

PRR CHRONOLOGY
1875

February 2006 Edition

- Jan. 1, 1875** Northern Central Railway becomes a de facto grand division of the PRR, which assumes all aspects of operation; A.J. Cassatt elected VP, Frank Thomson named General Manager, replacing Cassatt; G. Clinton Gardner resigns as General Superintendent of the Baltimore Division. (MB, AR)
- Jan. 1, 1875** Frank Thomson is named General Manager of Baltimore & Potomac Railroad, replacing J.N. Du Barry; makes B&P de facto part of PRR Grand Divisional structure. (RyW, MB)
- Jan. 1, 1875** Baltimore & Potomac Railroad issues \$2 million Second Mortgage bonds. (MB)
- Jan. 1, 1875** PRR assumes operation of Littlestown Railroad from Hanover Branch Railroad under lease of Apr. 8, 1875. (Val)
- Jan. 1, 1875** PRR begins operating Frederick & Pennsylvania Line Railroad under lease of Jan. 15, 1875. (Val - see 1/4)
- Jan. 1, 1875** Headquarters of Susquehanna Division (NC) moved from Sunbury to Williamsport; Susquehanna and Shamokin Divisions given common superintendent. (AR)
- Jan. 1, 1875** PRR ceases operation of Sunbury & Lewistown Railroad as unprofitable and line shut down. (RRG)
- Jan. 1, 1875** James McCrea appointed Superintendent of Middle Division, replacing Samuel A. Black, resigned. (MB)
- Jan. 1, 1875** Pennsylvania Company adopts new organization; C.P. Mackie named Secretary, replacing William H. Barnes, resigned. (MB)
- Jan. 1, 1875** John E. Davidson promoted from Auditor of PC&StL Railway to Assistant Comptroller of Pennsylvania Company. (MB)
- Jan. 1, 1875** Jennings Hood has failed in attempts to reopen Kent County Railroad. (RRG)
- Jan. 1, 1875** PRR establishes fast train between New York and Pittsburgh stopping only at Philadelphia, Harrisburg and Altoona. (Watkins - verify)

- Jan. 1, 1875** Because of need for more work, PRR increases time for shopmen and trackmen to six 10-hour days per week but without restoring old wage level; acts as further 10% wage cut.
- Jan. 1, 1875** PC&StL Railway contracts for use of Columbus Union Depot. (Church)
- Jan. 1, 1875** Jacob H. Schiff (1847-1920) and Abraham Wolff become partners in Kuhn, Loeb & Co.; later in year, Schiff marries Therese, daughter of Solomon Loeb and niece of Abraham Kuhn. (Collins)
- Jan. 1875** Benjamin E. Smith resigns as Pres. of Columbus & Hocking Valley Railroad. (RRG)
- Jan. 2, 1875** Altoona Shops resume nine-hour days. (RyW)
- Jan. 2, 1875** LIRR Finance Committee authorizes \$750,000 bonds secured by a mortgage on Sag Harbor Branch. (MB)
- Jan. 2, 1875** Miners & Laborers Benevolent Association reject anthracite operators new wage scale with deep cuts and begins "Long Strike"; strike is effective in Schuylkill and Lehigh Regions and in lower end of Northern Field; men in Pittston-Scranton area dominated by Delaware & Hudson, Pennsylvania Coal Company and DL&W remain at work with 10% pay cut; Long Strike cuts income of Susquehanna Coal Company by \$207,000; also coal shipments on Bel-Del route to South Amboy. (BaltAm, Schlegel, Lee)
- Jan. 2, 1875** Samuel S. Moon, an old friend and crony of Tom Scott, becomes proprietor of *United States Railroad & Mining Register* after J. Peter Lesley named State Geologist of Pa.; paper is renamed *Railway World*; becomes semi-official organ of PRR, particularly slanted against B&O. (RyW, RRG)
- Jan. 2, 1875** Great Lakes shipping and iron entrepreneur Capt. Eber Brock Ward (1811-1875) dies at Detroit. (RRG)
- Jan. 1875** Rumor of rate war between B&O and Pan Handle & Kankakee Pool Line between Chicago and Cincinnati; Pool Line make agreement with Great Southern Despatch Line over C&O to undercut B&O in Baltimore. (BaltAm)
- Jan. 1875** Chicago papers report that Michigan Central Railroad and CB&Q have given up idea of moving to a new Union Station on the West Side of Chicago. (BaltAm)
- Jan. 4, 1875** CC&IC bondholders and stockholders meet in New York; appoint

separate committees to represent first and second mortgage bondholders, even though first consolidated mortgage not yet in default; stockholders say amended lease of Feb. 1870 is not being executed in good faith. (RRG, TheRoad)

- Jan. 4, 1875** PRR takes possession of Frederick & Pennsylvania Line Railroad under lease of Dec. 20, 1874. (BaltAm, RRG)
- Jan. 4, 1875** Louisville Bridge Company leases tracks and engine house along 14th Street in Louisville to Jeffersonville, Madison & Indianapolis Railroad for 99 years from July 1, 1872. (Church)
- Jan. 5, 1875** A.J. Cassatt and Frank Thomson meet with Samuel Shoemaker and George Small of Northern Central Railway at Calvert Station to make arrangements for new office building and moving company headquarters from Harrisburg, where it had been moved in 1861. (BaltAm)
- Jan. 1875** Kent County Railroad reopens; operated by Frederick Gerker as agent for bondholders. (RRG)
- Jan. 1875** South Mountain & Boston Railroad authorizes survey from the west end of the Poughkeepsie Bridge to Pine Island on the N.J. border. (RRG)
- Jan. 7, 1875** Junction & Breakwater Railroad begins operating Breakwater & Frankford Railroad under agreement of same date. (Val)
- Jan. 8, 1875** Trunk Line meeting at Chicago; Michigan Central, LS&MS and Toledo, Wabash & Western Railway boycott meeting and withdraw from Saratoga Compact, presaging a new rate war. (RyW)
- Jan. 11, 1875** PRR changes system of handling passenger trains on New York Division; conductors limited to supervising train operations, and new "train agents" assume handing all tickets and moneys, which are turned in to "receivers" who check balances and make up accounts; each train agent is responsible for his own accounts. (RyW)
- Jan. 14, 1875** Baltimore & Potomac Railroad annual meeting approves appointments of Frank Thomson as General Manager, George C. Wilkins as Superintendent; Wilkins is also Superintendent of Baltimore Division of Northern Central Railway and of Alexandria & Fredericksburg Railway; former VP & General Manager J.N. Du Barry placed in charge of PRR's Southern Bureau at Philadelphia; E.L. Du Barry moved from Superintendent of B&P to Superintendent of Frederick & Pennsylvania Line Railroad. (RyW)

- Jan. 14, 1875** Specie Resumption Act provides for redemption of Greenbacks in gold on Jan. 1, 1879. (EAH)
- Jan. 15, 1875** Baltimore & Potomac Railroad received common officers with Baltimore Division of Northern Central Railway. (AR)
- Jan. 15, 1875** PRR leases Frederick & Pennsylvania Line Railroad, retroactive to Jan. 1. (Val)
- Jan. 1875** PRR creates office of Trainmaster on staff of Division Superintendents. (Guide - verify org. manual)
- Jan. 1875** PRR has built a scale test car which is based at Altoona and is sent to calibrate scales every month. (RRG)
- Jan. 1875** Talley's Mill station renamed Ashland, Md., on Queen Anne's & Kent Railroad. (Guide)
- Jan. 1875** Baltimore & Potomac Railroad agrees with commercial interests of Washington and Georgetown to build larger draw in Long Bridge. (RRG)
- Jan. 1875** B&O discontinues operation of *Steamboat Express* while Potomac River frozen. (BaltAm)
- Jan. 1875** Cleveland, Mount Vernon & Delaware Railroad agrees with Dutch bondholders to fund half value of coupons from 1875-84 into \$1.2 million Income bonds and pay debts to PRR. (RRG)
- Jan. 1875** CC&IC stockholders have begun a Hassler Suit@ in New York Supreme Court against PRR to enforce lease and payment of interest on Second Mortgage bonds; obtain injunction to prevent PRR from bringing foreclosure proceedings. (RRG)
- Jan. 1875** GR&I has cut local rates from 15% to 40%. (RRG)
- Jan. 1875** North Carolina Supreme Court upholds change of gauge on North Carolina to 5'-0" and rejects state=s challenge to lease to Richmond & Danville Railroad. (Trelease)

- Jan. 1875?** General pipeline bill introduced in Pa. Legislature that will permit Columbia Conduit Company to cross PRR and reach B&O at Pittsburgh. (RRG)
- Jan. 18, 1875** A.J. Cassatt becomes VP of Baltimore & Potomac Railroad, replacing J.H. Du Barry, resigned to head PRR=s Southern Bureau. (MB, RyW)
- Jan. 18, 1875** Tom Scott signs agreement with Collis P. Huntington and Gen. David D. Colton of Southern Pacific. (T&P AR)
- Jan. 20, 1875** Committee of Boston merchants arrives at Poughkeepsie having toured the Boston, Hartford & Erie Railroad. (RRG)
- Jan. 20, 1875** A. Lawrence Hopkins named Receiver of Toledo, Peoria & Warsaw Railway. (Church)
- Jan. 1875** Logansport, Crawfordsville & South Western Railway opens between Clymers and Logansport, Ind., replacing use of Toledo, Wabash & Western Railway and completing line from Terre Haute. (RRG, Val)
- Jan. 23, 1875** Northern Central Railway Board resolves to move car shops from York to Mount Vernon, Baltimore; adopts steel rails; committee on terminal facilities reports that have failed to reach agreement with either __ Evans of Buffalo or __ Shriver of Baltimore regarding grain elevators and recommend NC build its own elevators; decline to employ J.N. Gardner of Gardner Elevator, Canton, as Terminal Agent. (MB, RRG)
- Jan. 25, 1875** All freight between New York and New Brunswick rerouted from Pier No. 1, N.R., to Pier No. 16. (RRG)
- Jan. 27, 1875** PRR Board authorizes purchase of \$300,000 International Navigation Company bonds at 85. (MB)
- Jan. 27, 1875** U.S. Circuit Court dismisses petition to remove Spencer D. Schuyler as receiver of Logansport, Crawfordsville & South Western Railway on grounds he discriminates in favor of his own coal mines. (RRG)
- Jan. 28, 1875** PC&StL VP William Thaw serves second notice on CC&IC that it will sue to force compliance with the terms of their 1869 operating agreement. (AR)

- Jan. 29, 1875** California & Texas Railway Construction Company stockholders meet in Philadelphia; VP Frank S. Bond reports progress in paying off floating debt; order canceling contract with Texas & Pacific Railway on best possible terms. (BaltAm)
- Jan. 31, 1875** PRR cancels lease of Sunbury & Lewistown Railroad and line shut down. (AR)
- Feb. 1, 1875** James A. Roosevelt and William R. Fosdick, Trustees of CC&IC First Mortgage, begin foreclosure proceedings in U.S. Circuit Court in Indiana for failure to create a sinking fund and default on interest; probably done to block action under the Hassler Suit in New York Courts. (Church, RRG)
- Feb. 1, 1875** Thomas S. Fernon, former editor of *U.S. Railroad & Mining Register*, furious that the PRR has turned his former journal into a propaganda sheet, begins publishing a muckraking journal called *The Road* in which he conducts a one-man crusade against Tom Scott, hoping to influence stockholders to throw out PRR management. (TheRoad)
- Feb. 1, 1875** PRR Purchasing Agent, General Freight Agent and General Passenger Agent named to same posts on Baltimore & Potomac Railroad; Godfrey W. Rhodes named Superintendent of Motive Power. (MB, RRG)
- Feb. 1, 1875** Cumberland Valley Railroad cuts all wages and salaries 10%. (RRG)
- Feb. 1, 1875** Columbia Conduit Company lays pipeline across Western Pennsylvania Railroad at Powers Run, after having been blocked by lawsuit last year; courts had denied any right of eminent domain; PRR tears out pipe within two weeks. (RRG)
- Feb. 1, 1875** Receiver A.L. Hopkins takes possession of Toledo, Peoria & Warsaw Railway; finds in unsafe condition. (RRG)
- Feb. 1, 1875** Toledo, Wabash & Western Railway defaults on all bonds. (RRG)
- Feb. 2, 1875** PRR slashes westbound Washington/Baltimore-Chicago rates from \$19 to \$10 to attack B&O; B&O retaliates by slashing westbound rates from Philadelphia. (RyW, RRG)

