

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

By Christopher T. Baer

1872

May 2016 Edition

- Jan. 1, 1872 PRR discontinues ferry between Camden and Walnut Street, Philadelphia; all boats operate to Market Street and Walnut Street becomes freight-only. (ETFrancis)
- Jan. 1, 1872 Future Lines West transportation officer Charles Watts (1845-1920) made Station Master at the Jersey City Terminal of the United New Jersey Railroad & Canal Company. (MB)
- Jan. 1, 1872 Edmund L. Du Barry (1840?-1908), brother of Joseph N. Du Barry, appointed Superintendent of Baltimore & Potomac Railroad. (Wilson)
- Jan. 1, 1872 Pennsylvania Company appoints J. A. Latcha Inspecting Engineer. (MB)
- Jan. 1, 1872 PC&StL begins operating Chartiers Railway under lease of Dec. 8, 1871. (C&C)
- Jan. 1, 1872 A. J. Warner replaces William P. Cutler as Pres. of the Marietta & Pittsburgh Railroad; Warner is also the contractor and becomes the dominant figure in the enterprise; Warner is able to place the First Mortgage bonds in New York and Amsterdam. (Andrews)
- Jan. 1, 1872 Chicago, Danville & Vincennes Railroad begins running over CC&IC Railway from Dolton to its own station at Clinton & Carroll Streets, Chicago. (Lyford)
- Jan. 1, 1872 Reading leases Susquehanna & Tide Water Canal Company between Columbia and Havre-de-Grace; Gowen hopes to develop coal route to Baltimore via his Reading & Columbia Branch; lease serves to interpose Reading between Pennsylvania Canal Company and tidewater. (Rdg)
- Jan. 1, 1872 Atlantic & Great Western Railroad leases Niles & New Lisbon Railroad and

- Liberty & Vienna Railroad, both later merged into Cleveland & Mahoning Valley Railway. (Felton)
- Jan. 1, 1872 Union Contract Company turns over section of road from Denver to Colorado Springs, a new town founded by Gen. William J. Palmer, to Denver & Rio Grande Railway. (Anderson)
- Jan. 1, 1872 Lake Superior & Mississippi Railroad conveys a one-half interest in its line between Duluth and Thomson to the Northern Pacific Railroad for \$500,000 and bond interest; done because the Northern Pacific's charter requires it to begin at Lake Superior. (ICC)
- Jan. 1, 1872 Standard Oil Company absorbs rival Cleveland refinery of Clark, Payne & Co. and Jabez A. Bostwick's Long Island Oil Company at Hunters Point; by the end of the year, Standard has absorbed a total of 34 companies and has the capacity to refine half of U.S. oil production; Rockefeller continues his program of bringing talented former rivals into Standard's management. (Nevins)
- Jan. 1, 1872 Philadelphia & Reading Coal & Iron Company buys the St. Clair Lands from Abraham Hart, Henry C. Carey and Henry Carey Baird. (P&RC&I Mortgage)
- Jan. 1, 1872 Fairbanks, Greenleaf & Co., a Chicago-based manufacturer of machinery, is reorganized as Fairbanks, Morse & Co.; the form "Fairbanks-Morse" is only used as a brand name. (NCAB, Moodys)
- Jan. 2, 1872 South Improvement Company organized in Philadelphia; Peter H. Watson (1819-1885) named Pres.; half of the 2,000 shares are assigned to three firms nominated by the PRR: Warden, Frew & Co., the Atlantic Refining Company, and Lockhard, Waring & Warden of Pittsburgh; 100 shares go to Watson as representing the LS&MS, and the balance to persons associated with the Erie Railway, Allegheny Transportation Company and Standard Oil Company; major stockholders are William G. Warden, O.F. Waring, John D. Rockefeller, Henry M. Flagler, Oliver H. Payne, William Rockefeller, Jabez A. Bostwick, William Frew, Charles Lockhart, et al.; the company represents an attempt by major Pittsburgh and Cleveland refiners to cartelize the oil industry with the connivance of the Trunk Lines, particularly the PRR, given the failure of previous efforts to halt decline in prices. (Maybee, Nevins, Destler)
- Jan. 2, 1872 Matthew Baird & Co. (Baldwin Locomotive Works) begins a suit to foreclose the Junction & Breakwater Railroad. (MB)
- Jan. 2, 1872 Mansfield, Coldwater & Lake Michigan Railroad appoints J. D. Cook Chief Engineer in Ohio. (MB)

- Jan. 2, 1872 Charles R. Peddle, formerly General Superintendent, appointed Superintendent of Motive Power & Machinery of the Terre Haute & Indianapolis Railroad. (MB)
- Jan. 2, 1872 Philadelphia & Reading leases Susquehanna & Tide Water Canal, thus placing the Pennsylvania Canal Company's access to tidewater in unfriendly hands. (Rdg)
- Jan. 2, 1872 Wm. Butcher Steel Works fails in its first attempt to roll chrome steel couplings for the Eads Bridge. (Jackson)
- Jan. 2, 1872 Grand Duke Alexis leaves Chicago in his special train for Milwaukee, returning to Chicago on Jan. 4. (Alexis)
- Jan. 2, 1872 St. Louis, Kansas City & Northern Railway incorporated in Missouri as reorganization of North Missouri Railroad; property transferred by Morris K. Jesup in Feb.; runs from St. Louis to the Iowa state line with a branch from Moberly to Kansas City; Tom Scott, James B. Eads and Solon Humphreys among directors. (ICC, Poor, Vernon, Jackson)
- Jan. 3, 1872 Erie group, including Jim Fisk, William M. Tweed, Peter B. Sweeney, J. H. Devereux, R.F. Smith, L.D. Rucker, Hugh Smith and Henry Harley leave the Cleveland & Pittsburgh Board; Jay Gould remains, and his partner Henry N. Smith is elected, along with B. F. Jones, R.P. Ranney, Charles Lanier, J. V. Painter, William Hoge, George B. Roberts and William Thaw. (MB, AR)
- Jan. 3, 1872 City of Wheeling votes to subscribe \$225,000 to the Pittsburgh, Wheeling & Kentucky Railroad. (USRR&MR)
- Jan. 4, 1872 Mass meeting at Perth Amboy to protest PRR's suit against NY&LB bridge. (StGaz)
- Jan. 4, 1872 Ohio County, W.Va., votes to subscribe \$225,000 to Pittsburgh, Wheeling & Kentucky Railroad. (MB)
- Jan. 4, 1872 Meeting in support of the Valley Railway held at the Academy of Music in Akron; James A. Saxton of Canton, Pres., and Robert H. Cochran of Wheeling as Secretary; resolve that it is to be a standard gauge road to Wheeling. (Perrin)
- Jan. 5, 1872 Court denies the petition of Edward S. Stokes to publish Jim Fisk's intimate letters to Josie Mansfield; Stokes has run up huge debts to lawyers and has no way of further squeezing money out of Fisk. (Swanberg)
- Jan. 5, 1872 Grand Duke Alexis leaves Chicago on special train to St. Louis. (Alexis)

- Jan. 6, 1872 U.S. District Court at New York denies the request of New York stockholders of the Junction & Breakwater Railroad for an injunction to stop the directors from transferring or voting the 6,000 shares paid to contractors J. M. Barry & Co. (MB)
- Jan. 6, 1872 PFW&C Railway Executive Committee approves the PRR plan for a second track for 5 miles east of Fort Wayne for the traffic from the Cincinnati, Richmond & Fort Wayne Rail___. (MB)
- Jan. 6, 1872 Pittsburgh, Wheeling & Kentucky Railroad appoints Max Becker as Chief Engineer; authorizes a final survey, Wellsburg to Wheeling and rebidding whole line to Wheeling. (MB)
- Jan. 6, 1872 Edward S. Stokes (1841-1901) attends another hearing in which Fisk's lawyers have pilloried both him and Josie Mansfield, shredding what little is left of his reputation; he then learns that he and Josie have been indicted by the grand jury for blackmailing Fisk; Stokes then shadows Fisk and mortally wounds him with a pistol as he ascends the stairs of the Grand Central Hotel; Jim Fisk (1835-1872) dies the next day; his death costs Jay Gould his perfect partner and front man, who in Maury Klein's words "provided him with so outsized a shadow in which to dwell"; Stokes is convicted of murder and sentenced to death, but wins a new trial, is found guilty of manslaughter, and serves four years in Sing Sing. (Klein, Mott, Swanberg)
- Jan. 1872 GR&I opens between Paris and Clam Lakes (Cadillac - see 2/20).
- Jan. 1872 Cairo & Vincennes offers \$3.5 million bonds at 87½ in London through J.S. Morgan & Company on strength of contract with Pennsylvania Company. (The Road - verify C&FC)
- Jan. 7, 1872 Northern Central Michigan Railroad opens Jonesville to Albion. (Meints)
- Jan. 8, 1872 With the Lancaster contractors of the Junction & Breakwater Railroad free to vote their shares, they oust the New York faction consisting of Pres. James S. Gibbons, John S. Prettyman and Cornelius M. Meserole; they charge them with attempting to get 8,000 shares for sale in New York in order to control the company; accuse Gibbons of firing the old employees and replacing them with less competent people at higher salaries; also charge that the Delaware & New York Steamship Company provides unsuitable ships, whose irregular and slow trips fail to bring Delmarva fruit to market in time; contractor John. M. Barry, Lancaster banker George K. Reed, and Harbeson Hickman elected to the Board, and Reed is elected Pres.; John A. Sheaff replaces James A. Chase as Superintendent; Thomas Baumgardner (1816-1900) of Lancaster emerges as the company's leader; the new Board authorizes \$100,000 in Second Mortgage bonds. (MB)

- Jan. 8, 1872 Lehigh Valley Railroad Board approves the purchase of the Delano Land Company, holding 5,800 acres at the eastern end of the Mahanoy Coal Field near Mahanoy City, Pa. (MB)
- Jan. 8, 1872 Dayton & Cincinnati Railroad renamed Cincinnati Railway Tunnel Company. (Church)
- Jan. 8, 1872 After lying in state at the Grand Opera House, Jim Fisk's body is carried across town to the New Haven station on 26th Street in a quasi-military funeral procession made up of officers of the 9th Regiment and Narragansett Steamship Company, Erie Railway employees, his favorite musicians, and about 25,000 onlookers; it is the largest public funeral display since that for Abraham Lincoln, and Fisk's murder become the great New York scandal of the Gilded Age, not equaled until the shooting of architect Stanford White over 30 years later. (Swanberg)
- Jan. 8, 1872 Grand Duke Alexis is introduced to William "Buffalo Bill" Cody (1846-1917), the famous army scout who has been engaged by Gen. Phil Sheridan to arrange a buffalo hunt on the plains for the Duke; Cody has also secured the participation of Spotted Tail (1833?-1881), war chief of the Lower Brulé Sioux, and about 100 warriors, who will demonstrate traditional hunting techniques, war dances, etc. (Alexis, Wetmore)
- Jan. 9, 1872 First work train operates over Baltimore & Potomac Railroad from Annapolis & Elk Ridge Jct. (Odenton) and Collington (Bowie). (BaltAm)
- Jan. 9, 1872 Brooke County, W.Va., agrees to subscribe \$100,000 to Pittsburgh, Wheeling & Kentucky Railroad. (MB)
- Jan. 9, 1872 Pennsylvania Company executes supplementary contract with Cairo & Vincennes Railroad and Drexel, Morgan & Co. (MB)
- Jan. 9, 1872 William P. Shinn replaces Hugh J. Jewett on the Board of the St. Louis, Vandalia & Terre Haute Railroad. (MB)
- Jan. 10, 1872 CNJ ends through Silver Palace sleeping cars to Pittsburgh and Chicago via Allentown Route and stops calling the overnight train the *Cincinnati Express*; continues morning and evening expresses making connections with PRR at Harrisburg. (NYTrib - others may have diff. date - Guide says continue Silver Palace as late as 5/25/73 - may be 3/21/72)
- Jan. 10, 1872 Rochester, Nunda & Pennsylvania Extension Railroad Company incorporated in N.Y. to build from Belvedere in Town of Amity, Allegany County, to Mill Grove on Pennsylvania state line. (Val, CorpHist)
- Jan. 10, 1872 First car of coal from the PRR runs over the Northern Pacific Railroad from

Duluth to the western terminus at Moorhead, Minn.; carried by lake boat from Erie. (ARJ, USRR&MR)

- Jan. 10, 1872 Baltimore & Potomac Railroad Pres. Oden Bowie leaves office of Governor of Maryland. (Sobel)
- Jan. 10, 1872 Grand Duke Alexis leaves St. Louis for Omaha. (Alexis)
- Jan. 12, 1872 Northern Extension of the Rochester, Nunda & Pennsylvania Railroad Company incorporated in N.Y. to build from Mount Morris to Rochester; no construction done by this company. (C&C)
- Jan. 12, 1872 Illinois & St. Louis Bridge Company Board cuts wages and eliminates positions. (Jackson)
- Jan. 12, 1872 Framingham & Lowell Railroad leased to the Boston, Clinton & Fitchburg Railroad. (NHCorp)
- Jan. 12, 1872 Grand Duke Alexis arrives at Council Bluffs; party crosses to Omaha and boards special train of two sleeping cars, two parlor cars and a hotel car, departing at 3:00 PM. (Alexis)
- Jan. 12, 1872 Democrat James M. Smith inaugurated as Gov. of Georgia ending the last vestige of Radical rule. (Woolley)
- Jan. 13, 1872 Washington ordinance permits Baltimore & Potomac Railroad to lay a temporary track for one year from Virginia Avenue up 1st Street in front of the Capitol to the B&O depot. (Digest)
- Jan. 13, 1872 Baltimore & Potomac Railroad's Virginia Avenue Tunnel in Washington completed. (ARJ)
- Jan. 13, 1872 Connection built between Alexandria & Washington Railroad and Alexandria & Fredericksburg Railway at Poor House Lane in Alexandria. (USRR&MR)
- Jan. 13, 1872 Grand Duke Alexis and party arrive at North Platte, Neb.; travel by horse and wagons to hunting camp ("Camp Alexis") prepared by Buffalo Bill on Red Willow Creek, 40 miles to southeast; Frank Thomson, who is supervising railroad arrangements, is not on the list of those to be provided with mounts; Thomson, whose principal avocation is hunting and fishing, practically demands to be included in the party; Buffalo Bill loans him his famous war horse "Buckskin Joe" as temporary mount and grants Thomson's request to be allowed to kill a buffalo from it; in consequence of this honor, Thomson and Buffalo Bill become lifelong friends. (Alexis, Wetmore)
- Jan. 14, 1872 On the Grand Duke Alexis's 22nd birthday, the first mounted buffalo hunt is

staged at Camp Alexis, led by the Grand Duke and Col. George Armstrong Custer; Alexis rides Buffalo Bill's horse "Buckskin Joe", but is unable to hit a buffalo with 12 pistol shots from a distance of 20 feet; Buffalo Bill then gives him his rifle "Lucretia Borgia," and he succeeds in killing a buffalo at a distance of only 10 feet. (Alexis, AmHist)

- Jan. 14, 1872 The New York *Herald* publishes the Fisk-Mansfield letters, which contain only evidence of Fisk's infatuation and no mention of Erie Railway or Tammany Hall matters. (Swanberg)
- Jan. 15, 1872 LIRR leases Newtown & Flushing Railroad ("White Line"). (Val)
- Jan. 15, 1872 Louisville Union Depot & Transfer Company incorporated in Kentucky as joint terminal of Louisville & Nashville Railroad, JM&I Railroad, Louisville Bridge Company, Louisville, Cincinnati & Lexington Railroad and Louisville, New Albany & St. Louis Air Line Railroad; nothing done under this charter. (Church)
- Jan. 15, 1872 Andrew Carnegie informs George B. Roberts that he has sold 1,000 shares of Illinois & St. Louis Bridge Company at 10. (Jackson)
- Jan. 15, 1872 U.S. Supreme Court rules in *Knox v. Lee*, 5-4 to overturn its 1870 ruling in *Hepburn v. Griswold* that Greenbacks are unconstitutional; Chief Justice Salmon P. Chase dissenting; Greenbacks remain legal; Pres. Grant's 1870 appointees are enough to shift the balance of power. (thegoldstandardnow.org, 79 US 457)
- Jan. 15, 1872 Second and larger buffalo hunt staged at Camp Alexis, including Sioux hunting in traditional style with bow and arrow; publicity of the event enhances Buffalo Bill's public image, and buffalo hunting becomes popular as a tourist sport, and over the next three years the Southern Plains herds, easily reached by rail lines and amounting to over 5 million animals, are wiped out. (Alexis, Sonneborn, AmHist)
- Jan. 1872 After the failure to place Northern Pacific Railroad bonds in the Netherlands, Germany and Austria, \$20 million are offered through Jay Cooke's London office, Jay Cooke, McCulloch & Co.; however, as bond sales slow, Jay Cooke & Co. continues to advance money to the NP. (Oberholtzer)
- Jan. 1872 Detroit, Hillsdale & Indiana Railroad opens between Manchester & Hillsdale. (Meints)
- Jan. 16, 1872 Gen. Isaac J. Wistar appointed General Superintendent of Canal Dept. (D&R Canal), replacing John G. Stevens, resigned to be Pres. of United New Jersey Railroad & Canal Company; C.B. Rossell appointed Superintendent of Canals; Francis B. Stevens Superintendent of Steam Towing; Gen. Wistar

remains in charge (?) of Pennsylvania Canal Company. (MB)

- Jan.16, 1872 Ohio County, W.Va., signs agreement with Pittsburgh, Wheeling & Kentucky Railroad, affirming its \$225,000 subscription but limiting actual payment to its pro-rata share of cost of survey until actual cost is known. (MB)
- Jan. 16, 1872 Grand Duke Alexis and party return to North Platte; depart in special train late at night for Denver, where a special ball is held in his honor. (Alexis, AmHist)
- Jan. 17, 1872 First train operates over Frederick & Pennsylvania Line Railroad from Littlestown to Little Pipe Creek (Keymar), Md. (BaltSun)
- Jan. 18, 1872 Camden & Atlantic Railroad Board offers to purchase the Coopers Point & Philadelphia Ferry Company by an exchange of stock. (MB)
- Jan. 18, 1872 South Improvement Company signs identical rate contracts with PRR, NYC, Erie and A&GW; B&O, which is not a major player in the oil trade, refuses to sign; J. Edgar Thomson is first to sign; South Improvement Company is to build several storage and shipping terminals; PRR is to have 45% of its oil trade, and NYC and Erie/A&GW 27.5% each; nominal rates are nearly doubled, but members of South Improvement Company are to receive rebates of 40-50% on their crude and 25-50% on refined oil; members are to receive the rebates on oil shipped by competitors outside the South Improvement Company; members had not counted on the outrage of producers and refiners in the Oil Regions, who were not invited to join, although the plan was to bring them in later. (Nevins, Maybee, HepburnRept - according to Nevins, PRR contract was delivered to Rockefeller on 1/19 and from Vanderbilts on 1/24; Gould was holding out for more concessions)
- Jan. 18, 1872 Work begins extending the Marietta & Pittsburgh Railroad north from Cambridge; is now open Marietta to Caldwell (35 miles). (USRR&MR)
- Jan. 19, 1872 PC&StL Railway Board approves the lease of the Jeffersonville, Madison & Indianapolis Railroad; authorizes the purchase of lots occupied by the roundhouse in Chicago; appoints George B. Roberts to settle with Gen. William McCook, Thomas L. Jewett and the Dennison Land Company. (MB)
- Jan. 19, 1872 Pittsburgh, Wheeling & Kentucky Railroad appoints Max J. Becker Chief Engineer. (MB)
- Jan. 19, 1872 Granite Improvement Company Board approves a contract to complete the Ashtabula, Youngstown & Pittsburgh Railroad from Girard to Ashtabula, Ohio, including extension to docks, for \$300,000 in cash, \$1.5 million in First Mortgage bonds, \$320,000 in Income bonds and \$1.18 million in stock. (MB, Church)

- Jan. 19, 1872 Grand Duke Alexis leaves Denver for Kansas City in special train over Kansas Pacific Railway. (Alexis)
- Jan. 20, 1872 Second buffalo hunt arranged for Grand Duke Alexis and Gen. Sheridan and Col. George Armstrong Custer at Kit Carson, Colo.; Custer shows off his riding skills, guiding his horse in a circle by his knees, while firing accurately with a pistol in each hand; Alexis kills five buffalo, but Gen. Sheridan, who is watching on foot is nearly shot and trampled by wounded animals during the melee. (Alexis, AmHist)
- Jan. 20, 1872 Erlanger & Co. places the Bolivian loan for the National Bolivian Navigation Company on the market; £1.7 million are sold at 68, netting £1,040,286, plus a 5% commission to Erlanger & Co. (Craig)
- Jan. 21, 1872 United New Jersey Railroad & Canal Company and Philadelphia & Trenton Railroad divided into New York Division (Jersey City-Philadelphia and branches) and Amboy Division (South Amboy-Camden and branches). (USRR&MR)
- Jan. 22, 1872 On the Kansas prairies west of Topeka, Grand Duke Alexis and Col. Custer shoot buffalo from the baggage car of a moving train. (Alexis)
- Jan. 23, 1872 B&O completes a 500,000-bushel grain elevator at Locust Point, Baltimore, replacing hand loading and unloading that costs 4-5 cents a bushel, reducing the charge to 1½ cents a bushel. (AR, WindomRept)
- Jan. 23, 1872 Grand Duke Alexis arrives in St. Louis in special train of four cars over Missouri Pacific Railroad. (Alexis)
- Jan. 24, 1872 LIRR Board authorizes contract with the Central Railroad Company of Long Island for crossings at Hempstead and Farmingdale. (MB); approves lease of the Newtown & Flushing Railroad. (MB)
- Jan. 24, 1872 Col. John G. Stevens (1820-1886), hitherto Chief Engineer & Superintendent of Delaware & Raritan Canal, elected Pres, of United New Jersey Railroad & Canal Company, henceforth a figurehead position held by the Stockton and Stevens heirs; replaces Ashbel Welch, resigned to be Chief Engineer of New Jersey Works for the PRR with special responsibility for developing the freight terminal at Harsimus Cove; both effective Feb. 1. (MB, USRR&MR)
- Jan. 24, 1872 Camden & Atlantic Railroad acquires stock control of Coopers Point & Philadelphia Ferry Company operating ferries *Atlantic* and *Arasapha* between Coopers Point and Vine Street; operates without agreement. (AR, Val, C&C)
- Jan. 24, 1872 PRR Board grants Second VP Herman J. Lombaert three months leave for health; Lombaert is forced to retire permanently; he has suffered some kind of

mental breakdown and is eventually ruled insane. (MB, Wilson)

- Jan. 24, 1872 Philadelphia & Reading Coal & Iron Company buys the Associated Lands in Coal, Zerbe and Cameron Townships from Charlemagne Tower. (P&RC&I Mortgage)
- Jan. 25, 1872 Cleveland, Mt. Vernon & Delaware Railroad opens from coal mines 3.5 miles south of Millersburg to Mt. Vernon; passenger service begins between Millersburg and Mt. Vernon; company then decides to build to Columbus instead of Delaware. (Church - Perrin has 6/25!??)
- Jan. 26, 1872 Andrew Carnegie sells another 500 shares of Illinois & St. Louis Bridge Company at 20; tells J. Edgar Thomson that his intention is to reduce his, Thomson's and Scott's holdings to 1,000 shares each, whose cost will be covered by the construction bonus, so they will get 1,000 shares paid in and \$50,000 Second Mortgage bonds without any cash outlay; is using his inside knowledge to unload the stock before projected calls for cash installments are announced. (Jackson)
- Jan. 26, 1872 Cornelius Vanderbilt and other NYC&HR officers meet with the Citizens' Eastside Association at Grand Central Depot and agree to depress the tracks in 4th Avenue north of 48th Street and elevate them over the Harlem Flats between 97th Street and the Harlem River. (Stiles, NYT)
- Jan. 26, 1872 Philadelphia & Reading Coal & Iron Company buys the Archibald McIntyre lands at Mount Carmel, which have been purchased earlier by Franklin B. Gowen. (P&RC&I Mortgage)
- Jan. 1872 Oil Region refiners Jacob Jay Vandergrift (1827-1899) and John D. Archbold (1848-1916) and Brooklyn refiner Henry H. Rogers (1840-1909) of Charles Pratt & Co. are asked to join the South Improvement Company, but refuse. (Nevins)
- Jan. 27, 1872 Philadelphia & Reading Coal & Iron Company buys the land of the Mount Carmel Coal & Iron Company. (P&RC&I Mortgage)
- Jan. 28, 1872 New PRR combined station and office building completed at Williamsport, Pa. (AR)
- Jan. 29, 1872 Ernest Rowland Hill (1872-1948), future co-founder of engineering firm of Gibbs & Hill, born at Pompton, N.J. (G&H)
- Jan. 29, 1872 First section of the New Jersey West Line Railroad opens between Summit and Bernardsville, N.J., operated as a branch of the Morris & Essex line of the DL&W, with which it connects at Summit; some work is being done between Summit and near Newark, but never completed. (Taber)

- Jan. 29, 1872 Grand Duke Alexis leaves St. Louis by special train for Louisville. (Alexis)
- Jan. 30, 1872 Maryland & Delaware Railroad Board orders filing notice with Talbot County that the road is completed to Oxford and to deliver the \$50,000 subscribed by Talbot County. (MB)
- Jan. 30, 1872 St. Louis City Council appoints committee to bring in ordinance for a new Missouri Pacific line to Carondelet, using a ferry crossing to the narrow-gauge East St. Louis & Carondelet Railway in Illinois. (Jackson)
- Jan. 30, 1872 Grand Duke Alexis arrives by special train at Louisville. (Alexis)
- Jan. 31, 1872 Dayton & Cincinnati Railroad renamed Cincinnati Railway Tunnel Company; to build Cincinnati-Sharon; no work done. (C&C)
- Early 1872 PRR completes Pier No. 3 at Greenwich in South Philadelphia; 500' x 60'; Pier No. 4 under construction.
- Early 1872 John Cochran of Chester, Pa., buys 150 acres and lays out the new suburb of Norwood on the PW&B's Darby Improvement; the village takes its name from a novel by the Rev. Henry Ward Beecher. (Ashmead)
- Early 1872 Logansport, Crawfordsville & South Western Railway opens to Rockville, Ind.; permits development of the coal deposits on Sand Creek about 4 miles north of Rockville. (HistParke/Vermillion)
- Early 1872 Drexel, Morgan & Co. buys the lot on the southwest corner of Broad & Wall Streets for about \$1 million or \$21 million per acre, the highest price yet paid for a piece of real estate anywhere; 23 Wall Street, across from the Subtreasury to the west and the Stock Exchange to the north, becomes known as The Corner and the seat of the House of Morgan until the late 20th century. (Hopkinson - verify NYT?)
- Feb. 1, 1872 Meeting of Smyrna & Delaware Bay Railroad; contracts made by old Board with Charles K. Landis to be bought for \$300,000; rejected by new Board. (RRGaz)
- Feb. 1, 1872 John Durand resigns as General Superintendent for the line between Pittsburgh and Cincinnati; replaced by two division superintendents, one for the PC&StL Railway's new "Pittsburgh & Columbus Division, including the Chartiers Railway (W.W. Card), and one for the "Columbus & Cincinnati Division (John Durand). (MB)
- Feb. 1, 1872 Grand Rapids & Indiana Railroad issues \$1.25 million 8% bonds for purpose of buying rolling stock for Cincinnati, Richmond & Fort Wayne Railroad.

