to break stalemate, both parties agree to support a general incorporation law for railroads, blocked since the late 1840s by Camden & Amboy opposition. (SG)

- Mar. 19, 1873** Virginia act authorizes the Board of Public Works to sell all the state's stock in the RF&P at auction; not done; Virginia holds its stock, which appreciates greatly, through the 20th century. (Mordecai)
- Mar. 1873** Hanover Branch Railroad surrenders operation of Frederick & Pennsylvania Line Railroad, which is then operated by its own organization. (Val)
- Mar. 22, 1873** Employees of Eastern Division of Philadelphia & Erie present outgoing Superintendent Frank Thomson with a Whitechapel dog-cart (a type of carriage), a tandem whip and two horse blankets worth \$950, to which his two horses are hitched on his arrival at Williamsport station. (RRGaz)
- Mar. 23, 1873** PRR Board authorizes a new issue of \$20 million stock and the sale of \$1.5 million United New Jersey bonds through J. S. Morgan & Company. (MB)
- Mar. 25, 1873** Two principal stockholders of Liberty & Vienna Railroad repudiate agreement with Ashtabula, Youngstown & Pittsburgh and with a large force of men take possession of line; Atlantic & Great Western Railroad seen as behind move. (RRGaz)
- Mar. 25, 1873** Pittsburgh, Cincinnati & St. Louis Railway Company leases Cincinnati & Muskingum Valley Railway Company, retroactive to Jan. 1; begins operating it on May 1. (Church)
- Mar. 25, 1873** *Indiana*, third American Line steamer, launched at Cramp's shipyard. (USRR&MR)
- Mar. 26, 1873** PRR Board authorizes sale of interest in Trenton Horse Railroad inherited from Camden & Amboy, providing contract can be made that will ensure that its traffic comes to PRR. (MB)
- Mar. 26, 1873** Indianapolis Union Railway formally organized. (Church)
- Mar. 27, 1873** N.J. passes law legalizing PRR lease of United New Jersey Railroad & Canal Company, but with loophole that it does not effect current litigation to overturn lease. (PL)
- Mar. 31, 1873** Rochester, Nunda & Pennsylvania Railroad absorbs Northern Railroad

& Navigation Company under agreement of June 27, 1872. (Val)

- Mar. 31, 1873** White River bridge on Cairo & Fulton Railroad opens, and trains run through between St. Louis and Little Rock. (RRGaz)
- Apr. 1, 1873** South-West Pennsylvania Railway opens between Tarrs and Connellsville, Pa., tapping the coking coal fields; leased to PRR on same date. (Val)
- Apr. 1, 1873** First train crosses Maumee River bridge into Toledo on Toledo, Tiffin & Eastern Railroad; regular service to begin soon. (RRGaz)
- Apr. 1, 1873** Detroit, Eel River & Illinois Railroad (Logansport-Auburn Jct.) merges with Detroit, Hillsdale & Indiana Railroad (Ypsilanti-Hillsdale) and Fort Wayne, Jackson & Saginaw Railroad (Fort Wayne-Jackson) to form Detroit, Fort Wayne & Logansport Railroad; merger is later rejected by stockholders. (Guide, RRG)
- Apr. 2, 1873** Stanhope investigating committee reports to New Jersey Senate describing the fraud; guilty parties flee across the river into Pennsylvania. (EDJ)
- Apr. 2, 1873** New Jersey enacts law for general incorporation of railroads; Hamilton's New York & Philadelphia Railroad files for incorporation 40 minutes later. (SG)
- Apr. 3, 1873** Northern Central Railway files answers to Hulme's charges, noting that all actions have been done to meet fierce competition and rate cutting by other railroads. (Brief)
- Apr. 1873** PRR begins moving machinery from Jersey City to new Meadows Shops. (RRGaz)
- ca. Apr. 1873** Empire Line begins operating over Buffalo, New York & Philadelphia Railway between Emporium and Buffalo. (RRGaz)
- Apr. 4, 1873** National Railway holds banquet for New Jersey Legislature and press at State Street House. (SG)
- Apr. 4, 1873** Jersey City & Bergen Railroad authorized to build line on Jackson Avenue in Jersey City. (Digest)
- Apr. 5, 1873** Ohio Valley Railway purchases old right-of-way of Marietta & Cincinnati Railroad between Bellaire and Marietta, on which work was suspended in 1853, for \$10,000 under agreement of Nov. 1, 1872. (Church)

- Apr. 6, 1873** Line realignment opens at Glen Loch with third track.
- Apr. 6, 1873** Cattle train arrives at Pittsburgh from Chicago with 1,500 animals dead from cold. (USRR&MR)
- Apr. 7, 1873** PRR agrees to sell \$2 million Allegheny Valley Low Grade Line bonds in London through J.S. Morgan & Co. (MB)
- Apr. 8, 1873** New Jersey Railway, intended by PRR to preempt route and interfere with National Railway between Waverly and Yardley, incorporated under New Jersey general law; runs within 100 yards of National Railway over most of route. (SG - not in NJCorp)
- Apr. 8, 1873** Smyrna Station & Smyrna Railroad authorized to relocate from gate of Horace Spruance along Glenwood Avenue to east side of Main Street. (Digest)
- Apr. 8, 1873** Orange, Alexandria & Manassas Railroad and Lynchburg & Danville Railroad merge to form Washington City, Virginia Midland & Great Southern Railroad. (RRGaz)
- Apr. 10, 1873** Charter of Queenstown & Harrington Railroad repealed for failure to complete work. (PL)
- Apr. 10, 1873** Supplement to Pennsylvania Company charter authorizes issuing bonds equal to total issue of stock. (MB)
- Apr. 10, 1873** State of North Carolina secures injunction against North Carolina Railroad changing its gauge from 4'-8-1/2" to 5'-0" in order to form through lines with Richmond & Danville and other roads in Southern Railway Security Company group. (USRR&MR)
- Apr. 11, 1873** John Swan of Swan, Rose & Co., contractors for Mansfield, Coldwater & Lake Michigan Railroad appear at Pennsylvania Company Board meeting; says MC&LM has failed to pay them and will sue; PCo. orders investigation and consider whether appointment of receiver will end PCo. control; authorizes new temporary office building at Canal & Madison Streets in Chicago. (MB)
- Apr. 11, 1873** Atlantic & Great Western Railroad stockholders approve lease of Cleveland, Columbus, Cincinnati & Indianapolis Railway. (RRGaz)
- Apr. 12, 1873** Pennsylvania Company notes offer of Toledo businessmen to arrange for city to sell Toledo & Woodville Railroad to PCo. if it agrees to provide iron for Toledo & Ann Arbor Railroad; Board orders General Manager

McCullough to develop trade in Missouri iron ore to Wheeling and Pittsburgh via Vandalia Line. (MB)

- Apr. 12, 1873** Baltimore, Pittsburgh & Chicago Railway (B&O) agrees to meet with Pennsylvania Company regarding the use of its tracks at Toledo. (MB)
- Apr. 14, 1873** PRR assigns lease of Cleveland & Pittsburgh to Pennsylvania Company.
- Apr. 15, 1873** Dissident Cleveland, Columbus, Cincinnati & Indianapolis Railway stockholders secure injunction for U.S. Circuit Court blocking lease to Atlantic & Great Western Railroad but fail to obtain one blocking issue of \$5 million in new stock; have previously obtained injunctions against both from Cuyahoga County Court, thus stopping stockholders meeting set for Apr. 16. (RRGaz)
- Apr. 1873** Officers of CCC&I Railway have been inspecting Cairo & Vincennes Railroad. (RRGaz)
- Apr. 1873** Ohio Legislature passes act requiring vote of two-thirds of stockholders to approve leases of railroads; rental must be at least equal to net earnings of year before lease; passed to prevent A&GW from leasing CCC&I. (RRGaz)
- Apr. 16, 1873** Property and franchises of Buffalo, Corry & Pittsburgh Railroad, sold at foreclosure on Dec. 7, 1872, deeded to Danford N. Barney, William Phillips (Pres. of Allegheny Valley Railroad), James C. Fargo, William E. Lewis, Archer N. Martin, Charles S. Hinchman, et al., as individuals; operated by Allegheny Valley Railroad as their representatives. (Val)
- Apr. 17, 1873** New York & New England Railroad incorporated as reorganization of Boston, Hartford & Erie Railroad. (RRGaz)
- Apr. 17, 1873** National Railway of New Jersey incorporated under general railroad law; is supplementary to New York & Philadelphia Railroad charter filed earlier. (NJCorp, RRGaz)
- Apr. 17, 1873** Mansfield, Coldwater & Lake Michigan Railroad tries to lay tracks through town of Tiffin under cover of darkness in defiance of local injunction but prevented from doing so. (RRGaz)
- Apr. 19, 1873** Breakwater & Frankford Railroad organized at Millsboro, Del. (Val, RRGaz)
- Apr. 21, 1873** Philadelphia repeals PRR's right to operate steam locomotives on Market Street granted in Nov. 1872. (Digest)

- Apr. 21, 1873** **Hanover & York Railroad incorporated in Pa. to build direct line between York and Hanover. (Val)**
- Apr. 21, 1873** **Texas & Pacific Railway begins grading at San Diego. (RRGaz)**
- Apr. 22, 1873** **Central Railroad Extension Company incorporated in New York to build from Bethpage Jct. to Babylon Dock; Herman C. Poppenhusen, Pres. (Val, CorpHist)**
- Apr. 22, 1873** **Pittsburgh, Virginia & Charleston Railway opens between Homestead and Dravosburg, Pa.**
- Apr. 22, 1873** **Ashtabula, Youngstown & Pittsburgh Railroad stockholders authorize issue of \$400,000 in preferred stock to pay amount owed to Granite Improvement Company for construction. (Church)**
- Apr. 23, 1873** **PRR Board rejects proposal of American Railway Literary Union to control the sale of all publications in PRR trains and stations as part of its nationwide campaign to stamp out smut; on advice of A.J. Cassatt decides to police sale of objectionable materials with own forces; Cassatt notes travelers demand light reading and romantic novels to alleviate boredom and would rebel at a diet of religious tracts. (MB)**
- Apr. 23, 1873** **Train passes over entire length of Pennsylvania & Delaware Railroad from Pomeroy to Delaware City. (ARJ)**
- Apr. 23, 1873** **American Bottom Lime, Marble & Coal Company renamed East St. Louis & Carondelet Railway. (Church)**
- Apr. 24, 1873** **Excursion opens Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad between Mansfield and Toledo. (RRGaz)**
- Apr. 24, 1873** **Pennsylvania Company Board reports that Branham & Allen have settled claim against Indianapolis & Vincennes Railroad for \$25,000 in Little Miami Railroad stock. (MB)**
- Apr. 1873** **CNJ passes quarterly dividend. (ARJ)**
- Apr. 1873** **Columbus Union Depot contracted to Hershizer, Adams & Co. (RRGaz)**
- Apr. 28, 1873** **Northern Central Railway passes semiannual dividend. (ARJ)**
- Apr. 28, 1873** **First regular train operates over Ashtabula, Youngstown & Pittsburgh Railroad between Warren and Ashtabula. (RRGaz)**