- Feb. 3, 1875** **Railway commissioners of eastern and western lines meet at New York; western roads complain of rate cutting by eastern roads and operating at loss; on motion of Tom Scott, vote to suspend Bureau of Commissioners of Western Railway; general freight agents of western lines to meet and set eastbound rates. (BaltAm)**
- Feb. 3, 1875** **William R. Fosdick, former Pres. of St. Nicholas Bank, and banker James Alfred Roosevelt named receivers of Columbus, Chicago & Indianapolis Central Railway on suit of First Mortgage bondholders; leave PC&StL Railway in possession. (RyW, TheRoad)**
- Feb. 5, 1875** **Third VP Cassatt confers with representatives of the Canton Company in Baltimore relative to the rates to be charged for the use of the Union Railroad of Baltimore. (RyW)**
- Feb. 8, 1875** **PRR Road Committee refers Jan. 29 letter from Henry F. Knapp regarding a tunnel under the Hudson River at New York to Pres. Scott; discusses extension from Sea Girt north to Long Branch in competition with NY&LB. (MB)**
- Feb. 9, 1875** **George B. Roberts replaces T. Jones Yorke as Pres. of West Jersey Railroad; Board writes down stock of Cape Island Turnpike Company from \$11,075 to \$3,000. (MB)**
- Feb. 9, 1875** **Miami Valley Narrow Gauge Railway organized; Seth S. Haines, Pres.; company does no work. (C&C)**
- Feb. 9, 1875** **Theo. N. Ely issues orders that locomotives will henceforth be painted "green"; origins of "dark green locomotive enamel" aka Brunswick green as standard PRR locomotive color. (PRRFAX)**
- Feb. 10, 1875** **General freight agents of eastern and western lines meet at Chicago. (BaltAm)**
- Feb. 11, 1875** **PRR places first permanent English Saxby & Farmer mechanical interlocking machine in U.S. in service at junction of main line and Centre Street Branch at East Newark Jct. (later "NK" Harrison); earlier temporary installation had been made by Camden & Amboy Railroad in 1870. (Anderson)**
- Feb. 11, 1875** **Through sleepers between PRR points and Buffalo via Buffalo, Philadelphia & New York Railway withdrawn. (Guide)**

- Feb. 11, 1875** **General freight agents of eastern lines meet at Chicago and establish eastbound rate on 4th class goods at 40 cents per cwt.; Grand Trunk Railway boycotts meeting. (BaltAm)**
- Feb. 11, 1875** **Rumors in Baltimore that PRR has cut eastbound rate as low as 15 cents; later disproved. (BaltAm)**
- Feb. 12, 1875** **Susquehanna Coal Company authorizes mortgaging property to PRR. (MB)**
- Feb. 14, 1875** **Second Columbus Union Depot opens on east side of High Street just north of old station; 7 tracks; brick with two four-storey towers with Mansard roofs on west front facing High Street. (Darbee)**
- Feb. 14, 1875** **B&O begins shipping eastbound freight Chicago to Baltimore at 15 cents per cwt. (BaltAm)**
- Feb. 15, 1875** **Full-scale rate war breaks out between PRR and B&O; PRR starts two additional round trips between Baltimore and Washington at same time as B&O trains; PRR bars B&O cars from Junction Railroad and denies B&O use of its ticket agencies in New York and New England; only one RPO car runs through New York-Washington via B&O; Pres. Garrett issues a letter to Tom Scott, which is published in the newspapers before the original arrives, denouncing PRR and Tom Scott. (RyW, BaltAm)**
- Feb. 15, 1875** **Class E No. 131 is first PRR locomotive painted in "dark green locomotive enamel."**
- Feb. 15, 1875** **PC&StL acquires trackage rights from Union Depot Company at Columbus under agreement dates Jan. 1, 1875.**
- Feb. 1875** **New York Stock Yard & Market Company opens new stock yard on NYC&HR at foot of 61st Street in New York. (RRG)**
- Feb. 1875** **Old Dominion Steamship Company has purchased Junction & Breakwater Railroad; leased Frankford & Breakwater Railroad; built Worcester Railroad; contracted to build extension of Worcester Railroad from Berlin, Md., to Delaware state line; is developing an independent system on Delmarva Peninsula in reaction to high rates charged by PW&B. (BaltAm, RRG)**
- Feb. 1875** **Pithole Valley Railroad, a branch of the Oil Creek & Allegheny Valley Railway, abandons operation of its line between Pithole and Oleopolis. (RRG)**

- Feb. 1875** Illinois Midland Railway is running express between Peoria and Springfield via Chicago & Alton Railroad at Atlanta. (RRG)
- Feb. 16, 1875** Tom Scott responds by telegram to John W. Garrett=s letter saying the PRR will protect its interests and is well able to take care of itself; will offer public in Baltimore better facilities than B&O once current round of improvements is done; Garrett responds by announcing an immediate cut in Baltimore-Chicago fare from \$19 to \$10, St. Louis to \$15 and Pittsburgh to \$6. (RRG)
- Feb. 17, 1875** LIRR Board authorizes sale of steamboat *Jane Moseley* for \$85,000. (MB)
- Feb. 18, 1875** West Jersey Railroad reorganized as a de facto Grand Division of PRR; George B. Roberts, pres. and Frank Thomson general manager; actual org. manual issued later in year.
- Feb. 19, 1875** Eastbound PC&StL Railway train hits broken rail at Mingo Jct., W.Va.; baggage car, two coaches, two sleeping cars and directors' car derail, roll down embankment and take fire; Pennsylvania Company General Manager Jacob N. McCullough suffers three broken ribs and head injuries; General Freight Agent William Stewart badly bruised. (RRG)
- Feb. 20, 1875** PRR stops accepting B&O through tickets for New York and stops through freight; B&O begins sending freight to New York by ships of Old Dominion Steamship Company. (BaltAm)
- Feb. 22, 1875** House of Representatives defeats Texas & Pacific aid bill by vote of 129 to 117. (BaltAm)
- Feb. 23, 1875** CC&IC bondholders draw up reorganization agreement. (TheRoad)
- Feb. 23, 1875** Pennsylvania Supreme Court lifts injunction against Baltimore, Philadelphia & New York Railroad; holds charter to be legal. (BaltAm)
- Feb. 24, 1875** Joseph Napoleon Du Barry, assistant to Tom Scott, is given formal title of Assistant to Pres.; in charge of branch lines, construction and engineering (MB)
- Feb. 24, 1875** PRR YMCA organized at Altoona.
- Feb. 25, 1875** PRR stock is at 56-1/4, up from 40 in Nov. 1873. (TheRoad)
- Feb. 25, 1875** Northern Central Railway Board authorizes paying employees by

check. (MB)

- Feb. 25, 1875** PC&StL Railway sues in U.S. Circuit Court for Indiana to cancel lease of CC&IC because it has not reduced and reclassified its debts as per lease of Feb. 1, 1870; a decree of foreclosure has been obtained on section between Richmond and New Castle on a claim of \$932,500. (Church, RRG)
- Feb. 26, 1875** B&O begins running separate chair car between Baltimore and Philadelphia via PW&B; connects to and from its southern and western trains and is attached to PW&B train carrying PRR cars at Bay View; passengers can change to the PRR cars en route, and B&O supplies them with PRR local tickets for passage between Philadelphia and New York. (BaltAm)
- Feb. 26, 1875** Erie, Pa., capitalist John A. Tracy (1798?-1875) and father-in-law of William L. Scott dies at Erie. (RRG)
- Feb. 26, 1875** Toledo, Peoria & Warsaw Railway Consolidated and Second Mortgage bondholders meet at New York and appoint a reorganization committee. (RRG)
- Feb. 27, 1875** United New Jersey Railroad & Canal Company Board approves sale of ferry *State Rights* and steamboats *Fashion*, *Atlas*, and *Burlington*. (MB)
- Mar. 1, 1875** West Jersey Railroad becomes de facto division of PRR, with PRR officers above Superintendent William J. Sewell; A.J. Cassatt to VP, Frank Thomson to General Manager, etc. (MB)
- Mar. 1, 1875** West Jersey Railroad Board reports have purchased all stock of West Jersey Express Company; decline to cooperate with project for a railroad from the WJRR near Mantua via Mullica Hill to Woodstown. (MB)
- Mar. 1, 1875** Erie Pres. H.J. Jewett offers to arbitrate the dispute between the PRR and B&O; Pres. Scott accepts, providing PW&B is party to settlement. (RyW)
- Mar. 1, 1875** B&O resumes *Steamboat Express* to Shepherds Point, connecting with RF&P steamboat for Quantico after ice breaks up. (BaltAm)

- Mar.1, 1875** United New Jersey Railroad & Canal Company offers \$2.3 million 6% gold General Mortgage bonds in London through J.S. Morgan & Co. (C&C, RRG)
- Mar. 3, 1875** B&O Pres. Garrett issues a public letter placing all the blame for the rate war on the PRR and refusing arbitration until his line is open to New York; Baltimore-Chicago fare is now down to \$8 and 20 cents per cwt. (RyW, RRG)
- Mar. 3, 1875** PRR ends cut rate fares from Philadelphia to western points and instead cuts fares to Baltimore; too many New York passengers were going to Philadelphia on local tickets and then west at cut rate. (BaltAm)
- Mar. 3, 1875** Northern Central Railway signs new contract with Erie Railway. (MB)
- Mar. 3, 1875** New Tariff Act restores 10% cuts made in 1872.
- Mar. 4, 1875** Pres. Garrett refuses Jewett's offer of arbitration. (RyW)
- Mar. 4, 1875** PRR Superintendent of Transportation John Reilly takes seat in 44th Congress, having been elected as a Democrat. (CongBio)
- Mar. 4, 1875** Bondholders of Maryland & Delaware Railroad meet in Boston to work out reorganization without foreclosure. (RRG)
- Mar. 8, 1875** PRR Road Committee recommends in favor of a 49-year lease to the Enterprise Land Company at Trenton, N.J.; recommends cancelling the lease of the Pennsylvania & Delaware Railway. (MB)
- Mar. 9, 1875** PRR annual stockholders' meeting at Academy of Music considers report of Investigating Committee; passes resolution of James Miliken in support of management stating that most reforms already made and disbanding the committee; on motion of Tom Scott refers report to new Board for action; resolution of William A. Stokes, committee chairman rejected; he calls for statement that the stockholders are the "whole legislative power" of the company; for PRR adopting Sec. 17 of 1873 Pennsylvania Constitution which is designed to protect rights of minority stockholders; to expand system only by leases at cost without buying securities of leased lines; and to buy out Thaw's interest in the Pennsylvania Company; stockholders also vote in favor of quarterly rather than semi-annual dividends. (AR, MB)