(Church)

- Feb. 1, 1872 Robert W. Downing (1835-1911) joins the PRR as Assistant Comptroller. (MB)
- Feb. 1, 1872 Former Allegheny Portage Railroad and PRR Chief Engineer Edward Miller (1811-1872) dies of cancer at Philadelphia at 62. (Roberts, Wilson)
- Feb. 1, 1872 Cairo & Fulton Railroad opens from Argenta (North Little Rock) to the Little Red River in White County (Kensett). (Wood)
- Feb. 1, 1872 William Butcher turns out his first steel locomotive tire at the Standard Steel Works near Lewistown, Pa. (HistJuniata/Susq)
- Feb. 2, 1872 Grand Duke Alexis arrives in Memphis by special train from Louisville, following side trip to Mammoth Cave, Ky. (Alexis)
- Feb. 2, 1872 First carloads of Connellsville coke arrive at the new Lucy Furnace of Carnegie, Kloman & Co. (Warren)
- Feb. 5, 1872 PC&StL Railway Board approves an issue of \$3.5 million in preferred stock to retire the floating debt, also the Dec. 8, 1871 lease of the Chartiers Railway and the Dec. 26, 1871 lease of the Jeffersonville, Madison & Indianapolis Railroad; all three measures meet with substantial minority opposition; the stockholders appoint a committee of three, including George B. Roberts, to investigate the company's affairs. (MB)
- Feb. 5, 1872 Edward Miller interred at Woodlands Cemetery in Philadelphia. (Wilson)
- Feb. 5, 1872 Virginia sells most remaining state railroad stocks at public auction. (Stover)
- Feb. 6, 1872 Bill introduced in Congress to authorize St. Clair & Carondelet Bridge Company to bridge Mississippi River in the interest of the Pacific Railroad (Mo.). (Jackson)
- Feb. 8, 1872 North & West Branch Railroad receives letters patent. (C&C)
- Feb. 8, 1872 North Carolina act reestablishes the Western Division of the Western North Carolina Railroad as a separate company. (Brown)
- Feb. 9, 1872 Ashtabula, Youngstown & Pittsburgh Railroad Board adopts the route for a branch from Niles to Mineral Ridge Furnaces; cancels the construction contract to Nathan Randall & Co. and approves a lease to the Pennsylvania Company. (MB)
- Feb. 10, 1872 Erie Railway director Frederick A. Lane proposes to W. Archdall O'Doherty

a scheme to get control of the Erie Board for James McHenry and oust Jay Gould from the presidency in return for \$1.5 million to be split three ways. (NYT)

- Feb. 1872 Central Improvement Company advertises for subcontractors to build Shenandoah Valley Railroad from Shepherdstown, W. Va., to near Front Royal, Va.; later plans to extend to Salem, Va., and Knoxville. (The Road)
- Feb. 1872 Horace F. Clark of Vanderbilt interests buys the Warren & Venango Railroad, recently completed between Dunkirk and Warren, and halts further construction. (Not true! Dunkirk-Warren was DW&Pittsburgh Ry; W&V was under construction Warren-Titusville and was not stopped until reached Titusville - prob date of purch DW&P, A. Schell became VP - Poors)
- Feb. 12, 1872 In U.S. House, Rep. Nathaniel P. Banks of Massachusetts moves for an investigation of the management of the Northern Pacific Railroad. (CongGlobe, Oberholtzer)
- Feb. 12, 1872 Grand Duke Alexis arrives in New Orleans by steamboat from Memphis; stays through Mardi Gras, where he is guest of honor. (Alexis)
- Feb. 13, 1872 Josiah Bacon, Washington Butcher, Edmund Smith and Edward C. Knight elected directors of the West Jersey Railroad, representing the PRR. (MB)
- Feb. 14, 1872 At annual meeting, it is announced that a large number of shares of the South Carolina Railroad have been purchased by New York and Georgia capitalists. (Nelson/AR)
- Feb. 14, 1872 Dewey, Vance & Co. blow in a blast furnace adjacent to the Benwood Iron Works south of Wheeling, which becomes the nucleus of the Riverside Works. (Scott)
- Feb. 15, 1872 LIRR issues the bonds of the New York & Rockaway Railroad to its shareholders as a 4% stock dividend. (MB)
- Feb. 15, 1872 Tom Scott replaces Samuel J. Tilden on Cleveland & Pittsburgh Railroad Executive Committee; Jay Gould remains and is also on Joint Executive Committee with PFW&C. (MB)
- Feb. 15, 1872 Pennsylvania Company and PC&StL Railway grant Milwaukee & St. Paul Railway and Northern Railway (Illinois) the use of PC&StL tracks from their junction to Kinzie Street and PFW&C tracks from Kinzie Street to Canal Street and use of PFW&C's Chicago passenger station at Canal & Madison Streets; Northern Railway of Illinois may build yards and stations along CC&IC line on Kinzie Street; in return, PRR system is to get equal consideration on eastbound traffic from Milwaukee as that shipped across

Lake Michigan to the Detroit & Milwaukee Railroad when the Mansfield, Coldwater & Lake Michigan Railroad is opened; a similar agreement is signed the same day with the Chicago, Milwaukee & St. Paul Railway in place of the Northern Railway. (Church)

- Feb. 1872 LIRR begins laying steel rails between Long Island City and Winfield. (USRR&MR)
- Feb. 1872 Vanderbilt son-in-law Horace F. Clark, Augustus Schell and James H. Banker begin a bull campaign in Union Pacific Railroad stock. (Stiles)
- Feb. 1872 Southern Railway Security Company has acquired through Morris K. Jesup 9,129 shares of Northeastern Railroad of South Carolina (Florence-Charleston) originally held by the city and state; SRSCo. now controls 13 railroads totaling 2,131 miles. (RRGaz, Hoffman)
- Feb. 1872 CNJ buys control of the Honey Brook Coal Company, operating mines near Audenried in the Eastern Middle Field, for \$2.99 million, giving it its first guaranteed source of coal tonnage.
- Feb. 1872 Atlantic & Lake Erie Railroad contracts the grading between Bucyrus and Toledo to W.V. & A.M. McCracken. (Perrin/CrwfrdCo)
- Feb. 1872 Ohio River Improvement Convention held in Cincinnati with Thomas Power of Pittsburgh as Chairman; calls for the creation of an Ohio River Commission with members from each of the seven states. (LJohnson)
- Feb. 1872 Enlarged Louisville & Portland Canal opens around the Falls of the Ohio. (Trescott)
- Feb. 16, 1872 Tom Scott elected President of Texas Pacific Railroad upon resignation of Marshall O. Roberts; 5 of 8 directors are PRR men: Scott, A.J. Cassatt, Joseph Lesley (Secretary of PRR), H.C. Spackman (private secretary to J. Edgar Thomson), and Albert Hewson (clerk to George B. Roberts). (TheRoad, Watson/Brown - according to Taylor, transfer was made in 12/71 but not made public til now; Roberts also announces he has sold the Southern Pacific Railroad to Scott for \$1.5 million - USRR&MR)
- Feb. 1872 Tom Scott appoints Gen. Grenville M. Dodge (1831-1916) as Chief Engineer of the Texas Pacific Railroad; he is to have full control, reporting only to Scott; as a test set by Scott, Dodge has helped line up the Iowa and Illinois Congressional delegations in support of the Baltimore & Potomac Railroad's Washington depot on the Mall. (Hirshson)
- Feb. 17, 1872 L. D. Dibble, Pres. of Peninsular Railway writes to G.W. Cass of Pennsylvania Company noting that his road is laid from Lansing to a point 12

miles west of South Bend; is to join PFW&C at Valparaiso; proposes to deposit \$500,000 First Mortgage bonds each with Pennsylvania Company and Continental Improvement Company in return for aid and traffic contract. (MB)

- Feb. 19, 1872 Grand Duke Alexis departs New Orleans in special train for Mobile and Pensacola. (Alexis)
- Feb. 19, 1872 A Legislative committee begins considering the impeachment of Judges Albert Cardozo, George G. Barnard, Daniel P. Ingraham and John H. McCunn, all implicated in events under the rule of the Tweed Ring. (Breen)
- Feb. 20, 1872 At PRR annual meeting, John Hulme introduces a resolution for terminating the Empire and Star Union Line contracts and having PRR acquire all cars; deflected by being referred to Board of Directors. (ARJ)
- Feb. 20, 1872 Price of PRR stock peaks 64.87; begins to decline because of increasing debt load incurred for expansion. (The Road)
- Feb. 20, 1872 Existence of the South Improvement Company revealed by Titusville *Courier* and Oil City *Derrick*. (Maybee)
- Feb. 20, 1872 New Jersey act authorizes the New Egypt & Farmingdale Railroad to extend from Farmingdale through Ocean Grove to Long Branch. (PL)
- Feb. 20, 1872 Kent County Railroad Board accepts the railroad between Kennedyville and Chestertown, Md., by a vote of 4-3, and orders opened at once, providing that the contractor provide ditches, widen cuts, and move the turntable and car house. (MB)
- Feb. 20, 1872 Kent County Railroad opens between Kennedyville and Chestertown, Md. (Usilton)
- Feb. 20, 1872 City of Wheeling grants Pittsburgh, Wheeling & Kentucky Railroad right to build depot on wharf south of the Ferry House. (Church)
- Feb. 20, 1872 First regular Grand Rapids & Indiana Railroad train arrives at Clam Lake (Cadillac). (Wheeler from newspaper?)
- Feb. 20, 1872 W.Va. act authorizes Shenandoah Valley Railroad to extend through Monroe, Summers, Mercer and McDowell Counties, i.e., on a more westerly route. (CorpHist)
- Feb. 20, 1872 Sen. Samuel C. Pomeroy of Kansas from the Committee on Public Lands reports a bill (S-115) reviving the land grant to the North Louisiana & Texas Railroad; no further action. (CongGlobe)

- Feb. 21, 1872 PRR leases Danville, Hazleton & Wilkes-Barre Railroad effective Mar. 1. (Val)
- Feb. 21, 1872 Cleveland *Plain Dealer* prints rumors concerning the South Improvement Company. (Nevins)
- Feb. 22, 1872 Thomas D. Messler elected Pres. of the Massillon & Cleveland Railroad, replacing Simon Perkins and ending local management. (MB)
- Feb. 22, 1872 Petroleum Center *Record*, with more information, denounces the South Improvement Company. (Nevins)
- Feb. 22, 1872 Grand Duke Alexis departs Pensacola, Fla., ending his U.S. tour; later in life, he commands the Imperial Russian Navy, but is forced to retire in disgrace following its humiliating defeat by Japan in 1905. (Alexis, AmHist)
- Feb. 1872 Jay Gould meets with Tom Scott at the Brevoort House in New York concerning the arrival in the U.S. of the Scottish “Lord Gordon Gordon” (actually a poor con man), who claims to own 60,000 shares of the Erie Railway and is planning to buy a large tract of land along the Northern Pacific Railroad; after the meeting, Frederick A. Lane comes in and reveals Gen. Daniel Sickles’ plan to oust Gould from the Erie presidency. (Mott)
- Feb. 23, 1872 PFW&C Railway Executive Committee authorizes the purchase of lots between Adams & Van Buren Streets and between Canal Street and the Chicago River to enlarge the Chicago depot grounds. (MB)
- Feb. 24, 1872 Financier LeGrand Lockwood (1820-1872) dies of pneumonia at New York. (NYT)
- Feb. 24, 1872 Baltimore & Canandaigua RPO established. (Kay - HistRyMail has 3/6)
- Feb. 24, 1872 Cleveland, Mount Vernon & Delaware Railroad contracts the section from Mount Vernon to Columbus to Col. Alexander Cassil and Samuel Israel, Jr. (Perrin/DelCo)
- Feb. 24, 1872 Andrew Carnegie writes to Tom Scott to urge him to change the name of the Texas Pacific Railroad to Southern Pacific as being a grander, national title. (Nasaw)
- Feb. 24, 1872 Washington City & Point Lookout Railroad incorporated in Md. under the General Railroad Law of 1870 to build from Washington southeast to Point Lookout. (B&O Val, PL)
- Feb. 25, 1872 PRR, Belvidere Delaware Railroad, Lehigh Valley Railroad, and Danville,

Hazleton & Wilkesbarre Railroad sign contract for a through route for anthracite coal from the Wilkes-Barre area to South Amboy and also any coal from the Philadelphia & Erie Railroad or DH&WB destined to tidewater in N.J. (MB)

- Feb. 25, 1872 Officer of Jamestown & Franklin Railroad mistakenly puts new oil rates into effect prematurely; Warren to New York increases from \$0.87 to \$2.14, (Nevins)
- Feb. 26, 1872 Rep. Nathaniel P. Banks (1816-1894) of Mass. introduces a resolution asking how the railroad in 1st Street in front of the west side of the Capitol can be removed. (CongGlobe)
- Feb. 26, 1872 Trunk Lines raise bulk oil rate from Oil Region to New York from \$1.31 to \$1.39 per barrel; sparks huge backlash in Oil Region. (Maybee)
- Feb. 27, 1872 Meeting held at Titusville Opera House draws 3,000 to protest South Improvement Company; telegram from George B. McClellan is read denying Atlantic & Great Western Railway is involved and is followed by one from Jay Gould saying that McClellan had signed the South Improvement Company contract, but that he, Gould, had signed only after all the others. (Nevins)
- Feb. 27, 1872 PRR begins westbound shipments of anthracite coal from Roberts Run mines west of Hazleton to points on Philadelphia & Erie. (unclear - in 1871 AR of 3/73 but must refer to 1872)
- Feb. 28, 1872 New Jersey act authorizes Manchester & Camden Railway to merge with Medford & Camden Railroad. (PL)
- Feb. 28, 1872 West Virginia act legalizes Ohio County subscription of \$225,000 to Pittsburgh, Wheeling & Kentucky Railroad. (Church)
- Feb. 28, 1872 Merger of the Memphis & Little Rock Rail__ and the Little Rock & Fort Smith Rail__ to form the Memphis, Little Rock & Pacific Rail__ is ratified at Little Rock; the Southern Railway Security Company, through Tom Scott, has agreed to guarantee the bonds of the consolidated company and lease it, effective Jan. 1, 1873, by which time it is supposed to be finished from opposite Memphis to Fort Smith; it is supposed to form a link between the Memphis & Charleston Railroad and the Texas Pacific Railroad. (RRGaz)
- Feb. 28, 1872 Since Feb. 17, the Standard Oil Company has acquired its four next larger refineries in Cleveland; by April 1, Standard has acquired a total of 21 Cleveland firms; Standard use the threat of the South Improvement Company to get its competitors to sell out at less than market valuation; Standard consolidates the refineries into 6 plants; it now has the capacity to refine half

the crude oil being produced; Standard is able to use this huge capacity to demand rebates and win railroad rate wars; by dismantling the unused refineries, it frustrates new entries into refining; with the control of Cleveland refining, Standard pressures the New York lines to undercut the PRR.
(Granitz)

- Feb. 29, 1872 Charter supplement procured by Lehigh Valley Railroad authorizes New Jersey West Line Railroad to extend from Newark to Jersey City, where the Morris Canal & Banking Company owns a waterfront terminal property; also to build a branch from Clinton to Phillipsburg for a connection with the Lehigh Valley Railroad. (PL)
- Feb. 29, 1872 Columbus, Springfield & Cincinnati Railroad opens between London and Columbus, completing line from Springfield. (GrnBk)
- Feb. 29, 1872 Partially completed Vincennes & Cairo Railroad (Ind.) merged into Cairo & Vincennes Railroad (Ill.). (GrnBk)
- Feb. 29, 1872 Future Delmarva lines officer Alexander H. Seth (1872-) born at St. Michaels, Md. (PRRBio)
- Early 1872 Atlantic & Pacific Railroad ceases construction. (Grodinsky)
- Mar. 1, 1872 PRR begins operating Danville, Hazleton & Wilkes-Barre Railroad under lease of Feb. 21, 1872; becomes part of Eastern Division of P&E. (Val, AR)
- Mar. 1, 1872 John B. Morford named Superintendent of LIRR, replacing Isaac D. Barton, resigned. (Seyfried)
- Mar. 1, 1872 West Jersey Railroad Board repeals the Apr. 26, 1867, appointment of John G. Stevens as Chief Engineer. (MB)
- Mar. 1, 1872 Ashtabula, Youngstown & Pittsburgh Railroad contracts with the Granite Improvement Company, a "Tom Scott" company, to complete its line from Girard to Ashtabula; appoints Felician Slataper (1828-1906) as Chief Engineer and William P. Shinn as Consulting Engineer. (C&C, MB)
- Mar. 1, 1872 Pennsylvania Company contracts with the Ashtabula, Youngstown & Pittsburgh Railroad to operate it starting on Jan. 1, 1873 or whenever it is finished in return for being reimburses for expenses; the Pennsylvania Company has built 300 freight cars for the AY&P which it will furnish at 10% interest. (MB, Church)
- Mar. 1, 1872 Second and larger meeting of oil producers held at Oil City to denounce South Improvement Company; addressed by John D. Archbold (1848-1916) and Lewis Emery, Jr. (1839-1924); new officers elected to the Petroleum

- Producers Association; resolve to curtail production by one third. (Nevins)
- Mar. 1, 1872 Bound Brook & Easton Railroad incorporated in N.J. by Lehigh Valley Railroad interests. (Baird)
- Mar. 1, 1872 New York, Housatonic & Northern Railroad leased to the Housatonic Railroad. (NHCorp)
- Mar. 1, 1872 Decree of foreclosure issued against Petersburg Railroad. (RRGaz - verify)
- Mar. 1, 1872 Maryland Jockey Club incorporated in Md. by Oden Bowie, Jacob Tome, W.W. Corcoran, John W. Garrett, et al. (PL)
- Mar. 2, 1872 VP Tom Scott sends telegram to Oil Region promising not to upset mutual relationship of producers and shippers. (Nevins)
- Mar. 2, 1872 Charter supplement lifts gauge restriction on Lancaster & Reading Narrow Gauge Railroad; road is built to standard gauge, although name is not changed. (C&C)
- Mar. 2, 1872 St. Mary's station and Warren engine house destroyed by fire on Philadelphia & Erie Railroad. (AR)
- Mar. 3, 1872 Saboteurs open taps on Peter Watson's oil tanks near Franklin; about 50 bbl. lost.
- Mar. 4, 1872 Trunk Lines raise bulk oil rate to New York from \$1.31 to \$2.43 per barrel, the difference representing the rebate paid to members of the South Improvement Company. (USRR&MR)
- Mar. 5, 1872 Third mass meeting against South Improvement Company at Franklin. (Nevins)
- Mar. 5, 1872 Southern Railway Security Company, having acquired a majority of the stock, leases Memphis & Charleston Railroad running between Stevenson, Ala., and Memphis for 99 years; also includes branch running from Decherd to Fayetteville, Tenn., which is to be extended to Huntsville, Ala., by Southern Railway Security Company. (Harrison, ICC)
- Mar. 5, 1872 Brooklyn & Jamaica Railway holds special meeting for reorganization. (BrklnEgle)
- Mar. 5, 1872 William H. Barnes (1829-1918), who is already Secretary of the Pennsylvania Company, elected Secretary of the PC&StL Railway. (MB)
- Mar. 5, 1872 Mobile & Montgomery Railroad opens over its entire length. (KleinL&N)

- Mar. 5, 1872 George Westinghouse patents the first automatic air brake and the triple-valve; his original "straight" air brake of 1869 used the air pressure to apply the brakes so that should the train part, the rear portion would lose its brakes; the automatic system uses positive pressure to release the brakes; in this way, the brakes are set automatically if a car parts from the train; the system is offered commercially in 1873. (GooglePtnt, Trains, Aldrich)
- Mar. 6, 1872 Judge Nixon lifts U.S. Circuit Court injunction against NY&LB bridge; met with fireworks and celebrations along line of NY&LB. (StGaz, EDJrnl)
- Mar. 6, 1872 At Union Pacific annual meeting in Boston, Tom Scott, J. Edgar Thomson and Andrew Carnegie are dropped from the Board in favor of the Vanderbilt interests; however, George Pullman has been buying more UP stock and stays on the Board; Vanderbilt's son-in-law Horace F. Clark, Augustus Schell and James H. Banker elected directors, and Clark elected Pres.; the Vanderbilts themselves are not involved. (ARJ, Klein, Stiles, Ward)
- Mar. 6, 1872 Supplement to charter of State Line & Juniata Railroad gives it indefinite and unlimited branching powers, allowing to build anywhere in the state. (PL)
- Mar. 6, 1872 Strickland Kneass (1821-1884) resigns as Chief Engineer & Surveyor of Philadelphia to be Assistant to J. Edgar Thomson at Thomson's request. (Scharf, MB)
- Mar. 6, 1872 Peter H. Watson is removed as Pres. of Franklin Branch (Jamestown & Franklin?) of LS&MS and replaced by Horace F. Clark. (Maybe)
- Mar. 6, 1872 Attica & Terre Haute Railroad merged into Chicago, Danville & Vincennes Railroad. (Lyford)
- Mar. 6, 1872 Sen. Justin S. Morrill (1810-1898) of Vermont reads a supposed confidential circular sent to major railroad presidents re seeking a 50% increase in mail pay rates. (CongGlobe)
- Mar. 7, 1872 New York dealers meet and propose negotiations with South Improvement Company; SIC agrees to admit New York dealers and refiners on SIC's terms.
- Mar. 7, 1872 Alfred W. Jones (1834-1913), a former Confederate colonel and railroad speculator who is a director of the Perth Amboy & Elizabethport Railroad, calls an illegal meeting of the Board and by excluding the majority holdings of the CNJ and claiming to issue new stock to himself and his associates, elects a new Board with himself as Pres.; Jones apparently throws in with the PRR in a move to harass the construction of the NY&LB and the Raritan River draw. (NJEquity, MB)

- Mar. 7, 1872 Sen. Simon Cameron reads a telegram from Tom Scot in which he denies that there is any railroad application for an increase in mail pay. (CongGlobe)
- Mar. 7, 1872 Virginia act reduces interest on the state bonds to 4%. (Pearson - verify PL)
- Mar. 8, 1872 At a meeting in Oil City, local producers organize Petroleum Producers' Union and Producers' Protective Association; agree to boycott South Improvement Company and only sell to local refiners and independents in New York; Buffalo businessmen propose a new independent railroad from Buffalo to the Oil Region. (Maybee, Nevins)
- Mar. 8, 1872 Pennsylvania Company Board authorizes new freight station east of Van Buren Street in Chicago; authorizes purchasing patent rights to the "wellman grate" for use on PFW&C and Erie & Pittsburgh as it gets 10 more miles per ton of coal and makes less smoke; agrees to lease Cleveland, Fort Wayne & Chicago Railway when completed for 7% of receipts and guarantee of First Mortgage bonds; hears offer of Illinois Central Railroad and Chicago, Illinois & Southern Railroad for trackage rights between Mattoon and Mt. Vernon, Ill. (MB)
- Mar. 8, 1872 Erie Railway directors ask Pres. Jay Gould to call a meeting to allay distrust in the business community; Gould refuses. (Mott)
- Mar. 9, 1872 Philadelphia & Erie Railroad Board notes it is no longer advisable to hold majority of 41,000 shares of Oil Creek & Allegheny River Railway; soon offered to local oil producers, but deal is not consummated.
- Mar. 9, 1872 Oil Creek & Allegheny River Railway passes its April dividend. (Maybee)
- Mar. 9, 1872 New York oil dealers and refiners meet and elect Henry Huttleston Rogers (1840-1909) Pres.; arrange to cooperate with Oil Region producers.
- Mar. 9, 1872 Marietta & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company for line between Marietta and Canal Dover. (Church)
- Mar. 9, 1872 Pennsylvania Company Board hears report have subscribed \$25,000 to South Western Car Company of Jeffersonville, Ind. (MB)
- Mar. 9, 1872 A majority of the Erie Railway directors call a board meeting for Mar. 11. (Mott)
- Mar. 9, 1872 Jay Gould meets with the bogus "Lord Gordon Gordon" at the Metropolitan Hotel; "Gordon" claims he wants to end the Erie litigation and remove the old Board, but not Gould; Gould gives him a letter of resignation and \$500,000. (Mott)

- Mar. 9, 1872 Western Railroad (Ind.) merged into Chicago, Danville & Vincennes Railroad, allowing to extend to the coal fields near Brazil, Ind. (Lyford)
- Mar. 11, 1872 The Erie Railway directors, who have been bribed by James McHenry and Gen. Daniel Sickles to the extent of \$300,000 to resign and turn over control of the company to his agents, meet at the Grand Opera House and elect a new Board, including George B. McClellan, William W. Sherman, S.L.M. Barlow, William R. Travers, H. G. Stebbins and Alexander S. Diven; the new Board then removes Jay Gould as Pres. and replaces him with Gen. John A. Dix (1798-1879); the Board also removes Gould's ally Field & Shearman as company attorneys and issues orders that no employees obey Gould; Jay Gould has faithful Erie employees seal the building and barricades himself in the president's office with a bodyguard; Gen. Daniel Sickles, who left the Board meeting early, returns with U.S. Marshals and frees the directors; when they batter down the door to the president's office, Gould and his guards manage to escape and lock themselves in the law office. (MB, Klein, Grodinsky)
- Mar. 11, 1872 New York oil dealers meet and organize New York Petroleum Association; vote 31-7 to oppose South Improvement Company and rebates.
- Mar. 11, 1872 Committee of Petroleum Producers' Union goes to Harrisburg to lobby against South Improvement Company and for free pipeline bill.
- Mar. 11, 1872 New York refiners' committee led by Henry H. Rogers (1840-1909) arrives in Oil Regions to form alliance with oil producers against South Improvement Company. (Nevins)
- Mar. 11, 1872 State Senator Johnson introduces bill in New York Legislature to force end of long haul-short-haul discrimination; blocked by heavy lobbying by Vanderbilts.
- Mar. 11, 1872 New Jersey Midland Railway opens for revenue service between Hackensack on the east and Newfoundland on the west. (Lucas)
- Mar. 12, 1872 Jay Gould leaves the Erie Railway law office and surrenders the Erie presidency. (Klein, MB)
- Mar. 12, 1872 Oil producers secure the passage of a Pa. law extending the 1863 general law covering mining and manufacturing companies to pipelines; as passed it is amended at the insistence of Tom Scott to limit its scope to Venango, Warren, Forest, Armstrong, Clarion, Butler, Crawford and Erie Counties; Scott refuses to allow it to come within 5 miles of the state line or within a mile of any railroad but the PRR; shippers using the pipeline must give preference to the railroad with the most mileage in Pennsylvania, i.e., the PRR; however, there is no penalty for non-compliance; it does not include Allegheny County, so

- pipelines cannot be built to Pittsburgh refineries. (PL, Nevins, Johnson)
- Mar. 12, 1872 Reports circulate that agents of Scott and Vanderbilt are at Titusville looking to compromise with local producers.
- Mar. 12, 1872 Lehigh Valley Railroad VP Charles Hartshorne reports to the Board that they have secured charters for a railroad from Easton to Perth Amboy, superseding the projected use of the New Jersey West Line charter. (MB)
- Mar. 12, 1872 LS&MS completes the rebuilding of the Port Clinton cutoff between Sandusky and Toledo, abandoned at the end of 1858; becomes the main line of the LS&MS. (Peeke, Harlow, McLellan)
- Mar. 1872 Through sleeping cars discontinued on Allentown Route. (EDJ of 3/30/72 says has taken off - PRR is discouraging use - NYTrib it has off in Jan)
- Mar. 1872 Sleeping car line established between Philadelphia and Canandaigua, N.Y. (PassDept)
- Mar. 13, 1872 Stanhope Railroad incorporated in New Jersey; bill successfully repeats the German Valley strategy of 1871; Henry M. Hamilton's lobbyists insert a clause granting powers equal to the National Railway and bribe the clerks so that the clause is eliminated or unread in the copy under debate but included in the copy given to Gov. Joel Parker for signature. (PL, Rdg)
- Mar. 13, 1872 Baltimore, Pittsburgh & Chicago Railway, Chicago extension of B&O, incorporated separately in Ohio and Indiana; is to run from the Pennsylvania state line to the Illinois state line. (ARJ)
- Mar. 13, 1872 Town of Babylon incorporated in New York from the southern half of the Town of Huntington; with the coming of the railroad, the area is developing as summer resorts. (Bayles/Suffolk, Ross)
- Mar. 13, 1872 Oil Region editorials denounce the new pipeline law and the South Improvement Company. (Johnson)
- Mar. 14, 1872 New Jersey act ratifies the consolidation of the United Companies; reduces the number of directors to 13 and the number of state directors from 2 to 1; New Jersey Railroad, Camden & Amboy and Delaware & Raritan each get 4 directors; total stock to be \$19 million. (PL)
- Mar. 14, 1872 Charter supplement to the Canton Company of Baltimore authorizes an issue of 6% bonds to pay for the 5,940 shares of the Union Railroad Company of Baltimore. (PL)
- Mar. 14, 1872 Shamokin Valley & Pottsville Railroad purchases coal lands of Green

- Mountain Coal Company between Shamokin and Mount Carmel, Pa. (Cards)
- Mar. 14, 1872 Louisville ordinance grants Jeffersonville, Madison & Indianapolis Railroad right to build track on 14th & Maple Streets from Louisville Bridge to Union Depot south of Main Street. (Church)
- Mar. 14, 1872 Toledo, Delphos & Indianapolis Railway incorporated in Ohio by people from Delphos led by pharmacist Joseph W. Hunt (1834-1879), the manufacturer of "Slippery Elm" tonic; was to link local woodworking industry to new stands of hardwood; original plan was to build to Holgate on the B&O. (ICC, Rehor)
- Mar. 14, 1872 Samuel Lightfoot Smedley appointed Chief Engineer & Surveyor of Philadelphia, replacing Strickland Kneass. (Scharf)
- Mar. 15, 1872 Tom Scott begins two days of testimony before the House Committee on the District of Columbia asking for a Baltimore & Potomac depot at 6th & B Streets; John W. Garrett also speaks; the PRR has the testimony printed as "The Real Interests of Washington and the People who come to the National Capital"; Garrett touts the accomplishments of the B&O; Scott emphasizes the inability to get through rates from the B&O's Washington Branch or direct connections and through baggage at Baltimore, while in contrast, the PRR will provide unified service to the north, west and south; Scott charges Garrett with being behind the National Junction Railway, which would lay tracks on 14th Street; the merchants around 6th & B Streets present a petition in favor of the railroad, while those further down 6th Street worry about adverse effects on property; one of the Congressmen who favor a union station is Democrat Robert Barnwell Roosevelt (1829-1906) of New York; his nephew, Theodore Roosevelt will play a role in removing the tracks from the Mall and building the present Union Station; Scott states that the Orange, Alexandria & Manassas Railroad (?) can connect with the B&O by tunneling Capitol Hill at its own expense. (RRGaz, Pam)
- Mar. 15, 1872 New York & Norfolk Railroad incorporated in Va. to build down Delmarva Peninsula with a ferry to Norfolk; no company organized under this charter or work done; charter rights later pass to the NYP&N. (Val, C&C)
- Mar. 15, 1872 Jay Gould resigns as a director of the Erie Railway, following his earlier resignation as Pres.; Erie stock rises 20 points and Gould makes over \$1 million; over the next week, six-sevenths of the stock is traded, with both Gould and the McHenry group making speculative trades and taking profits. (Klein, Mott, Grodinsky)
- Mar. 15, 1872 Delano Land Company incorporated in Pa. by William H. Carter, Israel W. Morris and William C. Alderson for the purpose of purchasing the Delano coal lands at the head of the Mahanoy Valley; it will eventually become part of the Lehigh Valley Railroad's coal estate. (PL)

- Mar. 15, 1872 U.S. House calls for Commerce Committee to investigate oil monopoly.
- Mar. 1872 Richmond *Whig* reports Southern Railway Security Company has a majority, 13,024 shares, of the Charlotte, Columbia & Augusta Railroad, and W.T. Walters and Benjamin F. Newcomer are directors; now controls 8 railroads totaling 1,187 miles: Wilmington & Weldon (8,391 shares), North Eastern Railroad of South Carolina (8,865 shares), Richmond & Danville Railroad (24,000 shares), East Tennessee, Virginia & Georgia Railroad (8,470 shares), Charlotte, Columbia & Augusta Railroad (13,024 shares), Richmond & Petersburg Railroad (6,871 shares), Cheraw & Darlington Railroad (4,513 shares), and Wilmington, Columbia & Augusta Railroad (13,024 shares). (C&FC, Stover)
- Mar. 1872 Illinois Central Railroad Board votes to aid New Orleans, Jackson & Great Northern Railroad. (Corliss)
- Mar. 1872 Andrew Carnegie receives \$29,244 as his and Tom Scott's share of profits made by Morton, Rose & Co. in reselling bonds of Gilman, Clinton & Springfield Railroad bonds. (Nasaw)
- Mar. 1872 Union Pacific bridge opens between Council Bluffs and Omaha permitting through movement of cars to the transcontinental line, but the UP is required by citizens to operate separate transfer trains across the bridge. (Klein - CHTaylor has 4/4 - verify)
- Mar. 1872 William Jackson Palmer travels down the west coast of Mexico to Manzanillo; he then travels by stage to Mexico City. (Pletcher)
- Mar. 1872 New York & Oswego Midland Railroad sells the portion of the former Lake Ontario, Auburn & New York Railroad lying south of Ithaca to the Utica, Horseheads & Elmira Railroad. (Baird)
- Mar. 1872 Record production begins driving the price of anthracite coal below the cost of production.
- Mar. 16, 1872 In response to the Lehigh Valley Railroad's move to secure its own line across New Jersey, the CNJ and DL&W agree to amalgamate under a Joint Board and pooling income and expenses; connecting tracks are to be built from near Milburn on the Morris & Essex Division to the CNJ's Newark & New York Branch, and another in the Meadows between the Passaic and Hackensack Rivers; the expansive, publicity-conscious, passenger-oriented CNJ under John Taylor Johnston has nothing in common with the secretive, passenger-averse, coal operation of the DL&W's Samuel Sloan; the DL&W refuses to change its 6'-0" gauge or end auction sales of coal, and the CNJ refuses to give up its support for the NY&LB and its summer resort traffic and

its suburban development; in fact, both sides are playing for time to make other arrangements. (MchCoalGaz, USRR&MR, Bogen, Taber)

- Mar. 17, 1872 Philadelphia oil brokers hold protest meeting against South Improvement Company. (USRR&MR)
- Mar. 18, 1872 Sen. George F. Edmunds (1828-1919) of Vermont introduces a bill (S-826) to repeal the Washington, D.C., charter of the National Junction Railroad; no further action. (CongGlobe)
- Mar. 18, 1872 Worcester Railroad (Md.) Board arranges to raise money to complete the last half mile of railroad. (ARJ)
- Mar. 18, 1872 Producers' Union committee meets with Tom Scott in Philadelphia and asks him to cancel South Improvement Company contract; Scott claims South Improvement Company is merely an evener and is surprised at the uproar in the Oil Region, but he says he now realizes the contracts are unjust and is now prepared to make similar contracts with producers. (HepburnRept, Nevins)
- Mar. 18, 1872 Pa. act confirms the 1871 merger of the Commonwealth Oil & Pipe Company and the Allegheny Transportation Company to form the Pennsylvania Transportation Company, which is controlled by Tom Scott, Jay Gould, et al. (PL - see below - verify Beitel?)
- Mar. 18, 1872 Rochester, Nunda & Pennsylvania Railroad absorbs Rochester, Nunda & Pennsylvania Extension Railroad and The Northern Extension of Rochester, Nunda & Pennsylvania Railroad under agreement of Feb. 6, 1872; Reuben P. Wisner, Pres.; covers a line from Rochester to Mill Grove, N.Y. (Val, C&C)
- Mar. 19, 1872 N.J. Riparian Commissioners sell the New Jersey West Line Railroad a tract of 58 acres underwater, north of the CNJ terminal at Jersey City and lying inshore of the Lehigh Valley Railroad's underwater land secured through the Morris Canal lease, for \$125,000; tract becomes known as the West Line Grant; CNJ protests, and tract is subject to 15 years of litigation; purchase is financed by a separate NJWL mortgage guaranteed by Asa Packer. (Law case, Baird)
- Mar. 19, 1872 Producers' Union committee meets in New York with Cornelius Vanderbilt and some Erie directors (Erie is divided, with McClellan wanting to break the South Improvement contracts); then Tom Scott and William Phillips arrive at the Erie office; agree to keep existing rates until next meeting on Mar. 25.
- Mar. 19, 1872 New York Legislature authorizes City of Buffalo to issue \$1 million bonds to aid a new railroad from Buffalo to Titusville. (Maybee)
- Mar. 19, 1872 Pennsylvania act confirms the merger of the Commonwealth Oil & Pipe