- Apr. 29, 1873** Baltimore, Chesapeake & Delaware Bay Railroad organized at Baltimore. (RRGaz)
- Apr. 29, 1873** Eli H. Janney obtains second patent for improved automatic knuckle coupler similar to today's standard. (AAR)
- Apr. 30, 1873** Pittsburgh, Washington & Baltimore Railroad (B&O) attempts to reestablish connection with Broad Ford & Mount Pleasant Railroad at Broad Ford, Pa., a few weeks after cut by PRR; forces driven off and two small bridges burned to prevent connection. (RRGaz)
- Apr. 30, 1873** S.H. Melvin writes to George B. Roberts regarding his conference with Illinois Central Railroad over fate of Gilman, Clinton & Springfield Railroad. (MB)
- Spring 1873** B&P Station designed by Joseph M. Wilson opens at 6th & B Streets, Washington, on site of present National Gallery; tracks cross the Mall to reach B&P main line on Virginia Avenue. (According to RRGaz, is later than 7/19/73 - elsewhere is 12/74!)
- Spring 1873** Bryn Mawr Hotel enlarged.
- May 1, 1873** Central Railroad Company of Long Island leases operation of Central Railroad Extension Company (Farmingdale-Babylon Dock), then under construction; operation passes to Flushing & North Side Railroad under its lease of Central Railroad Company of Long Island. (Val)
- May 1, 1873** Pennsylvania & Delaware Railroad and Delaware & Pennsylvania Railroad merge to form Pennsylvania & Delaware Railway under agreement dated Mar. 17, 1873. (C&C)
- May 1, 1873** Ashtabula, Youngstown & Pittsburgh Railroad completed between New Brighton, Pa., and Ashtabula, Ohio; leased to Pennsylvania Company under lease of Mar. 1, 1872. (C&C says Girard-Ashtabula - AR, Church gives this as date of reg. service to Ashtabula)
- May 1, 1873** Mansfield, Coldwater & Lake Michigan Railroad opens for regular service between Toledo Jct. and Tiffin, Ohio; also Toledo, Tiffin & Eastern between Tiffin and Woodville and Toledo & Woodville between Woodville and Toledo; all controlled by Pennsylvania Company and forming a complete line from Toledo Jct. on PFW&C to Toledo; operated by Pennsylvania Company under lease dated Mar. 18, 1873; Mansfield, Coldwater & Lake Michigan Railroad is laid beyond Tiffin to Weston but not opened. (Church, C&C, RRGaz)
- May 1, 1873** William P. Shinn resigns as General Agent of Pennsylvania Company

after 23 years service. (MB)

- May 1, 1873** PC&StL begins operation of Cincinnati & Muskingum Valley Railway under lease of Mar. 25, 1873. (Church)
- May 1, 1873** PRR signs contract with Shenandoah Valley Railroad for through traffic via Hagerstown on the Cumberland Valley.
- ca. May 1, 1873** J.H. Devereaux, formerly General Manager of LS&MS, elected Pres. of CCC&I Railway. (RRGaz)
- May 2, 1873** Illinois Legislature passes act outlawing any form of long-haul-short-haul rate discrimination; uniform per-mile rates favor the road with the shortest distance between any two points, as competitors are then forced to charge a higher rate or underprice their entire rate structure. (RRGaz)
- May 2, 1873** Richmond & York River Railroad sold at foreclosure to Thomas Clyde of Philadelphia and R.S. Burrows of Albion, N.Y.; reorganized as Richmond & Chesapeake Railroad; using the Clyde steamboats, provides an alternative way for PRR to connect with Richmond & Danville Railroad around obstacles raised by RF&P; rumors of car ferry to operate between West Point and Crisfield to develop through route via Delaware Railroad. (ARJ)
- May 3, 1873** American Line steamship *Pennsylvania* begins two-day trials; funnel is bright red with red and gold keystone and black top. (Flayhart)
- May 5, 1873** West Jersey Railroad begins changing gauge from 4'-10" to 4'-9" to permit running through cars from PRR to Cape May. (ARJ)
- May 5, 1873** Allegheny Valley Railroad Low Grade Line opens between Red Bank and New Bethlehem. (AR)
- May 5, 1873** Chicago ordinance requires viaduct over PFW&C tracks at 12th Street. (MB)
- May 5, 1873** Morton, Bliss & Co., who are financing line, requests prompt action on Pennsylvania Company lease of Gilman, Clinton & Springfield Railroad. (MB)
- May 8, 1873** PRR begins operation of Pennsylvania & Delaware Railway. (Val)
- May 10, 1873** South Side Railroad Company of Long Island leases New York & Hempstead Railroad (Valley Stream-Hempstead).

- May 1873** South Side Railroad Company of Long Island has taken possession of west end old New York & Flushing Railroad and will make Long Island City its terminus in a few weeks. (NYTrib)
- May 12, 1873** Contract for Harsimus Cove stock yard assigned by Samuel W. Allerton, et al. to Central Stock Yard & Transit Company. (MB)
- May 12, 1873** PRR South Amboy boats resume carrying passengers for summer season. (NYTrib)
- May 13, 1873** General Manager McCullough reports to Pennsylvania Company Board that he is operating Ashtabula, Pittsburgh & Youngstown Railroad on day-to-day basis without lease; declines to accept it until is in good running order as needs stations, sidings, etc.; no work being done between town and harbor, but docks can be ready to receive ore by July 1; efforts on Ohio Valley Railroad to be postponed because of adverse decision of Ohio Supreme Court; Drexel & Co. have declined to take Mansfield, Coldwater & Lake Michigan bonds at 85 until 100 miles completed; Board orders McCullough to press construction. (MB)
- May 14, 1873** American Steamship Company holds celebration for officers and guests in Philadelphia. (USRR&MR)
- May 14, 1873** Pennsylvania Company Board hears report that Michigan Lake Shore Railroad bondholders refuse to accept less than a PCo. guarantee; authorizes purchase of two waterfront tracts at Grand Haven; authorizes double-tracking between Youngstown and Lawrence Jct. and between New Castle and Homewood. (MB)
- May 1873** First standard Class C-anth (D4) anthracite-burning 4-4-0, No. 912, built at Altoona.
- May 1873** American Steamship Company of Philadelphia begins advertising campaign in Europe preparatory to beginning service. (Flayhart)
- May 1873** Vienna stock market collapses; gradually causes lack of confidence among European investors who move to contract or liquidate their American holdings. (Wicker)
- May 1873** Ashtabula, Youngstown & Pittsburgh Railroad has settled with Liberty & Vienna Railroad and trains now run; to be extended to harbor about June 1. (RRGaz)
- May 16, 1873** Keystone of Baltimore & Potomac Tunnel placed. (USRR&MR)
- May 16, 1873** Toledo & Maumee Narrow Gauge Railroad incorporated. (Church)

- May 1873** South Side Railroad Company of Long Island has made arrangement to divide westbound business at Fresh Pond Jct. to give choice of Long Island City for uptown trade or 8th Street, Williamsburg, for downtown and Brooklyn. (NYTrib)
- May 19, 1873** Lawrence Railroad absorbs Youngstown & Canfield Railroad (unbuilt) under agreement of Apr. 23, 1873; becomes Canfield Branch. (Church)
- May 20, 1873** Westinghouse air brake demonstrated on PRR between Philadelphia and Bryn Mawr for Committee of Science of Franklin Institute; train operating at 30 MPH stops in 16 seconds when brake is operated from locomotive; 12 seconds by severing brake line; stops in 10 seconds when train severed from locomotive at 40 MPH; tests include uncoupling a car at speed. (RRGaz, USRR&MR, ARJ)
- May 22, 1873** Steamer *Pennsylvania* leaves Philadelphia on maiden voyage to Liverpool; Mr. & Mrs. Thomas T. Firth buy first tickets and E.C. Knight & Co. loads first cargo; vessel loses some propellor blades in crossing and arrives in Liverpool under sail. (USRR&MR, Flayhart)
- May 22, 1873** Hudson Tunnel Railroad incorporated in New York; project of promoter De Witt Clinton Haskin (1824-1900), a native of upstate New York who had gone to California in 1849 and made fortune building California Pacific Railroad (Vallejo-Sacramento-Marysville) and in Utah silver mines; had seen pneumatic caissons being used on Eads Bridge, ca. 1872, and planned to use compressed air pressure at working face alone to hold back debris without special bracing or shield; plan is for tunnel, 26' wide by 24' high for two tracks, to cross to Morton Street in New York with underground terminal on west side of Washington Square; to be used by locomotives that consume own smoke or use compressed air. (NYState, RRGaz)
- May 25, 1873** Metropolitan Branch of B&O opens between Washington and Point of Rocks, Md., creating a more direct route to the west; all through trains to west rerouted; B&O cuts eastbound rates by 18%. (AR, RRGaz)
- May 26, 1873** PRR establishes 3:30 AM "Newspaper Train" from New York to distribute city newspapers; withdrawn in about a week when sponsor withdraws support. (RRGaz)
- May 26, 1873** Central Railroad of Long Island opens between Hempstead Crossing and Bethpage Jct.; right-of-way owned by and leased from A. T. Stewart; operated by Flushing & North Side Railroad.
- May 26, 1873** Hudson Tunnel Railroad incorporated in New Jersey. (NJCorp)

- May 27, 1873** South Mountain & Boston Railroad organized at Columbia, N.J.; to be extension of South Mountain Railroad of Pa. (RRGaz)
- May 28, 1873** PRR Board subscribes \$250,000 to Centennial Fund for 1876 World's Fair in Philadelphia; advances \$300,000 to Central Stock Yard & Transit Company; cancels Jan. 1872 lease of Pennsylvania & Delaware Railroad as never went into effect. (MB)
- May 29, 1873** PRR brings suit against NY&LB Raritan River Bridge in U.S. Circuit Court in Pittsburgh. (RRGaz)
- May 30, 1873** City of Louisville agrees to surrender \$200,000 stock in Jeffersonville, Madison & Indianapolis Railroad and cancel railroad's guarantee on \$200,000 in city bonds. (Church)
- May 31, 1873** National Railway placed under contract; however, scandals and taint of illegality scare off investors and project lags.
- June 1, 1873** New PRR organization; Freight and Passenger Depts. now supervised by Second VP George B. Roberts as well as General Manager Cassatt; 2nd VP also has supervision of Accounting Dept.; new Engineer Dept. created to handle new construction and real estate matters headed by William H. Wilson as Chief Engineer of Construction & Consulting Engineer; Ashbel Welch named Chief Engineer of Construction for New Jersey and ___ for Philadelphia & Erie. (A-File)
- June 2, 1873** PRR signs agreement to acquire all property of the Union R.R. & Transportation Company for \$3 million in stock of Pennsylvania Company, effective July 1. (Church)
- June 2, 1873** Cairo & Fulton Railroad opens between Little Rock and Benton, Ark. (RRGaz)
- June 3, 1873** Lawrence Railroad files certificate for branch from Youngstown to Pennsylvania state line in Poland Twp. following bed of Pennsylvania & Ohio Canal, to be called Lowellville Branch; work abandoned after \$10,431 spent without any part being finished. (Church)
- June 4, 1873** Northern Pacific Railroad opens to Bismarck, Dakota Territory, on Missouri River. (RRGaz)
- June 5, 1873** American Line steamship *Pennsylvania* arrives at Queenstown, Ire., having lost three of four propeller blades four days out. (USRR&MR)
- June 7, 1873** *Illinois*, fourth and last original American Line steamer, launched at