- Mar. 9, 1875** Pres. Garrett departs in office car *Maryland* on Florida vacation; ironically it must be switched onto the PRR at Bennings to cross the Long Bridge attached to a Alexandria & Fredericksburg train. (BaltAm)
- Mar. 9, 1875** New Jersey Midland Railway enters receivership; Garrett A. Hobart (1844-1899) appointed receiver. (RyW)
- Mar. 10, 1875** Representatives of the Erie Railway, Dutchess & Columbia Railroad, Connecticut Western Railroad, Hartford, Providence & Fishkill Railroad, and Boston, Hartford & Erie Railroad meet in New York to make preliminary arrangements for a through freight line from Boston to the West via a train ferry at Newburgh. (RRG)
- Mar. 10, 1875** Kokomo & Marion Railroad incorporated. (Church)
- Mar. 1875** Hassler Suit against PRR moved from New York Supreme Court to U.S. Circuit Court. (RRG)
- Mar. 15, 1875** Pennsylvania Company Board rejects plea from citizens of Burlington, Iowa, for a branch; will not build any new roads; reports that Joint Executive Committee of PFW&C and Cleveland & Pittsburgh Railroad has been terminated at its request; hears report that negotiations for completion of Peninsular Railway have failed. (MB)
- Mar. 15, 1875** North Carolina act prohibits any railroad in state from changing from standard gauge, but Richmond & Danville Railroad changes gauge of North Carolina Railroad anyway. (Harrison)
- Mar. 15, 1875** Gauge of North Carolina Railroad changed from standard to 5'-0" to create through line with Richmond & Danville Railroad. (RyW)
- Mar. 1875** Southern Railroad Company of Long Island has stopped operating the Hempstead & New York Railroad because of damage from snows and floods. (RRG)
- Mar. 1875** George W. N. Custis, late of Montclair Railway, named Superintendent of LIRR. (RRG)
- Mar. 1875** New York Division runs 30 through passenger trains and about 40 freight trains of 30 cars or about 300 tons each. (RRG)
- Mar. 1875** PRR contracts for third track between Gallitzin and Cresson. (RyW)
- Mar. 1875** PRR adopts new 60-lb. and 67-lb. standard rail sections and an

- improved splice, replacing the 60-lb. standard rail of 1873. (RyW)
- Mar. 1875** Pa. Senate defeats General pipeline bill. (RRG)
- Mar. 1875** Abandoned Pithole Valley Railroad sold at foreclosure in interest of Pennsylvania Petroleum Company; detached from Oil Creek & Allegheny River Railway system and brought under Erie-A&GW interest, but not revived. (RRG, Taber)
- Mar. 1875** PRR sells 500 acres near South Fork, including the former Western Reservoir of the Main Line Canal. (Watkins)
- Mar. 1875** Court directs Toledo, Peoria & Warsaw Railway receiver to make new contract with CB&Q for use of line over Burlington Bridge and reopen Burlington Branch. (RRG)
- Mar. 16, 1875** PC&StL Railway annual meeting at Steubenville; notes income insufficient to pay interest on Second Mortgage bonds due Apr. 1; proposes to issue \$10 million in Income bonds to retire Second Mortgage bonds and accrued interest. (RRG)
- Mar. 17, 1875** Delegation to spring convention of General Ticket Agents Association in Cincinnati leaves Philadelphia in Palace Car of PW&B; leaves Baltimore next day in Pullman via B&O. (Guide)
- Mar. 17, 1875** Track of Lancaster & Reading Narrow Gauge Railroad completed to Quarryville. ()
- Mar. 17, 1875** Gauge of North Carolina Railroad, leased by Richmond & Danville, widened from standard to 5'-0", creating a uniform gauge from Richmond to New Orleans. (Guide)
- Mar. 18, 1875** Camden & Atlantic Railroad Board orders six streetcars for use in Atlantic City during summer season. (MB)
- Mar. 1875** Union Pacific Railroad announces it will cease to discriminate against PRR on westbound traffic from Europe to Pacific Coast; UP had refused to carry traffic that used PRR and favored New York lines. (RyW)
- Mar. 20, 1875** PRR sues Danville, Hazleton & Wilkesbarre Railroad seeking abrogation of lease. (RyW)

- Mar. 21, 1875** Toledo, Peoria & Warsaw Railway reopens Burlington Branch under court order; unable to pay rent on Keokuk Bridge, so stop on Illinois side. (RRG)
- Mar. 22, 1875** John C. DaCosta (1801?-1875), former Pres. of Camden & Atlantic Railroad, dies at Camden. (RRG)
- Mar. 23, 1875** Philadelphia delegation leaves General Ticket Agents Association convention at Cincinnati via PRR route. (Guide)
- Mar. 23, 1875** Banquet given to James B. Eads at St. Louis on his return from Washington; presented with a model of the Eads Bridge five feet long made of flowers. (RRG)
- Mar. 24, 1875** Special committee recommends that all PRR coal companies have same officers with Gen. Isaac J. Wistar as VP. (MB)
- Mar. 25, 1875** Traffic officers of Pennsylvania Company and LS&MS meet at Chicago; cut Chicago-Baltimore/Washington fare from \$19 to \$9 and freight to 25 cents per cwt.; Chicago-New York fare from \$22 to \$15. (RRG)
- Mar. 26, 1875** PRR posts bills in Baltimore, A Railroad War! Success of the Great Pennsylvania Route.@ (BaltAm)
- Mar. 26, 1875** Tom Scott meets with Jay Gould, Matthew Baird, and others concerning Union Pacific and Kansas Pacific matters. (BaltAm)
- Mar. 26, 1875** Bellaire & South Western Railway incorporated in Ohio to build from Bellaire to Woodsfield. (Church)
- Mar. 27, 1875** Northern Central Railway authorizes new issue of \$1 million Consolidated Mortgage bonds through Drexel & Co. at 87.5 (MB)
- Mar. 27, 1875** Tom Scott elected Pres. of Susquehanna Coal Company, replacing Isaac J. Wistar. (MB)
- Mar. 27, 1875** Texas & Pacific Railway signs adjustment agreement with California & Texas Railway Construction Company; construction contract cancelled; T&P assumes all liabilities of construction company, in return for which construction company assigns to T&P all bonds and assets in its possession; construction company gains about \$1.75 million. (ICC)

- Mar. 29, 1875** West Jersey Railroad General Manager Frank Thomson announces will close company shops at Camden and do work at PRR shops in West Philadelphia; order ASea Breeze Excursion House@ repaired for season. (MB)
- Mar. 31, 1875** Northern Central Railway stockholders approve new \$1 million bond issue. (AR)
- Mar. 31, 1875** After Northern Central Railway meeting, A.J. Cassatt and Frank Thomson visit Canton to view site for grain elevator and coal piers. (BaltAm)
- Apr. 1, 1875** Northern Central Railway begins running cars through from Washington to Harrisburg, instead of starting and terminating at Baltimore. (RyW)
- Apr. 1, 1875** Danville, Hazleton & Wilkesbarre Railroad defaults on bonds after PRR refuses to pay coupon because of pending suit against it; PRR has applied for receiver and sought to terminate lease. (RRG)
- Apr. 1, 1875** CC&IC defaults on First Mortgage Consolidated bonds; Union & Logansport and Chicago Great Eastern also default after lessee Pennsylvania Company refuses to pay rent. (TheRoad)
- Apr. 1, 1875** Pennsylvania Company adopts new organization of Union Line Bureau, operating Union Line, National Line, Allentown Line and Refrigerator Line; now reports to Second VP Edmund Smith. (MB)
- Apr. 1, 1875** Wilmington & Reading Railroad defaults on interest payments. (RRG)
- Apr. 1, 1875** Indianapolis, Cincinnati & Lafayette Railroad begins operating Whitewater Valley Railroad. (RRG)
- Apr. 3, 1875** B&O Pres. Garrett returns from Florida vacation. (BaltAm)
- Apr. 3, 1875** East St. Louis & Carondelet Railway opens branch from East St. Louis to St. Louis National Stock Yards. (Church)
- Apr. 3, 1875** General Superintendents of railroads meet at St. Louis to make arrangements to run over Eads Bridge into Union Station. (RRG)
- Apr. 4, 1875** Through Pullman line established on Piedmont Air Line between Richmond and New Orleans after North Carolina Railroad widened to 5'-0" gauge. (Guide)

- Apr. 6, 1875** CC&IC Railway bondholders meet at New York; Charles F. Southmayd denounces PRR and proposes First Mortgage bondholders refund into new 6% bonds positively endorsed by PRR. (RRG)
- Apr. 1875** At Shenandoah Valley Railroad annual meeting at Front Royal, proxy fight results in election of two rival Boards, one elected by Central Improvement Company and one by local stockholders and counties. (RRG)
- Apr. 6, 1875** William Milnes, Jr., proprietor of the Shenandoah Iron Works, elected VP of Shenandoah Valley Railroad, marking resurgence of local management. (Hildebrand)
- Apr. 8, 1875** PRR leases Hanover & York and Littlestown Railroads running from York to the Maryland line, Littlestown lease retroactive to Jan. 1, 1875; PRR assumes operation of Littlestown Railroad from Hanover Branch Railroad; Hanover & York lease effective July 5. (Val)
- Apr. 8, 1875** New Jersey Senate defeats bill to extend provisions of General Railroad Law to Hudson Tunnel Railroad; opposed by PRR and DL&W. (TheRoad)
- Apr. 8, 1875** Richmond & Danville Railroad, Richmond, York River & Chesapeake Railroad, and Baltimore, Chesapeake & Richmond Steamboat Company sign agreement forming APiedmont Air Line@ between Baltimore and Atlanta; first entry of the Clyde interests into the affairs of the R&D, i.e., south of Richmond. (Harrison)
- Apr. 1875** B&O begins ferrying passenger cars between Shepherds Point and Alexandria and establishes through cars between Baltimore and Danville. (Harwood - not found in BaltAm, change appears to be 5/31)
- Apr. 9, 1875** B&O arranges to ship freight to and from New York by boat after PW&B refuses to pro-rate through rate in rate war and begins charging local rates; first uses Shriver's line of propellers through Chesapeake & Delaware and Delaware & Raritan Canals, and then, when PRR blocks D&R, via Old Dominion Steamship Company on outside route. (BaltAm)
- Apr. 10, 1875** New Erecting Shop No. 1 completed at Altoona. (Watkins)

- Apr. 13, 1875** LIRR board elects Henry Havemeyer, son of late Mayor William F. Havemeyer, Pres. to replace the dying Oliver Charlick; new directors elected, including Peter Cooper, Abram S. Hewitt and W.H. Macy; all holdovers are anti-Charlick; find that Charlick had let things slide during the last year of his illness and property is worn out and accounts not in good order; new management increases passenger service. (MB, RRG)
- Apr. 13, 1875** CC&IC bondholders meet again at New York office of Charles W. Hassler to try to force PRR to pay guarantee. (RRG)
- Apr. 13, 1875** Nathan B. Palmer (1790?-1875), former Indiana Canal Commissioner and Pres. of Madison & Indianapolis Railroad, dies at Indianapolis. (RRG)
- Apr. 14, 1875** PRR Board denies demand of Swiftsure Transportation Company that PRR buy out their line of boats on Delaware & Raritan Canal for \$150,000 because they can no longer make a profit under the rate increase of Oct. 1, 1874; PRR denies their claim of inheriting special treatment from contract made between D&R and Capt. R. F. Loper in 1850; PRR approves lease of Pier No. 2, North River to Lehigh Valley Railroad. (MB)
- Apr. 14, 1875** At monthly meeting of B&O Board, Pres. Garrett makes his usually long address designed for publication; says despite rate war, earnings of B&O Main Stem and branches have increased over 1874; then launches a tirade against the PRR. (RRG)
- Apr. 14, 1875** Poughkeepsie & Eastern Railroad sold at foreclosure to bondholders for \$50,000. (RRG)
- Apr. 15, 1875** Camden & Atlantic Board authorizes signing contract for half-interest in connecting track to Camden & Amboy in Camden; investigation of Allison parlor cars as substitute for Woodruff=s; survey down beach to southern part of Absecon Island. (MB)
- Apr. 1875** PRR cuts New York-Chicago fare to \$18; NYC&HR follows. (RRG)
- Apr. 1875** PRR adopts new standard sections for 60-lb. and 67-lb. rail similar to those recently adopted by Erie with a more square head. (RRG)
- Apr. 1875** Passengers on New York Division complain of insufficient cars on local trains; standees are refusing to pay. (RRG)