Company and the Allegheny Transportation Company to form the Pennsylvania Transportation Company; the company, led by Henry Harley (1839-1889) and backed by Tom Scott and Jay Gould, develops a network of 500 miles of pipelines in the Oil Region. (PL, RyW)

- Mar. 19, 1872 Under pressure from the PRR and Tom Scott, Pennsylvania repeals the General Pipeline Law passed one week earlier. (PL)
- Mar. 19, 1872 Pennsylvania Company Executive Committee authorizes Erie & Pittsburgh Railroad to sell the Erie Canal (Pa.). (MB)
- Mar. 19, 1872 Philadelphia & Reading Coal & Iron Company buys the Trevorton Lands, which had been acquired earlier by Franklin B. Gowen. (P&RC&I Mortgage)
- Mar. 20, 1872 Ashtabula, Youngstown & Pittsburgh Railroad stockholders approve a contract with the Pennsylvania Company, PFW&C and Lawrence Railroad for a through line between Pittsburgh and Ashtabula. (MB)
- Mar. 20, 1872 New York, West Chester & Boston Railway incorporated in N.Y. to build from Port Morris to Port Chester with a branch to White Plains and Halls Corners. (NYState)
- Mar. 20, 1872 Philadelphia & Montgomery County Railroad renamed Philadelphia & Newtown Railroad to build to Newtown, Bucks County. (Rdg Corp Hist)
- Mar. 20, 1872 Rochester, Hornellsville & Pine Creek Railroad incorporated in New York to build between Hornellsville and Pennsylvania state line. (Val, C&C)
- Mar. 20, 1872 Newport & Cincinnati Bridge Company opens railroad bridge over the Ohio River at Cincinnati, the first railroad bridge at that point; financed by PRR (? or Penna Co.); Louisville, Cincinnati & Lexington Railroad (later L&N) begins operating into the Little Miami station; George B. Roberts engineer in charge; Jacob H. Linville Chief Engineer of Superstructure; bridge is a Linville truss, a larger version of the Steubenville Bridge. (USRR&MR, Condit, Tipton)
- Mar. 20, 1872 Petersburg Railroad elects new Board dominated by locals and headed by Pres. Reuben F. Ragland (1818-1896), who had acquired the City of Petersburg's shares with support of Gen. William Mahone; the Petersburg's charter permits high freight rates, and directors milk the road for dividends; like the Richmond, Fredericksburg & Potomac Railroad, it is an uncooperative link for the Southern Railway Security Company, which is trying to develop through routes at lower rates. (Hoffman)
- Mar. 21, 1872 Supreme Court of Kings County issues decree of foreclosure against Brooklyn & Jamaica Railway. (BrklnEgle)

- Mar. 21, 1872 Camden & Atlantic Railroad Board accepts the offer of the Woodruff Palace Car Company to operate two parlor cars next season. (MB)
- Mar. 21, 1872 Baltimore ordinance on endorsing the bonds of Union Railroad Company of Baltimore reduces the number of City representatives on the Board from a simple majority to 2 of 9 in view of the larger amount of bonds now endorsed by the Canton Company of Baltimore. (Digest, MB)
- Mar. 21, 1872 Protest meeting against the South Improvement Company held at Parkers Landing in the Oil Region. (USRR&MR)
- Mar. 21, 1872 Texas Pacific Railroad absorbs Southern Pacific Railroad (Texas) running from Shreveport, La., to Longview, Texas, for \$3 million par value of land grant bonds and assumption of \$250,000 Texas school fund loan and miscellaneous liabilities; Marshall O. Roberts had acquired control of the Southern Pacific in 1870. (JPGreenPam, ICC, Taylor)
- Mar. 22, 1872 Rep. Henry H. Starkweather (1826-1876) of Connecticut from the House Committee on the District of Columbia reports the bill to confirm the Washington city ordinance allowing the Baltimore & Potomac Railroad to extend its tracks northward in 6th Street from Virginia Avenue to 6th & B Streets, N.W.; the site, now the location of the National Gallery, is close to the business center of town and near the Metropolitan and National Hotels, unlike the B&O depot; this means building the tracks and station across what is now the National Mall, most of which is currently undeveloped, although the section in front of the Smithsonian “Castle” has been landscaped as a park in the fashionable Romantic style; both the city and Federal government claim to own the land; the debate pits the business community, which wants a convenient station, against Congressmen, especially high-minded New Englanders, who want to develop the Mall as a public park in the future; Starkweather, who is charged with forcing the bill through, favors the former, saying “If you want to make Washington a pleasant place, make it a useful place ...”; petitions are presented from both sides; Rep. Luke P. Poland (1815-1887) of Vermont attempts to amend the bill to permit the B&O to tunnel Capitol Hill and parallel the B&P to the Long Bridge; the opponents of the bill employ filibustering tactics to try to keep it coming to a vote. (CongGlobe)
- Mar. 23, 1872 Jay Gould changes his mind and sends police to recover his money from the bogus “Lord Gordon Gordon.” (Mott)
- Mar. 23, 1872 Harrisburg & Potomac Railroad Board transfers the construction contract to Dr. John A. Ahl and Peter A. Ahl (1817?-1897). (MB)
- Mar. 24, 1872 Line realignment opens at Morgans Corners (Radnor) on Philadelphia

Division. (AR)

- Mar. 24, 1872 Tom Scott telegraphs oil producers' committee that PRR will settle with them at meeting on Mar. 25.
- Mar. 25, 1872 PRR holds first Board meeting in new (third) General Office Building on southeast corner of 4th Street & Willings Alley, 233 South 4th Street, designed by James H. Windrim (1840-1919). (MB, USRR&MR)
- Mar. 25, 1872 Trunk Line heads meet at Erie office in Grand Opera House at New York; delegation from South Improvement Company, including John D. Rockefeller and Peter H. Watson, were waiting in an adjoining room, and when Horace F. Clark invited them in, Producers Union committee balks and threatens to walk out, and Watson and Rockefeller leave; Tom Scott pushes his new plan of cancelling the South Improvement Company contracts and making new ones with the producers; at 6:00 PM, Scott issues a statement to the press that new rates on refined to New York effective Apr. 1 will place Cleveland, Pittsburgh and Oil Regions on equal basis of \$1.50 per bbl.; rebates and favoritism to Pittsburgh and Cleveland refiners will be eliminated, which will raise their costs and benefit the Oil Regions and tidewater refiners; actually, by placing the rate from Cleveland, which has longer hauls, equal, Rockefeller gets lower rates. (Nevins, Maybee, Bentley)
- Mar. 25, 1872 Railroads publish a new rate schedule following the fall of the South Improvement Company; the rate on refined oil from all points to the seaboard is set at \$1.50 per bbl.; the rate on crude from the Oil Region to refineries is \$0.50 per bbl.; the rates disadvantage Pittsburgh and Cleveland because they ship both crude and refined; the Oil Region refiners ship only refined and seaboard refineries ship only crude. (Granitz)
- Mar. 25, 1872 PRR offers to supply the Northern Central Railway with 1,000 coal cars. (MB)
- Mar. 25, 1872 Debate on the Baltimore & Potomac Railroad depot continues in the House, with supporters unable to get a vote. (CongGlobe)
- 1872 Buffalo & Jamestown Railroad incorporated in N.Y. to build south towards the Oil Region. (Ellis/Cattaraugus)
- Mar. 25, 1872 Buffalo & Jamestown Rail__ organized. (HPSmith - part of Erie system)
- Mar. 26, 1872 In the Baltimore & Potomac Railroad depot debate, Rep. James A. Garfield of Ohio speaks in favor of a Union Depot. (CongGlobe)
- Mar. 26, 1872 Erie and NYC&HR concede equal rates to all oil shippers. (USRR&MR)

- Mar. 26, 1872 Max Becker submits survey and estimate for Pittsburgh, Wheeling & Kentucky Railroad from the east end of the Steubenville Bridge to Wheeling; \$293,000; first contracts awarded. (MB)
- Mar. 26, 1872 Erie Railway stock has risen from 51 to 66 over the last four days on news that Jay Gould has transferred the Grand Opera House to the Erie; Gould makes \$3.25 million on the advance. (Grodinsky)
- Mar. 26, 1872 William Cramp & Sons Ship and Engine Building Company incorporated in Pa. as the successor to the shipbuilding business started by William Cramp (1807-1879) in 1830. (PL)
- Mar. 27, 1872 Debate on the Baltimore & Potomac Railroad depot continues in the House without resolution; Rep. James A. Garfield (1831-1881) of Ohio supports the idea of Congress fixing the site of a Union Station and forcing all railroads into it; ironically, he will be assassinated in the B&P station. (CongGlobe)
- Mar. 27, 1872 Oil boycott has crippled Standard Oil Company and other Cleveland refiners supporting the South Improvement Company; LS&MS getting only 13.5% of much-reduced oil traffic, and Atlantic & Great Western only 4.5%; PRR's share rises to 82%, but actual amount is much reduced; is not enough refining capacity in Oil Region or tidewater to handle normal production. (Nevins)
- Mar. 27, 1872 The new Erie Railway Board resolves that the contract with the Chemung Railroad and Northern Central Railway of Jan. 1, 1872, has not been fully executed and is now rescinded. (MB)
- Mar. 28, 1872 House finally passes the bill to allow the Baltimore & Potomac Railroad to place its depot on the Mall, 115-56. (CongGlobe)
- Mar. 28, 1872 South Improvement Company contracts abrogated; in fact, Standard Oil continues to receive a 25 cent per bbl. rebate from Apr. 1 to Nov. 15, 1872. (Maybee)
- Mar. 28, 1872 New Jersey Senate defeats Henry M. Hamilton's bill for the Philadelphia & New York Railroad; a red herring to divert attention from the Stanhope bill. (StGaz)
- Mar. 28, 1872 Louis H. Meyer named receiver of Staten Island Railroad. (NYState)
- Mar. 28, 1872 Tracks of the Northern and Southern Divisions of the New Jersey Midland Railway are connected forming a through line from New Durham, on the other side of the Palisades from Weehawken, to the New York state line, where it connects for Middletown, N.Y. (ARJ)
- Mar. 28, 1872 Maryland act authorizes the Washington City & Point Lookout Railroad to

extend into the District of Columbia and operate steamboats from St. Mary's County to Norfolk or other lower Chesapeake ports. (PL)

- Mar. 28, 1872 Cincinnati, Lafayette & Chicago Railroad Companies of Indiana and Illinois consolidated, forming a continuous railroad between Templeton, Ind., and St. Anne, Ill., where connection is made with the [Chicago & Eastern Illinois] for Chicago. (GrnBk)
- Mar. 29, 1872 Flushing & North Side Railroad completes second track between Long Island City and Woodside. (Seyfried)
- Mar. 29, 1872 Andrew Carnegie writes to J. Edgar Thomson urging that he buy a large interest in Pullman's Palace Car Company, as it will yield 18-22%; Thomson does buy almost \$1 million in Pullman stock for the PRR. (Ward)
- Mar. 29, 1872 Rockland Central Extension Railroad incorporated in N.Y. (GrnBk)
- Mar. 29, 1872 Richmond & Danville Railroad secures control of Northwestern North Carolina Railroad by agreeing to extend it from Greensboro to Salem. (Harrison)
- Mar. 30, 1872 U.S. House Commerce Committee begins hearings on combination in the oil industry. (Maybee)
- Mar. 30, 1872 Rochester, Hornellsville & Pine Creek Railroad incorporated in N.Y.; no construction. (Cards)
- Mar. 30, 1872 Rebuffed in an attempt to link up with the Mobile & Ohio Railroad, Pres. William H. Osborn (1820-1894) of the Illinois Central Railroad recommends to his Board that they extend aid to Henry S. McComb's New Orleans, Jackson & Great Northern Railroad and Mississippi Central Railroad and arrange for their extension north from Jackson, Miss., to a point on the Ohio River opposite Cairo. (Stover)
- Mar. 30, 1872 Texas Pacific Railroad absorbs Southern Transcontinental Railway, which had built no railroad, for \$1 million par value of TP Land Grant bonds; the Memphis, El Paso & Pacific Railroad had not been merged into the Southern Transcontinental as planned, as its receiver John A.C. Gray, has determined to sell it directly to the Texas Pacific. (JPGreenPam, ICC, Taylor)
- Apr. 1, 1872 PRR assumes operation of Belvidere Delaware Railroad and branches; Belvidere Division of United Railroads of New Jersey Grand Division created from Belvidere Delaware Railroad, Flemington RR & Transportation Company and Mercer & Somerset Railway; John A. Anderson (1829-1917), Superintendent. (, PRRMN)

- Apr. 1, 1872 General reorganization (new manual): staff of General Manager now includes Superintendent of Motive Power, Chief Engineer-MofW, Superintendent of Transportation, General Freight Agent, and General Passenger Agent. (MB - GPA is new verify cards for others)
- Apr. 1, 1872 Superintendent of Motive Power & Machinery Isaac L. Dripps resigns for health; replaced by G. Clinton Gardner; General Passenger & Ticket Agent Henry W. Gwinner (1824-1883) reassigned to Auditor of Passenger Receipts and replaced by David M. Boyd, Jr. (1840-1877) as first General Passenger Agent; Strickland Kneass (1821-1884), a former PRR engineer who has been Chief Engineer & Surveyor of the City of Philadelphia since 1855, appointed Assistant to the President in charge of engineering matters and branch lines. (MB, PubLdgr)
- Apr. 1, 1872 Frank J. Firth named VP of Erie & Western Transportation Company (Anchor Line) as well as Auditor of Empire Line. (PRRMN)
- Apr. 1, 1872 House passes the Baltimore & Potomac Railroad depot by a vote 115 to 56; Rep. Luke Poland introduces a joint resolution (HR-118) to appoint a commission to regulate and plan the entrance of all steam railroads into the District of Columbia. (CongGlobe)
- Apr. 1, 1872 Mineral Railroad & Mining Company authorized to acquire up to 8,000 acres of coal land in Northumberland County. (PL)
- Apr. 1, 1872 Chicago ordinance grants CC&IC Railway right to extend tracks in Rockwell Street from intersection of C&NW Railway parallel to C&NW to Kinzie Street and on Kinzie Street from Western Avenue to Halsted Street and on Depot Place from Ashland Avenue to Ada Street; in return must grant running rights to Chicago, Danville & Vincennes Railroad and Milwaukee & St. Paul Railroad. (Church)
- Apr. 1, 1872 PC&StL Railway grants the Louisville, Cincinnati & Lexington Railroad the use of its Cincinnati station under an agreement of Jan. 9, 1874. (Digest)
- Apr. 1, 1872 New Jersey Midland Railway opens to Middletown, N.Y., via Unionville with excursion from New Durham on the Northern Railroad of New Jersey; revenue service runs only Hackensack-Newfoundland and Franklin Furnace-Middletown. (Lucas)
- Apr. 1, 1872 National Railroad Company of Maryland incorporated in Md. by Alexander R. Sheppard, et al., to build from Washington to Harrisburg, Pa., via Brookville. (PL)
- Apr. 1, 1872 Maryland act imposes a tax of ½% of the gross receipts on all steam railroads; leads to a controversy with the Northern Central Railway, which claims an

exemption from all state taxes under its charter. (PL)

- Apr. 1, 1872 Philadelphia & Reading Coal & Iron Company purchases the lands of the Shamokin & Bear Valley Coal Company, the Swatara Company and the Chandler Coal & Mining Company at Silverton. (P&RC&I Mortgage)
- Apr. 1, 1872 New Castle Railroad & Mining Company incorporated in Pa. for the purpose of reorganizing the Neshannock Railroad, Coal & Ore Company; has a 3'-6" gauge mine rail running from the coal mines down Neshannock Creek to a point 1.25 miles above New Castle, from which it uses a third rail on the New Castle & Franklin Railroad. (PL, Durant)
- Apr. 1, 1872 Henry M. Flagler for the Standard Oil Company makes a contract for preferential rates with the NYC&HR; the rate from Cleveland to tidewater is to be \$1.25 per bbl. when the Erie Canal is open and \$1.40 in winter; Standard is to ship a minimum of 100,000 bbl. per month; the maximum actually shipped is over 180,000 bbl. (Williamson/Daum)
- Apr. 2, 1872 Commonwealth of Pennsylvania revokes the charter of the South Improvement Company. (PL)
- Apr. 2, 1872 Sea Island Railroad & Improvement Company incorporated in N.J. to build from the Cape May & Millville Railroad to Sea Island and along Seven Mile Beach. (PL)
- Apr. 2, 1872 Pennsylvania Company purchases \$457,400 stock of Louisville Bridge Company from Jeffersonville, Madison & Indianapolis Railroad and some local investors. (StkLdgr)
- Apr. 2, 1872 O. H. P. Archer, one of the last holdovers of the Gould regime, resigns as VP of the Erie Railway and is replaced by Alexander S. Diven. (MB)
- Apr. 2, 1872 City of Pittsburgh annexes the adjacent boroughs of South Pittsburgh, Monongahela, Allentown, St. Clair, Lawrenceville, Temperanceville, Birmingham, Sligo, Mt. Washington, West Pittsburgh and Ormsby. (HistPitts)
- Apr. 2, 1872 Pennsylvania act relieves the Pennsylvania & New York Canal & Railroad Company from having to maintain navigation on the former North Branch Canal north of the Lackawanna Feeder, which must be maintained to feed the Pennsylvania Canal Company below Wilkes-Barre as long as required. (AR, Baird)
- Apr. 2, 1872 Charter supplement to the Green Land Company authorizes it to hold additional coal lands, mine, transport and sell coal and manufacture iron; it later becomes the Lehigh Valley Coal Company. (PL)

- Apr. 2, 1872 Mississippi Valley Company incorporated in Mississippi for the purpose of holding properties and managing transportation enterprises; later part of the Illinois Central system. (ICC)
- Apr. 3, 1872 Fire destroys 10 spans of Northern Central Railway bridge over Susquehanna between Marysville and Dauphin; rebuilt later in year; the one span of iron did not burn, so a new one is placed in the middle of the new bridge. (AR, MB)
- Apr. 3, 1872 Bill for the Baltimore & Potomac Railroad depot goes to the Senate. (Pam)
- Apr. 3, 1872 Charter supplement to the Broad Top Mining Company authorizes it to purchase or merge any other anthracite coal company or railroad; any railroad may buy its stock; this clears the way for it to become the coal-mining subsidiary of the CNJ. (PL)
- Apr. 4, 1872 Oil Producers Union sends telegrams to Scott, William H. Vanderbilt, Horace F. Clark and George B. McClellan requesting confirmation that the South Improvement Company and Standard Oil contracts have been cancelled, after members start to break ranks and resume sales to Standard Oil Company. (Nevins, Maybee)
- Apr. 4, 1872 Florence Branch Railroad incorporated in N.J. by Walter Wood, Randolph Wood, Edward R. Wood, et al., to build from their pipe foundry at Florence to the United New Jersey Railroad. (PL)
- Apr. 4, 1872 Charter supplement to Continental Improvement Company makes it subject to taxation only on its operations and income in Pennsylvania. (PL)
- Apr. 5, 1872 New York, New Haven & Hartford Railroad (the "New Haven") incorporated in Mass.; was incorporated in Connecticut in 1871. (NHCorp)
- Apr. 6, 1872 Scott and Vanderbilt reply that contracts have been cancelled but giving only their "word". (Maybee)
- Apr. 7, 1872 Spuyten Duyvil & Port Morris Railroad is fully completed between the NYC&HR at Spuyten Duyvil and Mott Haven Jct. on the New York & Harlem Railroad, although NYC&HR main line trains have run into Grand Central Depot since Nov. 13, 1871; operated by NYC&HR under lease of Nov. 1, 1871. (NYState, GrnBk, NYTrib - verify main line trains operated earlier?)
- Apr. 8, 1872 John D. Rockefeller announces he has no contract with the South Improvement Company or the railroad companies. (Nevins)
- Apr. 1872 PRR breaks the Mar. 25 oil compact and grants a large rebate to Empire

- Transportation Company and other shippers. (Nevins, HpbrnRept)
- Apr. 8, 1872 Illinois & St. Louis Bridge Company Board calls in 5% on stock, payable May 10. (Jackson)
- Apr. 9, 1872 Banker August Belmont (1816-1890 - or Jr.?) elected to LIRR Board. (MB)
- Apr. 9, 1872 Philadelphia, Delaware & Chester County Railroad renamed Philadelphia & Chester County Railroad. (Val)
- Apr. 9, 1872 Senate debates the location of the Baltimore & Potomac Railroad depot; bill is pushed through the Senate by Simon Cameron over the opposition of New Englanders led by Charles Sumner (1811-1874) of Massachusetts and Justin S. Morrill (1810-1898) of Vermont; Sen. Morrill says that the new District government has given away Federal property; Sen. Simon Cameron emphasizes the future connection to Mobile, New Orleans and the Texas Pacific Railroad; Cameron defeats a move by its enemies to refer the bill to the Committee on the Public Buildings & Grounds, where Morrill can keep it locked up, 38-18, and it is referred to the Committee on the District of Columbia; Morrill suggests locating the depot between the Canal and B Street reached by a tunnel under the Smithsonian grounds. (CongGlobe)
- Apr. 9, 1872 Chartiers Improvement Company incorporated in Pa. as a land improvement company authorized to hold 5,000 acres; it becomes the Westinghouse Electric & Manufacturing Company in 1889. (PL, Moodys)
- Apr. 9, 1872 Erastus Corning (1794-1872), former Pres. of NYC, dies at Albany at age 78, leaving an estate worth \$8 million. (Neu)
- Apr. 9, 1872 40-day Producers Union blockade of the oil trade concludes. (Maybee)
- Apr. 9, 1872 A committee reports to the new Erie Railway Board in favor of vacating Fisk's Grand Opera House on West 23rd Street and returning to the old office at the foot of Duane Street near the Pavonia ferry; Board approves the contract of the three Trunk Lines on the division of the oil traffic. (MB)
- Apr. 9, 1872 The con man posing as "Lord Gordon Gordon" is arrested on a complaint of Jay Gould; he later jumps bail and flees to Canada, where he eventually commits suicide after being arrested in 1874. (Mott)
- Apr. 10, 1872 Senate Committee on the District of Columbia begins hearings on the Baltimore & Potomac Railroad depot; Tom Scott makes the main presentation, urging quick action as the rest of the railroad is getting ready to open, and the new Long Bridge is completed; Engineer James L. Randolph (1817-1886) represents the B&O, which wants a connection with its allies south of Alexandria; the B&O is also concerned that Congress, having pushed

its depot back from Pennsylvania Avenue to New Jersey Avenue, may push it further out; Charles Sumner of Massachusetts is the main opponent on the committee, demanding that the Park be preserved intact for future generations; Sumner wants the depot located on Virginia Avenue south of the Smithsonian or the tracks depressed; he calls the issue not a question between the PRR and B&O or Scott and Garrett but between Scott and the United States; no one mentions the real issue which is the PRR's insistence on having its station closer to the business district than the B&O's, so that its system of lines and connections have the advantage, and not the B&O's. (Pam)

- Apr. 10, 1872 Contractor Patrick Brady building the CNJ's Perth Amboy & Elizabethport branch is arrested on a warrant secured by PA&E Pres. Alfred W. Jones, who has secretly switched allegiance to the PRR; PRR men take over the grading from Brady's men by force and remove the fill for the overpass of the PRR's Perth Amboy & Woodbridge Branch down to grade; the PRR sends 300 men to hold the ground. (StGaz, ElizDlyJrnl, MB)
- Apr. 10, 1872 Oil Producers Union declares victory over South Improvement Company and lifts "blockade" of railroads and Standard Oil; this ends its effectiveness and showed their inability to control production for more than a short time. (Nevins)
- Apr. 10, 1872 Civil engineer James Laurie reports on Eads Bridge; recommends only minor revisions, including elimination of some decoration; report is a victory for Eads. (Jackson)
- Apr. 10, 1872 First blow of Bessemer converters at the rail mill of the North Chicago Rolling Mill Company. (Swank)
- Apr. 11, 1872 Millstone & Trenton Railroad Board rescinds the merger agreement with the German Valley Railroad, which has never been executed nor signed by the Narrow Gauge Railway; it is replaced by a merger agreement into the Stanhope Railroad. (MB)
- Apr. 11, 1872 CNJ contractor Patrick Brady released on bail and rival construction gangs face off at Perth Amboy, with PRR holding the grade from the crossing (Woodbridge Jct.) to the river and CNJ holding it north of the crossing. (StGaz)
- Apr. 11, 1872 Illinois Central Railroad, Mississippi Central Railroad and New Orleans, Jackson & Great Northern Railroad sign agreement; Mississippi Central Railroad and New Orleans, Jackson & Great Northern Railroad are each to issue \$8 million in bonds, of which \$5 million goes to refund earlier issues; MC is to use its \$3 million to extend from Jackson to East Cairo, and NOJ&GN for general improvements; Illinois Central Railroad is to buy 100 bonds a year for 30 years at par and furnish cars for through business.

(Corliss, Stover)

- Apr. 12, 1872 Fremont, Lima & Union Railway merged into Lake Erie & Louisville Railway. (ICC)
- Apr. 13, 1872 Pennsylvania Company Board appoints George C. Wilkins of PRR to examine and report on McComb's railroads; declines proposition of Illinois Central Railroad and Decatur, Sullivan & Mattoon Railroad for trackage rights between Decatur and Mattoon, Ill.; appoints committee to establish system of accounts; authorizes Chief Engineer Felician Slataper to survey for cut off between Wooster and Mansfield and for new line between Youngstown and Alliance. (MB)
- Apr. 12, 1872 Inspecting Engineer Jacob A. Latcha reports to Pennsylvania Company Board on line from Marshall, Mich., north through Michigan. (MB)
- Apr. 13, 1872 Pennsylvania Warehouse & Safe Deposit Company incorporated to build warehouses on PRR in Philadelphia; Thomas L. Jewett Pres.; James P. Scott, son of Tom Scott, Secretary and Treasurer. (PL, PubLdgr)
- Apr. 15, 1872 NY&LB Board reports that the courts have refused the PRR an injunction against the Raritan River Bridge and refuse to block the condemnation of right of way through the Camden & Amboy land at South Amboy; route has been resurveyed; John Taylor Johnston subscribes \$160,000. (MB)
- Apr. 15, 1872 Perth Amboy & Elizabethport Railroad Board reports that, as Alfred W. Jones and David P. Carpenter have transferred all their stock to John Taylor Johnston under the agreement of 1871, they are no longer directors; James Boorman Johnston and John W. Watson are elected in their places, and John Taylor Johnston is elected Pres.; authorize suing Jones for interfering with construction. (MB)
- Apr. 15, 1872 B&O Pres. John W. Garrett testifies before the Senate Committee on the District of Columbia on the bill for the Baltimore & Potomac Railroad depot; he is determined to have equal privileges. (Pam)
- Apr. 15, 1872 Pennsylvania Company and PC&StL Railway sign a supplemental trackage rights agreement with the Milwaukee & St. Paul Railway and Northern Railway (Illinois) for the use of PC&StL tracks from their junction to Kinzie Street and PFW&C tracks from Kinzie Street to Canal Street and use of PFW&C's Chicago passenger station at Canal & Madison Streets. (Church)
- Apr. 15, 1872 LS&MS grants Standard Oil Company a special rate of \$1.25 in return for minimum shipments of 4,000 bbl. per day. (Nevins, HpbmnRept)
- Apr. 15, 1872 NYC&HR makes a contract with the American Merchants Union Express

Company. (HepburnRept)

- Apr. 1872 PRR introduces air brake on Amboy Division.
- Apr. 1872 Oil Creek & Allegheny River Railway passes dividend.
- Apr. 1872 Empire Transportation Company acquires Mutual Pipe Line Company at Foxburg, Pa., expanding its reach into the Butler-Clarion-Armstrong Field. (RyW, Williamson/Daum)
- Apr.? 1872 Columbia Conduit Company incorporated in Pa. by “Doctor” David Hostetter (1819-1888) to build a pipeline from Butler County to Sharpsburg on the Allegheny River in Allegheny County. (Johnson, Williamson/Daum - verify PL, Beitel)
- Apr. 1872 The J. Pierpont Morgan family purchases “Cragston,” a farm on the west bank of the Hudson River at Highland Falls near West Point, which becomes his county estate. (Strouse)
- Apr. 16, 1872 New York act authorizes Chemung Railroad to connect with Northern Central Railway system near Elmira, N.Y., and execute a lease to the Northern Central. (Digest)
- Apr. 16, 1872 Easton & Amboy Railroad formed by merger of Bound Brook & Easton Railroad (inc. Mar. 1, 1872) and Bound Brook & Perth Amboy Railroad (a paper railroad chartered in 1858) under control of the Lehigh Valley Railroad; is to be LV’s outlet to tidewater instead of the troubled New Jersey West Line Railroad; road is placed under contract next day. (PL, AR)
- Apr. 17, 1872 Lehigh Valley Railroad contracts for six of the heaviest sections of the Easton & Amboy Railroad. (AR)
- Apr. 17, 1872 House Commerce Committee ends hearings on combinations in oil industry. (Maybee)
- Apr. 18, 1872 Camden & Amboy Railroad and Delaware & Raritan Canal ratify the merger into the United New Jersey Railroad & Canal Company. (RRGaz)
- Apr. 18? 1872 *Trenton True American* exposes fraudulent use of two copies of Stanhope Railroad bill in getting charter through legislature. (ElizDlyJrnl, StGaz of 4/18)
- Apr. 18, 1872 Camden & Atlantic Railroad Board authorizes the sale of \$15,500 in Mays Landing & Egg Harbor City Railroad bonds; postpones any further consideration of aid to a railroad from Tuckerton to Egg Harbor City. (MB)

- Apr. 19, 1872 CNJ serves an injunction on Alfred W. Jones against interfering with the construction of the Perth Amboy & Elizabethport Railroad. (ElizDJrnl)
- Apr. 19, 1872 New bill relating to Texas Pacific Railroad comes up in Senate; gives it permission to buy other roads that have received land grants that were cut out of the 1871 bill. (NYT)
- Apr. 20, 1872 Union Railroad Company of Baltimore approves a paper releasing the city from any further endorsements of its bonds beyond those endorsed under the ordinance of Mar. 21, 1872, which also reduces the number of city directors from five to two and gives three directors to the other endorsers of bonds. (MB)
- Apr. 20, 1872 New York Legislature formally repeals the Erie Classification Act but with clauses prohibiting officers of other railroad systems from being directors or officers of the Erie Railway. (Mott)
- Apr. 20, 1872 Westmoreland Coal Company acquires the Westmoreland-Youghiogheny Coal Company at Larimer for \$210,110. (WCCo)
- Apr. 21, 1872 Elmira State Line Railroad incorporated in N.Y. in the interest of the Erie Railway to build a line from the Tioga Railroad near Lawrenceville to a point on the Northern Central Railway on the south side of Elmira. (RRH 55)
- Apr. 22, 1872 Rhode Island & Massachusetts Railroad incorporated in R.I. as renaming of the Rhode Island Mining Railroad; authorized to build from Valley Falls, R.I., to Franklin, Mass. (nhrhta.org)
- Apr. 23, 1872 New Jersey Railroad ratifies the merger into the United New Jersey Railroad & Canal Company. (RRGaz)
- Apr. 23, 1872 PRR secures control of Alexandria & Washington Railroad. (Harrison)
- Apr. 23, 1872 Woonasquatucket Railroad renamed Providence & Springfield Railroad. (nhrhta.org - verify)
- Apr. 23, 1872 Ohio Legislature passes the "Boesel Law" enabling counties, cities, villages and townships to build and operate railroads subject to a public vote. (Studer)
- Apr. 24, 1872 PRR Board authorizes first regular destruction of records covering all check stubs, bills and check rolls for the period 1849-1864. (MB)
- Apr. 24, 1872 PRR Board approves sale of old Philadelphia office building to Lehigh Valley Railroad. (MB)
- Apr. 24, 1872 PRR transfers all 29,000 shares of Indianapolis & Vincennes to Pennsylvania

Company. (MB, Church)