Cramp's shipyard. (USRR&MR)

- June 9, 1873** PRR Board approves \$400,000 loan to International Navigation Company; authorizes lease of the Thompson House at Kane, Pa., from the Elk & McKean Land & Improvement Company. (MB)
- June 9, 1873** Bloomfield Branch opens between Roaring Spring and Bloomfield Ore Banks (Ore Hill) on Middle Division. (Val, AR)
- June 10, 1873** Ground broken for NY&LB at South Amboy. (RRGaz)
- June 10, 1873** First Great Lakes ore arrives at Ashtabula Harbor.
- June 12, 1873** Ground broken for Jersey Shore, Pine Creek & Buffalo Railway. (RRGaz)
- June 14, 1873** Susquehanna Coal Company authorized to hold an additional 5,000 acres of coal land for a total of 10,000 acres; may build railroad bridge over Susquehanna River at Nanticoke. (Digest)
- June 14, 1873** Stockholders of Detroit, Eel River & Illinois Railroad reject merger creating Detroit, Fort Wayne & Logansport Railroad; Detroit, Eel River & Illinois Railroad resumes independence. (, RRGaz)
- June 1873** Work on new Jersey City passenger terminal begins.
- June 1873** Central Railroad Company of Long Island opens between Bethpage Jct. and Bethpage, N.Y., where A.T. Stewart had established a large brick works to supply the builders of Garden City; right-of-way is owned by Stewart in fee simple.
- June 1873** California & Texas Railway Construction Company has been forced to call in 75% on its subscriptions; most subscribers had never expected to put up full value. (RRGaz)
- June 17, 1873** Camden, Gloucester & Mt. Ephraim Railway incorporated in New Jersey. (Val)
- June 19, 1873** Horace F. Clark (1815-1873), Pres. of Union Pacific Railroad, Union Trust Company (the Vanderbilt bank) and LS&MS, as well as director of Dunkirk, Allegheny Valley & Pittsburgh Railroad, Erie & Pittsburgh Railroad, and Toledo, Wabash & Western Railway, dies; all construction on LS&MS suspended pending selection of new Pres. (RRGaz)
- June 20, 1873** Pennsylvania & Delaware Railway opens for revenue service between Delaware City and Landenberg, Pa. (RRGaz)

- June 23, 1873** Low Grade Line of Allegheny Valley Railroad opens between New Bethlehem and Brookville. (AR)
- June 24, 1873** Ridgefield Park Railroad and Rockland Central Railroad merged to form Jersey City & Albany Railroad to build line between Jersey City and Haverstraw. (NYState, ARJ)
- June 25, 1873** First coke shipped over Great Lakes via PRR dock at Ashtabula Harbor.
- June 25, 1873** PRR Board approves contract with Pittsburgh & Western Company for transporting perishables on PRR and Lines West; authorizes enlargement of Kensington terminal in North Philadelphia. (MB)
- June 26, 1873** Last spike driven on Baltimore & Potomac Tunnel line. (USRR&MR)
- June 26, 1873** Washington ordinance requires 14-foot high fences between tracks and roadways on Long Bridge and 5-foot high fences along street tracks in city. (Digest)
- June 27, 1873** Alfred R. Fiske resigns as General Superintendent of Northern Central Railway to manage Atkins & Bro. rolling mill at Pottsville, Pa.; replaced by A.J. Cassatt. (RRGaz)
- June 29, 1873** Baltimore & Potomac tunnel at Baltimore opens, linking B&P with Northern Central; PRR establishes through service between New York and Washington via Columbia, Pa., misleadingly called the "Pennsylvania Air Line" with two round trips, *Day Express* and *Night Express*; is 282.5 miles vs. 228 miles via Wilmington, but time is same as avoids horse-drawn transfer in Baltimore; all trains run into Northern Central Railway's Calvert Station and back out again; roundabout route established because Union Railroad Company of Baltimore demands too much for the use of its tunnel. (BaltAm, RRGaz)
- June 29, 1873** Linden Line opens for through freight, bypassing Williamsport on south bank of West Branch. (AR)
- June 30, 1873** LIRR begins operating steamboat *Jane Moseley* between Greenport and Newport, R.I., and a Brokklyn-Boston day train. (NYTrib, RRGaz)
- June 30, 1873** PRR establishes new fast newspaper train leaving New York at 3:30 AM; Philadelphia "Owl train" that leaves at midnight made a Trenton local. (RRGaz)
- June 30, 1873** All through passenger cars (to points west of Harrisburg) via Allentown Route discontinued.

- June 30, 1873** **Pennsylvania & Delaware Railroad opens between Pomeroy, Pa., and Landenburg, completing line to Delaware City; operated as part of Philadelphia Division; stations: Stottsville, Newlin, Gum Tree, Rokeby, Doe Run, Pusey, Chatham, Avondale, Landenberg, Thompson, Newark, PW&B Crossing, Cooch's, Glasgow, Delaware RR Crossing, Corbet, Reybold, Delaware City. (RRGaz,)**
- July 1, 1873** **Pennsylvania Company acquires property of Union R.R. & Transportation Company for \$3 million under agreement dated June 2; becomes Union Line Bureau of Pennsylvania Company; includes 2,856 freight cars, all to be marked with 8-inch "circle-P" to indicate new ownership. (Church, MB)**
- July 1, 1873** **PRR Board authorizes creation of \$100 million Consolidated Mortgage bonds to fund all existing debts and finance new work, of which \$10 million are to be issued at once; L2 million sold in London in 1873. (MB)**
- July 1, 1873** **Philadelphia, Wilmington & Baltimore leases old main line between Grays Ferry and Ridley Jct. (Baldwin) to Philadelphia & Reading. (Val - Rdg AR says purchase for \$350,000 - document is lease - RRGaz say take over op. 7/14)**
- July 1, 1873** **Union R.R. & Transportation property becomes Union Line Bureau of Pennsylvania Company, reporting to VP William Thaw; property includes office building on Liberty Street between 22nd & 23rd Streets in Pittsburgh, lease of a pier in Philadelphia and share of lease of Piers No. 2 & 38 North River and any interest which may be acquired in Piers No. 4 & 5 North River in New York City; also use of trade names "Union Line," "Star Union Line," "National Line," "Allentown Line," and "Black Star Line"; old Union Line retains liquid assets. (MB)**
- July 1, 1873** **Detroit, Eel River & Illinois Railroad defaults on First Mortgage bonds.**
- July 1, 1873** **East St. Louis & Carondelet Railway opens from Cahokia (?) to East Carondelet. (Church)**
- July 1, 1873** **Pennsylvania Company acquires control of Gilman, Clinton & Springfield Railroad. (ARJ)**
- July 1, 1873** **B&O opens Deer Park Hotel east of Oakland in Allegheny Mountains of western Maryland; becomes famous for Deer Park spring water, which is still marketed today. (RRGaz)**
- July 1, 1873** **Pittsburgh, Washington & Baltimore Railroad (formerly Pittsburgh & Connellsville) defaults on Second mortgage to City of Baltimore.**

(BaltAm)

- July 2, 1873** Cornelius Vanderbilt elected director and Pres. of the LS&MS following death of son-in-law Horace F. Clark. (RRGaz)
- July 2, 1873** Delaware Shore Railroad organized at Bridgeport. (Val)
- July 3, 1873** B&O Board agrees to advance \$700,000 to Washington City, Virginia Midland & Great Southern Railroad to complete line between Lynchburg and Danville, Va.; appoints John King Pres. pro-tem while John W. Garrett goes to Europe for health. (ARJ)
- July 3, 1873** Pennsylvania Company Board authorizes George B. Roberts to notify Drexel & Welsh that 100 miles of Mansfield, Coldwater & Lake Michigan will be done by Aug. 15 and call on them to exercise option on \$1 million bonds as per Oct. 17, 1872 contract; authorizes purchasing outstanding coupons of Michigan Lake Shore Railroad through July 1 in return for 3-year option to purchase a majority of stock at 33.33; declines to modify contract with Plymouth, Kankakee & Pacific Rail__. (MB)
- July 3, 1873** Pennsylvania Company Board approves contract with PRR, PC&StL and Pittsburgh & Western Company for P&C to operate refrigerator car line for perishables; resolves to equip and operate Pittsburgh & Cove City Railroad if stockholders build it; declines to condiser a Cincinnati to Chillicothe line; authorizes negotiations with local residents for completing railroad between Wilmington and Xenia and from Lebanon to South Lebanon. (MB)
- July 3, 1873** Pennsylvania Company Board hears report that Cairo & Vincennes Railroad is seeking connection with Ohio & Mississippi and other railroads; to defeat this, PCo. allows C&V to operate over Indianapolis & Vincennes Railroad into Vincennes depot; also that PCo. has spent \$35,000 and Pres. A.J. Warren \$75,000 on Ohio Valley Railroad; notes Lawrence Railroad has sold its Youngstown station to Mahoning Coal Company and acquired a half interest in the Ashtabula, Youngstown & Pittsburgh station lot; has begun new Chicago depot for CC&IC and extending second track to Madison Street to be paid for half by PCo. and a quarter each by C&NW and Milwaukee & St. Paul Railway. (MB)
- July 3, 1873** Pennsylvania Company Board authorizes purchase of land for engine house at Fort Wayne; extension of Canfield Branch of Lawrence Railroad of 1.5 miles; authorizes contract with Downing, Birch & Co. to build stock yard at Louisville; refuse to sell Erie Canal bed as is to be used for low grade line between New Brighton and New Castle; hears report that docks at Ashtabula Harbor are ready and one track opened to Harbor; authorizes lease of property on Ashtabula River for lumber

depot; authorizes station and freight house at Greenville on Erie & Pittsburgh Railroad. (MB)