- Apr. 1875** **New Egypt & Farmingdale Railroad resumes grading from Long Branch, N.J., to Shark River. (MomDem)**
- Apr. 1875** **Brooke and Ohio Counties, W.Va., which own almost all of the stock of the Pittsburgh, Wheeling & Kentucky Railroad are moving to pay off debts and resume work. (RRG)**
- Apr.? 1875** **Jersey City & Albany Railroad repossesses road from New Jersey Midland Railway. (RRG)**
- Apr. 1875** **Poughkeepsie Bridge Company formally releases J. Edgar Thomson Estate and Alfred L. Dennis from large subscriptions they made on behalf of PRR; A.J. Cassatt resigns as a director of bridge company; John Flack Winslow (1810-1892) elected a director. (RRG)**
- Apr. 1875** **Police crack gang of thieves robbing PRR cars at Logansport using keys obtained from ex-employees; goods were being fenced through a local grocer; nine men arrested. (RRG)**
- Apr. 1875** **Employees of Logansport, Crawfordsville & South Western Railway threaten strike for unpaid wages. (RRG)**
- Apr. 1875** **Toledo, Peoria & Warsaw Railway has resumed service into Keokuk. (RRG)**
- Apr. 1875** **Terre Haute & Indianapolis Railroad and Ohio & Mississippi Railroad end rate war between Cincinnati and St. Louis and set fare at \$9.50; had fallen as low as \$1. (RRG)**
- Apr. 1875** **County Commissioners of Vandenburg County, Ind., recently sell 2,000 shares of Evansville & Crawfordsville to agent of W.R. McKeen. (RRG)**
- Apr. 1875** **Having failed to extend its line to Pittsburgh, Columbia Conduit Company begins negotiating sale to Empire Transportation Company. (RRG)**
- Apr. 16, 1875** **G.W. Cass named Receiver of Northern Pacific Railroad. (Splawn - TheRoad has 4/18; Cass also resigns as Pres.)**
- Apr. 16, 1875** **Circuit Court in Virginia cancels \$1 million in Shenandoah Valley Railroad stock held by Central Improvement Company.**
- Apr. 16, 1875** **Marion & Ottawa Railroad incorporated. (Church)**
- Apr. 1875** **First Class I (later H1) 2-8-0 freight locomotive, No. 113, built at**

Altoona; Class I locomotives are heavier versions (92,700 lbs.) of earlier Baldwin 2-8-0's and are also called "Modocs" after the Modoc Indians for their hauling power; designed by John B. Collin; first locomotive produced after Theodore N. Ely became Superintendent of Motive Power; are first 2-8-0's built in quantity as a standard freight locomotive; had steel boiler barrel and firebox sloping to the rear with the space between the roof sheet and crown sheet filled with water, called the "Altoona boiler"; possibly influenced by Isaac Dripps's firebox on Camden & Amboy Crampton locomotives in late 1840s; "Altoona boiler" possibly influences Collin's adoption of Belpaire firebox 10 years later. (RyW, Warner, PRRTHS)

- Apr. 1875** American Line steamship *Ohio* rebuilt increasing number of first class accommodation from 75 to 100; other three also rebuilt. (Flayhart)
- Apr. 19, 1875** Anthony Reckless, Henry S. Little, and Benjamin Williamson of CNJ-NY&LB interest elected directors of New Egypt & Farmingdale, replacing local men. (MB)
- Apr. 19, 1875** Terre Haute & Indianapolis Railroad leases East St. Louis & Carondelet Railway retroactive to Apr. 1. (MB - not in Church - maybe not executed)
- Apr. 20, 1875** West Jersey Railroad Board approves contract with Woodruff Sleeping & Parlor Coach Company for parlor car service in 1875 season; renews contract with West Jersey Marl & Transportation Company; authorizes making arrangements with a steamboat line to operate to wharf at end of Cape Island Turnpike and to have horse car line built alongside turnpike; recommend subscription to a railroad to Woodstown if residents provide right of way. (MB)
- Apr. 20, 1875** Mild-mannered William Kissam Vanderbilt (1849-1920), the second son of William Henry Vanderbilt and Second VP of the NYC&HR, marries Alva Smith (1853-1933), the domineering, social-climbing daughter of an impoverished Alabama cotton merchant. (Vndrblt)
- Apr. 21, 1875** Northern Central Railway Board approves extending Green Spring Branch from junction with Western Maryland Railroad to Owings Mills. (MB)
- Apr. 22, 1875** New Orleans-New York fare cut from \$50 to \$35 via both Atlantic Coast Line and New Orleans, St. Louis & Chicago Railroad routes. (BaltAm)
- Apr. 28, 1875** PRR Board approves rebuilding of Delaware River Bridge at

Trenton. (MB)

- Apr. 28, 1875** William A. Havemeyer elected LIRR director, replacing Peter Cooper, resigned; post of VP abolished. (MB)
- Apr. 30, 1875** Oliver Charlick (1813?-1875), ex-Pres. and controlling interest in LIRR dies of Bright's disease at his home ALongview@ near Flushing, opening way to end cut-throat competition on Long Island; *Railroad Gazette* memorializes Charlick as Aone of the most unpopular men who ever managed a railroad (which is saying a great deal).@. (RRG, Seyfried)
- Spring 1875** PRR completes installation of banner-type block signals on Pittsburgh Division.
- May 1, 1875** PRR Board cuts semiannual dividend from 5% to 4%, ending 1868-74 run of 10% annual dividends; stock falls from 55 to 51. (RRG)
- May 1, 1875** PRR Board authorizes extension from Sea Girt to Long Branch, N.J.; not done because of New York & Long Branch Railroad building southward. (MB)
- May. 1, 1875** Baltimore & Potomac Railroad and Northern Central Railway sign new agreement with Canton Company of Baltimore reducing rates on traffic between Bay View and Canton; Northern Central Railway is to improve Canton property with a new grain elevator and coal piers. (MB)
- May 1, 1875** Western Maryland Railroad signs new agreement with Northern Central and Baltimore & Potomac Railroad for use of B&P tunnel and NC between Fulton and Hillen Jct. at lower toll than in 1873; also trackage rights over Northern Central Railway between Union Jct. and connection to future Hillen Street Station at Madison & Buren Streets; WM to use Calvert Station until it can build its own station near downtown Baltimore. (WM, MB, Val)
- May 1, 1875** Harlan & Hollingsworth delivers steamboat *Tangier* for Snow Hill line of Eastern Shore Steamboat Company; Willard Thompson is Superintendent of both Eastern Shore Steamboat Company and Eastern Shore Railroad. (BaltAm)
- May 1, 1875** Pennsylvania Company begins issuing monthly and annual prizes to engineer and fireman on each division with best performance for various classes of engines and services. (RRG)

- May 3, 1875** NYC&HR opens first portion of its Fourth Avenue Improvement for full revenue service at New York; section from 56th to 94th Street placed in combination cut-and-cover and tunnel with smoke vents in center of Park Avenue. (NYTrib)
- May 3, 1875** Maryland Supreme Court upholds Maryland tax on travel on B&O's Washington Branch. (BaltAm)
- May 4, 1875** PC&StL Railway stockholders authorize issue of \$10 million in Income bonds to retire old \$5 million issue of Second Mortgage bonds. (RRGaz)
- May 10, 1875** Indianapolis, Lafayette & Chicago Railroad asks Pennsylvania Company to delay presenting the June 1 coupons on the \$300,000 of IL&C bonds it holds. (MB)
- May 1875** Livingston Lansing of Buffalo appointed receiver of New York, West Shore & Chicago Railroad; property consists of some right of way along the Hudson River, a small amount of work on a tunnel at West Point, and some real estate at Buffalo. (RRG)
- May 11, 1875** Party of New York and New England industrialists and railroad men leaves Jersey City on PRR at 10:15 AM and runs direct to Centennial grounds in 1:45; examine state of work; run is made to prove PRR can bring people from New York in 2 hours. (NYTrib)
- May 11, 1875** Lancaster & Reading Narrow Gauge Railroad (actually standard gauge) opens with excursion between Lancaster and Quarryville, Pa.; operated by Reading & Columbia Railroad, part of Reading system, under lease of Mar. 11, 1874; revenue service begins May 12; Lancaster station is at West King & Water Streets; other stations at West Willow, New Providence, Cabela's Branch and Quarryville. (Val, RRG)
- May 14, 1875** PRR consents to Central Stock Yard & Transit Company at Harsimus Cove receiving livestock brought by Erie Railway on same terms as via PRR. (MB)
- May 14, 1875** Central Improvement Company attends Shenandoah Valley Railroad annual meeting at Winchester and uses its shares to install a new Board, notwithstanding the ruling of the local courts.

- May 15, 1875** U.S. District Court for South Carolina denies application for removal of A.G. Buford as receiver of Atlanta & Richmond Air-Line Railroad made by rival receiver John H. Fisher. (RyW)
- May 1875** Wilmington & Reading Railroad negotiates with W.O. Leslie of Philadelphia, who controls Baltimore, Philadelphia & New York Railroad, a consolidation of the Maryland & Pennsylvania and the Juniata & State Line Railroad. (BaltAm)
- May? 1875** N.L. McCready of Old Dominion Steamship Company elected Pres. of Junction & Breakwater Railroad, replacing __ Reed, resigned. (RRG)
- May 1875** Sale of Columbia Conduit Company to Empire Transportation Company falls through; Columbia Company reorganized and plans to carry oil across West Pennsylvania Railroad by wagon. (RRG)
- May 16, 1875** Gen. William Larimer (1809-1875), formerly Pres. of Pittsburgh & Connellsville Railroad and Treasurer of Ohio & Pennsylvania Railroad, dies at home in Leavenworth, Kan. (RRGaz)
- May 18, 1875** Waynesburg & Washington Railroad incorporated in Pa. to build a narrow gauge railroad between those points. (Church)
- May 19, 1875** PRR cuts local rate between Baltimore and Washington to 50 cents to attack B&O's Washington Branch, its most profitable section. (BaltAm)
- May 1875** Far Rockaway Branch Railroad of Queens County (?) (South Side system) extended from Seaside House to the Neptune House (Seyfried has from Beach 107th Street to Beach 116th Street)
- May 1875** Toledo businessmen agree to subscribe \$425,000 to Toledo, Tiffin & Eastern Railroad and consent to lease to Pennsylvania Company, providing build shops at Toledo and extend to Ann Arbor Railroad. (RRG)
- May 1875** Pennsylvania Company delivers entire issue of \$1.6 million First Mortgage bonds of Mansfield, Coldwater, & Lake Michigan Railroad to PRR as payment for cash advances. (Church)
- May 1875** Lehigh & Eastern Railroad is trying to get subscriptions to build from Tomhicken on Danville, Hazleton & Wilkesbarre Railroad to White Haven and to Delaware River at Port Jervis and then to Hudson River. (RRG)
- May 20, 1875** Pennsylvania Company Board appoints committee to negotiate with