- Apr. 24, 1872 Granite Improvement Company Pres. William Thaw reports on delays in negotiations to sell the bonds of the Ashtabula, Youngstown & Pittsburgh Railroad to foreign bankers; Board votes for the stockholders to subscribe to the bonds at 70 in 5 installments, to be held in trust and then sold like the other bonds and the money paid back to the subscribers; \$280,000 bonds are to be sold to buy rails, etc. (MB)
- Apr. 24, 1872 Philadelphia & Reading Coal & Iron Company buys the property of the Locust Mountain Summit Improvement Company. (P&RC&I Mortgage)
- Apr. 24, 1872 Valley Railway (Ohio) organized; James Farmer, Pres. and David L. King of Akron VP; is to be a north-south line through Canton from Cleveland to the coal fields along the Pan Handle Line; grading is begun but stops after the Panic of 1873 with no part opened. (B&O Val, Heald)
- Apr. 1872 PRR anchors steam barge *Atlas* in line of NY&LB Raritan River Bridge. (ElzDlyJrnl)
- Apr. 25, 1872 PRR obtains N.J. Chancery temporary injunction against the NY&LB bridge at the mouth of the Raritan River; also anchors the freight barge *Amboy* in the way of the CNJ pile drivers and tries to ram down work already done with steamer *Atlas*. (ElzDlyJrnl, StGaz)
- Apr. 25, 1872 Jay Gould elected to the Board of the Chemung Railroad, along with J. N. Du Barry representing the PRR. (MB)
- Apr. 25, 1872 American Steamship Company of Philadelphia draws up memorial to Congress proposing federal subsidies for all American-built ships in foreign trade. (Flayhart)
- Apr. 25, 1872 Richmond, Fredericksburg & Potomac Railroad agrees with Baltimore & Potomac Railroad and Alexandria & Fredericksburg Railway to operate the night train by the soon-to-be-completed all-rail line between Baltimore and Weldon, N.C.; however, the day train is to use the old steamboat connection between Washington and Aquia Creek; RF&P stockholders own the Potomac Steamboat Company and also desire a connection with the B&O; their refusal to provide the PRR and Richmond & Danville Railroad interests with satisfactory connections becomes a major point of contention. (Mordecai)
- Apr. 25, 1872 Terre Haute & Indianapolis Railroad Board approves a contract with the Jeffersonville, Madison & Indianapolis Railroad, the CCC&I Railway, the CC&IC Railway, the PC&StL Railway and the Indianapolis, Cincinnati & Lafayette Railway for organizing the Union Railway Association at Indianapolis; authorizes employing John Collett to explore the coal fields in

Clay County and survey coal branches; authorizes enlarging Terre Haute Shops; authorizes borrowing \$800,000 for building a Terre Haute Union Depot and double-tracking. (MB)

- Apr. 26, 1872 Northern Central Railway Board agrees to guarantee with the PRR the \$3 million Baltimore & Potomac Railroad bonds; authorizes a subscription of \$10,000 to Gettysburg Springs Company, a hotel. (MB)
- Apr. 26, 1872 Delegation of Atlantic & Pacific Railroad arrives in San Francisco; San Francisco capitalists make tentative agreement to subscribe \$15 million to A&P, which will allow it to build to California; however, Collis P. Huntington of the Central Pacific and Southern Pacific Railroads works in the background against it. (Miner)
- Apr. 26, 1872 William Jackson Palmer arrives in Mexico City to lobby for a concession to build a narrow-gauge railroad from El Paso to Mexico City as an extension of the Denver & Rio Grande Railway. (Fisher)
- Apr. 29, 1872 West Jersey Railroad Board orders the Cape May depot moved back 100 feet. (MB)
- Apr. 29, 1872 Ohio amends an 1868 act by giving pipelines powers of eminent domain in return for their acting as common carriers; it is designed to help Cleveland refiners, but the big ones, especially John D. Rockefeller, are able to secure favors from the railroads. (Johnson)
- Apr. 30, 1872 New Jersey Gov. Joel Parker notifies Pres. of Senate Edward Bettle and Speaker of the House Nathaniel Niles of a discrepancy in the Stanhope Railroad charter (the fraudulently interpolated clause) and asks for an explanation. (StGaz, Sackett)
- Apr. 30, 1872 Dorchester & Delaware Railroad begins operating Dorchester Branch of Delaware Railroad. (Val)
- Apr. 30, 1872 Senate concurs in House amendments to Texas Pacific Railroad bill. (NYT)
- Apr. 30, 1872 New York Justice Albert Cardozo resigns before he can be impeached. (AlbnyArgus)
- Spring 1872 Pennsylvania Canal Company abandons Juniata Division Canal between Hollidaysburg and Williamsburg. (before or early May, probably not open from previous year)
- Spring 1872 Daniel H. Burnham (1846-1912) joins the Chicago architectural firm of Carter, Drake & Wight, where he meets his future partner, architect-engineer John Wellborn Root (1850-1891). (Moore)

- Spring 1872 Isabella Coke Company builds ovens at Coketown, near Blairsville, Pa. (Stewart)
- Spring 1872 Atchison, Topeka & Santa Fe Railroad opens a branch to Wichita, Kan., and begins diverting the cattle trade from the Kansas Pacific Railway; cattle shipments on the KP are shifted west from Abilene 65 miles to Fort Harker. (McCoy)
- Spring 1872 Washington A. Roebling (1837-1926) is stricken with “caisson disease” or the bends; by Dec., he is confined to his house on Columbia Heights with his wife, Emily Warren Roebling (-1903) as go-between. (Schuyler)
- May 1, 1872 PRR authorizes development of major coal terminal at South Amboy for both anthracite and bituminous coal. (MB)
- May 1, 1872 Atlantic Avenue Railroad Company of Brooklyn incorporated by “Deacon” William Richardson; to acquire all property of the Brooklyn & Jamaica Railway consisting of lines from Fulton Ferry to Jamaica and Greenwood. (NYState)
- May 1, 1872 Senate Committee on the District of Columbia reports the Baltimore & Potomac Railroad depot bill without amendment. (CongGlobe)
- May 1, 1872 Richmond, Fredericksburg & Potomac Railroad opens extension to Quantico, Va., and relocates steamboat dock from Aquia Creek to Quantico. (AR, ARJ, Mordecai)
- May 1, 1872 J. Edgar Thomson orders that hereafter the Mineral Railroad & Mining Company should sell its coal at Sunbury and the consignees are to pay the full rates. (MB)
- May 1, 1872 Contractors P & T Collins complete the Morrisons Cove Railroad between Martinsburg and McKees Gap; engineer is future PRR Pres. James McCrea. (Sell)
- May 1, 1872 Granite Improvement Company contracts to build Ashtabula, Youngstown & Pittsburgh Railroad for \$1.5 million in First Mortgage bonds, \$320,000 in Income bonds, \$1.18 million in stock and \$300,000 cash. (Church)
- May 1, 1872 PC&StL Railway agrees with Robert Neil for a depot property at Columbus. (MB)
- May 1, 1872 Pennsylvania Company agrees with Chicago & Alton Railroad, St. Louis, Kansas City & Northern Railway and Kansas Pacific Railway for operation of through route between Boston and New York and all points on Kansas

- Pacific; St. Louis, Kansas City & Northern Railway placed in hands of Tom Scott, T.B. Blackstone, Robert E. Carr and James B. Eads as trustees. (MB)
- May 1, 1872 Northern Pacific Railroad leases Lake Superior & Mississippi Railroad, running between Duluth and St. Paul; Jay Cooke & Co. has invested over \$2 million in LS&M, which has remained unprofitable because of rate cutting by the St. Paul-Chicago lines; transfers financial obligations to the NP; William Thaw opposes the lease on the grounds that the LS&M is unsuccessful and weak. (ICC, Splawn, Grodinsky, Oberholtzer)
- May 1, 1872 Future PRR civil engineer John Francis Murray (1872-1942) born at Jersey City, N.J. (PRRBio)
- May 1, 1872 Future Lines West VP Alfred McGill Schoyer (1859-1924) joins Lines West as a messenger in the Pittsburgh office of the Pennsylvania Company. (PRRBio)
- May 1, 1872 Liberal Republicans opposed to Pres. U.S. Grant nominate editor Horace Greeley for Pres. (Clements)
- May 2, 1872 Junction & Breakwater Railroad Board reports a settlement with the Delaware & New York Steamship Company; appoints a committee to negotiate a new contract with Westervelt & Meserole or others for a new line of boats between New York and Lewes, with daily service during the peach season. (MB)
- May 2, 1872 Supplemental act of Congress changes name of Texas Pacific Railroad to Texas & Pacific Railway; authorizes company to issue bonds at rate of \$30,000 per mile on construction and \$2.50 per acre on land grant; is to begin at Marshall, Texas, and build the first 100 miles within two years and 100 miles per year thereafter; must also begin building east from San Diego within one year and have 10 miles finished in two years, advancing at a rate of 25 miles per year; may also build or buy a line from Marshall to Shreveport, La. (JPGreenPam, CongGlobe, Haney)
- May 2, 1872 Gov. Joel Parker and other New Jersey officials meet in Jersey City over the Stanhope Railroad fraud; charge L.C. Reeves, Reading Clerk of the Senate and National Railway lobbyist Johnson D. Banghart with manipulating passage of the bill; note the interpolation of broad powers in Sec. 8 not in the original manuscript bill. (ElzDlyJrnl, StGaz)
- May 2, 1872 New York Assembly impeaches Justice George G. Barnard for malfeasance in office. (NYT)
- May 3, 1872 Union Railroad Company of Baltimore Board accepts recent supplement of Mar. 27, 1872, granting enlarged powers. (MB)

- May 3, 1872 Rochester, Nunda & Pennsylvania Railroad Board rescinds a decision to cross the Erie system at Nunda. (alleganycountylocalhistory.com)
- May 4, 1872 Philadelphia authorizes PRR to lay track in Swanson Street from Morris Street to old Navy Yard. (Digest)
- May 4, 1872 Pennsylvania Company executes revised contract with Mansfield, Coldwater & Lake Michigan Railroad calling for delivery of entire bond issue to Scott and Cass up front rather than as each ten miles completed. (Church)
- May 6, 1872 Morrisons Cove Railroad opens with 10-car excursion train from Martinsburg to Hollidaysburg and Altoona, then returns and runs back to Martinsburg and return to Altoona; road built by contractors Thomas & Philip Collins. (Sell, PaNews)
- May 6, 1872 Pennsylvania Company Board authorizes adding two stories to Pittsburgh general office building. (MB)
- May 6, 1872 Work of grading Pittsburgh, Wheeling & Kentucky Railroad begins; ground broken just below Wellsburg. (ARJ, Doyle)
- May 6, 1872 Union Freight Railroad incorporated in Mass. to build a street track connecting the Boston & Albany Railroad and Old Colony Railroad on the south side of Boston to the Boston & Maine Railroad on the north side. (NHCorp)
- May 7, 1872 Edmund Smith, acting for PRR, buys coal lands of David G. Wilson near Shamokin. (MB - verify David G. Wilson Tract??)
- May 7, 1872 Philadelphia & Reading Coal & Iron Company buys the Ashland Estate in the Mahanoy Valley, which had been purchased by Franklin B. Gowen. (P&RC&I Mortgage)
- May 8, 1872 S. L. M. Barlow reports to the Erie Railway Board on negotiations with J. Donald Cameron on the Chemung Railroad; referred to a committee to propose a 50-year lease. (MB)
- May 9, 1872 Northern Central Railway closes the purchase of 13,347 shares of the Chemung Railroad and 3,825 shares of the Elmira, Jefferson & Canandaigua Railroad for \$2.75 million in Income bonds and detaches them from Erie System; it makes additional purchases later; Jay Gould, who had purchased control of both lines for \$880,000 (this was their par value), sells for \$2.75 million in NC bonds; they had reverted to stockholders after Erie failed to pay rent in 1871; NC leases Chemung Railroad on May 10. (AR, Hepburn Rept - see 5/10)

- May 9, 1872 Pittsburgh, Chicago & St. Louis Railway contracts to build and operate Pittsburgh, Wheeling & Kentucky Railroad; PW&K is to provide right of way; contract is not carried out, as PW&K is not able to comply with terms. (Church, AR)
- May 9, 1872 PRR Board approves guarantee of bonds of Chartiers Railroad Company. (MB)
- May 10, 1872 Lancaster & Reading Narrow Gauge Railroad placed under contract; has passed under control of the Reading, which builds it as a standard-gauge railroad. (RyW)
- May 10, 1872 On a motion of Jay Gould, the office of the Chemung Railroad is to be moved to the Elmira office of the Northern Central Railway; J. Donald Cameron replaces J. B. Bach as Pres.; J. N. Du Barry becomes VP; the old Gould-Erie directors resign and are replaced by PRR and Northern Central men; after making all these motions, Gould resigns as a director; the same process is repeated by the Elmira, Jefferson & Canandaigua Railroad, where Cameron replaces Jay Gould as Pres. (MB)
- May 10, 1872 Northern Central Railway begins operating Chemung Railroad under agreement of same date with the Erie Railway; 1859 lease of the Chemung Railroad to the Erie Railway is cancelled; Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad grant the Erie Railway trackage rights between Chemung Jct. near Horseheads and Cold Point on Seneca Lake for Blossburg Coal; the Erie agrees to maintain a perpetual standard gauge rail between Southport through Elmira to Chemung Jct. for the NC; the NC helps to develop Watkins Glen as a resort. (MB, Val, AR)
- May 10, 1872 Plymouth (Plimmon?) H. Dudley, City Engineer for Akron, named Chief Engineer of the Valley Railway. (Perrin)
- May 11, 1872 PC&StL Railway changes the name of the "Pittsburgh & Columbus Division" to PC&StL Division and "Columbus & Cincinnati Division" to Little Miami Division; W.G. Brownson named Superintendent of the PC&StL Division, replacing W.W. Card, resigned; James D. Ellison named Superintendent of the Little Miami Division, replacing John Durand, resigned; E.W. McKenna named Superintendent of the Indianapolis & Vincennes Railroad, replacing Ellison. (MB)
- May 11, 1872 Trustees of Toledo & Woodville Railroad approve transfer of construction contract to Pennsylvania Company and changing location of Maumee River Bridge to any point between Locust Street and northeast city line. (Church)
- May 12, 1872 Mansfield, Coldwater & Lake Michigan Railroad Executive Committee locates the company shops at Mansfield. (MB)

- May 13, 1872 Frederick Gerker (1833?-1889), a Philadelphia Civil War captain whose family has run a glue business and who is now a Delaware peach grower, elected a director of the Kent County Railroad; William Painter (1838-1884) of Philadelphia elected Pres. after George Vickers refuses to serve. (MB, USRR&MR, PubLdgr)
- May 14, 1872 New York & Rockaway Railroad opens between Springfield and South Side Crossing at Mott Avenue, Far Rockaway; controlled by LIRR; operated by LIRR under lease dated Mar. 2, 1871. (Seyfried - Val has 7/72)
- May 14, 1872 New York act authorizes the New York & Harlem Railroad to depress and partially cover its tracks in 4th (Park) Avenue north of 42nd Street and to build viaducts through Harlem. (Stokes)
- May 14, 1872 Two-day "Meting of General Superintendents for the Arrangement of a Summer Time Schedule" held in Southern Hotel, St. Louis; first such general meeting; predecessor of General Time Convention; E.S. Flint of the CCC&I Railway is Chairman and David M. Boyd of the PRR is Secretary; 23 companies are represented; only business is to fix the summer timetable for June 2; thereafter, meetings are usually held semi-annually to set the summer and winter timetables. (MB, Guide)
- May 15, 1872 Pres. J. Edgar Thomson and family leave for Europe on the Cunard steamer *Java* for a vacation. (USRR&MR)
- May 15, 1872 Commissioners award United New Jersey Railroad & Canal Company \$31,000 in damages for NY&LB crossing at South Amboy. (StGaz)
- May 15, 1872 The full Senate debates the Baltimore & Potomac Railroad depot bill; Sens. Justin S. Morrill, Charles Sumner and Francis Preston Blair (1821-1875) speak against the bill and for preserving the Mall; charge that the city act was pushed through the old city government by bribery just before it expired; Morrill's amendment to cancel the grant and turn the whole question over to the Army Engineers to plan a site for a union depot is defeated 11-27; John P. Stockton (1826-1900) of New Jersey supports the bill; the bill has a hard core of about 15-20 opponents who will use all the delaying tactics they can muster, and about 25 committed supporters; many members have either been persuaded or bribed to be absent or abstain from lack of conviction either way. (CongGlobe)
- May 15, 1872 Meetings begin in Titusville to advance "Pittsburgh Plan" for pooling refineries devised by William G. Warden and Charles Lockhart of Pittsburgh; John D. Rockefeller wins support of John D. Archbold and J.J. Vandergrift among the Oil Regon refiners and Henry H. Rogers and Charles Pratt at New York. (Nevins)

- May 15, 1872 Charlotte banker Rufus McAden sells all the claims against the Western North Carolina Railroad that he has been acquiring to Richard T. Wilson and Charles .M. McGhee of the East Tennessee, Virginia & Georgia Railroad, who are supposedly acting for the Southern Railway Security Company. (Brown)
- May 1872 PRR is repainting cars of New Jersey lines dark red (Tuscan red); say done because smoke of soft coal used by PRR blackens the light paint used formerly. (HntdnRpblcn)
- May 1872 Future Lines West VP Joseph Wood (1846-1922) is appointed Resident Engineer of the Baltimore & Potomac Railroad in addition to his former duties on the Northern Central Railway. (ASCE obit)
- May 1872 Dillsburg & Mechanicsburg Railroad orders ballasting and contracts for iron. (MB)
- May 1872 Lucy Furnace No. 1 at 51st Street Pittsburgh placed in blast by Carnegie, Kloman & Co. (StdHistPitts, Warren - correct 1870 - verify AISI)
- May 1872 Lehigh Valley Railroad occupies the former PRR office building at 238 South 3rd Street in Philadelphia as its headquarters. (LV)
- May 1872 St. Louis, Kansas City & Northern Railroad makes secret reciprocal traffic contract with Chicago & Alton Railroad, Kansas Pacific Railway, and PRR, whereby Chicago & Alton and PRR will be its sole eastern connections. (Jackson)
- May 1872 After William Jackson Palmer's inspection reveals the non-existence of public lands in central Mexico that can be used to finance railroad construction and the lack of population and traffic sources in northern Mexico, William S. Rosecrans writes to Pres. Benito Juárez calling for a per-mile subsidy in cash or bonds; Palmer leaves an engineering corps to continue preliminary surveys. (Pletcher)
- May 16, 1872 Senate passes the bill ratifying the location of the Baltimore & Potomac depot by a vote of 39-18 after a series of amendments by the die-hard opponents are defeated; Henry G. Davis (1823-1916) of W.Va. proposes charging the B&P a \$5,000 annual rent; Francis P. Blair (18321-1875) proposes having the PRR pay fair value for the land, to be applied to a park elsewhere in the District; William T. Hamilton (1820-1888) of Maryland proposes forcing the B&P to buy the unpaid debt certificates issued to the District by the Alexandria & Washington Railroad in 1855; George Vickers (1801-1879) of Md. to allow the Orange, Alexandria & Manassas Railroad to operate over the B&P bridge to a connection with the B&O and its own depot at 12th & B Streets; Morrill

sees a hail of amendments shot down: sinking the tracks below grade, banning locomotives on 6th Street, banning any freight station, limiting the grant to 50 years; following the passage of the bill, Morrill asks the Chair to appoint a committee to wait upon Tom Scott to ask if he has any further communications to make to the Senate (a protocol usually reserved for the Pres. of the United States), bringing gales of laughter from the floor and galleries; Roscoe Conkling of N.Y. suggests that Morrill constitute the committee (CongGlobe)

- May 18, 1872 Work begins on temporary Baltimore & Potomac station at 6th Street & Pennsylvania Avenue, now the site of the National Gallery. (USRR&MR)
- May 18, 1872 Camden & Amboy, Delaware & Raritan Canal, and New Jersey Railroad & Transportation Co. merged to form United New Jersey Railroad & Canal Company. (PL)
- May 18, 1872 Sen. George E. Spencer (1836-1893) of Alabama introduces a bill (S-1124) to permit the Orange, Alexandria & Manassas Railroad to run trains within the District of Columbia, which is referred to the Committee on the District of Columbia. (CongGlobe)
- May 1872 PRR builds first locomotive, No. 8, at Altoona Shops. (NO - 1866!)
- May 20, 1872 Future Lines West Chief Engineer Thomas Rodd (1849-1929) joins the Pennsylvania Company as a rodman after graduating from U.S. Naval Academy in 1868; Rodd enlisted in the Union Navy in 1862 at age 13. (MB - verify list of Annapolis grads?)
- May 20, 1872 House passes bill (S-691) allowing the District of Columbia to subscribe to the stock of the Piedmont & Potomac Railroad; Rep. Elliott M. Braxton (1823-1891) of Virginia introduces a bill (HR-2847) to permit the Orange, Alexandria & Manassas Railroad to run trains within the District of Columbia; to use the Long Bridge of the Baltimore & Potomac Railroad, and to build its own line from there to the B&O via a tunnel under 1st Street. (CongGlobe)
- May 21, 1872 Pres. Grant signs the act of Congress authorizing the Baltimore & Potomac Railroad to locate its Washington passenger depot at 6th and B Streets, N.W. instead of in Virginia Avenue at C Street S.W.; track in 6th Street is to be of street rail; this act allows the B&P to extend across what is now the Mall (then undeveloped) to what is now the site of the National Gallery of Art and which was then close to the center of the business and hotel district. (Digest)
- May 21, 1872 Cairo, Arkansas & Texas Railroad incorporated in Missouri as the reorganization of the Cairo & Fulton Railroad in that state. (ICC)

- May 22, 1872 CNJ wins suit in New Jersey Court of Chancery to block PRR interference with construction of NY&LB Railroad bridge over the Raritan River. (ElzDlyJrnl, 8 Green 158)
- May 22, 1872 Pennsylvania Company Board authorizes increase of stock from 2,000 to 50,000 shares. (MB)
- May 22, 1872 Tom Scott offers Andrew Carnegie one of 40 \$250,000 shares in the California & Texas Railway Construction Company and asks if either J.S. Morgan & Co. or Sulzbach Bros. would market Texas & Pacific Railway bonds; Carnegie takes one share and J. Edgar Thomson takes two; Scott claims that they will only be required to pay 10% of the price. (Nasaw)
- May 22, 1872 Congress passes Amnesty Act allowing all but a few hundred former Confederates, those were members of the 36th & 37th Congresses, of the U.S. Military, heads of departments or federal judges, to vote and return to public office. (CongGlobe)
- May 22, 1872 House passes Senate amendment to bill to grant right of way to the Davenport & St. Paul Railroad with condition that the government retain a half interest in the Rock Island Bridge. (CongGlobe)
- May 22, 1872 New York City Rapid Transit Company incorporated in N.Y. by Cornelius Vanderbilt and 12 associates to build an underground rapid transit line from City Hall to Grand Central with a branch to the ex-Hudson River Railroad line on the West Side between 48th & 59th Streets; no work done under this charter, as Vanderbilt concludes it will not be profitable, and it faces public opposition; the NYC&HR remains aloof from rapid transit issues thereafter. (Stokes, NYState, Stiles, RTinNYC)
- May 22, 1872 New York act authorizes the New York & Harlem Railroad to extend its local streetcar line on Madison Avenue from 79th Street to 86th Street or as far as the avenue may be opened, with a branch in 86th Street to Avenue A and 92nd Street and down 92nd Street to the Astoria Ferry. (Stokes)
- May 22, 1872 Mansfield & Framingham Railroad leases its property north of the Boston & Albany Railroad to the Boston, Clinton & Fitchburg Railroad. (NHCorp)
- May 23, 1872 Trunk Lines meeting at St. Nicholas Hotel try to halt severe undercutting on long-distance freights; the three Chicago lines (PFW&C, LS&MS and MC) agree to a division of through rates, but the five St. Louis lines fail to reach accord. (USRR&MR)
- May 23, 1872 Act of Congress assents to the District of Columbia subscribing to the Piedmont & Potomac Railroad, which is to terminate opposite Georgetown. (CongGlobe)

- May 24, 1872 Senate Committee on the District of Columbia reports a bill (S-930) permitting the Metropolitan Railroad to extend into the District recommending indefinite postponement. (CongGlobe)
- May 24, 1872 House debates the bill permitting the Orange, Alexandria & Manassas Railroad to build to a connection with the B&O; Rep. James A. Garfield of Ohio demands that the railroad be moved away from the Capitol grounds; bill passes with an amendment moving the tunnel to 2nd or 3rd Street. (CongGlobe)
- May 25, 1872 Board of United New Jersey Railroad & Canal Company holds first meeting; John G. Stevens, Pres.; Alfred L. Dennis VP. (MB)
- May 25, 1872 New Egypt & Farmingdale Railroad organized at Cassville, N.J. (MB)
- May 25, 1872 Supplement to Poughkeepsie Bridge Company charter authorizes company to build four piers in river; bridge must have 130-foot clearance and be finished by Jan. 1, 1879. (PL)
- May 1872 PRR offers through service between Philadelphia and points on the DL&W to Oswego with a cross-platform connection at Manunka Chunk, N.J. (RRGaz)
- May 1872 Work begins draining the water from the North Branch Extension Canal between Tunkhannock and Athens, Pa. (Bugbee)
- May 27, 1872 House committee reports bill (S-419) for the humane treatment of animals in transit with the recommendation that it be indefinitely postponed. (CongGlobe)
- May 28, 1872 Columbus & Toledo Railroad incorporated in Ohio by Milbury Miller Greene, Benjamin E. Smith, William G. Deshler, et al.; it is to be an extension of the Columbus & Hocking Valley Railroad. (ICC, Studer, Miller)
- May 29, 1872 General construction contract for parts of the Atlanta & Richmond Air-Line Railway in North and South Carolina transferred from P.P. Dickinson to R. D. Barclay of the PRR and Southern Railway Security Company. (Nelson/R&D AR)
- May 29, 1872 Philadelphia & Reading Coal & Iron Company buys the 4,200 acres of Tamaqua Lands, formerly belonging to the Little Schuylkill Navigation, Railroad & Coal Company, from Edward Roberts, Henry Pratt McKean and William A. Ingham, trustees. (P&RC&I Mortgage)
- May 30, 1872 Charles Butcher elected Pres. of the New Egypt & Farmingdale Railroad; George H. Coursen, formerly employed on the Farmingdale & Squan Village survey, is Engineer; Board appoints a committee to make a lease to another

- railroad. (MB)
- May 30, 1872 Worcester & Somerset Railroad opens between Kings Creek and Costen, Md. (USRR&MR)
- May 31, 1872 Charter supplement gives South Side Railroad Company of Long Island authority to operate steam dummies in Brooklyn and purchase New York & Flushing Railroad, Far Rockaway Branch Railroad of Queens County, Rockaway Railway, and Hunters Point & South Side Railroad. (NYState)
- May 31, 1872? South Side Railroad Company of Long Island opens between Bushwick Jct. and Long Island City, utilizing former New York & Flushing right-of-way between New York & Flushing Jct. (Haberman) and Long Island City. (Seyfried has 1870? - according to corp. hist. link between Bushwick Jct. and NY&F Jct. was Hunters Point & South Side RR - not built until 1872! - NYT tt. of 9/17/72 still shows op. fm Grand St. & Roosevelt St. ferries to Greenpoint)
- May 31, 1872 City of Louisville contracts with Jeffersonville, Madison & Indianapolis Railroad to build along 14th & Maple Streets to L&N depot. (Church)
- May 31, 1872 Wood River Branch Railroad incorporated in Rhode Island. (NHCorp)
- June 1, 1872 New station opens at Sunbury, Pa. (AR)
- June 1, 1872 Mays Landing & Egg Harbor City Railroad opens between Egg Harbor City and Mays Landing, N.J.; operated by Camden & Atlantic Railroad under lease; revenue service begins June 3. (ARJ, AR)
- June 1, 1872 *United States Railroad & Mining Register* reports that the PRR has purchased the Washington, Georgetown & Alexandria Railroad and that it will leave its old depot at 9th Street & Maryland Avenue in favor of the new Baltimore & Potomac Railroad depot; also that the PRR will raze the old Alexandria & Washington Railroad Long Bridge in favor of a new one. (USRR&MR)
- June 1, 1872 Worcester Railroad opens between Berlin, Md., on the Wicomico & Pocomoke Railroad, and Snow Hill. (verify)
- June 1, 1872 Buffalo, New York & Philadelphia Railway opens between Aurora and Machias, N.Y. (Ellis/Cattaraugus)
- June 1, 1872 Marietta & Cincinnati Railroad opens extension (Cincinnati & Baltimore Railroad) between Ludlow Grove and Cincinnati and discontinues use of Cincinnati, Hamilton & Dayton, giving B&O direct access to city and connection with Ohio & Mississippi for St. Louis. (Pixton - also gives 6/1/75?? - verify)

- June 1, 1872 Texas & Pacific Railway executes Construction Mortgage to J. Edgar Thomson and S.M. Felton; bonds are to be issued at rate of \$40,000 per mile backed by first mortgage on 15 million acres of Federal land grant. (JPGreenPam)
- June 1, 1872 Philadelphia & Reading Coal & Iron Company buys the coal lands of John Murray Forbes and Franklin H. Delano in Hegins Township. (P&RC&I Mortgage)
- June 1872 PRR starts New York-Philadelphia freight between Pier No. 39, N.R., and Walnut Street Wharf in Philadelphia and between Pier No. 16, N.R., and Kensington. (RRGaz)
- June 3, 1872 Silver Palace sleeping car between Jersey City and Lynchburg, Va., replaced with Pullman car between Jersey City and Washington after PRR gains control of New Jersey lines and B&O of the line to Lynchburg. (NYTrib)
- June 3, 1872 Third track opens between Gordonsville and Bird-in-Hand on Philadelphia Division. (AR)
- June 3, 1872 CNJ opens Newark & Elizabeth Branch between Elizabethport and Brills Jct. on the Newark & New York Branch; permits competition with PRR from Newark to Elizabeth and New Jersey Shore points. (StGaz)
- June 3, 1872 City of Toledo passes ordinance granting use of Water Street for two miles from Maumee River to Toledo & Woodville Railroad; not used. (Church)
- June 3, 1872 Henry S. McComb writes Tom Scott asking \$54,182 as one half cost of 4,000 acres at McComb, Miss. and 2,000 acres at Osyla, La.; needs money to finish shops, etc.; McComb is in process of moving shops to the new “dry” town of McComb to remove workers from the saloons and labor unions in New Orleans. (MB, RRH)
- June 4, 1872 LIRR agrees to construct the Smithtown & Port Jefferson Railroad. (MB)
- June 4, 1872 J.N. Du Barry elected VP & General Manager of Alexandria & Fredericksburg Railway. (MB)
- June 4, 1872 Trenton Horse Railroad opens extension on West State Street from Calhoun Street to Prospect Street. (Cards)
- June 4, 1872 Old Board elected to the Rochester, Nunda & Pennsylvania Railroad; Col. Wisner returns as Pres. (alleganycountylocalhistory.com)
- June 4, 1872 Local stockholders oust Asa Packer and the other Lehigh Valley Railroad men

from the New Jersey West Line Railroad Board. (USRR&MR)

- June 4, 1872 Property and franchises of Memphis, El Paso & Pacific Railroad sold at foreclosure at Paris, Texas, to Judge Enoch L. Fancher, a crony of receiver John A.C. Gray, for \$90,500; includes 59 miles of graded roadbed, three miles with iron, 3 locomotives, and the land grants; wipes out local Texas stockholders and John C. Fremont's interest. (Taylor)
- June 4, 1872 Senate debates the House bill (HR-694) for the humane treatment of livestock in transit; passed by a vote of 26-13; passes the House bill (HR-2847) permitting the Orange, Alexandria & Manassas Railroad to build into the District and connect with the B&O, then reconsiders the vote in the evening session on a motion of Sen. Thomas J. Robertson (1823-1897) of S.C., who is acting for the absent Sen. Simon Cameron. (CongGlobe)
- June 4, 1872 Act of Congress grants the Davenport & St. Paul Railroad a right of way through the public lands; may have the use of the Rock Island-Davenport bridge upon payment of one-third its cost; if it pays half of its cost to the Chicago & Rock Island Railroad and half to the Federal government, it may build its own bridge between Rock Island and Davenport. (CongGlobe)
- June 5, 1872 Party from the New York & Oswego Midland Railroad and the Ontario Lake Shore Railroad meet with the Messrs. Dolbey, contractors for the Rochester, Nunda & Pennsylvania Railroad looking to use it to access the Pennsylvania coal fields. (alleganycountynylocalhistory.org)
- June 5, 1872 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes using \$100,000 in bonds to pay for the 5.5 miles of the Liberty & Vienna Railroad; the remaining \$1.4 million is to be deposited with George B. Roberts and William P. Shinn, trustees. (MB)
- June 5, 1872 PC&StL agrees to joint operation of Louisville Bridge Company retroactive to Aug. 1, 1871; JM&I, Ohio & Mississippi and L&N Railroads contract with Louisville Bridge Company for use of bridge, effective July 1, 1872. (Church)
- June 5, 1872 Lehigh Valley Railroad men voted off Board of New Jersey West Line Railroad in revolt of local stockholders after LV refuses to guarantee township stocks; stops construction between Summit and Newark begun by LV; NJWL later fails and becomes part of DL&W's Gladstone Branch; LV buys back NJWL's Jersey City terminal tract in 1878. (ElizDJrnl, StGaz, Taber, Baird)
- June 6, 1872 Tariff Act cuts duties on all manufactures by 10%; duty on coal is almost halved. (Clements, Ratner)
- June 6, 1872 Linden Bridge over Susquehanna River near Williamsport destroyed by fire.