- July 1873** **B&O begins rate war with PRR.**
- July 1873** **Hudson River Bridge Co. organized to build Poughkeepsie Bridge; Thomson, Scott and Carnegie contribute \$100,000 to \$1 million syndicate to finance bridge. (is Hudson River B Co. or Poughkeepsie B Co.?? what difference?)**
- July 1873** **Pullman completes four new deluxe parlor cars for West Jersey Railroad service between Camden and Cape May.**
- July 6, 1873** **American Line steamship *Pennsylvania* arrives at Lewes, Del., on return trip; note if had fast train from Lewes to Philadelphia, could come within three or four hours of matching New York time. (USRR&MR)**
- July 9, 1873** **Rehoboth Beach Camp Meeting Association holds first two-week meeting at Rehoboth Beach, Del. (BaltAm)**
- July 10, 1873** **New York & Oswego Midland Railroad and New Jersey Midland Railway begin through service between Jersey City and Oswego, N.Y., via Middletown, using PRR station. (Helmer)**
- July 10, 1873** **First cargo of Lake Superior iron ore is landed at Ashtabula Harbor for shipment to Pittsburgh via Ashtabula, Youngstown & Pittsburgh Railroad. (RRGaz)**
- July 10, 1873** **Pennsylvania Company Board hears report that Illinois courts have blocked lease of Gilman, Clinton & Springfield Railroad to PCo.; PCo. resolves GC&S is to pay floating debt and sell stock to parties approved by PCo.; GC&S is to purchase First Mortgage bonds coupons as they mature; order M.J. Becker to examine Ohio Valley Railroad to see if it can earn interest. (MB)**
- July 10, 1873** **Indianapolis, Cincinnati & Lafayette Railroad leaves receivership; Melville E. Ingalls elected Pres. (ARJ)**
- July 12, 1873** **Tom Scott and wife leave for Europe on second sailing of *Pennsylvania* to place Texas & Pacific bonds. (USRR&MR)**
- July 12, 1873** **PRR fires all day gatekeepers at Jersey City Terminal for passing uncanceled through tickets. (USRR&MR)**
- July 13, 1873** **Line relocation opens between Villanova and Morgans Corners; completes all realignments east of Eagle. (AR)**

- July 14, 1873** Camden & Atlantic Railroad leases Mays Landing & Egg Harbor City Railroad. (NJCorp)
- July 14, 1873** Cumberland Valley Railroad begins operation of Dillsburg & Mechanicsburg Railroad under lease of Feb. 22, 1873. (C&C - CV AR gives this as open date?? - open late 1872! - CV AR of late 1872 says done but not open)
- July 14, 1873** Cornelius Vanderbilt and party leave Saratoga, N.Y., for three-day inspection tour of LS&MS. (NYTrib)
- July 15, 1873** N.J. Court of Errors & Appeals reverses 1871 opinion of Chancellor in suit of Black vs. D&R Canal Co., et al.; holds N.J. act authorizes only consolidation of "United Companies" and not lease to PRR; while the decision destroys the validity of the PRR lease, most of the UNJ stockholders want their guaranteed 10% dividend and work with the PRR to buy out the dissident stockholders; no attempt to enforce the decree is made until Sep. 1877. (MB, BF)
- July 1873** PRR now demolishing front of old Jersey City Terminal. (RRGaz)
- July 1873** New York & Oswego Midland Railroad enters receivership; Abram S. Hewitt and John G. Stevens appointed receivers. (Helmer)
- July 18, 1873** New iron tug for Delaware & Raritan Canal launched at Lambertville Iron Works; 50 x 10. (Lee/Lambert. Beacon)
- July 1873** A.J. Cassatt moves into 56-acre country estate "Cheswold" north of Haverford Station; 37-room house designed by Furness & Evans; cost about \$50,000. (Davis)
- July 19, 1873** PRR discontinues 3:30 AM newspaper train and reestablishes midnight "owl train" from New York to Philadelphia. (RRGaz, NYTrib)
- July 19, 1873** Through summer service inaugurated between Jersey City and Cape May, running in 6:10. (NYTrib, date of 1st tt)
- July 19, 1873** J.H. Linville, Pres. of Keystone Bridge Company, and ___ Crosby arrive in Poughkeepsie to prepare to locate Poughkeepsie Bridge. (ARJ)
- July 19, 1873** Brooklyn Trust Company fails after revelations of misappropriation of funds by Pres. Ethelbert S. Mills, who drowned off Coney Island on July 15; was exposed by advances to New Haven, Middletown & Willimantic Railroad; many of the railroad companies then struggling to complete their works had been kept going by short term loans from private banks

and brokers, thus leaving their financiers vulnerable when New York money market is drained to finance crop movements in late summer. (NYTrib, Wicker)

- July 20, 1873** Northern Central Railway adopts new organization; create three General Superintendents, two of whom also hold similar posts on PRR; G. Clinton Gardner for section from Baltimore to Harrisburg, W.A. Baldwin for Harrisburg-Sunbury (and to Erie), and J.A. Redfield for Williamsport-Canandaigua. (ARJ)
- July 21, 1873** Montclair Railway enters receivership. (NYTrib)
- July 23, 1873** Old Colony Railroad extended from Wellfleet to Provincetown. (NH)
- July 24, 1873** Union Railroad tunnel at Baltimore opens, linking Northern Central with Philadelphia, Wilmington & Baltimore and Canton waterfront; PW&B has pressured Union Railroad Company of Baltimore into lowering its rates; also threatens to break PRR traffic contract unless "Pennsylvania Air Line" service is withdrawn. (BaltAm, Guide, Scharf)
- July 24, 1873** First train of livestock runs through Baltimore & Potomac Tunnel from Northern Central Railway to Calverton stock yards. (BaltAm)
- July 24, 1873** Parlor cars added to New York-Philadelphia trains; *Richmond Express/Northern Express* inaugurated (unclear if ran through south of DC).
- July 25, 1873** PRR establishes direct through service between New York and Washington via the Union Tunnel; three round trips, the fastest running in 7:40; through trains stop running into Calvert Station and stop only at Charles Street, later site of Union Station. (BaltAm)
- July 30, 1873** Jersey City & Albany Railroad opens between New Durham on New Jersey Midland and Tappantown on New York state line; uses PRR Jersey City Terminal via Marion Jct. (NYTrib)
- July 30, 1873** Texas & Pacific Railway completed to Dallas. (ARJ)
- July 31, 1873** Last rail laid on Central Extension Railroad to Babylon. (USRR&MR)
- Aug. 1, 1873** Sunbury Division created by detaching Danville, Hazleton & Wilkes-Barre Railway from Eastern Division of P&E; (according to Watkins - cannot verify from any other source - org manual shows Sunbury Div. in 1881?); Susquehanna Division of NC and Eastern Division (P&E) given common Superintendent (thru 1896 at least).

- Aug. 1, 1873** Central Extension Railroad opens between Bethpage Jct. and Babylon (Merrick Road); leased to Central Railroad of Long Island. (Seyfried, NYTrib)
- Summer 1873?** Canfield Branch of Lawrence Railroad opens between Hazelton and Canfield Jct. (Church)
- Aug. 1, 1873** Mahoning Coal Railroad, a subsidiary of the LS&MS, opens between Andover and Youngstown, Ohio, giving LS&MS access to Mahoning Valley iron region and opening alternate route thence to Ashtabula on Lake Erie. (RRGaz)
- Aug. 1, 1873** Pennsylvania Company assumes operation of Ashtabula, Youngstown & Pittsburgh Railroad. (MB)
- Aug. 4, 1873** Low Grade Line of Allegheny Valley Railroad opens between Driftwood and Barrs on east end. (AR)
- Aug. 4, 1873** Pennsylvania Company orders work to stop on Mansfield, Coldwater & Lake Michigan Railroad; have found more work needs to be done than were led to believe; can't advance more money until the MC&LM complies with its contract and issues more securities. (MB)
- Aug. 5, 1873** Chief Engineer reports on location of South Mountain & Boston Railroad in New Jersey. (RRGaz)
- Aug. 1873** Attempts to market Texas & Pacific bonds in New York and Philadelphia fail. (TheRoad)
- Aug. 1873** Pres. Thomson returns to Philadelphia from tour of western lines. (USRR&MR - wk pre 8/9)
- Aug. 1873** U.S. Secretary of the Treasury Benjamin H. Bristow of Louisville, resigns as Pres. of California & Texas Railway Construction Company; replaced by ironmaster John McManus of Reading. (ARJ)
- Aug. 7, 1873** *Ohio*, second American Steamship Company vessel, leaves Philadelphia on first voyage to Liverpool. (PubLdgr)
- Aug. 7, 1873** First passenger train runs over Cairo & Fulton Railroad to Little Missouri River 20 miles below Arkadelphia; plan is to use C&F as part of route to Texas & Pacific Railway at Texarkana, connecting on the east with the Cairo & Vincennes and Indianapolis & Vincennes. (ARJ)
- Aug. 8, 1873** Western Maryland Railroad contracts for trackage rights through Baltimore & Potomac Railroad Tunnel from Fulton Jct. in Baltimore.

(MB)

- Aug. 9, 1873** J. Edgar Thomson, Tom Scott, A.L. Dennis and David Salomon, PRR's New York agent, elected to Board of Atlantic & Pacific Railroad, which has charter to build to Santa Barbara on the 35th parallel route; Tom Scott elected Pres., replacing E.F. Bishop; sparks rumors that A&P is to be diverted south to join Texas & Pacific. (RRGaz, ARJ)
- Aug. 9, 1873** Union Bridge Company at Toledo incorporated in Ohio to build bridge over Maumee River connecting Toledo & Woodville Railroad with Toledo, Wabash & Western Railway just below the bridge of the LS&MS; jointly owned by Wabash and Pennsylvania Company. (Church, MB)
- Aug. 12, 1873** Pennsylvania Company Board hears report that Gilman, Clinton & Springfield Railroad floating debt is not paid, and both local and out of state stockholders of Morgan Improvement Company refuse to pay their shares of floating debt or relinquish claims against GC&S; Peninsular Railway will need \$100,000 over next three months. (MB)
- Aug. 12, 1873** New Haven, Middletown & Willimantic Railroad opens for revenue service between New Haven and Willimantic, creating the so-called "Air Line" between New Haven and Boston. (ARJ)
- Aug. 13, 1873** Pennsylvania Company Board declines request of Plymouth, Kankakee & Pacific Rail__ ; votes to give H.S. McComb 60 days notice to repurchase shares of Southern Railroad Association and New Orleans, Jackson & Great Northern Railroad as per his 1871 contract; George B. Roberts reports in capacity as Pres. of St. Louis, Vandalia & Terre Haute Railroad that he has been unable to secure proper statistics from William R. McKeen; also demands statements from East St. Louis & Carondelet Railway. (MB)
- Summer 1873** New Camden Terminal opens at foot of Federal Street (?)
- Summer 1873** Flushing & North Side builds spur to freight dock on Flushing Bay, as authorities refuse to allow manure shipments through Long Island City terminal.
- Aug. 16, 1873** Hanover & York Railroad organized at Hanover. (Val)
- Aug. 18, 1873** PRR Board approves offer from California & Texas Railway Construction Company to purchase \$2 million in bonds of PC&StL at 80 secured by a deposit of \$4 million Texas & Pacific construction bonds. (MB)