- CB&Q for new joint depot on West Side of Chicago; agrees to delay presenting June 1 coupons of Indianapolis, Lafayette & Chicago Railroad until Sep. 10. (MB)**
- May 22, 1875** Peoria & Springfield Railroad enters receivership; James Haines appointed receiver. (Church)
- May 24, 1875** Bondholders of Logansport, Crawfordsville & South Western Railway meet at New York; note no interest paid since Aug. 1873; rails are only 45-lb. and hires equipment from other railroads; appoint committee to investigate. (NYTrib)
- May 25, 1875** B&O begins operating steamboat *Pilot Boy* on Potomac River between Shepherds Point and Leonardtown three times a week. (BaltAm)
- May 25, 1875** Property of CC&IC delivered to receivers James A. Roosevelt and William R. Fosdick. (Church)
- May 25, 1875** John W. Garrett in Chicago interview says it is up to PRR to end rate war; reaffirms his determination to hold out for access to New York and holding Chicago-Baltimore fourth-class rate at \$7 per ton. (TheRoad)
- May 25, 1875** Stephen Satterlee L'Hommedieu (1806-1875), former Pres. of Cincinnati, Hamilton & Dayton Railroad, dies during a visit to West Point. (RRG)
- May 26, 1875** Erie Railway enters receivership; Hugh J. Jewett appointed receiver.
- May 26, 1875** James Alexander McCrea (1875-1923), son of Middle Division Superintendent and future PRR Pres. James McCrea, born at Philadelphia. (PRRBio)
- May 26, 1875** Atlantic & Great Western Railroad abrogates contract to operate broad gauge track of Cincinnati, Hamilton & Dayton Railroad between Dayton and Cincinnati. (RRG)
- May 27, 1875** PRR Board declines terms set by H.S. McComb for reorganizing the New Orleans, St. Louis & Chicago Railroad as not cover funding of all outstanding debts; authorizes expansion of Greenwich Point terminal. (MB)

- May 27, 1875** **PRR Board, noting impact of B&O rate cuts on first quarter earnings, orders closing of all unnecessary offices, including the Bureau of Experiment, to be closed June 1. (MB)**
- May 31, 1875** **Washington City, Virginia Midland & Great Southern Railroad begins operating a through car between Baltimore and New Orleans via Lynchburg, Bristol, Dalton, Montgomery and Mobile, using a car hoist to change to 5'-0" gauge trucks at Lynchburg, Va. (BaltAm, RRG - may be 5/24)**
- May 28, 1875** **First coal train passes over Easton & Amboy Railroad, extension of Lehigh Valley Railroad from Easton to Perth Amboy, after Musconetcong Tunnel completed; LV through coal traffic withdrawn from CNJ. (RRG, AR)**
- May 28, 1875** **Northern Central Railway Board approves plans for grain elevator, piers and other improvements at Canton and construction of new three-storey office building at Calvert & Center Streets; postpones question of guaranteeing bonds of new Baltimore-Liverpool steamboat line. (MB)**
- May 29, 1875** **Hanover & York Railroad opens between York and Hanover. (newspaper)**
- May 30, 1875** **West Jersey Railroad declines to operate Sunday milk train from Salem to Camden. (MB)**
- May 31, 1875** **Wilmington & Reading Railroad stockholders approve merger with Baltimore, Philadelphia & New York Railroad, an abortive local project that has done some grading between Philadelphia and Baltimore, and is hoping to make a deal with the B&O. (RRG)**
- May 31, 1875** **B&O begins running through sleeping car from Baltimore to New Orleans via Sheppard=s Point ferry, Lynchburg, Bristol, Dalton, Montgomery and Mobile. (BaltAm)**
- May 31, 1875** **J.P. Morgan and Solon Humphreys appointed receivers of Illinois & St. Louis Bridge Company and St. Louis Tunnel Railroad. (Church)**

- Spring 1875** Camden & Atlantic Railroad organizes Atlantic City Horse Car Dept. to operate street cars on Atlantic Avenue between Inlet and Georgia Avenue; owns 4 cars and 16 mules; builds 0.55 mile extension of horse car line to Sea View Excursion House; horse cars create severe interference with steam trains operating on Atlantic Avenue. (AR - what is source of Ga. Ave.? - track did not run south of Arkansas Ave.?)
- June 1, 1875** PRR stops handling B&O mail car between Philadelphia and Jersey City; forces mail to be transferred to a PRR car in West Philadelphia; Post Office accepts Pres. Scott's offer to run a morning mail at better time via the Baltimore & Potomac, depriving B&O of the mail run. (RyW, TheRoad)
- June 1, 1875** F.A. Lister appointed Superintendent of Camden & Atlantic Railroad. (RRG)
- June 1, 1875** John Scott appointed General Counsel of Pennsylvania Company at Pittsburgh; is already General Counsel of PC&StL Railway. (MB)
- June 2, 1875** John McManus (1808-1875), railroad contractor, ironmaster, and member of California & Texas Railway Construction Company, dies at Reading. (NYTrib)
- June 2, 1875** Toledo, Tiffin & Eastern Railroad and Mansfield, Coldwater & Lake Michigan Railroad agree to cancel lease of Toledo & Woodville Railroad so can be leased directly to Pennsylvania Company. (Church)
- June 3, 1875** Lines West VP J.N. McCullough arrives in Chicago to confer with officers of western railroads and shippers in rate war; follows recent visit of B&O Pres. Garrett. (NYTrib)
- June 4, 1875** London brokers representing PRR's English stockholders write to Board urging PRR to make peace with B&O, as effects have spread to other U.S. and Canadian railroads, and to sidestep personal animosity between Scott and John W. Garrett; note that they have no leverage over B&O as very little of its securities are owned in Britain; T.S. Fernon interprets this to mean that English stockholders threaten to dump PRR shares on Philadelphia market unless peace negotiated. (MB, TheRoad)
- June 4, 1875** Post Office transfers New York-Washington postal car from B&O to PRR-B&P. (Watkins)
- June 4, 1875** Trustees of First Mortgage take possession of New Haven,

Middletown & Willimantic Railroad, replacing Trustees of Convertible Mortgage. (NH)

- June 6, 1875** Edward F. Gay (1803?-1875), former engineer of Public Works and VP of Philadelphia & Erie, dies at Philadelphia at age 72. (RyW)
- June 7, 1875** Gen. Isaac J. Wistar elected VP of Susquehanna Coal Company. (MB)
- June 7, 1875** Worcester Railroad opens between Selbyville on Maryland-Delaware line and Berlin, linking lower portion to Snow Hill with Breakwater & Frankford Railroad. ()
- June 8, 1875** New York & Boston Air Line Railroad incorporated as reorganization of New Haven, Middletown & Willimantic Railroad. (NH)
- June 8, 1875** Local stockholders of Gilman, Clinton & Springfield Railroad, controlling 4,020 shares, ignore law limiting number of directors to be elected each year and install a new Board; PRR-affiliated Morgan Improvement Company is barred from voting its 14,000 shares by an injunction. (RRG, TheRoad)
- June 9, 1875** PRR Board, hearing rumors that officials are speculating in rise and fall of PRR stock, orders that any caught doing so be fired, "in order that they may be enabled to devote their whole time to such speculation"; also resolved that all directors refrain from doing so. (MB)
- June 9, 1875** PRR Board authorizes aid to the Lewisburg, Centre & Spruce Creek Railroad to complete from present end of track to The Forks. (MB)
- June 9, 1875** At monthly B&O Board meeting, Pres. Garrett claims increases in traffic and earnings despite rate war. (BaltAm)
- June 9, 1875** NY&LB Board adopts engineer James Moore=s relocation of part of line in Long Branch. (MB)
- June 9, 1875** Glasgow renamed Wolf on Marietta, Pittsburgh & Cleveland Railway. (Guide)
- June 10, 1875** Last rail laid on NY&LB. (EDJ)
- June 10, 1875** Baltimore & Potomac Railroad orders start of grading for second track between Baltimore and Washington. (BaltAm)
- June 11, 1875** Draw of NY&LB Raritan River Bridge turned for first time; is then

longest in world at 472 feet; iron Pratt truss. (EDJ)

- June 11, 1875** B&O VP John King meets Tom Scott, A.J. Cassatt and John P. Green at Fifth Avenue Hotel in New York to negotiate end to rate war; Scott then leaves to confer with Cornelius Vanderbilt and H.J. Jewett; compromise is brokered by Philadelphia banker Anthony J. Drexel (1826-1893), who is a personal friend of both Tom Scott and John W. Garrett; rumors that British stockholders threaten to dump PRR stock unless there is peace. (RRG, TheRoad, BaltAm)
- June 11, 1875** PRR is posting bills in Baltimore "Railroad War! No compromise except on sound business principles!" (BaltAm)
- June 12, 1875** Press breaks story of railroad settlement. (BaltAm)
- June 13, 1875** St. Louis Union Depot opens at 12th & Poplar Streets; first revenue passenger trains cross Eads Bridge; St. Louis, Vandalia & Terre Haute Railroad begins running into Union Depot. (Church,)
- June 13, 1875** Relay Depot opens in East St. Louis at eastern approach to Eads Bridge; used by Vandalia Line, Ohio & Mississippi, St. Louis & Southeastern Railway, Chicago & Alton Railroad, Indianapolis & St. Louis Railroad, Toledo, Wabash & Western Railway; formal agreement signed Oct. 28 retroactive to this date. (MB)
- June 14, 1875** Miners & Laborers Benevolent Association capitulates, authorizing all locals in anthracite fields to resume work on best terms they can obtain; most men return to work by July 1, ending "Long Strike" and killing the union. (Schlegel)
- June 14, 1875** First class graduates from Stevens Institute of Technology, founded under the will of Edwin A. Stevens on the site of the family homestead at Hoboken. (RRG)
- June 15, 1875** B&O stockholders agree to purchase City of Baltimore's interest in Pittsburgh, Washington & Baltimore Railroad, amounting to \$2.337 million in Second Mortgage bonds and unpaid coupons, for \$1 million. (RRG)
- June 1875** N.J. Supreme Court dissolves DL&W=s injunction against the Hudson Tunnel Railroad so that it can now condemn land. (RRG)

- June? 1875** **300-room hotel opens at Beach Haven, N.J., on Long Beach Island. (NYTrib)**
- June? 1875** **New Union Station opens at New Haven, Conn. (RRG)**
- June 1875** **Sleeping cars operated between Cleveland and Louisville via Bellefontaine and Indianapolis.. (PassDept - verify)**
- June 1875** **Both rival Board of Shenandoah Valley Railroad resign and William McLellan elected Pres. (RRG)**
- June? 1875** **Brooke and Ohio Counties, W.Va., agree to assume debt of Pittsburgh, Wheeling & Kentucky Railroad, one third by Brooke and two-thirds by Ohio. (RRG)**
- June 1875** **Martin Andrews brings suit in U.S. Circuit Court at Chicago vs. PC&StL Railway to recover arrears on \$147,000 Third Mortgage bonds of Steubenville & Indiana Railroad; claims had never received stock as per terms of merger. (RRG)**
- June? 1875** **Cincinnati, Richmond & Fort Wayne Railroad places Richmond Shops under construction. (RRG)**
- June 1875** **Tom Scott and Hugh J. Jewett file to foreclose mortgage on Gilman, Clinton & Springfield Railroad, to dismiss receiver, and take immediate possession. (RRG)**
- June 1875** **Pullman=s Palace Car Company introduces *Maritana*, first parlor car with individual swivel chairs; sister *Leonora* follows. (AAR)**
- June 16, 1875** **PRR Board approves 10-year truce agreement with B&O dated June 11 and effective July 1; both sides agree to maintain moderate but remunerative rates with mutual deliberation and without rebates; PRR to set rate from West to New York and Philadelphia based on its shorter distance; B&O to set rate to Baltimore; PRR to make its New York-Philadelphia line available to B&O on same terms as to PW&B and sell B&O tickets at its New York and New England offices; four through trains to be run each way with cars of B&O and B&P running combined in same trains north of Bay View Jct. near Baltimore; PRR Board endorses and commends Pres. Scott's actions during B&O war; B&O Board approves same day. (MB, RyW, RRG)**
- June 17, 1875** **B&O buys City of Baltimore=s interest in Pittsburgh & Connellsville Railroad for \$1 million. (RRG)**
- June 18, 1875** **Long Branch & Sea Girt Railroad incorporated in New Jersey to**