(AR)

- June 6, 1872 Western Maryland Railroad operates first train to Hagerstown, beginning competition with the Cumberland Valley Railroad. (WM)
- June 6, 1872 Senate debates the move to reconsider the Orange, Alexandria & Manassas Railroad bill; Sen. Robertson, who made the motion to reconsider is now absent, blocking action on the bill; Sen. John F. Lewis (1818-1895) of Va., the sponsor of the bill, claims he has an agreement with Sen. Cameron to let this bill through in return for not putting further restrictions on the Baltimore & Potomac station bill; the attempt to reconsider fails. (CongGlobe)
- June 7, 1872 PRR purchases \$311,800 stock of Louisville Bridge Company from William Thaw and Henry H. Houston, giving it 9,008 shares in addition to about 5,000 shares held by Pennsylvania Company. (StkLdgr)
- June 7, 1872 Henry S. McComb writes to Tom Scott noting that the Mississippi Central Railroad owes State of Tennessee \$1.2 million to be paid off in state bonds; Pennsylvania Company owns one quarter of stock, so McComb wants it to buy \$177,500 Tennessee bonds for which McComb will give Mississippi Central 7% bonds worth \$300,000. (MB)
- June 8, 1872 Philadelphia & Newtown Railroad breaks ground at Crescentville; Samuel W. Mifflin, Chief Engineer. (Battle)
- June 8, 1872 Congress authorizes Orange, Alexandria & Manassas Railroad to run into D.C. over Long Bridge and build own track in Maryland Avenue connecting with B&O via a tunnel under the Capitol grounds and through 2nd or 3rd Street; serves interest of B&O in establishing a link to the South. (Moore, Harrison)
- June 8, 1872 Eastern portion of New York & Oswego Midland Railroad opens between Middletown and Ellenville, N.Y., forming through line from Jersey City via the New Jersey Midland Railway. (RRGaz)
- June 8, 1872 House Committee on the Pacific Railroad issues a report on the management of the Northern Pacific Railroad that is actually written by company officers; it is used to advertise the bonds. (Oberholtzer)
- June 8, 1872 Northern Pacific Railroad completed to Fargo, Dakota Territory. (AAR)
- June 8, 1872 Harris C. Fahnestock, head of Jay Cooke & Company's New York office, writes to Jay Cooke urging him to stop advancing money to the Northern Pacific Railroad and not letting it build beyond the Missouri River at Bismarck without a thorough reorganization; Fahnestock is supported by William G. Moorhead and others; Fahnestock notes that the project is too

large and experimental to be borne by one man, and the risk is too great to be carried by a single house; he practically admits that they have deceived investors, that the management is inefficient and haphazard, and that much of the country between Duluth and the Mississippi is worthless land; he notes radical changes will be necessary within the year. (Oberholtzer, Lubetkin, Logan)

- June 8, 1872 Act of Congress authorizes the Alexandria, Orange & Manassas Railroad to operate into the District of Columbia over the Baltimore & Potomac Railroad's Long Bridge and build its own track up Maryland Avenue, passing under Capitol Hill by a tunnel in either 2nd or 3rd Streets, to a connection with the B&O. (CongGlobe)
- June 8, 1872 Act of Congress grants the Denver & Rio Grande Railway a right of way through the public lands from Denver to the Mexican border. (CongGlobe)
- June 10, 1872 Henry M. Hamilton merges all of his New Jersey charters, Millstone & Trenton Railroad, Peapack & Plainfield Railroad, Elizabeth & New Providence Railroad, New Jersey Trust Company, and Narrow Gauge Railway, into the Stanhope Railroad Company. (Rdg)
- June 10, 1872 Pennsylvania Company agrees with Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad to build line from Woodville to Michigan state line under charter of Toledo & State Line Railroad; as Pennsylvania Company is dissatisfied with location of location of line near Toledo and Maumee River Bridge, agrees to build from tangent of curve of Dayton & Michigan Railroad through Toledo for remaining \$218,000 in Toledo city bonds. (Church)
- June 10, 1872 PC&StL Railway Board authorizes combining with other railroads to build a Union Depot at Columbus; authorizes the lease of the Cincinnati & Muskingum Valley Railroad, which is owned 8/13 by the Pennsylvania Company and 5/13 by Charles Moran, et al.; appoints a committee to arrange the purchase of the majority of the stock of the Maysville & Lexington Railroad. (MB)
- June 10, 1872 General Manager J.N. McCullough reports that Indianapolis & Vincennes Railroad is paying \$600 a year to Evansville & Crawfordsville Railroad for use of its old engine and shed and turntable at Vincennes; Board authorizes extension to south end of its lot and negotiating with Cairo & Vincennes Railroad for joint shops and engine terminal. (MB)
- June 10, 1872 New Jersey Midland Railway leased to New York & Oswego Midland Railroad to provide a more direct connection to Jersey City from Middletown, N.Y. (ICC)

- June 11, 1872 Temporary trestle opens replacing Linden Bridge near Williamsport. (AR)
- June 11, 1872 Pennsylvania Company Board approves bond deal with Henry S. McComb and agrees to purchase a one half interest in McComb City; authorizes building 20-stall roundhouse at Cleveland; orders reports on surveys of Ironton, Portsmouth & Cincinnati Railroad and between Meadville and Hudson, Ohio, via Jamestown.; J. Edgar Thomson elected a director, replacing Thomas L. Jewett. (MB)
- June 11, 1872 Lehigh Valley Railroad Board authorizes a trial of the Westinghouse air brake. (MB)
- June 11, 1872 First American railroad YMCA established at Cleveland Union Depot under patronage of John H. Devereux of CCC&I Railway; train dispatcher Henry W. Stager founder of railroad YMCA movement. (NYT 1922 - Loree claims was on the C&P - was probably a joint endeavor)
- June 13, 1872 Kent County Railroad Board authorizes discontinuing work between Chestertown and Belle Air. (MB)
- June 13, 1872 Jeffersonville, Madison & Indianapolis Railroad Board appoints a committee to hear the request of the Cumberland & Ohio Railroad to extend to the south bank of the Ohio River opposite Madison if it can raise \$300,000; adopts articles of agreement with the other railroads entering Indianapolis for a Union Railway Association. (MB)
- June 13, 1872 American Bottom Lime, Marble & Coal Company contracts with John W. Conologue to build its railroad from a connection with the St. Louis, Alton & Terre Haute Railroad in East St. Louis to Cahokia with branches from Cahokia to Falling Spring and a point opposite Carondelet; Conologue transfers back to company a contract of Dec. 30, 1871, to build an embankment from East St. Louis to Cahokia on which to build railroad. (Church)
- June 15, 1872 Denver & Rio Grande Railway opens between Colorado Springs and Pueblo. (Anderson)
- June 1872 Tom Scott, Grenville M. Dodge, J. Edgar Thomson, and James W. Throckmorton, ex-Gov. of Texas party travel via New Orleans and Shreveport to Texas en route to California to examine the country to be traversed by Texas & Pacific Railway; Dodge and an assistant go over the route from Shreveport to Fort Worth; order construction to Fort Worth and surveys from Marshall to San Diego. (ARJ, RRGaz, Hirshson)
- June 1872 New York, West Shore & Chicago Railroad begins work on the West Point Tunnel. (RRGaz)

- June 1872 Peter Wright & Sons begin interim Philadelphia-Liverpool service using the chartered steamers *Ganges*, *Lady Lycett*, *Potomac* and *Tagus*, pending the completion of the American Steamship Company of Philadelphia boats. (Moyer/Keystone)
- June 1872 Isabella Furnace No. 1 blown in on the north bank of the Allegheny River 5 miles above Pittsburgh; uses Lake Superior and Champlain ore. (HistIndCo)
- June 17, 1872 Domain Land Company organized in Philadelphia; changes name to California & Texas Railway Construction Company for the purpose of building the Texas & Pacific Railway; increases capital to \$10 million, of which 10% called in; Benjamin H. Bristow (1832-1896) of Kentucky elected Pres., Matthew Baird of Baldwin Locomotive Works VP, John P. Green Secretary; directors include William T. Walthers, Tom Scott, George B. Roberts, Jacob N. McCullough, Henry G. Stebbins (1811-1881), Henry S. McComb, J. Edgar Thomson, H.H. Houston and John McManus. (JPGreenPam)
- June 17, 1872 Trains of New Jersey Midland Railway, leased to New York & Oswego Midland Railroad, begin operating into PRR Jersey City Terminal from West End (Marion Jct.); run to Bloomingburgh, Ellenville and Liberty Falls; 9 round trips. (AR, NYTrib)
- June 17, 1872 PRR begins through, summer-only, fast express service between West Philadelphia and Long Branch via Trenton and Farmingdale with Pullman parlor cars; not repeated in 1873. (USRR&MR/tt., StGaz)
- June 17, 1872 Gilbert Elevated Railway incorporated in N.Y. to build elevated railroads on the plan of Dr. Rufus H. Gilbert (1832-1885) in 2nd, 6th & 9th Avenues in New York City. (NYState)
- June 17, 1872 Lackawanna & Susquehanna Railroad formally opens between Jefferson Jct. on the Jefferson Railroad, and Ninevah on the Albany & Susquehanna Railroad, eliminating the roundabout route via Binghamton. (CntryofPrgrss)
- June 18, 1872 Baltimore & Potomac Railroad agrees with Commissioners of Carroll County that it will run at least one daily train on its "main line" through Upper Marlboro. (MB)
- June 18, 1872 Queen Annes & Kent Railroad and Kent County Railroad lease operation of Townsend Branch of Delaware Railroad, retroactive to June 1, 1872. (Val)
- June 19, 1872 PRR deposits disputed CC&IC bonds in St. Nicholas Bank at New York on instructions from Pres. Benjamin F. Smith. (RRGaz)

- June 19, 1872 Atlantic & Pacific Railroad leases Pacific Railroad (Missouri), which it has controlled since Feb. 1871, but thus becomes responsible for its run-down condition; San Franciscans object to burden of lease and withdraw promise of support. (Miner)
- June 19, 1872 Erie Railway Board tells Jay Gould, Pres. of the Narragansett Steamship Company, that it will evict them and assume possession of Pier 30 N.R. on June 21. (MB)
- June 20, 1872 Toledo & State Line Railroad incorporated in Ohio under articles dated June 15 to provide a charter for railroad between Woodville and the Michigan state line in the interest of PRR. (Church)
- June 22, 1872 Schuylkill & Susquehanna Railroad merged into the Reading under an agreement of May 29, 1872. (Rdg)
- June 23, 1872 New three-track realignment of 1.2 miles opens at Steamboat (renamed Glen Loch) on Philadelphia Division. (AR)
- June 24, 1872 Trial run over Central Railroad of Long Island between Flushing and Garden City. (Seyfried)
- June 24, 1872 Future Superintendent George C. Koons (1872-) born at Middletown, Pa. (PRRBio)
- June 24, 1872 New Egypt & Farmingdale Railroad contracts the grading between Long Branch and Ocean Grove to Sherman B. Oviatt (-). (MB)
- June 24, 1872 National Railway Company absorbs Yardleyville & Middletown Railroad, incorporated on Nov. 8, 1871. (Rdg)
- June 24, 1872 Illinois Supreme Court rules that subscription by East St. Louis to American Bottom Lime, Marble & Coal Company is invalid. (Church)
- June 25, 1872 New York Steamboat Company begins offering daily service between New York and Sag Harbor and other eastern Long Island points with the *Escort* and *J.B. Schuyler*. (NYHerald, Dunbaugh)
- June 25, 1872 Camden & Atlantic Railroad begins operating first two Woodruff parlor cars during summer between Camden and Atlantic City; cars are assigned by Woodruff; number increased to six in 1873. (AR, tt)
- June 25, 1872 Flood destroys temporary trestle over Susquehanna River at Linden Bridge near Williamsport. (AR)
- June 26, 1872 PRR Board discharges old Bryn Mawr Committee and appoints new

- committee of three members; approves construction of a branch from main line at Brintons to intersect the Pittsburgh, Virginia & Charleston on the south bank of the Monongahela River. (MB)
- June 26, 1872 Operating forces collected from elsewhere on the PRR sent to the Baltimore & Potomac Railroad. (Wilson)
- June 26, 1872 Sodus Point & Southern Railroad opens between Newark and Sodus Centre, N.Y. (ARJ)
- June 26, 1872 PFW&C Railway Executive Committee names John B. Jervis Consulting Engineer to the Committee to keep tabs on the PRR's improvements. (MB)
- June 27, 1872 Louisville & Nashville Railroad begins selling its stock in Louisville Bridge Company, mostly in small lots to local investors, ceding control to PRR, holdings are liquidated by the end of 1880. (StkLdgr)
- June 27, 1872 Former PRR and Public Works engineer Hother Hagé (1800-1872) dies at Harrisburg at age 73; he has been employed since 1866 by the Internal Revenue Service. (BioDauphin)
- Summer 1872 NYC&HR begins four-tracking its line between Albany and Buffalo. (Reynolds, Stiles)
- July 1, 1872 PRR agrees to place \$2 to \$9 million of Allegheny Valley bonds through J. S. Morgan & Company. (MB)
- July 1, 1872 Long Branch & Sea Shore Railroad files a revised survey between Long Branch and Squan. (NJCorps)
- July 1, 1872 Stanhope Railroad leased to National Railway (Pa.) for 99 years, giving Henry M. Hamilton a single charter under which to issue mortgage bonds. (Rdg)
- July 1, 1872 Baltimore & Potomac Railroad holds inspection trip to open line between Washington (6th & B Streets) and Lafayette Avenue (Townsend Street extended) in Baltimore; run made in 4:00; Huntingdon station renamed "Bowie" for Pres. and ex-Gov. Oden Bowie. (MB, BaltSun)
- July 1, 1872 Youngstown & Canfield Railroad incorporated in Ohio under articles dated June 24 by Thomas Struthers, John Henry Tod, George Tod, et al., to build from the Lawrence Railroad near Hazleton to the Niles & New Lisbon Railway near Canfield. (Church, MB)
- July 1, 1872 Logansport, Crawfordsville & South Western Railway leases Rockville Division of Evansville & Crawfordsville Railroad between Rockville and

- Terre Haute, Ind., under agreement of June 13, 1872; (line built Nov. 1860); Evansville, Terre Haute & Chicago Railroad to have joint use of first six miles out of Terre Haute. (Church)
- July 1, 1872 Texas & Pacific Railway executes \$20 million Land Grant Mortgage to Edwards Pierrepont and William T. Walthers; issued on basis of \$1.50 per acre; only \$4 million issued. (JPGreenPam, PoorsMan)
- July 1, 1872 Cincinnati & Springfield Railway opens for revenue service, giving CCC&I Railway independent route to Cincinnati; runs into the Indianapolis & Cincinnati Railroad's Plum Street Station over the Marietta & Cincinnati Railroad from Ivorydale Jct. (ARJ, Condit)
- July 1, 1872 Philadelphia & Reading Coal & Iron Company buys the property of the Mount Carmel Locust Mountain Coal Company. (P&RC&I Mortgage)
- July 1, 1872 Atlantic & Pacific Railroad begins operating the Pacific Railroad (Mo.). (ICC)
- July 1872 First portion of Bryn Mawr Hotel opens as a summer resort hotel; designed by Wilson Bros. & Co.; a second wing is completed in the fall, but not opened until 1873. (AR - early July)
- July 2, 1872 Baltimore & Potomac Railroad opens for revenue service between Baltimore (Lafayette Avenue) and Washington, D.C., with 6 round trips. (C&C says first station at Lafayette; second opened June 1872 at Pennsylvania Ave. & Cooke Street - newspapers and MB say Lafayette; BaltAm says Townsend Street Extended); three round trips, two express and one local; omnibus connection to Northern Central Railway at Calvert Station; to offer \$1.00 fare until tunnel opens; intermediate stations at Stock Yards, Maiden's Choice, Sulphur Springs, Winans, Patapsco, Stoney Run, Harman's, Severn, Odenton, Patuxent, Bowie, Springfield, Clenville, Seabrook, Lanham's, Wilson's, District Line, Bennings, and Navy Yard; temporary station used at Washington. (MB, BaltSun, Wilson)
- July 2, 1872 Alexandria & Fredericksburg Railway opens between South end of Long Bridge in Arlington and Quantico, Va., providing first rail link to Richmond, Fredericksburg & Potomac and other southern roads; between St. Asaph Jct. and Long Bridge runs along Alexandria & Washington Railroad as second track; A&F assumes operating of A&W; new railroad Long Bridge opens with 18 fixed and 2 draw truss spans replacing A&W bridge of 1861-62 (1865??); A&W station at 9th & Maryland in Washington abandoned in favor of B&P station. (MB says open 7/1!); A&F was poorly built, particularly between Woodbridge and Cherry Hill, where clay soil was very slippery; shored up using lumber from the old Long Bridge. (Wilson, C&C, Mordecai, ICC)

- July 2, 1872 Potomac Railroad opens 1.1 mile connection between the Alexandria & Fredericksburg Railway and Richmond, Fredericksburg & Potomac Railroad at Quantico Dock; no other part of this line is ever built. (ICC)
- July 2, 1872 Frederick & Pennsylvania Line Railroad Board authorizes purchasing rail to complete to Frederick. (MB)
- July 3, 1872 Philadelphia grants PRR right to lay tracks in Delaware Avenue between Queen & Christian Streets. (Digest)
- July 3, 1872 Linden Bridge reopens near Williamsport. (AR)
- July 3, 1872 Rochester, Nunda & Pennsylvania Railroad Board resolves to locate the road from the Genesee River two miles from Angelica via Belfast, Cuba and Haskell Creek to the Pennsylvania state line near Millgrove, and also from Belvidere via Belmont, Scio, Wellsville and Willing to the Pennsylvania state line; first 40 miles between Mount Morris and Belvidere is under construction, and the section from Rochester to Mount Morris has just been placed under contract to the same parties. (alleganycountylocalhistory.com)
- July 3, 1872 Buffalo, New York & Philadelphia Railway opens between Machias, N.Y., and Olean; built mostly by Buffalo capital. (Ellis/Cattaraugus)
- July 4, 1872 Rockaway Railway opens between Far Rockaway and Seaside House (Beach 103rd Street); controlled by South Side Railroad Company of Long Island; stations at South Side Pavilion, Elderts Grove, Hollands and Seaside House. (Seyfried , George, Bellot)
- July 4, 1872 Cincinnati & Springfield Railway opens between Ludlow Grove, near Cincinnati, and Dayton, giving CCC&I its own line between Columbus and Cincinnati to replace use of Little Miami Railroad; uses Cincinnati, Hamilton & Dayton between Ludlow Grove and Cincinnati and leases the part of the Cincinnati, Sandusky & Cleveland Railroad between Springfield and Dayton; C&S is operated by the CCC&I under lease. (GrnBk, Harlow - see 7/1)
- July 4, 1872 Northern Pacific Railroad opens bridge across the Red River between Moorhead, Minn., and Fargo in Dakota Territory. (Lubetkin)
- July 4, 1872 Mexican Committee on Industry submits a report recommending a subsidy of 700,000 pesos a year to William S. Rosecrans's railroad project. (Pletcher)
- July 4, 1872 S.S. L'Hommedieu retires as Pres. of the Cincinnati, Hamilton & Dayton Railroad. (RyW)
- July 4, 1872 Chicago & Canada Southern Railroad opens between Grosvenor, Mich., and Fayette, Ohio. (Meints)

- July 4, 1872 Diebold & Kienzle, a Cincinnati manufacturer of safes and vaults, opens a second plant in Canton, Ohio; the Chicago Fire has created a great demand for its fireproof safes. (Heald)
- July 6, 1872 Pennsylvania Company contracts with Smith Bridge Company for Maumee River Bridge at Toledo. (MB)
- July 6, 1872 Future LIRR Superintendent Eber B. Kessler (1872-) born at Jersey Shore, Pa. (PR)
- July 6, 1872 Philadelphia & Reading Coal & Iron Company buys the Minersville Tract from Joseph Jeanes and Isaiah V. Williamson. (P&RC&I Mortgage)
- July 7, 1872 Mourners estimated at several thousand attend the funeral of Richard Smith, aka "Black Dick," an apparently mentally impaired African American man who, on his own initiative, took it upon himself to clear people out of the way of arriving trains in the busy Harrisburg station since 1856 and in return was fed and clothed by the station officials; the funeral is held from the baggage room, complete with a military guard of the African American Blue Mountain Sharpshooters. (PRRMN - verify in a newspaper)
- July 8, 1872 Cornelius Vanderbilt suggests Peter H. Watson for the presidency of the Erie Railway. (Mott)
- July 8, 1872 Western North Carolina Railroad - Western Division sold to Charlotte banker Rufus McAden to settle judgement; eventually acquired by State of North Carolina in 1875. (ICC, Bown)
- July 9, 1872 Frederick & Pennsylvania Line Railroad holds excursion. (MB)
- July 9, 1872 Having outmaneuvered his allies, James McHenry controls the Erie Railway annual meeting; Peter H. Watson, ex-President of South Improvement Company, is elected Pres. in place of Gen. John A. Dix; Frederick Schuchardt, John J. Cisco, John Taylor Johnston, and others are elected to the Board to give an air of respectability; McHenry presents a bill of \$750,000 as his expenses for ousting Jay Gould. (Klein, The Road, NYT, Mott)
- July 9, 1872 Wm. Butcher Steel Works finally succeeds in rolling chrome steel couplings for Eads Bridge, but only 3 of 10 pass test. (Jackson)
- July 10, 1872 NY&LB files survey between South Amboy and Red Bank. (NJCorp)
- July 11, 1872 Turkey Run Bridge destroyed by fire on Philadelphia & Erie Railroad. (AR)
- July 11, 1872 Youngstown & Canfield Railroad organized; Thomas Struthers, Pres.; James

M. Reno, Chief Engineer. (MB)

- July 12, 1872 Future PRR and Lehigh Valley Railroad officer Alfred Walter (1851-1907) joins the Allegheny Valley Railroad as a rodman. (Guide)
- July 14, 1872 Trial run over Central Railroad of Long Island between Garden City and Farmingdale. (Seyfried)
- July 15, 1872 PRR begins work on new two-track iron bridge over Delaware River at Trenton south of original bridge. (RRGaz, USRR&MR, C&C says done 1872 but no date)
- July 15, 1872 Leslie P. Farmer (1848-1908), formerly with the Missouri Pacific Railroad, named Assistant General Passenger & Ticket Agent, replacing David M. Boyd, promoted. (AR)
- July 1872 PRR freight for PW&B now leaves from Pier No. 39, N.R. (RRGaz)
- July 1872 PRR receives new cars for Jersey City-New Brunswick locals. (RRGaz)
- July 1872 PRR begins running a through train to Jersey City with Delmarva peaches in season. (RRGaz)
- July 1872 William P. Clyde & Co. begins running the *Norfolk* weekly between Norfolk and Crisfield. (USRR&MR)
- July 1872 PC&StL Railway and Cincinnati, Richmond & Fort Wayne Railroad agree to build joint shops at Richmond, Ind. (C&C)
- July 1872 Connecticut Valley Railroad opens between Saybrook Point and Fenwick. (NHCorp)
- July 1872 Danbury & Norwalk Railroad opens a branch from Hawleyville to Bethel, Conn. (NHCorp)
- July 1872 John DuBois (1809-1886), who has operated a lumber business based in Williamsport, moves to the settlement of "Rumbarger," recently laid out by John Rumbarger in Clearfield County, Pa., and begins construction of a large lumber mill; the town is later named DuBois and prospers after the Allegheny Valley Railroad's Low Grade Line is built a few years later. (Aldrich)
- July 1872 Village of Clam Lake, Mich., later Cadillac, platted by George A. Mitchell. (Wheeler)
- July 16, 1872 Pennsylvania Company Board orders General Agent William P. Shinn to survey for a cutoff between Canton and Bayard, Ohio; approves receiving

from Morgan Improvement Company in lieu of Gilman, Clinton & Springfield Railroad bonds at par for debt the proceeds from the sale of said bonds at 80. (MB)

- July 17, 1872 PRR approves International Navigation Company operating a New York-Antwerp line on same terms as its Philadelphia line so that it can obtain the lucrative Belgian mail contract. (MB)
- July 17, 1872 Residents of Lafayette section of Jersey City raid Communipaw abattoir with support of local police and remove machinery to protest the stenches that waft over their neighborhood. (StGaz)
- July 17, 1872 PC&StL Railway and CCC&I Railway signs articles of association to form Union Depot Company at Columbus. (Church)
- July 18, 1872 Bedford & Bridgeport Railroad completed but not opened. (USRR&MR)
- July 18, 1872 Richmond, Fredericksburg & Potomac Railroad begins running an all-rail line through to Washington and abandons its old line to Aquia Creek; the steamboat connection is now made at Quantico. (AR, USRR&MR)
- July 18, 1872 Mexican Pres. Benito Juarez (1806-1872) dies of a heart attack; his successor, Sebastian Lerdo de Tejada (1823-1889) is less disposed to grant a concession and subsidy to William S. Rosecrans for the ___ Railway between El Paso and Mexico City, fearing it as the route for a potential American invasion; while Lerdo continues a relatively liberal, anti-clerical government, his authority and popularity steadily decrease and revolt and open banditry in peripheral parts of Mexico go unchecked. (wiki, Ward, Pletcher)
- July 19, 1872 Through night train inaugurated between Baltimore and Richmond via Baltimore & Potomac and Alexandria & Fredericksburg Railway with through sleeper between Baltimore and Weldon, N.C.; RF&P refuses to operate a through day line and continues to use steamboat between Washington and Quantico. (BaltAm, RF&P AR)
- July 20, 1872 John H. Miller, PRR General Eastern Passenger Agent, dies at Philadelphia at age 40. (USRR&MR)
- July 20, 1872 Cape Cod Railroad opens between Buzzards Bay and Woods Hole, Mass.; boat connections for Martha's Vineyard and Nantucket moved from Hyannisport to Woods Hole. (NHCorp, Harlow)
- July 22, 1872 New Jersey Court of Chancery issues a decision continuing the injunction against the PRR and Alfred W. Jones interfering with construction of the CNJ's Perth Amboy & Elizabethport Railroad to the Raritan River Bridge. (ElzDlyJrnl, StGaz)

- July 22, 1872 Farmingdale & Squan Village Railroad opens from Farmingdale to Sea Girt, N.J.; operated by Freehold & Jamesburg Agricultural Railroad; through summer service between West Philadelphia and Long Branch via Farmingdale and New Jersey Southern Railroad inaugurated by trains Nos. 5-8, running non-stop between Monmouth Jct. and Farmingdale. (MomDem, Val)
- July 22, 1872 Columbus, Kinkora & Springfield Railroad opens between Kinkora and New Lisbon, N.J. on right-of-way of old Delaware & Atlantic Railroad of 1835-50; controlled by UNJRR&Canal Co.; operated by PRR as part of Amboy Division. (, AR)
- July 22, 1872 Grand Rapids, Greenville & Alpena Railroad incorporated in Mich.; bonds guaranteed by GR&I (MB)
- July 1872 Sleeping car line established between Jersey City and Louisville via Cincinnati and Louisville & Nashville Railroad. (PassDept) (date of tt change is 7/22)
- July 1872 Sleeping car lines established between Philadelphia and Erie and between Jersey City and Oil City. (PassDept)
- July 1872 Buffalo, New York & Philadelphia Railway completed to Olean but not opened. (USRR&MR 7/27)
- July 23, 1872 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes resurveying and staking the old survey of the Cleveland, Zanesville & Cincinnati Railroad between Coshocton and Oxford, and a new survey from Oxford to the line of the PC&StL Railway. (MB)
- July 24, 1872 Grand Rapids, Rockford & Greenville Railroad, unbuilt line between Greenville and Rockford, merged into Grand Rapids, Rockford & Greenville Railroad. (MB)
- July 25, 1872 Shenandoah Valley Railroad Board extends Central Improvement Company contract deadline from Aug. 1, 1872 to Jan. 1, 1875, and releases from building south of C&O at Waynesboro, Va., for a saving of \$3.3 million. (Lambie, Hildebrand)
- July 25, 1872 Maryland & Pennsylvania Railroad (not related to later company of the same name) incorporated in Maryland by C. Montgomery Bond of Philadelphia and Job Harris of Baltimore to build from Baltimore to Pennsylvania state line near Octorara Creek in Cecil County; hopes to be a rival Philadelphia-Baltimore line. (Rdg, Hilton)
- July 26, 1872 Col. George Earl Church returns to La Paz, where he learns that the company

has succeeded in dragging the iron launch *Explorador* overland through the jungle around the falls of the Madeira and put afloat on the Mamoré River. (Craig)

- July 29, 1872 J. Edgar Thomson writes to American Steamship Company of Philadelphia from England raising possibility of making Cardiff rather than Liverpool the British terminus, as it is 12 hours closer and the port costs are lower. (Flayhart)
- July 29, 1872 Rockland Central Extension Railroad (inc. May 29, 1872) merged into Rockland Central Railroad. (GrnBk)
- Summer 1872? PRR ends engine change at New Brunswick on Jersey City-Philadelphia line.
- Summer 1872 Allegheny Valley begins construction of Low Grade Line.
- Summer 1872 PRR begins shipment of bituminous coal from Clearfield and Broad Top Fields to South Amboy terminal; new bituminous coal trestle completed and work begun on storage yard 2 miles south of South Amboy; coal that was formerly shipped by D&R Canal from Greenwich Point all diverted to all-rail route by 1873. (AR, Watkins)
- Summer 1872 Swiss arbitrators award U.S. £3.25 million in claims against the British government for damages caused by the British-built Confederate raider *Alabama*; settlement of the *Alabama* claims relaxes European financial markets and reopens markets for American securities. (Nasaw)
- Summer 1872 Andrew Carnegie succeeds in selling Davenport & St. Paul Railroad bonds to Sulzbach Bros. of Frankfort-am-Main, the German correspondents of the Morgans, after settlement of the *Alabama* claims; while abroad, Carnegie also examines Bessemer steel works in England, which serves to overcome his reluctance to invest in such mills at home. (Nasaw, Bridge)
- Summer 1872 First oil strike made in the Tuna Valley near Bradford, Pa.; it is small, and attention remains focused on Butler, Clarion and Armstrong Counties to the south; the Venango oil sand crops out at Bradford, and the rich Bradford oil sands are 400 feet further down. (Williamson/Daum)
- Aug. 1, 1872 PRR leases Bedford & Bridgeport Railroad, building between Mt. Dallas and the Maryland line near Cumberland; becomes Bedford Division of PRR with William H. Brown (1836-1910) as Superintendent; is isolated from rest of system and reached over Huntingdon & Broad Top Mountain Railroad & Coal Company from Huntingdon; lease is reassigned to PRR by H&BTM on Sep. 23, 1872, retroactive to Aug. 1. (Val, AR, C&C)
- Aug. 1, 1872 Persifor F. Smith (1849-1918) appointed Superintendent of Lewistown