- Aug. 19, 1873** Ohio County, W.Va., approves additional subscription to Pittsburgh, Wheeling & Kentucky Railroad. (RRGaz)
- Aug. 19, 1873** Marietta & Pittsburgh Railroad opens between Cambridge and Liberty, Ohio., 10 miles. (RRGaz)
- Aug. 19, 1873** Washington City, Virginia Midland & Great Southern Railroad Board approves lease of its Manassas Branch between Strasburg and Harrisonburg, Va., to B&O, effective Sep. 1; in return, B&O advances \$700,000 to help extend Virginia Midland from Lynchburg to Danville. (RRGaz)
- Aug. 24, 1873** Gen. Anthony B. Warford (-1873), pioneer civil engineer and ex-Pres. of Northern Central Railway, dies at Harrisburg. (USRR&MR)
- Aug. 26, 1873** First train arrives in Atlanta via Atlanta & Richmond Air Line Railroad. (USRR&MR)
- Aug. 27, 1873** Memphis & Charleston Railroad stockholders pass resolution supporting Southern Railway Security Company. (RRGaz)
- Aug. 30, 1873** First portion of East Broad Top Railroad & Coal Company (narrow gauge) opens between PRR at Mount Union and Rockhill Furnace. (EBT)
- Aug. 30, 1873** Last spike driven on Cairo & Fulton Railroad, completing line to Fulton, Ark. (USRR&MR)
- Sep. 1, 1873** Post Office Dept. switches Washington Western Mail from PRR to B&O and from regular baggage cars to RPO car; ends transfers at Baltimore, Harrisburg and Pittsburgh. (RRGaz)
- Sep. 1, 1873** South Side Railroad of Long Island defaults on interest. (RRGaz)
- Sep. 1, 1873** B&O assumes operation of Manassas Division of Washington City, Virginia Midland & Great Southern and begins running through trains between Harpers Ferry and Strasburg, Va. (BaltAm)
- Sep. 1, 1873** Cleveland, Mt. Vernon & Delaware Railroad opens between Mt. Vernon and Columbus, Ohio, completing line from Hudson; of old roadbed of Springfield, Mt. Vernon & Pittsburgh Railroad, only 11.5 miles on each side of Mt Vernon is used by CMtV&D. (Church, AR - RRGaz this section Sunbury-Columbus 22 mi. - Mt. Vernon-Sunbury opened earlier)
- Sep. 1873** Harsimus Cove Branch completed. (ARJ)
- Sep. 3, 1873** Reading begins passenger service between Belmont and Grays Ferry over

Junction Railroad to make connections with PW&B trains to South, including through car between Harrisburg and Wilmington. (Rdg AR, Brks&SchJrnl)

- Sep. 3, 1873** **Marietta & Pittsburgh Railroad opens between Cambridge and Kimbolton, Ohio.**
- Sep. 4, 1873** **Rear-end collision between two northbound freight trains inside Baltimore & Potomac Tunnel; 1 killed. (BaltAm)**
- Sep. 4, 1873** **Ground broken for South Mountain & Boston Railroad at Blairstown, N.J. (ARJ)**
- Sep. 5, 1873** **George F. Carman elected Pres. of South Side Railroad Company of Long Island, replacing __ Fox demoted to VP on account of health. (NYTrib)**
- Sep. 5, 1873** **Poughkeepsie Bridge Company holds organization meeting at Poughkeepsie; A.L. Dennis elected Pres.; J. Edgar Thomson, Tom Scott, Andrew Carnegie, A.J. Cassatt, David Salomon, Strickland Kneass, et al., directors; resolve to begin work at once. (ARJ, USRR&MR)**
- Sep. 8, 1873** **Martinsburg & Potomac Railroad (W.Va.) opens Powells Bend to Martinsburg, W. Va. with through service from Harrisburg; controlled by Cumberland Valley; operated by Cumberland Valley without agreement. (USRR&MR - Guide has 10/7) (NB: Cumberland Valley also opens extension from Hagerstown to Powells Bend - no date given - RRG has 9/7; ARJ also has reg. service by 9/13)**
- Sep. 8, 1873** **New York Warehouse & Security Company, financier of Missouri, Kansas & Texas Railroad, suspends payments. (Wicker)**
- Sep. 8, 1873** **Danford N. Barney, et al., deed Buffalo, Corry & Pittsburgh Rail Road to William Phillips, Pres. of Allegheny Valley. (C&C)**
- Sep. 9, 1873** **Lawrence Railroad sells its Youngstown depot to Mahoning Coal Railroad. (Church)**
- Sep. 1873** **PRR bars B&O through cars from its lines between Philadelphia and New York. (check - cannot verify from a newspaper - was apparently a rumor and not done til 12/73)**
- Sep. 1873** **Chartered steamship *Rydal Hall* becomes second vessel on International Navigation Company (Red Star Line) between Philadelphia and Antwerp. (Flayhart)**

- Sep. 1873** **Severe floods damage Baltimore & Potomac Railroad. (AR)**
- Sep. 1873** **Henry S. McComb elected Pres. of Southern Railroad Association. (ARJ)**
- Sep. 13, 1873** **Kenyon, Cox & Co., Daniel Drew's firm which had endorsed \$1 million in bonds of Canada Southern Railway, fails as unable to pay guaranteed interest due on Sep. 15. (Wyckoff, Wicker)**
- Sep. 16, 1873** **J.A. Latcha reports to Pennsylvania Company Board that Cairo & Vincennes is below standard of Vandalia Line; sends letter to Ambrose E. Burnside demanding improvements as PRR is in a hurry to send trains over it; G.W. Cass reports he has stopped protecting the drafts of the Peninsular Railway; PCo. and Continental Improvement Company still have to advance \$74,000; reports work on Mansfield, Coldwater & Lake Michigan has stopped. (MB)**
- Sep. 17, 1873** **Pennsylvania Company Board reports that it has replied to John Sherman of Mansfield, Ohio, who wanted Mansfield, Coldwater & Lake Michigan shops at Mansfield; Gen. Burnside has told PCo. he is in charge of Cairo & Vincennes Railroad now, and PCo. agrees to meet with him and sign traffic contract. (MB)**
- Sep. 18, 1873** **Banking house of Jay Cooke & Co., Philadelphia and New York, fails; precipitates Panic of 1873, ending a period of railroad expansion; nationwide depression lasts into 1879; business values decline 32%; modern estimates indicate GNP continued to grow, but at a greatly reduced rate; reliable statistics on depth of unemployment are unavailable; Cooke had advanced \$15 million to build Northern Pacific Railroad; First National Bank of Philadelphia, owned by Cooke and E.W. Clark & Co., and First National Bank of Washington, D.C., also owned by Cooke, both fail as well; E.W. Clark & Co. also closes; 11 Philadelphia brokerage houses fail. (PubLdgr, BaltAm, Scharf, Wicker)**
- Sep. 18, 1873** **New York Stock Exchange closes at noon because of Panic. (Wyckoff)**
- Sep. 18, 1873** **Pres. Thomson in interview with Philadelphia *Press* says PRR has no connection with Jay Cooke nor did it intend to lease Northern Pacific; says he has no money in NP, although he is a trustee of its mortgage; says depression in stock prices is temporary. (BaltAm)**
- Sep. 18, 1873** **Board of Ohio Valley Railway suspends all work between Bellaire and Marietta and closes subscription books; Ohio Supreme Court had voided a general law allowing counties, townships and cities to build own railroads, which were to have formed important connections with Ohio Valley Railway. (Church)**

- Sep. 19, 1873 Philadelphia Councils extend time for removing City Railroad from Market Street between 8th & 13th Streets from Oct. 3, 1873 to Mar. 1, 1874. (Digest)**
- Sep. 19, 1873 25 New York banking and brokerage houses fail, including E.D. Randolph & Co., one of agents for Texas & Pacific Railway; sparks rumors that Tom Scott and PRR will also fail; E.D. Randolph later reopens. (NYTrib, BaltAm)**
- Sep. 19, 1873 Brokerage firm of Fisk & Hatch, financiers of Chesapeake & Ohio Railroad, fails; in New York, runs begin against Union Trust Company, a Vanderbilt bank, and the Fourth National Bank, once the bank of the Tweed Ring; panic spreads to Chicago, where real estate and grain prices collapse and brokerage house of A.C. & O.F. Badger fails. (Wyckoff, Wicker)**
- Sep. 19, 1873 Runs begin on two other Philadelphia banks, the Fidelity Insurance, Safe Deposit & Trust Company, which survives, and the Union Banking Company, which does not. (PubLdgr)**
- Sep. 19, 1873 South Side Railroad Company of Long Island surrenders lease of New York & Flushing Railroad. (Val)**
- Sep. 20, 1873 In New York, National Bank of the Commonwealth, the National Trust Company and the Union Trust Company suspend cash payments; secretary of Union Trust Company has absconded with \$400,000; Union Banking Company of Philadelphia closes, prompting suspensions by the Keystone Bank, Citizens Bank and State Bank; New York Clearing House votes to issue loan certificates and equalize deposits to shore up member banks; Franklin Bank of Chicago closes and Chicago banks begin to withdraw money from New York. (Wicker, BaltAm)**
- Sep. 20, 1873 Osborn & Chapin, Jay Gould's brokers, fail. (BaltAm)**
- Sep. 20, 1873 New York Stock Exchange votes to close indefinitely for first time in history in effort to stem panic selling. (Wicker)**
- Sep. 22, 1873 "Silent" panic of small but steady bank withdrawals begins in Louisville. (Wicker)**
- Sep. 22, 1873 LIRR discontinues Greenport-Newport steamer line.**
- Sep. 23, 1873 U.S. Circuit Court at Pittsburgh (RRG has Trenton) denies PRR request for injunction blocking construction of NY&LB Raritan River Bridge. (EDJ, RRGaz)**

- Sep. 23, 1873** After a brief lull, Panic resumes with failure of Henry Clews & Co.; runs begin against all savings banks in New York and Brooklyn as small depositors panic; bank panic spreads to Petersburg, Va.. (Wicker, BaltAm)
- Sep. 24, 1873** New York Clearing House banks partially suspend cash payments to protect reserves; Chicago Clearing House is deadlocked and takes no action; bank panic and failures spread to Richmond, Va., and Memphis, Tenn. (Wicker)
- Sep. 1873** PRR purchases an additional \$195,933 in stock of Southern Railway Security Company; in addition, begins advancing \$1.5 million in sterling to Southern Railway Security Company to secure advances made for construction of new lines between Charlotte and Atlanta and between Raleigh and Greensboro.
- Sep. 25, 1873** Bank panic spreads to Augusta, Ga., and Indianapolis. (Wicker)
- Sep. 26, 1873** Major bank runs begin in Chicago, where five national banks close, including the Union National Bank, the largest in the West; bank panic spreads to Savannah and Charleston, S.C. (Wicker)
- Sep. 27, 1873** Bank suspensions now practically nationwide; all Louisville banks suspend. (Wicker)
- Sep. 27, 1873** Pres. Thomson accepts proposal of James Roosevelt, President of Southern Railway Security Company, to sell to PRR its stocks and bonds of Richmond & Danville, Atlanta & Richmond Air Line System, Western Railroad of Alabama, and Mobile & Montgomery, which have cost the Security Company \$4.3 million plus \$3.2 million in construction advances, for \$2 million; Security Company has no more money to complete construction of the Atlanta & Richmond Air Line and its stockholders have refused to accept a new \$5 million bond issue to cover \$4.5 million in construction debts; Roosevelt raises threat that southern lines may fall into hands of interests opposed to PRR; approval postponed pending J. E. Thomson's inspection of lines. (MB)
- Sep. 28, 1873** Atlanta & Richmond Air Line Railway opens for revenue service between Charlotte, N.C., and Atlanta; Richmond & Danville system begins advertising as "Piedmont Air Line." (TheRoad,)
- Sep. 29, 1873** Most Chicago banks reopen. (Wicker)
- Sep. 29, 1873** Pittsburgh, Virginia & Charleston Railway opens between Dravosburg and Monongahela City, Pa.