- extend NY&LB from Ocean Beach (Belmar) to Sea Girt. (NJCorp)
- June 18, 1875** Delaware Railroad appoints committee to meet with Junction & Breakwater Railroad regarding a new joint station at Harrington. (MB)
- June 19, 1875** Tom Scott telegraphs Pres. James F. Joy of Michigan Central asking that he join in raising Chicago-New York fare to \$22, the level before the 1874-75 rate war; Joy refuses to consider more than \$20. (TheRoad)
- June 19, 1875** PRR and B&O officials meet to set new rates; not restored to former levels under pressure from NYC&HR and Erie and their connections. (RRG)
- June 19, 1875** Prospect Park & Coney Island Railroad completed from 9th Ave. & 20th Street to Gravesend Neck Road; financed by Andrew R. Culver and known as the ACulver Line.@ (Cunningham)
- June 1875** Continental Improvement Company proposes new \$8 million Income bonds not backed by Michigan land grant.
- June 20, 1875** NYC&HR opens entire Fourth Avenue Improvement in New York City with two of eventual four tracks in service with no grade crossings between Grand Central Station and Harlem River; viaduct between 94th and 116th Streets and cut between 116th Street and Harlem River, replacing last section of old trestle over Harlem; tracks cross at 53rd Street from left-hand running at Grand Central to right-hand running in tunnel. (NYTrib)
- June 22, 1875** International Navigation Company, PRR, Pennsylvania Company and Northern Central Railway execute new contract replacing that of Nov. 23, 1871. (MB)
- June 22, 1875** Three-day meeting of Southern lines convenes at New York to settle rate war begun in Feb.; J.N. Du Barry represents Piedmont Air Line; others attending include "Atlantic Coast Line," Great Southern Freight Line, Virginia & Tennessee Air Line, Great Southern Dispatch, the Clyde interests, and the Old Dominion Steamship Company. (RyW)
- June 22, 1875** Long Branch & Sea Girt Railroad files survey from end of New Egypt & Farmingdale Railroad (present-day Belmar) to Farmingdale and to Squan. (NJCorp)
- June 22, 1875** Formal opening of Easton & Amboy Railroad, extension of Lehigh

Valley Railroad from Easton to Perth Amboy; coal traffic diverted from CNJ. (WSG, HuntDem)

- June 25, 1875** Official excursion with two special trains opens New York & Long Branch Railroad between Perth Amboy and Long Branch, N.J., as well as CNJ branch between Elizabethport and Perth Amboy; controlled by CNJ, which provides connection with Jersey City; Pres. Grant guest of honor; banquet at West End Hotel. (NYTrib, WSG)
- June 25, 1875** West Jersey Railroad Secretary-Treasurer George J. Robbins dies at Bordentown. (RRG)
- June? 1875** Poughkeepsie Bridge Company reorganized, and all directors connected with PRR resign; John F. Winslow elected Pres. (RRG)
- June 27, 1875** Prospect Park & Coney Island Railroad service extended from Gravesend Neck Road to Culver Depot at Coney Island; amusement park developed near depot that includes world=s first roller coaster. (Cunningham)
- June 28, 1875** First revenue passenger service operates over Easton & Amboy Railroad; passenger trains of Lehigh Valley begin using PRR's Jersey City Terminal with running rights over New York Division from Metuchen, N.J. (HuntDem, AR)
- June 29, 1875** GR&I and Continental Improvement Company file suit against Joseph K. Edgerton to recover \$600,000 appropriated to his own use during his presidency. (RRG)
- June 30, 1875** PRR begins direct operation of Jersey City ferries under agreement of Feb. 16, 1877 with Associates of the Jersey Company. (Val)
- June 30, 1875** A.B. Safford and H.L. Morrill replaced as receivers of Cairo & Vincennes Railroad by Joseph W. Drexel and Charles E. Tracy. (RRG)
- June 30, 1875** Reorganization committee of Johnston Livingston, Frederick Billings, ___ Woodstock, George Stark, J.K. Moorhead, J.N. Hutchinson and J.M. Dennison presents reorganization plan for Northern Pacific Railroad. (Splawn)

- Summer 1875** **PRR completes installation of banner-type block signals on Middle Division; system is installed for projected Centennial traffic; octagonal signal towers 6 to 10 miles apart; box signal on lattice bridge or later on top of tower; shows either oil light or moveable red and green shutters for stop and reduced speed.**
- Late 1874** **Wicomico & Pocomoke Railroad completed between Salisbury, Md., and point on mainland opposite Ocean City. (prob. correct from newspapers but not opened until 7/1/1875)**
- July 1, 1875** **PRR creates Frederick Division consisting of Hanover & York, Littlestown, and Frederick & Pennsylvania Line Railroads; stations are: York, Bair=s, Jacobs Mills, Hanover, Littlestown, Taneytown, Ladiesburgh, Woodsboro, Frederick. (MB, RRG)**
- July 1, 1875** **In cost-cutting move, PRR Board abolishes certain posts which are sinecures for old Camden & Amboy officers: General Agent-New Jersey (Robert F. Stockton, Jr.) and Special Solicitor for N.J. (John P. Stockton) and cuts salaries of Ashbel Welch and A. W. Markley; Legal Dept. in New Jersey reorganized with 6 District Solicitors. (MB)**
- July 1, 1875** **United New Jersey Railroad Canal Company leases Associates of the Jersey Company, retroactive to this date, and assigns lease to PRR, which assumes operation of ferries between Jersey City and New York (Cortlandt and Debrosses Streets). (C&CI)**
- July 1, 1875** **Southern Hempstead Branch Railroad incorporated in N.Y. as reorganization of New York & Hempstead Railroad. (NYState)**
- July 1, 1875** **Revenue service begins on NY&LB between South Amboy and Long Branch with one round trip; regular service over Raritan River Bridge delayed by problems with hydraulic mechanism that lifts draw prior to turning. (WSG, Wood)**
- July 1, 1875** **Wicomico & Pocomoke Railroad opens from Berlin, Md., to bay shore opposite Ocean City. (newspaper)**
- July 1, 1875** **David McCargo, formerly with the Pacific & Atlantic Telegraph Company, named General Superintendent of Allegheny Valley Railroad, Oil Creek & Allegheny River Railway, and Buffalo, Corry & Pittsburgh Railroad; William M. Phillips resigns as Superintendent of Low Grade Division and J.J. Lawrence as Superintendent of Allegheny Valley; A.A. Jackson named Superintendent of Low Grade Division; Thomas M. King named Superintendent of new River Division between Pittsburgh & Oil City; offices of the Oil Creek & Allegheny River and Buffalo, Corry & Pittsburgh moved to**

Pittsburgh. (Guide, RyW)

- July 1, 1875** Amasa Stone retires as managing director of LS&MS. (RRG)
- July 1875** J.H. Barrett appointed Superintendent of Pittsburgh Division of PC&StL, replacing Hugh Pitcairn, resigned.; James R. Shaler appointed Superintendent of Columbus Division, replacing Barrett. (RRG)
- July 4, 1875** NYC&HR begins operation of Sunday-only newspaper train for James Gordon Bennett of the New York *Herald*, running from New York to Chicago in 29:30; continues through Aug. until superseded by *Fast Mail*. (RyW)
- July 5, 1875** B&O cars begin running through to Jersey City over PRR and through ticketing resumes; trains are combined north of Baltimore, not separate trains as before; Chicago-Baltimore passenger fare raised from \$10 to \$16.50, \$17.00 to Philadelphia, and \$18.00 to New York. (RRG)
- July 5, 1875** Two excursion trains on Southern Railroad Company of Long Island collide head-on between Lawrence and Far Rockaway; locomotive *Norwood* on 7-car outbound train destroyed; conductor of outbound train, which was late, refused to wait for meet; 7 killed and 27 injured, including General Manager H.C. Poppenhusen. (NYTrib)
- July 5, 1875** PRR begins operating Hanover & York Railroad under lease of Apr. 8, 1875. (Val)
- July 1875** Despite settlement of rate war, New York-Chicago fare is still \$18, although fares from Philadelphia and Baltimore have been raised; NYC&HR and Erie are resisting restoring old fares. (RRG)
- July 7, 1875** Revenue service begins between Jersey City and Long Branch over NY&LB; operated by CNJ; 6 round trips, fastest in 1:35, plus one local to South Amboy; intermediate stations: East Rahway, Woodbridge, Perth Amboy, South Amboy, Cheesquakes, Matawan, Holmdel, Middletown, Red Bank, Oceanport, and Branchport. (RRG)
- July 7, 1875** PRR inaugurates summer-only *Water Gap Express* between West Philadelphia and Manunka Chunk, connecting with DL&W. (Lee)

- July 8, 1875** Local stockholders of Gilman, Clinton & Springfield Railroad reelect old Board with some new members, including banker Levi P. Morton. (RRG)
- July 9, 1875** Pennsylvania Company Board extends time on paper of California & Texas Railway Construction Company now due; tables proposed articles for a Chicago Union Station Company; hears report of Charles Foster on completion of Toledo, Tiffin & Eastern Railroad to Napoleon, but refuses to lease TT&E. (MB)
- July 1875** New York & Long Island Bridge Company organized with new Board, including Hermann C. Poppenhusen; William Steinway, Pres.; is to build from Long Island City to New York over Blackwell= Island with tracks linking NYC&HR to Flushing, North Shore & Central Railroad and Southern Railroad Company of Long Island. (RRG)
- July 1875** PRR receives offer to purchase PRR and Pennsylvania Company holdings in New Orleans, St. Louis & Chicago Railroad for \$400,000. (MB)
- July 1875** Glasgo, Ohio, renamed Wolf on Marietta Branch.
- July 1875** Post Office Dept. announces it will operate a fast mail train over the NYC-Lake Shore route to Chicago with four large RPO cars, making the run in 24-26 hours.
- July 1875** Columbia Conduit Company begins using wagons to carry oil around break at West Pennsylvania Railroad where unable to condemn a crossing. (RRG)
- July 10, 1875** Columbia Conduit Company contracts with B&O to undercut PRR in crude oil traffic to East; saving of 10 cents a barrel is not enough to counter inconvenience of barging oil in barrels between pipeline and railroad. (RyW)
- July 10, 1875** Solid train of 29 cars of tea passes over PRR, having run through from San Francisco in less than 10 days. (RyW)
- July 12, 1875** Atlantic & Great Western Railroad surrenders operation of Niles & New Lisbon Railroad and Liberty & Vienna Railroad to Cleveland & Mahoning Valley Railway. (RRG)

- July 14, 1875** PRR Road Committee reports offer of either \$600,000 in Consolidated Mortgage bonds or \$400,000 cash for all PRR and Pennsylvania Company interest in New Orleans, St. Louis & Chicago Railroad; Board adopts contract with Summit Branch Railroad and Lykens Valley Coal Company whereby all coal will be sent to Philadelphia via Rockville and PRR instead of over Lebanon Valley-Reading route; approves contract to carry Lehigh Valley Railroad passengers and freight between New York and Metuchen. (MB)
- July 14, 1875** PRR approves lease of steamer *Colden* to New Jersey Stock Yard & Transit Company. (MB)
- July 14, 1875** Board of Southern Railroad Company of Long Island approves operation of Southern Hempstead Branch Railroad (Valley Stream-Hempstead). (Val)
- July 1875** PRR moves Delaware peaches by car float from Jersey City to New Haven at Oak Point, Bronx, for 36-hour delivery to Boston. (RRG)
- July 1875** Cape May & Sea Grove Railroad opens at Cape May with branch to steamboat landing on Delaware Bay; connected with West Jersey Railroad. (RRG - not shown in NJCorp or NJRRs)
- July 1875** McKean & Buffalo Railroad opens between Larabee and mines of Buffalo Coal Company at Clermont, Pa.; intermediate stations at Frisbee=s, Farmers Valley, Smethport, Crosby, Colegrove, Hamlin, and Wernwag. (Val, RRG)
- July 1875** Report that Erie Railway will lease Rochester, Nunda & Pennsylvania Railroad between Mount Morris and Swains, on which track was laid last year but which remains unopened. (RRG)
- July 1875** GR&I builds Acamp cars@ for pleasure and fishing parties; have cooking and sleeping accommodations for nine. (RRG)
- July 18, 1875** Fire destroys shops of Buffalo, New York & Philadelphia Railway at Buffalo. (RRG)
- July 21, 1875** Steamship *Abbotsford* chartered to American Line wrecked on Welsh coast with no loss of life; only loss of an American Line vessel; replaced by *City of Limerick*. (Flayhart)
- July 22, 1875** DL&W gets new injunction halting work of Hudson Tunnel Railroad. (RyW)
- July 22, 1875** Work begins on Long Branch & Sea Girt Railroad. (WSG)