- Division, replacing William H. Brown. (AR)
- Aug. 1, 1872 Advertising Agent Charles R. Clement (1840-1881) promoted to the new post of PRR General Baggage Agent; F.J. McWade appointed Advertising Agent. (MB)
- Aug. 1, 1872 William A. Patton (1849-1927) is promoted to Chief Clerk to General Manager A. J. Cassatt; Patton becomes Cassatt's protégé and confidential assistant in most of his subsequent work with the PRR and New York, Philadelphia & Norfolk Railroad. (McKnight)
- Aug. 1, 1872 Kent County Railroad opens between Chestertown and Parsons, Md.
- Aug. 1, 1872 Pennsylvania Company Board approves contract with Ohio & Kentucky Railroad to build from point opposite Maysville, Ky., north to Lancaster, Ohio; authorizes purchase of majority of Maysville & Lexington Railroad at 25 cents on the dollar; reviews letter of D.R. Skinner of Valparaiso re rebuilding old link between CC&IC and PFW&C at Valparaiso; orders 500 freight and 4 passenger cars for GR&I. (MB)
- Aug. 1, 1872 PC&StL Railway grants Cincinnati, Richmond & Fort Wayne Railroad trackage rights and joint rights to use of depot at Richmond, Ind., in return for \$30,000 Richmond city bonds issued to build station. (Church)
- Aug. 1, 1872 Susquehanna Coal Company places No. 3 Breaker in service on the DL&W at West Nanticoke. (WBRecord)
- Aug. 1, 1872 Work begins on the 5,000-foot Pattenburg Tunnel through Musconetcong Mountain on the Easton & Amboy Railroad. (AR)
- Aug. 1, 1872 Thomas R. Sharp appointed Superintendent of the New Jersey Southern Railroad, replacing W.G. Peck, resigned; fellow Confederate veteran and future Southern Railway Pres. Samuel Spencer (1847-1906) comes north to work as Sharp's clerk, where he is noticed by northern railroad financiers. (RRGaz, DAB)
- Aug. 2, 1872 Pennsylvania Company and Continental Improvement Company agree with Peninsular Railway; will loan it \$225,000 each; all Chicago traffic to be sent over PFW&C from Valparaiso; is also to be Chicago link for GR&I; both PFW&C and GR&I to have trackage rights over Peninsular Railway. (MB)
- Aug. 6, 1872 Hartford & New Haven Railroad merges into New York & New Haven Railroad to form New York, New Haven & Hartford Railroad (the "New Haven") under agreement of July 24, 1872; runs between New York and Springfield, Mass., plus lease of Shore Line Railroad; becomes the dominant railroad in southeastern New England. (NHCorp, AR)

- Aug. 6, 1872 California & Texas Railway Construction Company contracts to build the Texas & Pacific Railway from Shreveport to San Diego for all stock, \$35,000 per mile in T&P construction bonds and \$15,000 per mile in land bonds; bonds are to be issued as line built so proceeds from bonds finance next section; T&P stockholders agree to exchange their stock for shares of the Construction Company at one to one; Pres. Bristow demands that John C. Fremont pay installments on his 5,000 shares, which he thought he had agreed with Scott should be considered as fully paid-in; Fremont is forced to sell many of his prized possessions to raise money. (ICC, Taylor)
- Aug. 7, 1872 Marietta & Pittsburgh Railroad files locations for five branches; only Marietta City Branch, extending through Marietta to the Marietta & Cincinnati Railroad at Harmar, is built. (Church)
- Aug. 7, 1872 Party of officers of Indianapolis, Bloomington & Western Railway inspect the Davenport & St. Paul Railroad as far as Hopkinton, Iowa. (RRGaz)
- Aug. 8, 1872 NY&LB Board hears report of Chief Engineer William S. Sneden on new location between Red Bank and Long Branch. (MB)
- Aug. 8, 1872 Allegheny Valley Railroad Pres. William Phillips contracts to purchase 41,000 shares of Oil Creek & Allegheny River Railway stock from Philadelphia & Erie Railroad at 37½ to prevent it from falling into unfriendly hands. (AR)
- Aug. 9, 1872 Bay Track of Tuckerton Railroad opens from a point north of Tuckerton to Edge Cove on Little Egg Harbor Bay for an Odd Fellows' excursion with a boat transfer to Long Beach Island. (Brinckmann)
- Aug. 10, 1872 Youngstown & Canfield Railroad organized and adopts location; Thomas D. Messler, Pres.; James M. Reno, Chief Engineer. (MB)
- Aug. 10, 1872 Ohio Valley Railway organized at Marietta, Ohio; Gen. A. J. Warner, Pres. (MB)
- Aug. 10, 1872 Shenango Valley, Youngstown & Chicago Railway incorporated in Ohio by local people to build from Alliance to Pennsylvania state line in direction of Wheatland. (Church, MB)
- Aug. 12, 1872 William Sellers and George Burnham of Baldwin Locomotive Works sue to block the National Railway Company from issuing bonds to finance consolidation.
- Aug. 12, 1872 Worcester & Somerset Railroad opens between Kings Creek, Md., and Newtown (opposite present Pocomoke City); runs mixed train every other

- day. (USRR&MR - check C&C)
- Aug. 13, 1872 Buffalo, New York & Philadelphia Railway runs excursion train from Buffalo to Pennsylvania state line; guests include ex-Pres. Millard Fillmore. (USRR&MR)
- Aug. 13, 1872 Frank Thomson holds "Experiment No. 1," the first of his prizes for the best standard track; a contest is held between supervisors on the Eastern Division of the Philadelphia & Erie Railroad for the best mile of track with a \$50 prize; judges are William A. Baldwin, Theodore N. Ely and Frank Thomson. (FThomsonPapers)
- Summer 1872 Frank Thomson as Superintendent of Eastern Division of Philadelphia & Erie devises first maintenance-of-way standards; later made standard for all Lines East; includes system of bonuses for MofW supervisors and track foremen for best trackwork; first drawing for standard track shows 4'-9" gauge. (Watkins)
- Aug. 13, 1872 East Broad Top Coal & Iron Company renamed Pennsylvania & Western Railroad and route changed to build between Milton and Clarion. (Cards)
- Aug. 14, 1872 NY&LB files survey between Red Bank and Long Branch. (NJCorp)
- Aug. 14, 1872 Cleveland & Mahoning Railroad, Niles & New Lisbon Railroad and Liberty & Vienna Railroad merged to form the Cleveland & Mahoning Valley Railway under an agreement of July 25, 1872. (Felton)
- Aug. 14, 1872 A large force of Sioux, Cheyenne and Arapahoes under Sitting Bull (1834-1890) attack a Northern Pacific Railroad survey party of about 500, including U.S. infantry, on the Yellowstone River; although the attackers are driven off with casualties, four days later the surveyors turn back to Fort Ellis near present-day Bozeman instead of continuing east to rendezvous with a second party working west from the Missouri; the eastern party is also harassed and unable to find a shorter route to the Yellowstone, creating a public relations disaster for Jay Cooke. (Lubetkin)
- Aug. 15, 1872 Camden & Atlantic Railroad Board bans further masked balls at the Sea View Hotel in Atlantic City. (MB)
- Aug. 15, 1872 *Pennsylvania*, first American Line steamship, launched at William Cramp & Sons shipyard in Philadelphia; 355 x 45 x 43. (USRR&MR, Scharf, Farr)
- Aug. 15, 1872 Petroleum Refiners Association, a pool, formed with John D. Rockefeller as Pres., J. J. Vandergrift as VP and Charles Pratt as Treasurer; it is to embrace any refiner who wants to join. (Nevins)
- Aug. 1872 Philadelphia & Erie Railroad's 41,000 shares of Oil Creek & Allegheny River

Railway transferred to Allegheny Valley Railroad for \$1.54 million; OC&AR is in poor shape, as the center of oil production is shifting southwards away from it.

- Aug. 1872 New Jersey West Line Railroad pays Lehigh Valley Railroad \$295,115 for grading done between Newark and Summit, which is abandoned, and the LV returns \$1 million in NJWL bonds taken as payment; purchase money is put up by CNJ and DL&W, which hope to prevent LV from reaching Jersey City; the CNJ receives 900 NJWL bonds and the DL&W 850. (Baird)
- Aug. 1872 New Jersey Midland Railway is building a trestle to cross the approaches to the Erie Tunnel at Jersey City and reach the PRR at Marion Jct.; Erie refused a grade crossing when the NJM indicated it would cut Paterson-New York fares to compete with the Erie. (C&FC)
- Aug. 1872 New York, West Shore & Chicago Railroad advertises for grading between Jersey City and Catskill. (RRGaz)
- Aug. 1872 LS&MS (?) opens between Ashtabula and Jamestown, Pa., on the Jamestown & Franklin Railroad, giving the LS&MS a direct line between the Oil Region and Cleveland. (Babcock - no, in 1871??)
- Aug. 1872 James McHenry arrives in the U.S. to unify the operations of the Erie Railway and Atlantic & Great Western Railroad and wage another competitive war for the oil traffic, which the A&GW is rapidly losing to the NYC&HR and PRR. (Grodinsky)
- Aug. 1872 Jay Gould approaches James McHenry to join him in buying control of Cleveland, Columbus, Cincinnati & Indianapolis Railway. (not in Klein)
- Aug. 1872 Cleveland & Mahoning Railroad merges with Liberty & Vienna Railroad and Niles & New Lisbon Railroad to form Cleveland & Mahoning Valley Railway. (Church - verify Minor)
- Aug. 1872 Trustees of Boston, Hartford & Erie Railroad open the line from Putnam to Willimantic, Conn., making a connection with the Hartford, Providence & Fishkill Railroad to Hartford. (NHCorp, NY&NE AR)
- Aug. 1872 Tom Scott organizes an excursion to California in support of the Texas & Pacific Railway; includes John P. Green, Gen. Grenville M. Dodge, Sen. John Sherman and other friendly politicians. (Hutchinson)
- Aug. 1872 Georgia act repudiates all endorsed railroad bonds. (Thompson - verify PL)
- Aug. 1872 William Butcher of the Standard Steel Works near Lewistown, Pa., becomes embarrassed, and the works are taken over by his creditors.

- Aug. 1872 Associated Brotherhood of Iron & Steel Heaters formed. (Ware)
- Aug.? 1872 Josiah Caldwell is able to persuade Charles G. Scott (1815-1882) of Little Rock to reorganize the Little Rock & Fort Smith Railroad with a joint Board of Boston and local interests and blunt a move by local investors to oust the Bostonians; Asa P. Robinson is reinstated as engineer, and construction resumes with \$100,000 in state bonds. (Thompson)
- Aug. 1872 Republicans carry the North Carolina elections, retaining the governorship and all other state offices. (JSmith)
- Aug. 16, 1872 Greenwood & Coney Island Railroad incorporated in New York to build street railway in Brooklyn; later controlled by LIRR. (CorpHist)
- Aug. 17, 1872 Meeting held in Jersey City to organize a company to build and operate a large steamboat to transfer livestock from the Communipaw stock yards to points around New York Harbor. (ARJ)
- Aug. 17, 1872 Rival promoter Edward Lee Plumb (1827-1912) announces that he will apply for a Mexican concession for the International Railroad of Texas between Mexico City and Laredo in opposition to the plans of William S. Rosecrans and William Jackson Palmer. (Pletcher)
- Aug. 19, 1872 New York Senate finds Justice George G. Barnard (1829-1879) guilty of malfeasance in office, removes him from the bench and bars him from holding public office in the future. (NYT)
- Aug. 20, 1872 Union Depot Company (Columbus) incorporated in Ohio by PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway under articles dated July 17, 1872, to build a joint terminal facility. (Church, C&C)
- Aug. 20, 1872 Advances by Jay Cooke & Co. to the Northern Pacific Railroad now stand at \$1,775,000; the original agreement had limited such advances to \$500,000. (Oberholtzer)
- Aug. 21, 1872 Keel of first International Navigation Company steamship *Vaderland* laid at yard of Palmer & Co., Jarrow; designed as combination passenger steamer and oil tanker, though not used as such until later, and bulk holds used for grain. (Flayhart)
- Aug. 21, 1872 Pennsylvania Company Board postpones action on offer of S.B. Dick of Meadville to sell unfinished Cleveland Air Line Railroad until J. Edgar Thomson returns from Europe in October; orders William P. Shinn to examine Gilman, Clinton & Springfield Railroad, particularly how it can be worked with Toledo, Peoria & Warsaw Railway, which PCo. is about to buy;

if favorable, will accept Morgan Improvement Company's offer to sell \$210,000 First Mortgage bonds, \$653,000 Second Mortgage bonds and \$1.35 million stock for \$250,000. (MB)

- Aug. 21, 1872 Northern Pacific Railroad Board meets with Jay Cooke, who informs them of his financial difficulties arising from bond sales and Pres. Grant's decision not to float government bonds this year. (Lubetkin)
- Aug. 22, 1872 Enthusiastic meeting on behalf of Texas & Pacific Railway held at the Union Hotel in San Francisco. (NYT, Hutchinson)
- Aug. 22, 1872 West Virginia approve a new Constitution prepared by a convention of States Rights and ex-Confederate Democrats, most from south of the B&O, who have recaptured control of the Legislature; it eliminates the provision for dividing counties into northern-style townships as a Yankee Republican innovation and returns to the old Virginia system of control through county courts; the voters do reject a proposition to limit office-holding to whites. (Bastress, Thorpe)
- Aug. 23, 1872 Tom Scott's Texas & Pacific Railway party embarks on the *California* for a cruise down the coast to Santa Barbara, Los Angeles and San Diego; Scott hopes to persuade the voters of Los Angeles to issue bonds for the Texas & Pacific Railway. (Hutchinson)
- Aug. 24, 1872 J. Edgar Thomson writes to Edmund Smith from Liverpool noting that after five days examination, he has concluded American Line must terminate at Liverpool and not Cardiff. (Flayhart)
- Aug. 25, 1872 Tom Scott and Texas & Pacific Railway party arrive in Los Angeles to a warm welcome; John P. Green has stopped off at Hueneme to stay with his old friend Thomas R. Bard. (NYT, Hutchinson)
- Aug. 25, 1872 Cincinnati, La Fayette & Chicago Railroad completes line between Templeton and Kankakee; with trackage rights over Lake Erie & Western Railway (Lafayette-Templeton) and Illinois Central Railroad (Kankakee-Chicago) forms a new through route between Cincinnati and Chicago. (Sanders - verify)
- 1872 Illinois Central and Cincinnati, La Fayette & Chicago Railroad begin through passenger service between Chicago (IC Station) and Cincinnati via Kankakee; later the route of the Big Four and the *James Whitcomb Riley*. (RRH)
- Aug. 1872 New Petroleum Producers Association formed to curtail production and raise prices in aftermath of new Clarion County oil boom; calls for moratorium on drilling new wells for six months; is unable to control Clarion County and is forced to shut down production in older areas. (Nevins)

- Aug. 26, 1872 Thomson contracts with Richardson, Spence & Co. as Liverpool agents of American Line. (Flayhart)
- Aug. 27, 1872 CNJ Board agrees to build NY&LB immediately and subscribe \$700,000. (ElzDlyJrnl)
- Aug. 28, 1872 Directors of the New Egypt & Farmingdale Railroad meet with George M. Bartholmew and O. B. Kinne of the New Jersey Southern Railroad to discuss a lease. (MB)
- Aug. 28, 1872 Warren & Venango Railroad completed between Warren and Irvineton, and use of Philadelphia & Erie between Warren and Irvineton by Dunkirk, Warren & Pittsburgh Railway discontinued. (AR, RRGaz)
- Aug. 28, 1872 CB&Q, Illinois Central, and Michigan Central Railroads agree to build new Union Depot at Randolph & Michigan Avenues in Chicago; plan not carried out. (DeRouin)
- Aug. 28, 1872 Lewis Atterbury (1779-1872) dies at Whitestone, New York; had been serving as Secretary of Associates of the Jersey Company since 1828, his ever-worsening handwriting in the minutes reflecting his deteriorating condition. (MB)
- Aug. 28, 1872 Illinois & St. Louis Bridge Company Executive Committee orders James B. Eads to prepare plans and specifications for tunnel leading from west end of Eads Bridge. (Jackson)
- Aug. 29, 1872 On its northbound trip, the *California* stops at Hueneme, where Tom Scott disembarks and views some of his California properties for the first and only time. (Hutchinson)
- Aug. 1872 Baltimore & Potomac completes its line to Popes Creek but does not open for regular service; freight runs about once a week and passenger trains run occasionally to Marlboro. (USRR&MR)
- Aug. 31, 1872 William Prescott Smith (1825-1872) resigns as General Manager of entire through line between New York and Washington to return to B&O; duties assumed by the operating heads of the individual railroads. (Bain)
- Sep. 1, 1872 Pres. Franklin B. Gowen ousts Adams Express Company from Reading lines in favor of operating his own express business; Adams sues and cuts rates by 50% to competitive points reached by PRR; also puts agents on Reading trains incognito carrying express matter and shipments of money as personal baggage. (Rdg AR)
- Sep. 2, 1872 Hearings at Philadelphia in suit brought by manufacturer William Sellers

(1824-1905) on behalf of PRR to block National Railway bond issue; Sellers admits that information in bill of complaint was obtained from PRR officers. (StGaz)

- Sep. 3, 1872 Baltimore & Potomac Railroad opens Popes Creek Branch for regular revenue service between Bowie and Marlboro, Md. (AR)
- Sep. 3, 1872 Granite Improvement Company Pres. William Thaw reports a floating debt of \$52,373 versus assets of \$38,588; Board calls in the remaining subscription on the Ashtabula, Youngstown & Pittsburgh Railroad bonds in 4 installments. (MB)
- Sep. 4, 1872 Baltimore & Potomac Railroad appoints Edward L. Du Barry (1840-1908) Superintendent. (MB)
- Sep. 4, 1872 New York *Sun* breaks the story of the Credit Mobilier of America; charges that VP Schuyler Colfax and others have received gifts of stock; an exaggeration of McComb's testimony; designed in part to smear Grant in his reelection campaign, which is already steamrolling the Democratic opposition that the *Sun* represents. (Klein, Clements)
- Sep. 5, 1872 Pennsylvania Company agrees with J.S. Kennedy & Co. about funding unpaid coupons of Indianapolis, Cincinnati & Lafayette Railroad bonds of 1869, on which interest has been unpaid since June 1, 1871, into new "Interest bonds"; with 300 bonds, PCo. is largest holder. (MB)
- Sep. 1872 Reading Pres. Franklin B. Gowen meets with the heads of the other anthracite railroads and coal companies at New York and gets them to raise prices, which gradually rise above the break-even point.
- Sep. 7, 1872 State Line & Juniata Railroad Board authorizes survey from Maryland state line at Licking Creek through York and Lancaster Counties and through Newtown Square to Morrisville, with a branch from Newtown Square to Philadelphia; speculators holding the charter hope to push it as a shorter route from the Broad Top Coal Fields. (Rdg)
- Sep. 9, 1872 LIRR begins operating new *Boston Express* with steamboat connection between Greenport and New London with steamer *Magenta*; runs through in 9:30 hours via New London Northern and Boston, Hartford & Erie Railroads. (NYTrib, Seyfried, USRR&MR)
- Sep. 9, 1872 National Railway issues single \$5 million mortgage necessary to finance new New York-Philadelphia line. (Rdg)
- Sep. 9, 1872 Pennsylvania Company agrees to build line of Toledo & State Line Railroad in return for entire capital stock. (Church)

- Sep. 10, 1872 Central Railroad of Long Island completes Hempstead Branch from Hempstead Crossing to Hempstead; no revenue service. (Seyfried)
- Sep. 10, 1872 Frank Thomson holds "Experiment No. 2," a contest between subdivision foremen on Supervisors Division No. 5 on the Eastern Division of the Philadelphia & Erie Railroad for the best mile of track with a \$50 prize. (FThomsonPapers)
- Sep. 10, 1872 Frederick & Pennsylvania Line Railroad Board sets rates between Hanover and Frederick. (MB)
- Sep. 10, 1872 Northern Pacific Railroad Board selects Tacoma as its western terminus on Puget Sound. (Renz)
- Sep. 10, 1872 Joseph Wharton (1826-1909) elected a director of the Lehigh Valley Railroad, replacing E.H. Trotter, deceased. (MB)
- Sep. 11, 1872 LIRR pays another 4% stock dividend in New York & Rockaway Railroad bonds. (MB)
- Sep. 11, 1872 James B. Eads sails for England to place bonds for St. Louis Tunnel Railroad. (Jackson)
- Sep. 1872 Allegheny Valley Railroad begins operating Oil Creek & Allegheny River Railway; William Phillips replaces Edward F. Gay as Pres. (USRR&MR - check not according to C&C)
- Sep. 14, 1872 Far Rockaway Branch Railroad of Queens County, N.Y. (Valley Stream-Far Rockaway), Rockaway Railway Company (Far Rockaway-Rockaway Beach), and uncompleted Hunters Point & South Side Railroad (Bushwick Jct.-N.Y. & Flushing Jct.), and New York & Flushing Railroad (Long Island City-N.Y. & Flushing Jct.) merged into South Side Railroad Company of Long Island. (Val, NYState)
- Sep. 14, 1872 Lawrence Railroad Board authorizes selling the station and ground at Youngstown and buying a half-interest in the station and grounds of the Ashtabula, Youngstown & Pittsburgh Railroad and in the AY&P track between the two station sites; also to share the cost of building a freight and passenger stations and a one-stall engine house; the sale of the station is not carried out until Sep. 1873. (MB)
- Sep. 14, 1872 Harris C. Fahnestock, head of the New York office, again writes to Jay Cooke urging him to disentangle the reputation of Jay Cooke & Co. from that of the Northern Pacific Railroad; it is imperative that they draw down their commitment to the railroad; that way, the bank can probably survive the

- failure of the railroad. (Logan)
- Sep. 1872 Severe stringency in the New York money market threatens many railroad projects. (Larson)
- Sep. 1872 PRR begins construction of Meadows Shops on the New York Division. (RRGaz)
- Sep. 1872 Work resumes on Columbia & Port Deposit Railroad. (USRR&MR)
- Sep. 1872 Empire Transportation Company acquires Union Pipe Company at Parkers Station adding another 125 miles to its holdings in the Lower Field. (RyW, Williamson/Daum - verify name in PaCorps/Secy of State)
- Sep. 1872 Andrew Carnegie, Pres. Gerald Allen of Illinois & St. Louis Bridge Company, and inspector Theodore Cooper meet in Pittsburgh to examine finished chrome steel couplings for Eads Bridge; find all are honeycombed, as Wm. Butcher Steel Works has been mixing chrome steel, carbon steel and chrome scrap. (Jackson)
- Sep. 1872 First section of the Paris & Danville Railroad opens from __ to __. (GrnBk)
- Sep. 1872 Pittsburgh ironmaster William Coleman (1808-1878) contracts with Alexander Lyman Holley, the engineer who has designed the Bessemer steel plants for the Pennsylvania Steel Company and the Cambria Iron Company, to design a new steel works at Braddock, Pa., on the site of Gen. Braddock's defeat in 1755; it will be the first steel plant in the Pittsburgh area. (Nasaw)
- Sep. 1872 Ohio River Commission holds its first meeting; James K. Moorhead, "Old Slackwater," elected Chairman. (LJohnson)
- Sep. 16, 1872 East Broad Top Railroad & Coal Company begins construction at Mount Union on PRR as a 3'-0" gauge line. (EBT)
- Sep. 17, 1872 Frederick & Pennsylvania Line Railroad Board authorizes the Frederick & Pennsylvania Line Rolling Stock Company to place 20 freight cars on the line, to be allowed a half cent per ton-mile service charge. (MB)
- Sep. 17, 1872 Staten Island Railroad sold at foreclosure to George Law. (NYState)
- Sep. 18, 1872 Camden & Atlantic Railroad Board declares its first dividend of 3½%; authorizes construction of an engine house at Atlantic City. (MB)
- Sep. 18, 1872 B.F. Rice Syndicate, Thomas Allen and Henry G. Marquand buy control of the Cairo & Fulton Railroad. (Wood)

- Sep. 20, 1872 Cincinnati, Wabash & Michigan Railroad opens from North Manchester to Wabash, Ind. (GrnBk)
- Sep. 21, 1872 New Jersey Southern Railroad makes a 50-year lease of the New Egypt & Farmingdale Railroad between Long Branch and Farmingdale. (MB)
- Sep. 21, 1872 Toledo, Peoria & Warsaw Railway grants trackage rights to Chicago, Pekin & Southwestern Railroad (later part of Santa Fe) between Eureka and Washington, Ill. (Church)
- Sep. 21, 1872 Michigan Midland & Canada Railroad incorporated in Mich. to build from St. Clair to Lansing with forks to Three Rivers and Grand Haven; to be an extension of the Canada Southern Railway across Michigan. (GrnBk, Tennant)
- Sep. 23, 1872 PRR begins operating Bedford & Bridgeport Railroad under lease of Aug. 1, 1872, replacing Huntingdon & Broad Top Mountain Railroad. (Val)
- Sep. 24, 1872 Pennsylvania Company Board has arranged for Scott, Roberts and McCullough to meet Azariah Boody of the St. Louis Bridge Company; have arranged for Vandalia Line and Indianapolis & St. Louis Railroad to each take 9/25 in St. Louis Stock Yards; authorizes sending a PCo. man to manage the Maysville & Lexington Railroad; orders 5 locomotives and 300 cars for Ashtabula, Youngstown & Pittsburgh Railroad. (MB)
- Sep. 24, 1872 Abraham Bitner, Jr. (-), begins the purchases of tracts of land on the ocean south of the Shark River Inlet in Monmouth County, N.J., on behalf of 25 investors who have cottages at Ocean Grove; they will establish the resort of Ocean Beach, later Belmar. (Ellis)
- Sep. 25, 1872 PRR Board agrees to finance enlargement of Cresson Springs Hotel; project aborted by Panic of 1873. (MB)
- Sep. 25, 1872 Pennsylvania Company Board approves construction contracts for Toledo & Woodville Railroad between Brown Road and Cherry Street bridge and between Toledo and Michigan state line; approves advance to Peninsular Railway in return for \$375,000 First Mortgage bonds and guarantee by Pres. L.D. Dibble that they will finish road to Valparaiso. (MB)
- Sep. 25, 1872 Granite Improvement Company Pres. William Thaw reports that the floating debt is now \$363,200; Board authorizes selling all the unsold Ashtabula, Youngstown & Pittsburgh Railroad bonds for cash at 80. (MB)
- Sep. 26, 1872 Railroad of American Bottom Lime, Marble & Coal Company opens between East St. Louis and Falling Spring; Pennsylvania Company had acquired most securities. (Church)

- Sep. 27, 1872 West Jersey Railroad Board appoints a committee on reducing the rate of the West Jersey Marl & Transportation Company; approves a subscription of \$50,000 to the Woodstown & Swedesboro Railroad. (MB)
- Sep. 27, 1872 Northern Central Railway Board authorizes the purchase of 70 acres from the Canton Company of Baltimore. (MB)
- Sep. 27, 1872 Société Anonyme de Navigation Belge-Américaine incorporated in Belgium as European counterpart of International Navigation Company in operation of steamship line between Philadelphia and Antwerp; only 2% of the stock is owned in Belgium to qualify for Belgian registry; formed with support of King Leopold II (1835-1909) and the promise of a Belgian mail contract; John Bernard van der Becke, Belgian correspondent of Peter Wright & Sons, named Pres.; American directors are Clement A. Griscom, Tom Scott and H.H. Houston. (Flayhart, Navin, Moyer/Keystone)
- Sep. 28, 1872 Brooklyn & Jamaica Railway sold at foreclosure of the 1867 mortgage; includes the main line from South Ferry to Jamaica but excepting land covered by the 1855 mortgage between Franklin Avenue and the old city line, from which track has been removed. (BrklnEgle)
- Sep. 28, 1872? New York & Hempstead Railroad begins revenue service between Valley Stream and Hempstead; controlled by South Side Railroad Company of Long Island; opened Sep. 12. (Seyfried has 9/28/70? - NYState says only 5 miles graded by end 1871! - not leased to South Side until 5/10/73)
- Sep. 29, 1872 Future architect of the PRR's Baltimore station and other railroad terminals Kenneth Mackenzie Murchison (1872-1938) born at New York; son of merchant Kenneth Mackenzie Murchison (1831-1904). (WwasW)
- Sep. 30, 1872 New Egypt & Farmingdale Railroad contracts the grading between Ocean Grove and Farmingdale to Sherman B. Oviatt. (MB)
- Sep. 30, 1872 Maryland & Pennsylvania Railroad (1872-1875) makes construction contract with Susquehanna Improvement Company; about 3 miles are graded between Relay (Hollins) on the Northern Central Railway and Towsontown before the project collapses. (Rdg, Hilton)
- Sep. 30, 1872 Northern Central Michigan Railroad opens between Albion and Eaton Rapids. (Meints)
- Oct. 1, 1872 Kaighns Point & Philadelphia Ferry Company places new ferry *Agnes* in service between Kaighns Point and South Street. (MB)
- Oct. 1, 1872 William Prescott Smith (1825-1872), longtime B&O official and General

Manager of New York-Washington joint service from 1868 to 1872, dies in Baltimore; replaced by Thomas R. Sharp (1834-1909) pro-tem and permanently in 1873; Sharp, of course, is famous for plundering the B&O as a Confederate officer in the early stages of the Civil War; Sharp brings his clerk and protégé Samuel Spencer (1847-1906) with him from the New Jersey Southern Railroad to the B&O, where he begins climbing the promotional ladder. (BaltSun, ARJ, DAB)

- Oct. 1, 1872 Mansfield, Coldwater & Lake Michigan Railroad issues Supplemental mortgage; Tom Scott and G.W. Cass, mortgage trustees; bonds are to be delivered to F.A. Drexel and J. Lowber Welsh, bankers, for resale rather than being delivered to Pennsylvania Company; proceeds to be paid to PRR, who will reimburse Pennsylvania Company at rate of \$20,000 per mile. (Church)
- Oct. 1, 1872 Plum Creek Branch of Allegheny Valley Railroad opens between Verona, Pa., and Plum Creek Mines. (AR, Val - Guide shows first pass. service 10/20/73)
- Oct. 1, 1872 Ohio Valley Railway changes western terminus from Ironton to Cincinnati. (MB)
- Oct. 1, 1872 With the backing of Jay Cooke, George W. Cass is elected Pres. of Northern Pacific Railroad, replacing the corrupt and incompetent J. Gregory Smith of Vermont; Ashbel N. Barney resigns as Treasurer; Cass ends the mismanagement but is forced to deal with substandard construction. (Winks, Lubetkin, Jackson)
- Oct. 1, 1872 Old Colony & Newport Railway purchases Cape Cod Railroad and changes its name to Old Colony Railroad by deed of Jan. 17, 1873. (NHCorp)
- Oct. 1, 1872 Poughkeepsie & Eastern Railroad opens between Stissing and the Connecticut state line and a connection with the Connecticut Western Railroad at Millerton, completing the line from Poughkeepsie. (NYState, Smith/Dutchess)
- Oct. 2, 1872 Mont Alto Railroad opens between Chambersburg (Burgner) and Mont Alto, Pa.; George B. Wiestling (1835-1891), Engineer & Superintendent. (HstFrnklnCo)
- Oct. 2, 1872 James B. Eads wires that J.S. Morgan & Co. have agreed to finance St. Louis Tunnel Railroad. (Jackson)
- Oct. 3, 1872 John Taylor Johnston reports to NY&LB that CNJ has purchased the Perth Amboy & Elizabethport Railroad; NY&LB accepts CNJ proposal to lease it. (MB)
- Oct. 3, 1872 Work begins on South Mountain Railroad at Rockville. (Kulp/LNE); PRR men control over 50% of stock; Thomson and Scott invest \$1 million in South

Mountain & Boston Railroad (CHECK! - portion Rockville-Lehigh River is S. Mt. RR) to build from Harrisburg to the west end of the Poughkeepsie Bridge. (note PRR men not on board)

- Oct. 3, 1872 Southern Westchester Railroad merged into New York, Housatonic and Northern Railroad. (NYState)
- Oct. 4, 1872 Frank Thomson holds "Experiment No. 3," a contest between subdivision foremen on Supervisors Division No.6 on the Eastern Division of the Philadelphia & Erie Railroad for the best mile of track with a \$50 prize. (FThomsonPapers)
- Oct. 5, 1872 Summer West Philadelphia-Long Branch express Nos. 5-8 makes last run; service not restored until 1874. (MomDem)
- Oct. 6, 1872 Albany Union Depot of the NYC&HR opens at Montgomery & Steuben Streets, closer to the center of town. (Reynolds)
- Oct. 8, 1872 Vice Chancellor Amzi Dodd of New Jersey issues an injunction vs. the Stanhope Railroad as fraudulent on complaint of PRR. (, Sackett)
- Oct. 8, 1872 Frederick & Pennsylvania Line Railroad opens between Kingsdale and Frederick, Md. (Lovell - C&C, Val have 11/12, which is probably date of completion, but not service - Guide shows first tt 2/5/73)
- Oct. 8, 1872 Last rail laid on Bedford & Bridgeport Railroad at Maryland line and locomotive run to the junction with the Cumberland & Pennsylvania Railroad. (BaltAm)
- Oct. 8, 1872 Lines West General Counsel Hugh J. Jewett elected to Congress as a Democrat from Ohio's 12th Congressional District. (NYT, CongBio)
- Oct. 9, 1872 Frederick & Pennsylvania Line Railroad Board appoints Ticket Agent and Freight Agent. (MB)
- Oct. 9, 1872 Excursion to celebrate the completion of the Bedford & Bridgeport Railroad held, running through to Mount Savage and Lonaconing. (Baughman)
- Oct. 9, 1872 Ohio Valley Railway successfully petitions Washington County Court of Common Pleas to extend western terminus from Ironton to Cincinnati; survey then made from a point opposite Catlettsburg, Ky., to Cincinnati, and some right of way acquired; this portion sold to Cincinnati & Ohio River Railroad in 1881. (Church)
- Oct. 9, 1872 American Bottom Lime, Marble & Coal Company leases right of way from St. Louis, Alton & Terre Haute Railroad on which to build its track. (Church)

- Oct. 9, 1872 Charles F. Welles (1812-1872), former Pres. of the Pennsylvania & New York Canal & Railroad Company, dies of a heart attack while attending the meeting of the Southern Central Railroad. (AR)
- Oct. 10, 1872 Bedford & Bridgeport Railroad opens between Bedford and the Maryland state line, permitting PRR to ship Cumberland coal to South Amboy in competition with B&O (Val, AR, Watkins); Cumberland & Pennsylvania Railroad, controlled by Consolidation Coal Company, extends branch from Kriegbaum, Md. to state line to connect its collector railroad with PRR. (RRH)
- Oct. 10, 1872 Wilmington & Western Railroad opens between Wilmington, Del., and Landenberg, Pa. (B&O Val)
- Oct. 10, 1872 Reading leases the Catawissa Railroad, giving access to the Williamsport gateway. (AR)
- Oct. 11, 1872 Pennsylvania Company agrees with brothers Charles A. Secor (1810?-1884), James F. Secor (1816-1904), and Zeno C. Secor (1809-1875) to purchase a majority of Toledo, Peoria & Warsaw Railway. (MB)
- Oct. 12, 1872 Buffalo, Corry & Pittsburgh Railroad conveyed to Ashbel H. Barney, assignee. (Val - typo? C&C has 10/22 and 10/12 - verify Poors or NYState)
- Oct. 15, 1872 File for injunction against the National Railway. (USRR&MR)
- Oct. 15, 1872 Orange, Alexandria & Manassas Railroad and Lynchburg & Danville Railroad merge to form Virginia & North Carolina Railroad. (Harrison, ICC)
- Oct. 15, 1872 Pennsylvania Company agrees with William Mullins to subscribe for 1,600 shares of Shenango Valley, Youngstown & Chicago Railway. (MB)
- Oct. 1872 First standard Class H (B2) 0-6-0, No. 781, built at Altoona. (some may have been built earlier by outside builders?)
- Oct. 1872 William S. Sneden appointed Superintendent & Engineer of the New Jersey Southern Railroad, replacing Thomas R. Sharp, appointed Assistant Master of Transportation on the B&O. (RRGaz)
- Oct. 1872 Last boats descend the North Branch Extension Canal from Meshoppen and Tunkhannock to Pittston. (Bugbee)
- Oct. 1872 Lancaster & Reading Narrow Gauge Railroad places line between Lancaster and Quarryville under contract.