- Sep. 1873** **Uniontown & West Virginia Railroad suspends construction between Uniontown and Mount Braddock, Pa.; resumed about 1876. (Val)**
- Sep. 30, 1873** **New York Stock Exchange reopens; 57 members of Exchange fail between onset of Panic and end of year. (Wyckoff)**
- Oct. 1, 1873** **Harsimus Cove freight yards open north of passenger terminal on Jersey City waterfront; New York Division carries 60% more freight than in 1872. (Watkins, AR?)**
- Oct. 1, 1873** **Wallower Line, last of old Main Line freight lines operating from 8th & Market Streets to Harrisburg, replaced by Empire Line service from 15th & Market. (USRR&MR)**
- Oct. 1, 1873** **Union Railroad Company of Baltimore grants Northern Central Railway trackage rights from B&P Jct. to Canton, retroactive to July 13, 1873. (Val)**
- Oct. 1, 1873** **Dunnings Creek Branch of Bedford & Bridgeport opens between Bedford and Holderbaum in the "Dutch Corner" iron ore district on Bedford Division. (Val, AR, RRGaz; Guide shows first pass service 11/2/73)**
- Oct. 1, 1873** **Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad default on interest payments. (Church)**
- Oct. 1, 1873** **Paris & Terre Haute Railroad incorporated in Illinois to build from Paris to Indiana state line in direction of Terre Haute. (Church)**
- Oct. 3, 1873** **William Phillips gives Danford N. Barney, et al., a mortgage on the Buffalo, Corry & Pittsburgh Railroad. (C&C)**
- Oct. 6, 1873** **Pier K placed in service at Harsimus Cove. (AR)**
- Oct. 6, 1873** **CNJ leases NY&LB Railroad. (MB)**
- Oct. 6, 1873** **Smyrna & Delaware Bay Railroad completed between Bombay Hook, Del., and Masseys, Md.; bankrupt and no regular service. (SmyrnaTimes)**
- Oct. 7, 1873** **Martinsburg & Potomac Railroad opens between Potomac River and Martinsburg; operated by Cumberland Valley Railroad. (Guide - C&C says done late 9/73)**
- Oct. 8, 1873** **Railway Association of America, meeting in Chicago, appoints a committee to draw up plan for a nationwide Railroad Bureau that would**

- coordinate research and collect and publish statistics. (RRGaz)
- Oct. 1873** Economy peaks with breaking of railroad bubble; 65-month decline follows, longest in U.S. history. (NBER)
- Oct. 1873** Manchester & Camden Railroad buys Kaighns Point ferry at Camden. (WSG)
- Oct. 10, 1873** Tom Scott cables from England that he has placed \$40 million of Texas & Pacific First Mortgage bonds; later proves false. (TheRoad)
- Oct. 11, 1873** PRR proposes to lease Philadelphia, Newtown & New York Railroad and endorse its bonds for construction. (MB)
- Oct. 13, 1873** Williamsburg Branch opens from Morrison Cove Jct. to Williamsburg on Pittsburgh Division; stations at Frankstown, Lamer's, Springfield Jct., Franklin Forge. (Val, RRGaz)
- Oct. 14, 1873** West Branch & Susquehanna Canal sold at foreclosure to Pennsylvania Canal Company.
- Oct. 15, 1873** Western Maryland Railroad begins revenue service over own line from Owings Mills to Fulton Jct. at west end of Baltimore & Potomac Railroad tunnel and begins running trains through tunnel into Union Station; abandons use of Calvert Station. (WM, BaltAm, RRGaz)
- Oct. 1873** Kent County Railroad completed on direct line between Worton and Parsons, Md., and old line between Chestertown and Parsons abandoned.
- Oct. 1873** O.H. Booth, Superintendent of Telegraph of Lines West, perfects a system of telegraphic time signals for all Lines West using Columbus time as standard; clocks are set to daily telegraph signals from the Allegheny Observatory near Pittsburgh. (ARJ)
- Oct. 16, 1873** *Indiana*, third American Steamship Company vessel leaves Philadelphia on maiden voyage to Liverpool. (Watkins)
- Oct. 16, 1873** Piedmont Air Line begins through Pullman sleeping car between Charlotte and New Orleans via Atlanta, Montgomery and Mobile. (ARJ)
- Oct. 1873** Parlor car service inaugurated on Philadelphia-Williamsport and Washington-Harrisburg routes.
- Oct. 1873** Grand Trunk Railway of Canada changes gauge from 5'-6" to 4'-8 1/2". (TheRoad)
- Oct. 18, 1873** Central Extension Railroad extended from Merrick Road, Babylon, to

new station at Carll Avenue and Fire Island Avenue; connects with Babylon Railroad to docks for Fire Island boats.

- Oct. 19, 1873** Post Office Dept. extends mail route over GR&I from Walton to Traverse City. (RRGaz)
- Oct. 20, 1873** Philadelphia, Newtown & New York Railroad declines PRR terms and demands release part of bonds to pay money owed to contractors. (MB)
- Oct. 20, 1873** Pennsylvania Canal Company stockholders authorize abandoning West Branch Canal above pool of Lock Haven dam. (MB)
- Oct. 22, 1873** PRR approves lease of Philadelphia, Newtown & New York Railroad, another railroad designed to interfere with National Railway project. (MB)
- Oct. 22, 1873** City of Baltimore passes ordinance authorizing Western Maryland Railroad to extend a streetcar line to Fulton; WM withdraws from use of Baltimore & Potomac tunnel because of high charges. (WM, BaltAM)
- Oct. 23, 1873** Andrew K. Hay elected Pres. of Camden & Atlantic Railroad, replacing Robert Frazer.
- Oct. 25, 1873** First train operates from Auburn Jct. to Butler, Ind., on Detroit, Eel River & Illinois Railroad. (HistDeKalbCo)
- Oct. 26, 1873** Tom Scott returns to Philadelphia after failing to place Texas & Pacific bonds in Europe. (TheRoad)
- Oct. 28, 1873** Camden, Gloucester & Mount Ephraim Railway begins construction; first narrow gauge railroad to be built under 1873 New Jersey General Railroad Law. (RRGaz)
- Oct. 28, 1873** Pennsylvania Company begins preliminaries to foreclose Mansfield, Coldwater & Lake Michigan Railroad. (MB)
- Oct. 29, 1873** Pennsylvania Company take only 60% on bills of shippers of coal and ore on Erie & Pittsburgh Railroad and Cleveland & Pittsburgh Railroad and the rest on credit to relieve their distress. (MB)
- Oct. 29, 1873** Texas & Pacific Railway directors call in 20% on stock subscription to raise funds. (RRGaz)
- Oct. 31, 1873** Pennsylvania Company reports that Judge Hall has resigned as Pres. of Toledo, Tiffin & Eastern Railroad. (MB)

- Nov. 1, 1873** Last run of *Niagara Express* on Philadelphia & Erie Railroad. (RRGaz)
- Nov. 1, 1873** Logansport, Crawfordsville & South Western Railway defaults on interest. (RRGaz)
- Nov. 1, 1873** Chesapeake & Ohio Railroad defaults on interest payments. (C&O)
- Nov. 1, 1873** Canada Southern Railway opens for through traffic. (USRR&MR)
- Nov. 2, 1873** PRR begins through sleeping cars between Washington and Chicago and Washington and St. Louis via Baltimore; also inaugurates through summer-only sleepers between Washington and Buffalo via Canandaigua and NYC. (RRGaz has to Buffalo by BNY&P - USRR&MR has Balt. to Chi. & St. Louis and to Buffalo via Emporium)
- Nov. 3, 1873** PRR files appeal to U.S. Supreme Court in NY&LB Bridge Case. (MsexDem)
- Nov. 3, 1873** Continental Improvement Company completes Grand Rapids & Indiana Railroad from Fife Lake to Little Traverse Bay (Petoskey); line north of Walton Jct. not operated during winter. (AR, TheRoad)
- Nov. 3, 1873** International Bridge opens between Black Rock, N.Y., and Fort Erie, Ont., creating a second crossing of the Niagara River. (RRGaz)
- Nov. 1873** Louisville-Chicago sleeping car line rerouted from via Lafayette to via Kokomo and Logansport.
- Nov. 4, 1873** California & Texas Railway Construction Company defaults on \$300,000 in notes (total floating debt is \$7.6 million) after failing to place Texas & Pacific Railway bonds in Europe; failure of Texas & Pacific scheme creates split between Scott and Thomson, whom Scott had talked into investing in Texas & Pacific Railway and endorsing its notes; John Welsh appointed trustee to waive protest. (USRR&MR)
- Nov. 4, 1873** First VP Tom Scott offers to resign at pleasure of Pres. Thomson as gesture of responsibility for southern and western ventures; resignation is not accepted. (MB)
- Nov. 5, 1873** PRR stock price falls to 40 for par-50 shares; down from peak of 64.87 in Feb. 1872. (TheRoad)
- Nov. 5, 1873** Allegheny Valley Railroad Low Grade Line opens between Brookville and Reynoldsville. (AR)
- Nov. 7, 1873** PRR orders payment of 5% semiannual dividend in 15-month scrip as

most cash is tied up in construction projects; sparks stockholder rebellion at the 1874 annual meeting; Board also refuses to accept Tom Scott's resignation; however, rumors say that T&P failure turns J. Edgar Thomson against Scott and that he would have been forced out did not Thomson's health begin to fail. (MB, TheRoad)