- July 22, 1875** Northern Central Railway Board authorizes \$5,000 for Baltimore-Liverpool steamboat line. (MB)
- July 27, 1875** New York brokerage house of Duncan, Sherman & Co. fails, a harbinger of deepening depression. (RyW)
- July 27, 1875** Trustees of Boston, Hartford & Erie Railroad=s Berdell Mortgage transfer all property of that line and its leased roads, including Norwich & Worcester, to New York & New England Railroad; exception is line between Providence and Waterbury, which remains in hands of Hartford, Providence & Fishkill Railroad Trustees. (NH)
- July 27, 1875** U.S. Circuit Court hears report on petition of Tom Scott and H.J. Jewett to take possession of Gilman, Clinton & Springfield Railroad; master rules that demand for interest was legitimate. (RRG)
- July 30, 1875** West Jersey Railroad Board declines to guarantee stock or bonds of Delaware Shore Railroad; appoints William Taylor as Secretary-Treasurer, replacing George J. Robbins, deceased. (MB)
- Aug. 1, 1875** Wrightsville Branch and Columbia Bridge track ceded to Frederick Division from Philadelphia Division.
- Aug. 1, 1875** Lykens Valley Coal Company and Summit Branch Railroad lease Pier No. 1 at Greenwich Point in South Philadelphia. (MB)
- Aug. 2, 1875** PRR Board adopts quarterly rather than semiannual dividends to benefit small stockholders who need more frequent payments; also authorizes operation of Sunday excursion trains from foot of Washington Street to Centennial grounds in 1876. (MB)
- Aug. 1875** South Mountain & Boston Railroad incorporated in N.Y. as extension of N.J. company; to build from Poughkeepsie Bridge to Pine Bush. (RRG - not found in NYState - possibly not filed)
- Aug. 4, 1875** Secretary of the Interior accepts sections of Texas & Pacific Railway between Marshall and Texarkana and between Sherman and Brookton, Texas. (RyW)
- Aug. 5, 1875** Marietta, Pittsburgh & Cleveland Railway enters receivership after storms in late July close road; Pres. A.J. Warner appointed receiver under foreclosure of Consolidated Mortgage to head off suits from floating debt holders. (Church, RRG)
- Aug. 8, 1875** Richmond & Danville Railroad agrees to establish through line

between Baltimore and southern points via Baltimore, Chesapeake & Richmond Steamboat Company. (Harrison)

- Aug. 9, 1875** PRR issues new order that conductors shall carry all property in special satchels with all tickets going into a locked compartment.
- Aug. 10, 1875** PRR Board authorizes the issue of an additional \$5 million Consol Bonds, payable in currency, not gold, through Drexel & Co. to pay floating debt. (MB)
- Aug. 12, 1875** Northern Pacific Railroad sold at foreclosure at New York; reorganized under same name. (Splawn, RyW)
- Aug. 12, 1875** Tom Scott and Hugh J. Jewett, mortgage trustees of bankrupt Gilman, Clinton & Springfield Railroad, assume operation of property. (RyW)
- Aug. 13, 1875** New westbound freight rates in effect. (RyW)
- Aug. 14, 1875** McLean County Circuit Court appoints Tom Scott and Hugh J. Jewett receivers of the Gilman, Clinton & Springfield Railroad, replacing F.E. Hinckley; also sets aside both rival Boards and appoints a new Board of local people with one representative of English bondholders; Thomas Snell of Clinton, Pres. (RRG)
- Aug. 1875** PRR requires all passenger conductors to carry locked shoulder bag to receive tickets and money; many conductors quit over issue. (RRG)
- Aug. 1875** PW&B opens double-tracking between Chase and Aberdeen, Md., completing double-tracking of main line with steel rails except for Susquehanna River Bridge; Gunpowder and Bush River bridges widened. (RRG - last wk of 8 or early 9)
- Aug. 1875** Northern Central Railway abandons shops at York in favor of new shops at Mount Vernon, Baltimore, which also serve the Baltimore & Potomac Railroad and Alexandria & Fredericksburg Railway; car shops at Bolton torn down and site developed as coal and produce terminal. (AR)
- Aug. 1875** Drexel & Co. takes \$5 million of PRR 6% currency bonds; is able to place only \$2 million in Philadelphia at 96; remainder placed in London at 90. (TheRoad)

- Aug. 18, 1875** James Millholland (1812-1875), pioneer mechanical engineer and former Master of Machinery of both Baltimore & Susquehanna Railroad and Reading, dies at Reading. (RRG)
- Aug. 23, 1875** New eastbound freight and passenger rates in effect; Chicago-New York fare cut from \$22 to \$20. (RyW, RRG)
- Aug. 26, 1875** American Line steamer *Ohio* leaves Philadelphia with 2,450 crates of Delmarva peaches for European markets in iced compartments; bumper crop glutted American market causing a collapse in price; first and only attempt to export peaches ends when all rot in transit. (RyW)
- Aug. 26, 1875** Post Office Dept. belatedly accepts PRR offer to operate a fast limited mail between New York and western points; eight special RPO cars built. (RyW - Watkins has 3 50' RPO's and 3 RPO tenders)
- Aug. 26, 1875** First Bessemer blow at Andrew Carnegie's new Edgar Thomson Steel Works at Braddock, Pa.; built under direction of noted steel engineer Alexander Lyman Holley (1832-1882). (StdHistPitts;EncycBsHist)
- Aug. 27, 1875** Record day for freight on New York Division: 82 regular eastbound trains, 81 regular westbound; 86 extra eastbound, 97 extra westbound, or total of 346 trains, of which 208 use Bergen Hill Cut; total of 3,089 freight cars, including 275 cars of peaches. (RRG)
- Aug. 27, 1875** New Egypt & Farmingdale Railroad (NY&LB) opens for revenue service between Long Branch and Deal. (NYTrib)
- Aug. 27, 1875** West Jersey Railroad Board declines to sell Cape May property; lessee of a Sea Breeze Excursion House@ at Cape May asks to be relieved of paying rent as the season=s excursion business has been very poor. (MB)
- Aug. 28, 1875** PRR places rush order for first three RPO cars for new fast mail service. (RyW)
- Aug. 28, 1875** Fire destroys freight shed on Northern Central Railway at Watkins, N.Y. (RRG)
- Aug. 28, 1875** F.E. Hinckley turns over Gilman, Clinton & Springfield Railroad to Charles S. Seaton as agent for Tom Scott and Hugh J. Jewett, trustees. (RRG)

- Aug. 30, 1875** **New Egypt & Farmingdale Railroad (NY&LB) opens between Deal and Asbury Park-Ocean Grove, giving those resorts their first direct rail service. (NYTrib)**
- Aug. 30, 1875** **First track of new Delaware River bridge at Trenton opens.**
- Sep. 1, 1875** **Northern Central Railway leases Jenkins's Wharf at foot of Thames Street in Baltimore. (RyW)**
- Sep. 1, 1875** **H.H. Carter named Superintendent of Frederick Division, replacing E.L. Du Barry, resigned. (AR, RRG)**
- Sep. 1, 1875** **First steel rail rolled at Edgar Thomson Steel Works of Edgar Thomson Steel Company, Ltd., under Capt. William R. Jones. (StdHistPitts)**
- Sep. 2, 1875** **New York Division moves 3,117 freight cars in 331 trains. (RRG)**
- Sep. 4, 1875** **In four days, 827 cars of peaches shipped on Delaware Railroad; total for season is 5,287 cars. (RRG)**
- Sep. 4, 1875** **Formal opening of Edgar Thomson Steel Works with excursion train from Pittsburgh. (RyW)**
- Sep. 6, 1875** **New Union Depot opens at Worcester, Mass. (RRG)**
- Sep. 7, 1875** **New Egypt & Farmingdale Railroad (NY&LB) opens for revenue service between Asbury Park and Ocean Beach (Belmar). (NYTrib, RyW, MomDem)**
- Sep. 8, 1875** **PRR Board declines to contribute to a proposed bust of J. Edgar Thomson. (MB)**
- Sep. 1875** **Philadelphia & Erie Railroad now operated the old Daguscahonda Railroad between Daguscahonda and Earley, Pa. (RRG)**
- Sep. 10, 1875** **PRR advertises for bids to build grain elevator at Canton, Baltimore. (TheRoad)**
- Sep. 11, 1875** **First three new RPO cars arrive at Jersey City. (RyW)**
- Sep. 11, 1875** **Illinois Midland Railway enters receivership; Col. George Dole of Paris, Ill., appointed receiver by Circuit Court of Edgar County. (Church)**
- Sep. 1875** **Gen. William P. Sipes, PRR's Advertising Agent, publishes**

Pennsylvania Railroad - Historical and Descriptive, an illustrated guidebook designed to stimulate centennial travel. (RyW)

- Sep. 1875 New Castle & Franklin Railroad has completed survey from Stoneboro to Meadville. (RRG)
- Sep. 1875 Logansport, Crawfordsville & South Western Railway has closed shops at Terre Haute and moved to the shops of the Detroit, Eel River & Illinois Railroad at Logansport. (RRG)
- Sep. 12, 1875 First Pullman to run through to New York leaves New Orleans for southern members of General Passenger Agents= convention. (RRG)
- Sep. 13, 1875 PRR inaugurates new Train No. 27 (?), *Limited Fast Mail*, Jersey City to St. Louis in 30:10 with connections for Chicago, Cincinnati and Louisville; PRR secures Post Office contract for mail to and from western points via St. Louis; earlier "Fast Mail" between New York and Chicago remains on NYC; Sep. 13, trip is a press excursion without mail to steal a march on NYC&HR, which had announced its service would be delayed until Sep. 16; first run leaves Jersey City at 4:50 AM with one RPO carrying newspapers, and VP Cassatt=s private car; two more cars added at Philadelphia; train split at Pittsburgh to Chicago and Cincinnati. (RyW - JEWhite says RPO ran to Pitts with pouch mail on connecting trains)
- Sep. 1875 PRR is surveying for cutoff at Lancaster. (RRG)
- Sep. 1875 PRR is extending line from Houtzdale to Madera, Pa. (RRG)
- Sep. 16, 1875 NYC&HR inaugurates its own *Fast Mail*, running New York to Chicago in 27:16, better time than PRR, which begins actually carrying mail same day; train leaves New York at 4:15 AM; inaugural trip hosted by George S. Bangs, General Superintendent of Railway Postal service consists of two RPO=s, one newspaper car, one mail storage car, and Wagner palace car *Duchess* for guests; LS&MS directors= car added at Buffalo, and three sleeper replace *Duchess* at Cleveland; mail cars are named after governors and are painted cream and gold with "New York Central - Fast Mail - Lake Shore - Fast Mail" lettering; NYC&HR has installed mail cranes for on-the-fly pick-up, which PRR has not yet done in its haste to begin its own service. (JEWhite, TheRoad, RRG)