- Oct. 1872 South Mountain Iron Company at Pine Grove, Cumberland County, Pa., sold to Thomas Iron Company of Hokendauqua for \$1 million. (Watts)
- Oct. 1872 Construction begins on Texas & Pacific Railway. (AR)
- Oct. 1872 Andrew Pierce of Atlantic & Pacific Railroad and Azariah Boody form East St. Louis Stock Yard Company in anticipation of Texas cattle trade; certain St. Louis businessmen block location on west side of river. (Jackson)
- Oct. 1872 Dillsburg & Mechanicsburg Railroad opens between Dillsburg Jct. and Dillsburg; operated by Cumberland Valley Railroad. (Val, Watts - verify)
- Oct. 1872 Construction trains are running on the Mansfield, Coldwater & Lake Michigan Railroad between Toledo and New Washington. (Perrin/CrwfrdCo)
- Oct. 1872 Davenport & St. Paul Railroad opens between Davenport and Delaware Center, connecting with the Illinois Central Railroad for Dubuque; is said to have placed \$3 million bonds with German capitalists. (RRGaz)
- Oct. 1872 George R. Blanchard (1841-1900) appointed General Freight Agent of the Erie Railway; he will be a major figure in traffic disputes for the next decades; he moves to increase the Erie's share of the oil traffic. (Johnson - verify Mott)
- Oct. 16, 1872 Wheatland & Ohio Railway incorporated in Pa. to build from Wheatland to Ohio state line in direction of Alliance. (Church)
- Oct. 16, 1872 Shenango Valley, Youngstown & Chicago Railway organized at Alliance; James Mullins, Pres.; no other meeting. (MB)
- Oct. 17, 1872 Camden & Atlantic Railroad Board declines to merge the Sea View Hotel Company. (MB)
- Oct. 17, 1872 Pennsylvania Company Board approves contract with Toledo & State Line Railroad; order William P. Shinn to examine proposal of Pittsburgh & Norwood Railroad; request Ohio Valley Railroad to begin surveys between Cincinnati and Huntington; approves action of furnishing means to Mr. Pearce of Kentucky to buy stock of Maysville & Lexington Railroad; stock already purchased by H.J. Jewett to be put in PCo. treasury; declines to purchase Cincinnati & Indianapolis Junction Railroad. (MB)
- Oct. 17, 1872 Lake Superior & Mississippi Railroad \$3.2 million in 10% Income bonds to retire an equal amount of 7% Second Mortgage bonds. (ICC)
- Oct. 18, 1872 Special train is first to run over the PW&B's Darby Improvement to allow potential lot purchasers to inspect the new suburb of Ridley Park. (Ashmead)

- Oct. 18, 1872 Struthers Iron Company, Thomas Struthers, George Tod, John Stambaugh, et al., agree to transfer entire stock of Youngstown & Canfield Railroad, on which they had spent about \$50,000 partially grading a 3.5 mile line from Canfield Jct. to the Kyle coal mines, to the Lawrence Railroad at cost on condition it be extended to a junction with the Lawrence Railroad near Youngstown; Y&C was to carry coal to Struthers Furnace in Youngstown. (Church, MB)
- Oct. 19, 1872 First shipments of Cumberland coal sent to PRR at Huntingdon. (Baughman)
- Oct. 20, 1872 Maryland National Coal Company makes the last shipment on that portion of the North Branch Extension Canal south from Pittston to Wilkes-Barre. (Bugbee)
- Oct. 21, 1872 Williamstown Railroad opens for regular service between Atco and Williamstown; connects at Atco with Camden & Atlantic and New Jersey Southern Railroads. (WdbryCnstn)
- Oct. 21, 1872 Tom Scott, George M. Pullman and others send a telegram to William S. Rosecrans promising money for the immediate construction of a railroad from El Paso to Mexico City. (Pletcher)
- Oct. 22, 1872 Pres. Thomson returns to New York on the Cunard liner *Scotia*. (USRR&MR)
- Oct. 22, 1872 William N. Bannard (1848-1919) appointed Engineer of the West Jersey Railroad, replacing W. F. Allen, Resident Engineer, resigned. (MB)
- Oct. 22, 1872 Confrontation between the contractor of the Washington Board of Public Works, who is regrading 1st Street and paving it with wood, whose men are shoveling dirt over the tracks of the Alexandria & Washington Railroad in the street, and Baltimore & Potomac forces, who are shoveling it off just as fast; ends when Superintendent Edmund L. Du Barry arrives with an injunction halting work. (BaltAm)
- Oct. 22, 1872 John A.C. Gray and Enoch L. Fancher agree to transfer the property of the former Memphis, El Paso & Pacific Railroad to the Texas & Pacific Railway for \$150,000 and a covenant for the redemption of \$4,218,000 in land grant bonds; French bondholders given option of exchanging their bonds for Texas land at the rate of 13 acres per \$100 or exchanging their \$5.4 million MEP&P Land Grant bonds for \$4 million in T&P Land Grant bonds; transfer is executed in June 1873. (Taylor, ICC)
- Oct. 22, 1872 H. Robertson and B.D. Hansard of South Carolina, Henry B. Plant of Georgia, Robert R. Bridgers and J. W. Thompson of North Carolina, Algernon S. Buford and banker Morris K. Jesup elected to the Board of the Charlotte, Columbia & Augusta Railroad; Pres. William Johnston (1817-1896) of

Charlotte is removed and replaced by Col. John B. Palmer (1826-1893) of Columbia, S.C., while remaining on the Board; this moves the company into the Richmond & Danville/Southern Railway Security Company camp. (RRGaz)

- Oct. 1872 Work begins on Meadows Shops on New York Division. (Watkins - see above)
- Oct. 26, 1872 Ex-Camden & Amboy steamers *Richard Stockton* and *William Cook* make last runs between New York and South Amboy and laid up for sale; ends combined boat-rail service between New York and Philadelphia; however, service is restored in 1873 because of press of traffic. (StGaz, RRGaz)
- Oct. 27, 1872 New timetable lists 43 round trips out of Jersey City Terminal; 17 through and 26 local; 4 to West, 3 to Washington, 9 to Philadelphia and 1 emigrant. (RRGaz)
- Oct. 28, 1872 Petroleum Producers Association ends oil embargo; production soars and prices drop. (Nevins)
- Oct. 28, 1872 Lancaster & Reading Narrow Gauge Railroad makes construction contract with Keller & Reilly. (Ellis/Evans)
- Oct. 29, 1872 Preliminary hearings begin in New Jersey Court of Chancery in case of PRR vs. National Railway [or Stanhope RR?]. (StGaz)
- Oct. 30, 1872 New Egypt & Farmingdale Railroad Board approves the location between Farmingdale and Shark River (Belmar). (MB)
- Oct. 30, 1872 *Ohio*, the second ship of the American Line, is launched at the William Cramp & Sons shipyard. (PubLdgr)
- Oct. 30, 1872 Andrew Carnegie writes to J. Edgar Thomson asking permission to give his name to the new steel works to be built at Braddock, Pa. (Nasaw)
- Oct. 30, 1872 Southern Improvement Company receives letters patent. (PaSecyState)
- Oct. 31, 1872 Detroit & Bay City Rail__ opens from Bay City Jct. near Detroit to Oxford, Mich.; it will become the NYC's main line into northern Michigan. (Meints)
- Fall 1872 Detroit, Eel River & Illinois Railroad is completed from Logansport to Auburn and through trains run to Detroit via Hillsdale and Ypsilanti. (Powell - verify)
- Fall 1872 Peninsular Railway opens between Cassopolis, Mich., and South Bend, Ind. (Meints, Durant - verify GTW)

- Nov. 1, 1872 "Deacon" William Richardson acquires the property and franchises of the former Brooklyn & Jamaica Railway after foreclosure for \$106,817. (NYState - check Eagle for date of sale?)
- Nov. 1, 1872 Philadelphia grants PRR temporary right to use light steam locomotives on City Railroad east of Schuylkill River to move freight cars during "epizootic" that is killing off horses; street railways are also crippled during the month. (Digest, Scharf)
- Nov. 1, 1872 Future Comptroller Edward A. Stockton (1859-1927) joins the PRR as a clerk in the office of the Auditor of Passenger Receipts. (PRRBio)
- Nov. 1, 1872 NYC&HR, New York & Harlem and New Haven sign tripartite agreement for joint use of Grand Central Depot, which is to be under a jointly appointed Station Master; no steam locomotives are to enter the station but are to be cut off by a flying switch maneuver at 49th Street; the New Haven is to discontinue operation below Grand Central and the use of horse power. (NYState, NHCop, AR)
- Nov. 1, 1872 Reading leases Catawissa Railroad under agreement dated Oct. 10, 1872, extending its reach to Williamsport in the upper Susquehanna Valley. (Rdg)
- Nov. 1, 1872 South heading of West Point Tunnel of New York, West Shore & Chicago Railroad begun. (RRGaz)
- Nov. 1, 1872 Ohio Valley Railway agrees to acquire unfinished roadbed of Marietta & Cincinnati Railroad, as Reorganized, between Bellaire and Marietta for \$10,000; the money is supposed to have been furnished by the Pennsylvania Company. (MB, Church, Andrews)
- Nov. 1, 1872 Petersburg Railroad opens its own bridge across the Roanoke River at Weldon, replacing the one burned in 1857, and discontinues use of Seaboard & Roanoke Railroad. (Hoffman)
- Nov. 1, 1872 Denver & Rio Grande Railway opens between Pueblo and coal mines in Fremont County. (RRH)
- Nov. 1, 1872 Philadelphia & Reading Coal & Iron Company buys the coal lands of William L. Helfenstein and Charles P. Helfenstein in Cameron, Coal, Mount Carmel and Eldred Townships and the lands of the Fishing Creek Improvement Company. (P&RC&I Mortgage)
- Nov. 2, 1872 *Railroad Gazette* reports Meadows Shops nearly completed; 480-foot diameter roundhouse with stalls for over 50 engines; 240 x 100 car shop; 410 x 100 paint shop; 160 x 120 smith shop; 140 x 70 erecting shop; 140 x 70

machine shop. (RRGaz)

- Nov. 2, 1872 PRR Board approves guarantee of Pittsburgh, Virginia & Charleston bonds. (MB)
- Nov. 2, 1872 East Tennessee, Virginia & Georgia Railroad purchases 8,000 shares of the Western North Carolina Railroad and an undisclosed amount of bonds from Hiram Sibley; the ETV&G intends to reorganize the WNC, but minority stockholders of the ETV&G object to spending money in another state and eventually get a ruling from the Tennessee Supreme Court that the ETV&G has no power to act in North Carolina. (Brown)
- Nov. 4, 1872 VP George B. Roberts reports on Alexandria & Fredericksburg Railway; has operated at \$10,000 loss since opening and cannot earn fixed charges as there is no agreement with the Richmond, Fredericksburg & Potomac Railroad for through freight traffic; at present is only one round trip. (MB)
- Nov. 4, 1872 St. Louis & Iron Mountain Railroad tracks reach the Arkansas state line and a connection with the Cairo, Arkansas & Texas Railroad. (mopac.org - verify - Guide shows as Cairo & Fulton)
- Nov. 5, 1872 Gen. Ulysses S. Grant wins a landslide victory for a second term, winning 58% of the popular vote, the highest between Andrew Jackson and Theodore Roosevelt; the Republicans even recapture Alabama, the only roll-back of a southern state “redeemed” by the Democrats; Liberal Republican and Democratic candidate Horace Greeley carries only Maryland, Missouri, Kentucky, Tennessee, Georgia and Texas; Greeley is worn out by the campaign and dies on Nov. 29. (JSmith, Clements)
- Nov. 5, 1872 William F. Havemeyer elected Mayor of New York for third time as a reform Republican candidate, defeating Tammany Hall candidate John Kelly, following the overthrow of the machine headed by “Boss” William M. Tweed; Havemeyer begins an economy drive which soon makes him unpopular. (Stokes, Trager, Mandelbaum)
- Nov. 5, 1872 Carnegie, McCandless & Co. formed as a partnership of Andrew Carnegie (25 shares), William Coleman (10 shares), David McCandless (10 shares), John Scott (of AVRR), Tom Scott’s nephew David Stewart, Henry Phipps, Jr., Tom Carnegie, and Andrew Kloman (5 shares each); is to take over Coleman’s project for a Bessemer steel works at Braddock. (Nasaw)
- Nov. 5, 1872 After heavy lobbying by the Southern Pacific Railroad, voters in Los Angeles County approve a donation to the SP of \$602,000, including stock of the Los Angeles & San Pedro Railroad, plus 60 acres for a depot; this allows the SP to begin simultaneously building east from Los Angeles towards the Colorado River and north to meet its line coming south down the San Joaquin Valley,

attacking the Tehachapi Mountains from both sides; the gift effectively shuts the Texas & Pacific Railway out of California. (Daggett, Hutchinson)

- Nov. 6, 1872 A. J. Cassatt accepts an invitation to join the American Philosophical Society. (APSProc)
- Nov. 6, 1872 Oil producers form the Petroleum Producers Agency to buy oil from producers at \$5 a bbl. and to withhold it from market in storage tanks if prices fall below that level; plan breaks down by end of the year. (Nevins)
- Nov. 7, 1872 Master's report in suit of Junction Railroad vs. PRR finds for Junction Railroad. (Casebook)
- Nov. 7, 1872 PRR opens new ticket office at Calvert & Baltimore Streets in Baltimore. (BaltAm)
- Nov. 8, 1872 St. Louis Tunnel Railroad incorporated in Missouri in interest of Illinois & St. Louis Bridge Company to build railroad tunnel between west end of Eads Bridge and Missouri Pacific Railroad. (Church)
- Nov.?1872 Robert S. Cassatt, father of A. J. Cassatt, founds the private Philadelphia banking house of Cassatt & Co., with J. Gardner Cassatt (1849-1911) and John Lloyd of Altoona. (Barnes)
- Nov. 9, 1872 J. Gardner Cassatt purchases a seat on the Philadelphia Stock Exchange. (Barnes)
- Nov. 9, 1872 Boston depot of Boston, Hartford & Erie Railroad destroyed in the Great Boston Fire; replaced by temporary structure. (Humphrey)
- Nov. 11, 1872 Jacob H. Linville of Keystone Bridge Company informs James B. Eads that it is not safe to proceed on the Eads Bridge because of the failure to produce a workable chrome steel coupling. (Jackson)
- Nov. 11, 1872 Chester River Steamboat Company of Baltimore City notes the steamboat *George Law* is being repaired. (MB - when did Slaughter Steamboat Line become Chester River - 1870-72?? verify)
- Nov. 12, 1872 Frederick & Pennsylvania Line Railroad contracts with the Hanover Branch Railroad to operate it and furnish the rolling stock; Board authorizes building a trestle to connect with the B&O at Frederick. (MB - may have been opening date or opened earlier)
- Nov. 12, 1872 At the annual meeting of the Alexandria & Fredericksburg Railway, it is noted that the earnings are insufficient to pay the bond interest, because of the refusal of the Richmond, Fredericksburg & Potomac Railroad to run more

- trains. (USRR&MR)
- Nov. 12, 1872 Frank Thomson holds "Experiment No. 4," a contest between all subdivision foremen on the Eastern Division of the Philadelphia & Erie Railroad for the best mile of track with a \$100 prize. (FThomsonPapers)
- Nov. 12, 1872 Shenango Valley, Youngstown & Chicago Railway and Wheatland & Ohio Railway merged to form Shenango Valley & Alliance Railway to build from Wheatland, Pa., to Alliance; 1.5 miles begun but no work completed. (Church)
- Nov. 13, 1872 LIRR discontinues *Boston Express* and steamboat line. (Seyfreid)
- Nov. 13, 1872 Pennsylvania & Delaware Railroad completed between Pomeroy and Delaware state line. (Val - not operated?)
- Nov. 13, 1872 Columbus & Toledo Railroad organized at Columbus with Milbury Miller Greene as Pres. (Miller)
- Nov. 14, 1872 Preliminary hearings resume in New Jersey Court of Chancery case of PRR vs. National Railway. (StGaz)
- Nov. 14, 1872 Creditors file for bankruptcy decree against Maryland & Delaware Railroad. (USRR&MR)
- Nov. 14, 1872 J. Edgar Thomson grants Andrew Carnegie permission to use his name for the new steel works to be built at Braddock, Pa.; notes he has no money to invest as has been drained by the California & Texas Railway Construction Company and ___ Sanborne's (Lamborn's? Rosecrans?) Mexican railway venture; Tom Scott later takes a small interest held in the name of his secretary. (Nasaw)
- Nov. 14, 1872 William S. Rosecrans sends the Mexican officials a list of 154 subscribers to the Union Contract Company, whose assets total over \$40 million. (Pletcher)
- Nov. 15, 1872 Coal strike begins in the Clearfield (Pa.) Region. (Aldrich)
- Nov. 1872 PRR begins surveying for a straight-line cut through Bergen Hill in Jersey City. (USRR&MR)
- Nov. 1872 Parlor car line established between Philadelphia and Rochester via Harrisburg and Elmira. (PassDept)
- Nov. 1872 Lancaster & Reading Narrow Gauge Railroad begins construction; Keller & Reilly, contractors. (C&C)

- Nov. 1872 Consolidation Coal Company, the largest operator in the Cumberland Field, has made its first shipments over the Bedford & Bridgeport Railroad, Huntingdon & Broad Top Mountain Railroad, and PRR to Harrisburg. (USRR&MR)
- Nov.? 1872 Lake Erie & Louisville Railway completed. (USRR&MR - check to St. Marys, Ohio? - ARJ has open Lima-St. Marys in early 9/72)
- Nov. 1872 South Mountain Railroad is under construction between Harrisburg and Hamburg, Pa., as part of the route between the PRR and the Poughkeepsie Bridge. (USRR&MR)
- Nov. 1872 Gen. Grenville M. Dodge has hoped to build 500 miles of the Texas & Pacific Railway in the first year and has 6,000 white men and 250 Chinese spread out between Marshall and Fort Worth; drought has lowered the level of the Red River, so materials have to be hauled overland from Galveston, increasing the expense. (Hirshson)
- Nov. 1872 B&O opens the Queen City Hotel, a station hotel similar to the PRR's Logan House, at Cumberland, Md. (AR)
- Nov. 1872 William Mahone fails in an attempt to get control of the East Tennessee, Virginia & Georgia Railroad at its annual meeting. (Klein)
- Nov. 1872 Detroit, Hillsdale & Indiana Railroad opens between Hillsdale and Bankers. (Meints)
- Nov. 17, 1872 Great Western Railway of Canada converts to standard gauge between Fort Erie and Sarnia over two days. (Currie, USRR&MR)
- Nov. 18, 1872 Darby Improvement of PW&B opens for revenue service; relocated main line between Grays Ferry and Eddystone; stations at 58th St., Mount Moriah, Bonnaffon, Paschallville, Darby, Sharon Hill, Glenolden, Ridley Park, Crum Lynne, Simpsons and Chester; most stations built of stone. (Val, AR, RRGaz, ARJ)
- Nov. 18, 1872 At 10:00 PM, after passage of an Orange & Alexandria train, gangs from the Washington Board of Public Works tear up the old Alexandria & Washington Railroad track between B&O depot and 6th Street & Maryland Avenue, severing the connection between the B&O and the South; Garrett later claims he will make his connection via Manassas, Strasburg and Winchester. (BaltSun)
- Nov. 18, 1872 Pittsburgh, Virginia & Charleston Railway opens between Birmingham (4th Street, Southside, Pittsburgh) and Brownsville Road in Homestead Park, Pa., a new suburb being developed on Monongahela River; as its name indicates,

Homestead is conceived as a garden suburb, but will become synonymous with steelmaking. (PittsGaz)

- Nov. 19, 1872 New Egypt & Farmingdale Railroad Board authorizes an issue of \$400,000 7% bonds on the line between Long Branch and Farmingdale; appoint William S. Sneden of the New Jersey Southern Railroad as Consulting Engineer. (MB)
- Nov. 19, 1872 Indianapolis Union Railway incorporated under June 15, 1852, General Law, replacing unincorporated Union Track Railway of Indianapolis; five major railroads entering Indianapolis agree to form company as joint terminal. (Church - in v. 4 Church & also C&C says this date incorporated but renamed IURy in 8/12/53 as unincorporated co. and is reinc. under a different law in 1885 - this agreement merely makes it a joint property, the tracks remain owned by the individual companies until 1884)
- Nov. 19, 1872 J. Edgar Thomson, Samuel M. Felton, Louis H. Meyer and others write to Porter C. Bliss, Secretary of the Mexican Legation, vouching for the resources of the Union Contract Company. (Pletcher)
- Nov. 19, 1872 Tammany Hall "Boss" William M. Tweed jailed for fraud and corruption. (Mercer)
- Nov. 20, 1872 Catawissa Railroad, now under control of Philadelphia & Reading, opens its own line between Milton and Williamsport; abrogates trackage rights agreement with the Philadelphia & Erie and withdraws traffic. (AR)
- Nov. 20, 1872 Stockholders of Wilmington & Weldon Railroad approve a lease to the Wilmington, Columbia & Augusta Railroad, thus completing the main line of the future Atlantic Coast Line through the Carolinas. (ARJ, Hoffman)
- Nov. 20, 1872 Jay Gould joins with Augustus Schell and Horace F. Clark to form a bull pool to corner the Chicago & North Western Railway, which opens at 83³/₄ and is pushed up to close at 95; Gould tells them that his former allies turned enemies Daniel Drew and Henry N. Smith are short-selling C&NW; Smith then turns over the books of Smith, Gould, Martin & Co., which prove how Gould diverted Erie Railway funds into his own pockets, to the Erie Railway investigating committee. (Mott, Clews, Grodinsky)
- Nov. 21, 1872 Camden & Atlantic Railroad Board contracts with the Woodruff Sleeping & Parlor Coach Company for service in 1873. (MB)
- Nov. 21, 1872 New Haven Railroad begins using Grand Central Depot and ends the use of its old depot at 4th Avenue & 27th Street; the buildings are later converted into the first Madison Square Garden. (NYTrib, RRH)

- Nov. 22, 1872 Jay Gould is arrested on charges by the Erie Railway that he fraudulently appropriated \$9.7 million; he is released on \$1 million bail posted by Horace F. Clark and Augustus Schell; on the same day, Chicago & North Western Railway rises from 95 to 200. (Mott, Grodinsky)
- Nov 23, 1872 Philadelphia ordinance authorizes PRR to lay track in Delaware Avenue from Commercial Avenue to Pollock Street. (Digest)
- Nov. 23, 1872 Ashtabula, Youngstown & Pittsburgh Railroad contracts with the Atlantic & Great Western Railroad for an exchange of track and depot grounds at Girard. (MB)
- Nov. 23, 1872 Jay Gould, Horace F. Clark and Augustus Schell complete their corner in Chicago & North Western Railway, which has been bid up to 230 over four days; one of the most profitable corners ever made; Daniel Drew loses \$2 million and Henry N. Smith even more. (Clews, Wyckoff, Grodinsky)
- Nov. 25, 1872 Pennsylvania Company finally receives letters patent, although it has been conducting business for two years. (Val, MB, PaSecySt)
- Nov. 25, 1872 William S. Sneden resigns as Chief Engineer of NY&LB; Board authorizes New Egypt & Farmingdale Railroad to build alongside it south of Bath Avenue, Long Branch, as long as stays well east of NY&LB's station at Pavilion Avenue. (MB)
- Nov. 26, 1872 Committee of Philadelphia City Council meets over non-payment of dividends by Philadelphia & Erie Railroad, of which city owns about one-third; charges PRR is applying all earnings to improvements. (BaltAm)
- Nov. 26, 1872 Gen. Grenville M. Dodge writes to Tom Scott outlining the upcoming political struggle over the Texas & Pacific Railway; he wants to seek a one-year extension of the deadline for qualifying for the 36,000-square mile land grant; must oppose Collis P. Huntington, who is bribing legislators for his Houston & Texas Central Railroad; they must have a discreet lobbyist to sound out all the legislators. (Hirshson)
- Nov. 26, 1872 Settlements made in the Chicago & North Western Railway corner; Daniel Drew and Gould's old partner Henry N. Smith have been caught short, and when Gould refuses to settle, Smith agrees to turn over the books of Smith, Gould & Martin to the Erie Railway; the books show that Gould has supposedly diverted \$9 million into his own pockets. (Clews, Mott, HepburnRept)
- Nov. 26, 1872 Cornelius Vanderbilt places a public notice in the newspapers denying any involvement in the Chicago & North Western Railway corner or of any association with Jay Gould. (Stiles)

- Nov. 26, 1872 Junction Railroad sold at foreclosure to the Cincinnati, Hamilton & Dayton Railroad. (ARJ)
- Nov. 27, 1872 PRR agrees to subscribe for \$2.5 million in Southern Railway Security Company stock at 80; only \$195,933 installment made in 1873. (MB)
- Nov. 27, 1872 Pennsylvania Company Board cancels its contract with the Secors of the Toledo, Peoria & Warsaw Railway; George B. Roberts, on going to New York, had discovered that the TP&W had additional liabilities in violation of the deal. (MB)
- Nov. 27, 1872 Pennsylvania Company Board agrees to furnish \$25,000 cash to Ohio Valley Railroad in return for stock control; resolves are not prepared to build Pittsburgh & Norwood Railroad at this time, but if local residents build it, they will make contract for through traffic to Pittsburgh; authorizes \$420,000 subscription to Shenango Valley & Alliance Railroad; defers requests for aid from Evansville & Indianapolis Railroad and Danville, Olney & Ohio River Railroad; orders examination of contract with Cairo & Vincennes Railroad as must have 10-year option to purchase. (MB)
- Nov. 27, 1872 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes the issue of \$500,000 in 7% preferred stock to pay the floating debt. (MB)
- Nov. 29, 1872 West Jersey Railroad Board offers a free commutation ticket for 2 years to anyone building a dwelling in the new suburb of Wenonah worth over \$2,000 and for 3 years if over \$3,000; authorizes construction of a General Office Building at Camden. (MB)
- Nov. 29, 1872 Geneva, Southwestern & Hornellsville Railway incorporated in New York. (Val)
- Nov. 29, 1872 Ohio Valley Railway Board authorizes issue of \$10 million in bonds. (MB)
- Nov. 29, 1872 St. Louis city ordinance transfers tunnel rights from Illinois & St. Louis Bridge Company to St. Louis Tunnel Railroad; secured after paying several thousand dollars in bribes, as Council Pres. Lewis Bogy was also Pres. of Wiggins Ferry Company. (Church, Jackson)
- Nov. 29, 1872 U.S. Army attacks the camp of a band of Modoc Indians under Kintpuash (aka "Captain Jack") that has left the Klamath Reservation where they are treated with contempt and returned to their traditional lands on the Lost River in northern California; the Modoc retreat to the lava beds around Tule Lake where they hold off 1,000 U.S. troops for six months and kill about 400 soldiers in the so-called "Modoc War." (Sonneborn)