- Nov. 7, 1873 Marietta & Pittsburgh Railroad opens between Kimbolton and Canal Dover, Ohio, connecting with the Cleveland & Pittsburgh. (Guide - Church says 5/25/74)
- Nov. 8, 1873 Philadelphia Councils disavow report of Committee appointed to inquire into non-payment of dividends by Philadelphia & Erie Railroad now circulation, as only two members have prepared and signed the report. (Digest)
- Nov. 9, 1873 South Side Railroad of Long Island enters receivership; delivered to Nicholas Wycoff and Elbert Floyd Jones, Trustees. (RRG)
- Nov. 10, 1873 Newtown & Flushing Railroad (the "White Line") opens between Winfield and Flushing (Jagger Ave.) running south of Flushing & North Side Railroad; controlled by LIRR which begins rate war with F&NS. (Seyfried)
- Nov. 10, 1873 Philadelphia & Erie Railroad appoints committee to meet with PRR over dividend dispute. (PubLdgr)
- Nov. 10, 1873 Toledo, Tiffin & Eastern Railroad opens from the north end of the Toledo & Woodville Railroad to the crossing of the Toledo & Detroit Railroad near the Michigan state line; built under charter of Toledo & State Line Railroad; operated by Pennsylvania Company from this date under agreement signed Aug. 5, 1874. (Church)
- Nov. 10, 1873 Detroit, Eel River & Illinois Railroad opens between Auburn Jct. and Butler, Ind. (Church (ca.) - Guide has 11/30 - USRR&MR is earlier)
- Nov. 12, 1873 Traverse City Railroad completed between Walton Jct. and Traverse City, Mich.; built by Continental Improvement Company for Perry Hannah; operated by Grand Rapids & Indiana. (NB: Watkins has Dec. 1872!! - Mich RR 12/72 - AR ca. 1/73 - C&C says this is date of government acceptance as being completed - ARJ notes op mixed train by 11/22)
- Nov. 12, 1873 Michigan Gov. Bagley and Railroad Commissioners begin inspection of GR&I to Petoskey. (RRGaz)
- Nov. 13, 1873 Michigan Gov. Bagley accepts GR&I as finished and awards land grant

authorized by Congress on June 3, 1856.

- Nov. 14, 1873** PRR completes widening of tunnel at Columbia, Pa. (USRR&MR)
- Nov. 15, 1873** First annual Yale-Princeton football game played; oldest college rivalry except Yale-Harvard boat race. (NYT)
- Nov. 1873** Mercer & Somerset Railroad completed from Hopewell to East Millstone and connected to Millstone Branch. (WSG 11/20 - tt. shows first service as 2/74 - Lee also has SG show done 12/18)
- Nov. 1873** Columbus, Chicago & Indiana Central Railway opens from 12th Street to Carroll Avenue and Clinton Street in Chicago (4.02 miles). (what change in term. arrangements?)
- Nov. 1873** Pres. Thomson's health begins to fail. (Watkins)
- Nov. 1873** Montclair Railway and New Jersey Midland Railway have broken leases to bankrupt New York & Oswego Midland Railroad. (ARJ)
- Nov. 1873** Jersey City & Albany Railroad abandons service between Jersey City (PRR) and Tappantown for lack of business; revived in 1874. (ARJ)
- Nov. 17, 1873** Philadelphia & Erie Railroad committee meets with Pres. Thomson; Thomson says he is willing to give up the lease and exchange the PRR's P&E stock for other securities, which in practice would mean bankruptcy for the P&E. (PubLdgr)
- Nov. 17, 1873** Stock of Susquehanna Coal Company increased from \$500,000 to \$1.5 million to reflect purchase of 5,823 acres of coal lands.
- Nov. 17, 1873** Baltimore & Potomac Railroad opens Pennsylvania Avenue station in Baltimore; located at west end of easternmost section of B&P Tunnel. (USRR&MR)
- Nov. 17, 1873** Pittsburgh, Wheeling & Kentucky Railroad executes deed of trust conveying all its property and claims for uncollected subscriptions to William P. Hibbard and J.H. Pendleton to secure its unpaid debts; construction suspended for want of funds after much grading and all bridging completed. (Church)
- Nov. 17, 1873** Canada Southern Railway proposes to lease 5.5 miles of PRR between Toledo and Michigan state line. (MB)
- Nov. 17, 1873** Brotherhood of Locomotive Engineers meets at Albany to protest NYC&HR's imposing a pay cut and switching from a mileage to a daily

basis. (RRG)

- Nov. 19, 1873** St. Louis National Stock Yards opened; built by Samuel W. Allerton and executives of NYC&HR; first load of cattle had arrived in June before fully opened. (brochure)
- Nov. 19, 1873** Wilmington & Weldon Railroad election; directors include B.F. Newcomer, William T. Walters, S.M. Shoemaker and J. Donald Cameron. (ARJ)
- Nov. 1873** Tom Scott proposes to settle with the holders of California & Texas Railway Construction Company he has endorsed by extending time of payment from 2 to 24 months; Thomson, Houston and three others have endorsed only \$1.7 million, which is protected; Thomson's liabilities now supposed to be down to about \$500,000; Scott is still optimistic he can get aid from Congress. (PubLdgr)
- Nov. 1873** Texas & Pacific Railway assumes own construction from California & Texas Railway Construction Company. (ARJ)
- Nov. 21, 1873** Southern Railway Security Company stockholders meet to consider sale of property. (RRG)
- Nov. 23, 1873** Philadelphia & Erie Railroad stockholders meet and authorize negotiating a compromise with PRR. (PubLdgr)
- Nov. 24, 1873** Harlem River & Port Chester Railroad opens between Harlem River (132nd Street) and New Rochelle; operated by New Haven under lease of Sep. 29, 1873; later route of through PRR Washington-Boston trains; gives New Haven freight access to New Harbor without using New York & Harlem Railroad. (NH)
- Nov. 25, 1873** Poughkeepsie Bridge Company appoints J.H. Linville Chief Engineer and J. Edgar Thomson Consulting Engineer; adopt location; bridge is to be Linville truss with four piers, 500-foot spans and 130-foot vertical clearance. (ARJ)
- Nov. 25, 1873** Pennsylvania Company, PRR and James F. Joy of Michigan Central Railroad confer about proposed wage cut for engineers; J. Lowber Welsh of Drexel & Co. proposes settlement of Mansfield, Coldwater & Lake Michigan to repurchase MC&LM bonds in PFW&C betterment stock at 83 or PCo. notes at 7%. (MB)
- Nov. 25, 1873** Isolated section of Mansfield, Coldwater & Lake Michigan Railroad between Allegan and Monteith, Mich., opens; operated by Grand Rapids & Indiana without agreement; track laid for eight miles east of Monteith

but not opened and subsequently removed; work on balance of line between Monteith and Tiffin halted by depression. (C&C, Church)

- Nov. 25, 1873** Grand Rapids & Indiana opens between Fife Lake (or Walton Jct.?) and Petoskey, Mich., completing line from Fort Wayne. (NB: Church - Watkins has Nov. 13!! - AR says open to traffic 5/24/74)
- Nov. 26, 1873** PRR Board changes name of Athenville, Pa., to Ardmore and West Chester Intersection to Malvern. (MB)
- Nov. 26, 1873** PRR Board consents to abandoning West Branch Canal above pool of Lock Haven dam. (MB)
- Nov. 26, 1873** Ground broken for Poughkeepsie Bridge. (RRGaz)
- Nov. 26, 1873** First Mortgage Trustees Tom Scott and Hugh J. Jewett take possession of Gilman, Clinton & Springfield Railroad. (RRGaz)
- Nov. 27, 1873** F.E. Hinckley, Pres. of Chicago & Paducah and Chicago & Iowa, who has been named receiver of Gilman, Clinton & Springfield Railroad by McLean County Court on petition of local stockholders who complain that Morgan Improvement Co. received \$4 million in securities for work worth \$1.5 million and that GC&S has made improper contract with Pa. Co.; Hinckley takes possession of company office in Springfield; bondholders, represented by Morton, Bliss & Co. secure injunction from U.S. District Court ordering Hinckley to desist. (RRGaz)
- Nov. 28, 1873** PRR Finance Committee reports on Southern Railway Security Company; PRR has purchased \$783,733 of its stock and has made advances for construction in 1873 totaling \$1.825 million, for which Southern Railway Security Company proposes to turn over to PRR securities worth \$4.81 million; Finance Committee recommends acceptance of offer. (MB)
- Nov. 1873** Pittsburgh, Chicago & St. Louis Railway suspends construction of Pittsburgh, Wheeling & Kentucky Railroad.
- Nov. 1873** Last canal boat operates on North Branch Extension Canal between Tunkhannock and Pittston.
- Nov. 29, 1873** Central Pennsylvania Mining Company organized at Philadelphia; a coal land company; Samuel G. Lewis, Pres.
- Nov. 29, 1873** Armed with writs from state courts, Receiver F.E. Hinckley takes full possession of Gilman, Clinton & Springfield Railroad. (RRGaz)

- Late 1873** **Pennsylvania Company purchases stock control of Ohio Valley Railway. (Church)**
- Dec. 1, 1873** **Wages of all employees on Lines West cut by 10%.**
- Dec. 1, 1873** **Grand Rapids & Indiana Railroad and Traverse City Railroad accept lines from contractor, Continental Improvement Company. (TheRoad)**
- Dec. 1, 1873** **One round trip begins operating between Buffalo and Detroit via Canada Southern Railway and International Bridge. (RRGaz)**
- Dec. 1, 1873** **Mississippi Central Railroad completed to point opposite Cairo, Ill., but not opened. (USRR&MR)**
- Dec. 2, 1873** **New Castle & Franklin Railroad opens between New Castle and Mercer Jct., Pa. (LwrncJrnl - Val has 12/4)**
- Dec. 3, 1873** **U.S. Circuit Court rules that state courts have complete jurisdiction over Gilman, Clinton & Springfield Railroad bankruptcy; dissolves injunction against F.E. Hinckley acting as receiver. (RRGaz)**
- Dec. 4, 1873** **PRR Board approves purchase of southern railroad stocks from Southern Railway Security Company by vote of 8-1 after receiving Thomson's reports from Richmond and Charlotte that loss of connections would be a disaster for the PRR; E. C. Knight only director opposed; PRR receives 24,000 shares Richmond & Danville, 2,714 shares of Mobile & Montgomery, 3,980 shares Western of Alabama, all unissued stock in Atlanta & Richmond Air Line, \$400,000 in Mobile & Montgomery second mortgage bonds, and \$3.2 million in demand notes of R&D and A&RAL backed by the securities of their subsidiaries as collateral; all but Richmond & Danville are later written off as loss. (MB)**
- Dec. 4, 1873** **PRR Board approves \$400,000 advance to Northern Central to meet notes coming due in December. (MB)**
- Dec. 5, 1873** **D.P. Clay appointed receiver of Michigan Lake Shore Railroad by U.S. District Court on suit of bondholders; service suspended and rolling stock removed; serves to detach road from PRR; eventually becomes part of Pere Marquette system. (Church, RRGaz)**
- Dec. 5, 1873** **Severe windstorms hit Michigan; GR&I has to clear 100 downed trees between Clam Lake (Cadillac) and Traverse City. (RRGaz)**
- Dec. 6, 1873** **Continental Improvement Company tenders railroad to GR&I. (see 12/1)**
- Dec. 6, 1873** **Second Red Star Line steamship *Nederland* makes maiden voyage.**

(Flayhart)

- Dec. 8, 1873** Marietta & Pittsburgh Railroad renamed Marietta, Pittsburgh & Cleveland Railway. (Church)
- Dec. 13, 1873** Baltimore & Potomac Railroad contracts with Western Maryland Railroad, Northern Central Railway and Union Railroad Company of Baltimore for exchange of through traffic at Baltimore. (MB)
- Dec. 15, 1873** New PRR station opens in Jersey City. (EDJ - same later says 6/74)
- Dec. 16, 1873** Pennsylvania voters approve new Constitution at special election; calls for new general incorporation laws, end to Tom Scott-type charters, and bans railroad ownership of coal companies, although grandfather rights will not be disturbed. (TheRoad)
- Dec. 17, 1873** Cornerstone of Poughkeepsie Bridge laid in elaborate ceremony. (ASCE)
- Dec. 17, 1873** Western Maryland Railroad opens to Williamsport, Md., on Potomac River and C&O Canal. (WM)
- Dec. 18, 1873** Western Maryland Railroad begins using a horsecar connection between downtown Baltimore and Fulton and discontinues use of Baltimore & Potomac tunnel because of high charges. (BaltAm)
- Dec. 20, 1873** California & Texas Railway Construction Company arranges with creditors to defer payment for up to 2 years by issuing short-term notes backed by T&P bonds as collateral.
- Dec. 21, 1873** B&O slashes passenger fares between Philadelphia, Baltimore and the West by 40%, beginning new rate war with PRR. (BaltAm)
- Dec. 21, 1873** Cairo & Fulton Railroad completes bridge over Arkansas River at Little Rock. (RRGaz)
- Dec. 22, 1873** PRR meets B&O fare cut; reports it will cease hauling B&O cars east of Philadelphia, but not implemented until after Dec. 23. (BaltAm)
- Dec. 22, 1873** Pennsylvania Company Board hears report that Allegan Road (Michigan Lake Shore) is in hands of receivers for bondholders; PCo. equipment has been removed, and operates only between Allegan and Monteith; learns GR&I can't meet Jan. 1 coupons and arranges they be paid by PRR instead of Winslow, Lanier & Co. (MB)
- Dec. 22, 1873** Illinois Central Railroad begins operating through sleeping cars between Chicago and New Orleans via Mississippi Central Railroad using ferry

across Ohio River; cars are shifted to 5'-0" trucks at Cairo. (RRGaz)

- Dec. 22, 1873 Large public labor meetings and parades held in Cincinnati, Louisville and Chicago to protest depression conditions. (BaltAm)
- Dec. 23, 1873 Pennsylvania Company Board authorizes \$600,000 in notes to meet liabilities falling due Jan. 1; authorizes sale of Erie Canal between Ohio River and New Brighton for \$7,000; extends credit to shippers of ore at Cleveland up to \$20,000; George B. Roberts moves to involve locals to develop local traffic on Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad. (MB)
- Dec. 23, 1873 GR&I Board appoints committee to examine railroad before accepting from Continental Improvement Company.
- Dec. 23, 1873 First Mississippi Central Railroad train arrives opposite Cairo and is ferried across; regular service begins thereafter. (BaltAm)
- Dec. 24, 1873 PRR Board approves \$150,000 advance to American Steamship Company of Philadelphia; approves 10% cut in all wages and salaries because of depression. (MB)
- Dec. 24, 1873 Fisk & Hatch, financial agents of Chesapeake & Ohio Railroad, resume payments. (RRGaz)
- Dec. 25, 1873 Wilmington & Reading Railroad holds opening excursion of extension from Birdsboro to Reading. (RRGaz)
- Dec. 26, 1873 Brotherhood of Locomotive Engineers strikes Lines West at 12:00 noon in response to Dec. 1 wage cut; strike is effective at most points except Erie & Pittsburgh Railroad; engineers claim secured promise from Tom Scott and J.N. McCullough two years ago that any future changes would be by mutual agreement. (BaltAm)
- Dec. 27, 1873 Engineers on Cleveland & Pittsburgh Railroad return to work; PC&StL Railway main line remains closed between Pittsburgh and Indianapolis; switches spiked, trains derailed and locomotives vandalized at many points. (BaltAm)
- Dec. 27, 1873 New North German Lloyd steamship *Nurnberg* leaves Bremen on maiden voyage to Baltimore. (BaltAm)
- Dec. 28, 1873 Some passenger service resumes on PC&StL Railway; Grad Chief Engineer Charles Wilson issues order calling strike unauthorized and ordering men to return. (BaltAm)

- Dec. 28, 1873** B&O cuts fares from Baltimore and Washington to Pittsburgh and Wheeling to \$5.00; PRR follows. (BaltAm)
- Dec. 29, 1873** Headquarters of Belvidere Division moves into second floor of new stone station at Lambertville; first floor opens early Mar. 1874; new stone depot was completed ca. Dec. 15 and again ca. 3/10, which is prob. correct. (Lee/SG)
- Dec. 29, 1873** Militia from Steubenville restores order at Dennison, Ohio, on PC&StL Railway. (BaltAm)
- Dec. 29, 1873** Pennsylvania Company Board considers \$5 million 5-year debenture bonds to be floated by D. Salomon & Co. in Europe, secured by PFW&C betterment stock at 85. (MB)
- Dec. 30, 1873** Pennsylvania Canal Company transfers \$1 million stock of Susquehanna Coal Company to PRR to cancel equal outstanding debt.
- Dec. 30, 1873** Union Railroad of Baltimore grants trackage rights to PW&B; B&P grants trackage rights to Union Railroad of Baltimore through B&P Tunnel to Western Maryland Railroad at Fulton Jct.; Northern Central Railway grants Union Railroad of Baltimore trackage rights between north portal of B&P Tunnel and Union Jct., retroactive to July 13, 1873. (Val)
- Dec. 30, 1873** Pennsylvania Company authorizes additional \$50,000 notes through Winslow, Lanier & Co.; prepares contract for Canada Southern Railway and Toledo, Wabash & Western Railroad to use PFW&C between Fort Wayne and Chicago. (MB)
- Dec. 30, 1873** Strike begins breaking up on PFW&C west of Crestline. (BaltAm)
- Dec. 31, 1873** Philadelphia & Erie Grand Division employees meet in Sunbury and agree to accept 10% wage cut on Jan. 1, 1874, but appoint committee to get promise of restoration once business improves. (RRGaz)
- Dec. 31, 1873** Engineers' strike on Lines West ends at Pittsburgh; regular service nearly restored at Columbus and other points despite holdouts; New York Division engineers decide not to strike and accept arbitration. (BaltAm)
- Dec. 31, 1873** Committee on Reorganization reports to American Steamship Company of Philadelphia; 14 sailings in 1873 have netted only \$427 before fixed charges; consider declaring bankruptcy but decide to secure economies by contracting management to Peter Wright & Sons, who also manage Philadelphia operations of International Navigation Company. (Flayhart)

- Dec. 31, 1873** **Stockholders of California & Texas Construction Company meet in Philadelphia and agree to extend time limit on debts by up to two years, using Texas & Pacific Railway bonds as collateral; levies further assessment on stockholders to continue work. (RRGaz, USRR&MR, TheRoad)**
- Dec. 31, 1873** **At annual election of Gilman, Clinton & Springfield Railroad, Pres. S.H. Melvin, Secretary George H. Black, and director John Williams resign in favor of local people. (RRGaz)**
- Late 1873?** **Commonwealth of Pennsylvania seizes the charter of the Southern Railway Security Company for non-payment of taxes. (NO - still active ca. 1876)**
- 1873** **Whitestone & Westchester Railroad suspends construction without completing any part. (Val)**
- 1873** **Flushing Village Railroad project abandoned. (NYState)**
- 1873** **West Jersey Railroad opens new office building at Federal Street, Camden. (AR)**
- 1873** **Mays Landing & Egg Harbor City Railroad extended to river at Mays Landing. (AR)**
- 1873** **Stations built at Ardmore, Wayne and Malvern; Ardmore station is elaborate stone structure designed by Wilson Brothers. (AR)**
- 1873** **Greenwich Point Pier No. 4 completed. (AR)**
- 1873** **Track extended up Swanson Street to Navy Yard. (AR)**
- 1873** **New roundhouse and machine shop built at Columbia. (AR)**
- 1873** **In scramble to secure anthracite coal lands, PRR has amassed 5,823 acres near Nanticoke in the Northern Field, 2,119 acres near Hazleton in the Eastern Middle Field, 7,808 acres near Shamokin and Mount Carmel in the Western Middle Field, and 12,300 acres near Lykens in the Southern Field.**
- 1873** **Canton Company of Baltimore builds 100,000-bushel grain elevator at Canton; leased to J.N. Gardner. (Schlerf)**
- 1873** **PRR builds its first manual banner-type block station at Wilkinsburg on Pittsburgh Division; modified block system established on Pittsburgh**

Division with a third (green) aspect for permissive blocking, allowing trains to proceed at reduced speed.

- 1873** Coal storage yard and handling facilities built at South Amboy. (AR)
- 1873** Bells Gap Railroad opens between Bellwood and Lloydville, Pa.; 3'-0" gauge. (C&C - Guide says first pass. service 1/78!)
- 1873** Tyrone & Clearfield Railway opens Goss Run Branch No. 1 from Goss Run Jct. to coal mines (1.91 mile). (Val - ca. 1873)
- 1873** Cleveland, Mt. Vernon & Delaware Railroad abandons construction of Dresden Branch, which is not completed until 1888, after expenditure of \$220,725. (Church)
- 1873** PFW&C and Chicago & Alton Railroad build joint freight station at Chicago. (DeRouin)
- by 1874** NYC establishes White Line to western points via Cleveland, Columbus, St. Louis, Kansas City, Odgen, and San Francisco, International Line to __?, and Merchants Despatch Line (affiliated with American Express Company) over LS&MS and Michigan Central.
- 1873** Toledo, Peoria & Warsaw Railway opens Burlington Branch between LaHarpe and Iowa Jct., Ill., and obtains rights over CB&Q into Burlington. (Church - Stringham has 1871?)
- 1873?** Northern Central Railway stockholders' committee reports in favor of management and refuting charges brought by John Hulme. (Rept - or 12/8/74)