- Nov. 30, 1872 Chief Engineer Felician Slataper reports to Pennsylvania Company on survey for a straight line between Paradise (two miles west of Orrville) and Spring Mills via Smithfield, Lafayette and Ashland; cannot get a line with sufficient saving of either grade or mileage. (MB)
- Nov. 30, 1872 Detroit & Bay City Rail__ opens between Oxford and Lapeer. (Meints)
- 1872 Attorney General of Ohio, acting under pressure from House of Representatives, brings *quo warranto* proceedings against PFW&C to determine if it is a corporation of the State of Ohio; PFW&C claims is operating under the General Railroad Law of Apr. 4, 1863. (Church)
- Dec. 1, 1872 Charles E. Graham (no - Gorham) appointed Assistant General Manager of Western Division of PFW&C, GR&I, Michigan & Lake Shore Railroad, and Cincinnati, Richmond & Fort Wayne Railroad with office at Fort Wayne; James D. Layng (1833-1908) appointed Assistant General Manager of Eastern Division of PFW&C, Ashtabula, Youngstown & Pittsburgh, Erie & Pittsburgh, and construction of Mansfield, Coldwater & Lake Michigan, and Tiffin & Toledo; George Webb named Assistant General Manager of PC&StL Railway, replacing Layng. (ARJ)
- Dec. 1, 1872 Herman Haupt named General Manager of Atlanta & Richmond Air-Line Railway. (Ward); Thomson had recommended he be made VP of Southern Railway Security Company, but that post is not created. (Haupt)
- Dec. 1, 1872 Atlanta & Richmond Air-Line Railway listed as opened for 80 miles north from Atlanta and 60 miles south from Charlotte. (ICC)
- Dec. 1, 1872 PRR cuts its rate on refined oil to New York to \$1.05 a barrel, versus \$1.25-1.40 on the NYC&HR. (Nevins)
- Dec. 1, 1872 NYC&HR makes a contract with the American Express Company. (HepburnRept)
- Dec. 1, 1872 European & North American Railway Companies of Maine and New Brunswick merged to form the Consolidated European and North American Railway. (ICC)
- Dec. 2, 1872 Bachman Valley Railroad opens between Pennsylvania state line and Valley Jct. (Williams)
- Dec. 2, 1872 On a motion of James G. Blaine, the U.S. House appoints a committee headed by Luke Poland (1815-1887) of Vermont to investigate profiteering and bribes paid by Credit Mobilier of America, the construction company for the Union Pacific Railroad, to members of Congress. (CongGlobe)

- Dec. 2, 1872 Shawmut Branch of the Old Colony Railroad opens between Harrison Square and a junction with the Dorchester & Milton Branch (2.57 miles). (NHCorp)
- Dec. 3, 1872 First hearing begins in New Jersey Court of Chancery suit of PRR vs. National Railway; PRR asks that all National Railway charters and agreements be declared void; National Railway argues that the PRR lease of the United Companies and the transit duty are invalid and that the PRR has no rights in New Jersey. (StGaz)
- Dec. 3, 1872 Committee headed by George B. Roberts recommends to Pennsylvania Company that New Orleans, Jackson & Great Northern Railroad take 100 acres of McComb City lands for \$112,000 and sell rest to Mississippi Valley Company for \$200,000 in stock. (MB)
- Dec. 4, 1872 LS&MS makes a traffic agreement with the Mahoning Coal Railroad, running from Youngstown to Brookfield Township. (AR)
- Dec. 4, 1872 Garrett County, Maryland, created from the part of Allegany County west of Big Savage Mountain with county seat at Oakland. (Long)
- Dec. 5, 1872 PW&B donates \$5,000 to new University of Pennsylvania Hospital; in return, is entitled to one free bed for use of injured employees or passengers. (Digest)
- Dec. 1872 Banker James Roosevelt (1828-1900) of Hyde Park, father of future Pres. Franklin D. Roosevelt, elected Pres. of Southern Railway Security Company, replacing George W. Cass. (USRR&MR - [RRG of 12/14/72] - by 12/7)
- Dec. 6, 1872 Alexandria & Fredericksburg Railway placed in hands of Trustees for bondholders; refusal of Richmond, Fredericksburg & Potomac Railroad to develop through traffic makes A&F unable to meet interest. (MB)
- Dec. 6, 1872 Cincinnati & Muskingum Valley Railway Board approves lease to PC&StL Railway. (MB)
- Dec. 6, 1872 North heading of West Point Tunnel of New York, West Shore & Chicago Railroad begun. (RRGaz)
- Dec. 7, 1872 Buffalo, Corry & Pittsburgh Railroad sold at foreclosure at Mayville, N.Y., to Danford N. Barney, et al., purchasing committee; remains in their hands during six and a half years of litigation. (Val, C&C)
- Dec. 7, 1872 Gerald Allen of Illinois & St. Louis Bridge Company, James B. Eads, William Taussig, Andrew Carnegie and Jacob H. Linville meet in Philadelphia at the Midvale Steel Company, successor to Wm. Butcher's Steel Works; renegotiate the contract for chrome steel couplings and get concession to substitute cast iron couplings if steel fails; Eads does not give up on using

chrome steel until the following month; his insistence on using steel has cost two years and four months. (Jackson)

- Dec. 10, 1872 Commissioners appointed by Secretary of the Interior Columbus Delano make a favorable report on the Minnesota Division of the Northern Pacific Railroad between Thomson and Moorhead and qualifying it for the land grant in Minnesota. (Oberholtzer)
- Dec. 10, 1872 Coal operator George B. Markle (1827-1888) elected a director of the Lehigh Valley Railroad, replacing Edward Roberts (1800-1872), deceased. (MB)
- Dec. 12, 1872 Union Depot Company (Columbus) organized at the office of Hugh J. Jewett in Columbus; Jewett elected Pres., and John Miller, E.S. Flint, Tom Scott and William Thaw directors representing the proprietary companies; receives property valued at \$95,372, including the CCC&I Railway and Columbus & Xenia Railroad engine houses, the Columbus & Xenia Railroad shop and car shed. (MB)
- Dec. 13, 1872 Herman J. Lombaert resigns as Pres. of American Steamship Company of Philadelphia for health; replaced by Josiah Bacon as Pres. pro-tem. (Flayhart)
- Dec. 13, 1872 Testimony concludes in New Jersey Chancery case of PRR vs. National Railway. (StGaz)
- Dec. 13, 1872 Rehoboth Beach Camp Meeting Association organized at Wilmington, Del., to develop a Methodist camp meeting ground on the ocean south of Cape Henlopen. (BaltAm)
- Dec. 13, 1872 Ohio Valley Railway Board authorizes \$550,000 subscription to Chesapeake & Cincinnati Railroad. (MB)
- Dec. 14, 1872 Jeffersonville, Madison & Indianapolis Railroad Board authorizes merging the Columbus & Shelby Railroad and Shelby & Rush Railroad; reports that a law has been passed to allow the City of Madison to subscribe to the Cumberland & Ohio Railroad; Pres. Tom Scott reports that stockholders of the PC&StL Railway have filed suit to block leasing the JM&I, therefore the lease of Dec. 26, 1871 is cancelled and a new lease of the JM&I made to the Pennsylvania Company. (MB)
- Dec. 15, 1872 Warren & Venango Railroad opens between Irvineton and Titusville; later part of the LS&MS Railway. (ARJ)
- Dec. 15, 1872 Grand Rapids & Indiana Railroad opens between Clam Lake (Cadillac) and Walton Jct. (AR, ARJ says track laid 10 mi. north of Fife Lake - Church, Meints says open Clam Lake-Fife Lake in 9/72)

- Dec. 15, 1872 Traverse City Railroad opens between Walton Jct. and Traverse City, Mich.; operated by Grand Rapids & Indiana Railroad without agreement. (Church, C&C)
- Dec. 1872 PRR offers to purchase West Chester Railroad from West Chester & Philadelphia Railroad; not successful. (Moore)
- Dec. 1872 Under *quo warranto* proceedings brought by state Attorney General, Ohio Supreme Court holds PFW&C is not a corporation of Ohio but a foreign corporation entitled to do business in Ohio; court holds the act of Apr. 4, 1863, to be unconstitutional because it does not impose individual liability on stockholders. (Church)
- Dec. 1872 Henry M. Flagler calls on William H. Vanderbilt to seek his help in meeting the PRR's rate cuts; Vanderbilt reluctantly agrees to lower rates but rescinds them after a month; Standard Oil Company retaliates by limiting the amount of refined oil sent over the LS&MS to the minimum specified in the contract. (Johnson, Nevins)
- Dec. 1872 Tom Scott is in Chicago to consult with the Milwaukee & St. Paul Railway regarding the location of the proposed Union Station; construction will be delayed until after the depression of 1873-1879. (RRGaz)
- Dec.? 1872 Marietta & Pittsburgh Railroad opens between Macksburg and a point near Cambridge, Ohio. (USRR&MR, - HistNbleCo. has "fall)
- Dec. 1872 Collis P. Huntington begins negotiating to sell Southern Pacific Railroad to Tom Scott for purpose of combining it with Texas & Pacific Railway. (Grodinsky)
- Dec. 1872 Construction stops on Atlantic & Pacific Railroad for lack of funds. (Miner)
- Dec. 1872 William Jackson Palmer returns to Mexico via Veracruz but finds that his company's \$200,000 bond through Duncan, Sherman & Co. has not been accepted, and that Pres. Lerdo is opposed to a narrow-gauge line. (Fisher)
- Dec. 1872 Money in the New York money market is extremely tight with interest rates running as high as ¼% a day; railroad bonds cannot be placed at lower than 7%. (Duckenfield)
- Dec. 16, 1872 Columbus & Toledo Railroad requests Pennsylvania Company to grant trackage rights from crossing into Toledo and use of PCo. freight and passenger stations; most of its traffic will continue across crossing to lake. (MB)
- Dec. 16, 1872 First passenger train runs over the Cairo & Vincennes Railroad between Cairo and Vincennes; financed by J.S. Morgan & Co.; Gen. Ambrose Burnside,

Pres. (USRR&MR, ARJ, Poors, The Road - may be open 1/16/73 - GrnBk has open 1872)

- Dec. 16, 1872 Joseph Mifflin resigns as Chief Engineer of the Harrisburg & Potomac Railroad; replaced by ___ Gill; Board authorizes assigning three iron ore leases to the Philadelphia & Reading Coal & Iron Company. (MB)
- Dec. 16, 1872 U.S. Senate appoints a Select Committee on Transportation Routes to the Seaboard in response to demands from Plains State farmers for low-cost (subsidized) alternatives to the Trunk Line and Granger railroads; chaired by William Windom (1827-1891) of Minnesota to investigate demands for cheaper transportation between the Plains and the Seaboard; other members are John Sherman (1823-1900) of Ohio, Roscoe Conkling (1829-1888) of New York, Adelbert Ames (1835-1933), John Francis Lewis (1881-1895), Eugene Casserly (1820-1883), and Thomas Mason Norwood (1830-1913). (CongGlobe, WindomRept)
- Dec. 17, 1872 Cleveland, Mt. Vernon & Delaware Railroad files location for Dresden Branch between Killbuck on main line and Dresden Jct. (Trinway) on Cincinnati & Muskingum Valley Railway; abandons construction this year, including tunnel in Bedford Township; this line is completed by a successor company in 1888. (Church, AR)
- Dec. 18, 1872 Directors' special travels over Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad between Mansfield and Toledo; first train to do so. (USRR&MR)
- Dec. 18, 1872 State of Virginia transfers its controlling stock interest in the Virginia & North Carolina Railroad to B&O. (Harrison)
- Dec. 18, 1872 New York, Boston & Northern Railway incorporated in N.Y. by the merger of the New York & Boston Railroad, the Putnam & Dutchess Railroad, and the Dutchess & Columbia Railroad; to form a continuous line between High Bridge and Pine Plains. (NYState)
- Dec. 18, 1872 North Eastern Pennsylvania Railroad opens between Glenside and Hatboro; operated by North Pennsylvania Railroad. (MB)
- Dec. 18, 1872 Jay Gould compromises with the Erie Railway by turning over securities and other properties, supposedly worth \$10 million, at greatly inflated values; the deal serves to mollify the Erie directors and boost the stock price. (HepburnRept, Grodinsky)
- Dec. 19, 1872 VP J.N. Du Barry and other officials make special run over Baltimore & Potomac Railroad to Popes Creek, where track has just been completed to the Potomac River. (BaltAm)

- Dec. 19, 1872 Pennsylvania Company Board authorizes furnishing 500 cars to Toledo, Peoria & Warsaw Railway and 250 cars for interline use with TP&W; declines advance of \$75,000 to Plymouth, Kankakee & Pacific Railroad as is in embarrassing circumstances because of difficulties among officers; authorizes negotiations with Michigan Lake Shore Railroad; William Thaw reports that he has purchased \$300,000 stock of Maysville & Lexington Railroad (3/4 of total) and paid in \$75,000; on investigation by William P. Shinn decides to make no further payments. (MB)
- Dec. 19, 1872 Pennsylvania Company reorganizes its Legal Dept. making General Counsel Hugh J. Jewett department head; previously, all lawyers reported to Pres. (MB)
- Dec. 19, 1872 Erie Railway Board accepts Jay Gould's offer of a settlement of securities worth \$9 million, including his claim to the Grand Opera House; Erie stock rises from 52-7/8 to 57-1/8. (Mott)
- Dec. 19, 1872 Agreement signed between Rockefeller's Petroleum Refiners Association and the Petroleum Producers Association; producers are to sell only through the Association and refiners to buy only from the Producers Association and in amounts to be mutually agreed upon; however, the Producers Association is not able to prevent its members from drilling new wells, causing prices to fall; the agreement is cancelled in Jan. 1873. (Williamson/Daum)
- Dec. 20, 1872 West Virginia act ratifies May 9 lease agreement between Pittsburgh, Wheeling & Kentucky Railroad and PC&StL Railway. (Church)
- Dec. 20, 1872 Pennsylvania Company Board adopts new form of weekly and monthly reports. (MB)
- Dec. 20, 1872 First train operates between Toledo and Mansfield over Toledo, Tiffin & Eastern Railroad; revenue service to begin in 1873. (ARJ)
- Dec. 20, 1872 PC&StL Railway stockholders authorize a lease of the Cincinnati & Muskingum Valley Railway; cancels the lease of the Jeffersonville, Madison & Indianapolis Railroad because of a suit brought in the Franklin County Court of Common Pleas by those stockholders who were originally stockholders of the old Steubenville & Indiana Railroad; Tom Scott is now Pres. of the PC&StL. (MB)
- Dec. 20, 1872 Last rail laid on Paris & Decatur Railroad. (ARJ)
- Dec. 20, 1872 Peoria & Springfield Railroad opens between Peoria and Pekin (9.06 miles) crossing the Illinois River and running down the east side to Pekin. (Church, C&C)

- Dec. 20, 1872 Lehigh Valley Railroad agrees with the Lehigh Coal & Navigation Company and the North Pennsylvania Railroad to organize the “Mansion House Hotel Company of Mauch Chunk” for the tourist and excursion trade; the LC&N is to have \$50,000 stock in return for the existing hotel building, the LV \$10,000 and the North Penn \$5,000. (MB)
- Dec. 21, 1872 Southern Pennsylvania Iron & Railroad Company sold at foreclosure to J. Edgar Thomson for \$305,000, including 8,510 acres; outbids George F. Baer of Reading. (Digest, Val, Watts)
- Dec. 21, 1872 PFW&C Railway Executive Committee rules that equipping locomotives and passenger cars with the Westinghouse air brake is not an “improvement” under the terms of the lease, as it is not permanent and may be superseded. (MB)
- Dec. 23, 1872 Last rail laid on Buffalo, New York & Philadelphia Railway at Emporium, Pa. (ARJ, USRR&MR)
- Dec. 23, 1872 Cincinnati, Hamilton & Indianapolis Rail_ organized as the reorganization of the Junction Railroad, Hamilton to Indianapolis. (ARJ - verify ICC)
- Dec. 24, 1872 Wheel on tender of westbound train breaks on a downgrade approaching Prospect station on Buffalo, Corry & Pittsburgh Railroad; train falls off trestle and takes fire; at least 21 killed, most burned beyond recognition. (BaltAm, Shaw)
- Dec. 24, 1872 Pennsylvania Company agrees with the City of Pittsburgh for a footbridge at Fountain Street & Liberty Avenue. (MB)
- Dec. 25, 1872 Texas & Pacific Railway survey party reaches Weatherford, Texas, where it picks up a 30-man U.S. Army guard for protection against Indian attacks. (Watson/Brown)
- Dec. 27, 1872 West Jersey Railroad Board appoints a committee to aid the Bridgeton & Port Norris Railroad. (MB)
- Dec. 27, 1872 Remainder of Louisville, New Albany & Chicago Railroad between New Albany and Michigan City, less the unfinished branch between Gosport and Indianapolis sold to the Indianapolis & Vincennes Railroad, is sold at foreclosure to the bondholders a second time; it is reorganized as the Louisville, New Albany & Chicago Railway by New York interests and eventually becomes part of the Chicago, Indianapolis & Louisville (Monon) Railway. (Hilton)
- Dec. 27, 1872 Paris & Decatur Railroad opens between Paris and Hervey City, Ill.; section

between Hervey City and Decatur Jct. is jointly owned and operated with Decatur, Sullivan & Mattoon Railroad, later part of Illinois Central Railroad; Illinois Central Railroad is used between Decatur Jct. and Decatur. (Church, C&C - Guide has 12/25!)

- Dec. 28, 1872 Buffalo, New York & Philadelphia Railway opens between Olean and Emporium, completing new route from Buffalo to Philadelphia & Erie and Northern Central lines. (Val - date of excursion, not revenue service which is 1/1/73)
- Dec. 28, 1872 *Railroad Gazette* reports that the Catawissa Railroad intends to extend to a connection with the Buffalo, New York & Philadelphia Railway at Emporium, creating an independent line to Buffalo for the Reading system. (RRGaz)
- Dec. 28, 1872 Montclair Railway completed from West End, Jersey City, to Greenwood Lake; under control of New York & Oswego Midland Railroad. (ARJ)
- Dec. 30, 1872 PRR agrees with City of Pittsburgh for elimination of certain grade crossings and removing the tracks from ___ Street. (Moore, USRR&MR)
- Dec. 30, 1872 Allegheny Valley Railroad Pres. William Phillips contracts to purchase Buffalo, Corry & Pittsburgh Railroad running between Brocton and Corry. (AR)
- Dec. 30, 1872 Gen. Grenville M. Dodge informs Tom Scott that the weather has set construction of the Texas & Pacific Railway back by 6 months; wants James F. Wilson to head the Land Dept. and Herbert M. Hoxie of the Union Pacific Railroad as Superintendent; both Wilson and Hoxie have already been implicated in the Credit Mobilier scandal. (Hirshson)
- Dec. 31, 1872 Directors' special makes first trip over Central Railroad of Long Island between Flushing and Farmingdale; public opening delayed until Hempstead station is finished. (NYTrib)
- Dec. 31, 1872 Stockholders of Pennsylvania Company approve lease of Jeffersonville, Madison & Indianapolis Railroad. (MB)
- Dec. 31, 1872 Dunkirk, Warren & Pittsburgh Railway (N.Y.) and Warren & Venango Railroad (Pa.) merged to form Dunkirk, Allegheny Valley & Pittsburgh Railroad; provides the Vanderbilts with a short cut between the Oil Region and Buffalo. (GrnBk, NYState)
- Dec. 31, 1872 Detroit & Bay City Rail__ opens between Lapeer and Otter Lake, Mich. (Meints)

- 1872 Delaware & Raritan Canal and rivers move 1,258,732 tons of freight between New York and Philadelphia, vs. only 206,398 tons by rail; the PW&B moves only 838,568 tons between Baltimore and Philadelphia, vs. 2,837,532 tons via the Chesapeake & Delaware Canal; the Windom Committee cites this as an example of the viability of canals, but in fact, the PRR will switch the freight off the Delaware & Raritan once it completes its terminal improvements at Harsimus Cove. (WindomRept)
- ca. 1872 PRR invests \$1.3 million in bonds of Mississippi Central and New Orleans, Jackson & Great Northern, now the main line of the Illinois Central between Cairo and New Orleans.
- 1872 New railroad construction for the year peaks at 7,340 miles, a level not approached again until 1880. (RRGaz)
- 1872 Illinois Central Railroad executes contract with Mississippi Central Railroad and New Orleans, Jackson & Great Northern Railroad for through traffic and extension of line from Jackson, Tenn., to point opposite Cairo, Ill.; IC advances \$5 million. (Ackerman)
- 1872 Coal trade of PRR is 960,009 tons from Pittsburgh, 700,845 tons of anthracite, 697,929 tons of gas coal; 532,162 tons from Clearfield District, 214,291 from Broad Top, 214,278 from Gallitzin, 200,095 from West Penn, 52,802 from Snow Shoe, and 23,385 from Cumberland. (AR)
- 1872 First year of operation of New Jersey lines; gross earnings \$10.5 million; net, \$2.8 million; but high fixed charges equal \$3.4 million; lease remains unprofitable through 1888; PRR unable to reduce terminal costs to same extent it can reduce operating expenses on its Pennsylvania lines. (AR)
- 1872 David S. Gray, Second VP of the PC&StL Railway, named Western Superintendent of the Union Line. (MB)
- 1872 South Side Railroad Company of Long Island resumes operation of New York & Flushing Railroad under lease of June 10, 1870. (C&C - was purchased outright 9/11/72! - note could not be operated until the Hunters Point & South Side opened)
- 1872 Hunters Point & South Side Railroad opens between Bushwick Jct. and New York & Flushing Jct. (C&C)
- 1872 South Side Railroad Company of Long Island abandons line between Bushwick and Williamsburg and reroutes most trains to Hunters Point. (C&C)
- 1872 Whitestone & Westchester Railroad begins work; stopped after the Panic of 1873 and not completed until 1886. (C&C)

- 1872 PRR eliminates engine change at New Brunswick on New York Division; old locomotives could not run through with anthracite as did not steam freely and steam pressure would fall over long trips, so forced to restore engine change at New Brunswick; PRR then switches to bituminous coal until 12 anthracite-burning locomotives can be built for through passenger service. (AR)
- 1872 PRR changes gauge of United New Jersey lines from 4'-10" to 4'-9½"; second change to reduce to 4'-9" ca. 1873. (AR)
- 1872 PRR covers pier between Debrosses Street ferry and Pier No. 39 as part of freight station; builds eight more car floats for New York service; now runs freight cars through to and from Philadelphia and Baltimore to Pier No. 39, New York; because of crowding at Jersey City, all freight passing through Pier No. 1 runs via South Amboy. (AR)
- 1872 PRR acquires lease of Piers No. 4 & 5, North River. (PaNews)
- 1872 PRR begins new line from Bergen Hill Cut to Harsimus Cove at Jersey City. (AR)
- 1872 PRR ends practice of floating teamsters' carts on barges to South Amboy in favor of car floating at Jersey City. (Watkins - may be 1873)
- 1872 PRR builds a bituminous coal pier and begins shipping bituminous coal through South Amboy instead of carrying it from Greenwich Point via the Delaware & Raritan Canal; ships 183,469 tons of bituminous coal during year; also builds a new loading trestle for anthracite and a coal storage depot two miles south of South Amboy. (AR)
- 1872 Stations established at South Newark and North Rahway, N.J., and New Brunswick station remodeled. (AR)
- 1872 Bordentown Shops built. (C&C)
- 1872 PRR builds 5 steam tugs for Delaware & Raritan Canal traffic in addition to 11 acquired with United Companies. (AR)
- 1872 Delaware & Raritan Canal carries 2,837,532 tons, near peak traffic of 1866; traffic declines precipitously under PRR ownership, as most traffic is coal from the Reading; also peak year for Chesapeake & Delaware Canal at 1,318,772 tons and Erie Canal at 6,673,370 tons. (Gray)
- 1872 Thomas B. Hamilton is elected Pres. of the Cumberland Valley Railroad, replacing Judge Frederick Watts (1801-1889), resigned to become Commissioner of Agriculture. (BioAnnalsofFrnklin County)

- 1872 PRR buys Western Market house at 16th & Market and incorporates it into 15th Street Freight Station, which now occupies whole block. (AR)
- 1872 Coal Pier No. 3 completed at Greenwich Point. (AR)
- 1872 General Superintendent A. J. Cassatt builds a country house, "Cheswold", on 54 acres just north of the Haverford station; house is designed by Henry Augustus Sims (1832-1875). (Morrison, GEThomas)
- 1872 PW&B begins using tugs and barges to transfer cars between Canton and B&O at Locust Point at Baltimore. (AR)
- 1872 New station built at Villanova, Pa. (AR)
- 1872 Main line coaling stations built at Glen Loch and Mifflin. (AR)
- 1872 New joint passenger station built by PRR and Huntingdon & Broad Top Mountain Railroad at Huntingdon. (AR)
- 1872 Iron train shed, 271' x 48', built in front of Logan House at Altoona Station. (AR)
- 1872 New annex wing with 70 rooms added to Logan House on 12th Street side. (PaNews)
- 1872 PW&B begins applying Westinghouse air brake and Miller coupler and platform to passenger cars. (AR)
- c. 1872 PW&B installs telegraph block signal system. (RRGaz 1881)
- 1872 Baltimore Division shops relocated to Mount Vernon on north side of Baltimore.
- 1872 Twenty-five miles of Sodus Point & Southern Railroad opened. (Digest - verify - RyW say open 7/4?)
- 1872 Tyrone & Clearfield Railway extends Moshannon Branch from Sterling to Houtzdale (1.5 miles). (Val)
- 1872 Double-tracking of the Philadelphia & Erie Railroad begins with 4 miles south of Driftwood. (C&C)
- 1872 Philadelphia & Erie Railroad extends Erie freight pier by 300 feet. (AR)
- 1872 Allegheny Valley Railroad completes second track between Pittsburgh and

- Brilliant. (AR)
- 1872 Pennsylvania Company purchases controlling interest in Michigan Lake Shore Railroad to secure a Lake Michigan connection for Mansfield, Coldwater & Lake Michigan Railroad. (Church)
- 1872 Pennsylvania Company acquires controlling interest in Lake Michigan Shore Railroad (Allegan-Muskegon) in order to obtain outlet on Lake Michigan for Mansfield, Coldwater & Lake Michigan Railroad. (Church)
- 1872 Because of the poor bond market, the PRR declines to accept bonds for improvements made to the PFW&C and finally agrees on a special “betterment” stock. (MB)
- 1872 Double track on the PC&StL Railway now extends to a point 16 miles west of Pittsburgh. (C&C)
- 1872 Columbus, Chicago & Indiana Central Railway works on building a separate track into Halstead Street Depot in Chicago and connecting with PFW&C's depot at Madison Street via Canal Street.
- 1872 Brick machine and smith shop built at Indianapolis on the Terre Haute & Indianapolis Railroad. (C&C)
- 1872 Brick car shop of 7 stalls and transfer table built at Terre Haute. (C&C)
- 1872 Brotherhood of Locomotive Engineers recognized on Lines West.
- 1872 Joseph U. Crawford named Principal Engineer of California Division of Texas & Pacific, after having been Senior Assistant Engineer on the Alexandria & Fredericksburg Railway. (MB obit)
- 1872 Future Engineer of Bridges & Buildings John Carlisle Bland (1853-1927) joins PRR as rodman; resigns in 1874 but returns in 1895. (PaNews)
- 1872 Future Baldwin Locomotive Works Pres. Samuel M. Vauclain (1856-1940) becomes an apprentice at the Altoona Shops, where his father is foreman. (NYT obit)
- 1872 PRR invests \$1 million in Pullman’s Palace Car Company.
- 1872 PRR first to use closed track circuit for signaling at Irvineton, Pa. (Mutual)
- 1872 Wiconisco Canal Company sold at foreclosure to Pennsylvania Canal Company.

- 1872 Pennsylvania Canal Company completes enlargement of canal between Nanticoke Dam and Columbia for 280-ton double boats; no further improvements made because of failure to enlarge Susquehanna & Tide Water Canal. (book says end 1873?)
- 1872 Mineral Railroad & Mining Company completes a new breaker at Cameron Colliery at Shamokin. (HistCameronColl)
- 1872 Attorney of Putnam County, Ind., brings *quo warranto* proceedings against the Terre Haute & Indianapolis Railroad for failure to pay all profits over 15% to the school fund. (Dunn)
- 1872 Patrick S. O'Rourke (1830-) named Superintendent of the GR&I (southern div.?). (VllyUpprMaumee)
- 1872 Conservative Virginia Legislature repeals the act for the sale of state railroad stock, defeats a plan to sell the James River & Kanawha Canal. (Pearson - verify PL)
- 1872 Schuylkill Navigation Company ends navigation on the Schuylkill Canal between Schuylkill Haven and Palo Alto Dam No. 2. (Nolan/Unger)
- 1872 Former Pres. Henry C. Lord secures the temporary removal of Melville E. Ingalls and Thomas A. Morris as receivers of the Indianapolis, Cincinnati & Lafayette Railroad. (Harlow - is Lord restored as Pres.??)
- 1872 Electric lighting first used in the Wagner sleeping car *Olga* on the NYC&HR using storage batteries; not successful. (Harlow)
- 1872 Erie Railway establishes Erie & North Shore Dispatch line operating to western points via Canada.
- 1872 William P. Shinn promoted from General Freight Agent of the PFW&C to General Agent of the Pennsylvania Company. (RyW obit)
- 1872 U.S. Supreme Court upholds the validity of municipal subscriptions to the GR&I, ruled unconstitutional by the Michigan Supreme Court. (Baxter - verify justia)
- 1872 Pennsylvania & Ohio Canal abandoned between Youngstown and the mouth of Mahoning Creek. (Durant - verify)
- 1872 Ohio act authorizes selling the Walhonding Canal to the Marietta & Pittsburgh Railroad; the sale is not carried out. (Woods - verify PL)
- 1872 Pennsylvania Steel Company begins the manufacture of railroad frogs and

switches. (BethStl)

- 1872 Trustees of the Berdell Mortgage of the Boston, Hartford & Erie Railroad rebuild the line between Dedham and South Dedham removed in 1867. (NHCorp)
- 1872 LS&MS completes double track between Buffalo and Cleveland. (AR)
- 1872 LS&MS restores track on the old Junction Railroad roadbed between Sandusky and Millbury east of Toledo, restoring two parallel routes between Cleveland and Toledo. (AR)
- 1872 Michigan Air Line Railroad opens between Niles and South Bend, Ind. (Meints)
- 1872 Detroit River Railroad Tunnel Company renamed Detroit Tunnel Company; begins a tunnel from the foot of St. Antoine Street; after 135 feet, strikes quicksand and sulphur; two workers asphyxiated and work abandoned after spending \$200,000. (Trains)
- 1872 The Episcopal Church of the Redeemer, whose first Church is at Lancaster Avenue & Buck Lane in Haverford, opens its rectory on a site at New Gulph & Fisher Roads in Bryn Mawr that it has purchased in 1860; the site is still isolated in the woods; the depression of 1873-79 delays completion of the church edifice; its churchyard will be the final resting place of many PRR greats, including Presidents Cassatt and Rea. (ChrchRedeemr)
- 1872 William P. Clyde moves the headquarters of the Clyde Line of coastwise steamboats from Philadelphia to New York. (theshipslist)
- 1872 Baltimore financier Enoch Pratt (1808-1896) gains control of the Maryland Steamboat Company; Howard B. Ensign (-) is named Pres. replacing Edward F. Folger. (Burgess, WwasW - verify Pratt bio??)
- 1872 Steamboat *Theodore Weems* built by William Skinner & Sons of Baltimore for Weems Line. (Holly, Stanton)
- 1872 Peak year for tonnage on the New York State canal system. (Shaw)
- 1872 Penn Gas Coal Company opens Shaft No. 2 at Hohnstown, south of Irwin, Pa. (WCCo)
- 1872 B&O completes its own rail-rolling mill at Cumberland, Md.; as it is designed to roll 64-lb. iron rails, it soon becomes obsolete. (Hungerford - verify)
- 1872 B&O increases its dividend rate from 8% paid since the late 1860s to 9%.

(Stover)

- 1872 Everson, Macrum & Co. begin the construction of a rolling mill at Scottdale, Pa., before the railroad arrives. (Albert)
- 1872 Hurst, Stoner & Co. build a coke works and lay out the town of Stonersville, Pa. (Albert)
- 1872 Architect Charles F. McKim (1847-1909) leaves the New York office of Henry Hobson Richardson (1838-1886); he soon forms an informal working relationship with his future partner, William Rutherford Mead (1846-1928), a member of a New England intellectual and artistic family and an Amherst graduate. (Broderick)