- Sep. 16, 1875** **Representatives of Southern railroads meet in Atlanta and organize Southern Railway & Steamship Association under a plan originally developed by Herman Haupt to pool all freight traffic. (Ward)**
- Sep. 17, 1875** **Railroad managers, including Tom Scott, A.J. Cassatt, W.H. Vanderbilt, J.N. McCullough, James F. Joy, et al., meet at St. Nicholas Hotel in New York to discuss traffic matters, including equalizing eastbound livestock traffic. (RRG)**
- Sep. 18, 1875** **Matthew Baird and Tom Scott issue circular offering to buy back California & Texas Railway Construction Company notes, which had been endorsed by Baird, Scott and John McManus, at par less a rebate of interest withheld until maturity; 40% of notes had also been endorsed by J. Edgar Thomson and H.H. Houston. (TheRoad, RRG)**
- Sep. 20, 1875** **PW&B opens second track between Chase=s and Perrymansville, completing double track between Philadelphia and Baltimore. (RRG)**
- Sep. 21, 1875** **Sodus Point & Southern Railroad sold at foreclosure to Sylvanus J. Macy, et al. (Val)**
- Sep. 22, 1875** **NY&LB completed from Asbury Park to Sea Girt, N.J. but without revenue service; connection with PRR built later. (EDJ - NJJ says rev. 9/22; EDJ says rev. 10/4, then 10/11)**
- Sep. 22, 1875** **PRR Board orders immediate discontinuance of Sunday excursion trains recently instituted on New York Division upon complaint from Presbytery of Newark; declines requests for aid from Buffalo Valley Railroad and from East Brandywine & Waynesburg for its New Holland extension. (MB)**
- Sep. 22, 1875** **New Book of Rules adopted in Transportation Dept. (Watkins)**
- Sep. 23, 1875** **Ridge Avenue freight station opens on Connecting Railway. (Watkins)**
- Sep. 24, 1875** **West Jersey Railroad Board authorizes having Beach Drive at Cape May extended to ASea Grove@ at Cape May Point over winter. (MB)**
- Sep. 25, 1875** **Body of Albert W. Markley, receiver of Bridgeton & Port Norris Railroad and director of West Jersey Railroad, is found floating in the Delaware River; Markley was last seen leaving his home in Camden for Philadelphia the day before; is supposed to have committed suicide because of disease. (RRG)**

- Sep. 25, 1875** **Montclair Railway sold at foreclosure to bondholders for \$200,000. (RRG, ICC)**
- Sep. 25, 1875** **Delaware Railroad has carried 7,974 cars of peaches to date this season. (RRG)**
- Sep. 25, 1875** **Tom Scott elected Pres. of Cincinnati & Muskingum Valley Railway, replacing H.J. Jewett; C.C. Waite elected Secretary-Treasurer. (MB)**
- Sep. 27, 1875** **Camden & Atlantic Board authorizes filing survey for line down Absecon Island from Excursion House to Egg Harbor Inlet. (MB)**
- Sep. 30, 1875** **New Pittsburgh, Virginia & Charleston Railway station opens at 4th & Tye Streets in Pittsburgh. (Guide)**
- Sep. 30, 1875** **Pittsburgh, Virginia & Charleston Railway trains begin operating into Pittsburgh Union Station. (Mutual with typo-verify 9/30 or 6/30!)**
- Sep. 30, 1875** **Cummings Branch of PFW&C opens between South Chicago and 106th Street (1.57 miles). (Val - Church has this as date of contract; Pennsylvania Company agrees to lay rails on Cummings Branch right of way graded by Joseph H. Brown Iron & Steel Company) (no pass. service)**
- Oct. 1, 1875** **PRR transfers ownership of Steubenville Bridge to PC&StL Railway. (Church)**
- Oct. 1, 1875** **PRR begins hauling oil which comes down Allegheny River by boat to B&O from Brintons to refineries along Allegheny Valley Railroad and then refined oil back to B&O. (RRG)**
- Oct. 1, 1875** **Cairo & Vincennes Railroad completes transfer incline to river at Cairo and train ferry *Junius S. Morgan* placed in service. (Guide)**
- Oct. 1875** **Illinois Central Railroad now runs through trains between Chicago and Peoria via Springfield over Gilman, Clinton & Springfield Railroad and Toledo, Peoria & Warsaw Railway. (RRG)**
- Oct. 2, 1875** **Tioga Railroad obtains trackage rights over Chemung Railroad and Elmira, Jefferson & Canandaigua Railroad between Chemung Jct. and Canandaigua, N.Y.; Northern Central is to lay third rail for 6'-0" gauge from junction with Elmira & Williamsport to West Coal Point dock on Seneca Lake above Watkins and to Canandaigua; NC agrees to purchase \$100,000 bonds of Elmira State Line Railroad and exchange through traffic. (MB, Val, Minor)**

- Oct. 4, 1875** Long Branch & Sea Girt Railroad (NY&LB) opens for revenue service between Ocean Beach (Belmar) and Sea Girt. (NYTrib tt)
- Oct. 4, 1875** Terre Haute & Indianapolis Railroad and Indianapolis & St. Louis Railroad agree to joint operation under a common General Manager, effective Nov. 1, 1875; earnings to be divided 52-48. (Church)
- Oct. 1875** PRR holds meetings with Jersey City officials about elevating passenger track on Railroad Avenue. (RRG)
- Oct. 5, 1875** First excursion carrying Boston capitalists arrives at Poughkeepsie via Millerton; view site of Poughkeepsie Bridge. (RyW)
- Oct. 6, 1875** Brownsville Railway Company incorporated to build between Mount Braddock and Brownsville, Pa.
- Oct. 7, 1875** Camden & Atlantic Railroad files survey for line down Absecon Island. (NJCorp)
- Oct. 9, 1875** Chesapeake & Ohio Railroad enters receivership; Henry Tyson appointed receiver on suit of minority bondholders opposed to Collis P. Huntington's management. (C&O)
- Oct. 11, 1875** Trunk Lines advance eastbound freight rates. (RyW)
- Oct. 13, 1875** PRR Board appoints committee of five to prepare plan for a fund to cover employees against injury; Finance Committee approves exchange of 1,056 Texas & Pacific Construction bonds held as collateral for notes of California & Texas Railway Construction Company for 660 T&P Consol Mortgage Bonds as part of T&P reorganization. (MB)
- Oct. 13, 1875** Fall timetable meeting at Grand Pacific Hotel, Chicago, adopts permanent name "General Time Convention".
- Oct. 15, 1875** California Petroleum Company, John P. Green, President, meets in Philadelphia to wind up its affairs. (TheRoad)
- Oct. 15, 1875** Southern Railway & Steamship Association organized under plan of Albert Fink, VP & General Manager of Louisville & Nashville Railroad; Fink is chosen General Agent over Herman Haupt; serves as a means of ending cutthroat competition among Southeastern railroads. (RRG, Ward)
- Oct. 15, 1875** Pioneer civil engineer and former LIRR Pres. William Ellis Morris (1812-1875) dies at Philadelphia. (RRG)

- Oct. 1875** **Tracks of Long Branch & Sea Girt Railroad connected to Freehold & Jamesburg Agricultural Railroad at Sea Girt; forms a new route for PRR to Long Branch independent of New Jersey Southern Railroad and also serves Ocean Grove. (NJCourier)**
- Oct. 1875** **Sleeping car line established between Buffalo and Pittsburgh (PassDept - what route??)**
- Oct. 1875** **PRR sells its unused 13th & Market freight station to John Wanamaker for \$505,000.**
- Oct. 1875** **Gas light installed in Altoona Shops permitting work to go on until 10:00 PM. (RyW)**
- Oct. 1875** **Strasburg Railroad sold to Henry Baumgardner of Lancaster and William F. Lockhard, Superintendent of Middle Division. (RRG)**
- Oct. 1875** **James A. Roosevelt and William R. Fosdick, trustees of CC&IC, bring new suit vs. PRR for \$661,036 in unpaid interest on Consolidated Mortgage bonds for Feb. 1875. (RRG)**
- Oct. 16, 1875** **Pennsylvania Company Board announces that Toledo, Canada Southern & Detroit Railway had defaulted on notes given to PACo. (MB)**
- Oct. 21, 1875** **Train ferry *J.S. Morgan* make first transfer of cars across the Mississippi River from Cairo, Ill., to St. Louis, Iron Mountain & Southern Railway. (RRG)**
- Oct. 22, 1875** **Susquehanna Coal Company Board authorizes increasing capital stock to \$3 million. (MB)**
- Oct. 25, 1875** **Worcester Railroad extended from Snow Hill to Stockton on Chincoteague Bay. (Guide)**
- Oct. 25, 1875** **Moshannon Branch extended from Houtzdale to Kendrick, two miles, with passenger service; passenger trains run through from Morrisdale to Kendricks. (Guide, RRG)**
- Oct. 29, 1875** **U.S. Court at Atlanta orders Atlanta & Richmond Air Line Railroad sold at foreclosure. (RRG)**
- Oct. 29, 1875** **Zeno Secor (1809?-1875), manufacturer of marine engines and former Pres. of Toledo, Peoria & Warsaw Railway, dies at New York. (NYTrib, RRG)**

- Oct. 30, 1875** Georgia Supreme Court dismisses PRR petition to be made party to Atlanta & Richmond Air Line foreclosure; orders pro-PRR receiver L.P. Grant to vacate in favor of anti-PRR receiver John H. Fisher of New York appointed by U.S. Court in Dec. 1874. (RRG)
- Oct. 30, 1875** Montclair & Greenwood Lake Railway incorporated as reorganization of Montclair Railway. (ICC)
- Fall 1875** PRR Engineer William H. Brown asked to begin surveys for Filbert Street Extension, to give PRR its own line into Center City Philadelphia independent of the City Railroad. (Jct Casebook)
- Fall 1875** Illinois Supreme Court upholds lower court ruling that stock of Gilman, Clinton & Springfield Railroad issued to Morgan Improvement Company was illegal, as it was illegal for directors to become members of the Improvement Company; orders election of new Board and discharge of receiver. (RRG)
- Fall 1875** Green Lick Narrow Gauge Railroad opens 3 miles from Scottdale on South-West Pennsylvania Railway to Mount Vernon ore banks; 3'-0" gauge. (RRG, Taber)
- Nov. 1, 1875** Webster Snyder, late of Canada Southern Railway, appointed General Manager of LIRR. (RRG)
- Nov. 1, 1875** Southern Railroad of Long Island ends use of steam dummies between Bushwick and Williamsburg.
- Nov. 1, 1875** PRR Board approves extension of Bryn Mawr Hotel. (MB)
- Nov. 1, 1875** Jersey City & Albany Railroad ceases operation for winter. (RRG)
- Nov. 1, 1875** Northern Central Railway leases coffee warehouse on Brown=s Wharf at Baltimore. (AR, MB)
- Nov. 1, 1875** Terre Haute & Indianapolis Railroad and Indianapolis & St. Louis Railroad begin common operation under agreement of Oct. 4, 1875; John E. Simpson appointed single General Manager. (MB)

- Nov. 1, 1875** **Richmond & Danville Railroad refuses to interchange freight with Old Bay Line; blocked by injunction aimed at putting pressure on Robinson interests in RF&P to cooperate with PRR or sell out. (RRG)**
- Nov. 1, 1875** **NYC&HR bans operation of last Pullman sleeping cars operating from Michigan Central east to Rochester; Wagner sleeping cars replace Pullmans on Michigan Central Railroad; Wagner inaugurates through cars between Boston and Chicago via both MC and LS&MS routes. (RyW)**
- Nov. 1, 1875** **Erie Railway begins operating the Erie & Chicago Line over Atlantic & Great Western Railroad, CCC&I, and B&O, via Leavittsburg, Cleveland and Selby; its old connection, the Michigan Central Railroad, switched from Pullman to Wagner cars and the Erie refused to do likewise; Toledo, Wabash & Western Railway also ends its St. Louis-New York line over Pullman-Wagner split. (RyW)**
- Nov. 1, 1875** **B&O inaugurates fast mail trains from Washington to Cincinnati and Chicago. (RyW)**
- Nov. 2, 1875?** **Democrats take control of U.S. House for first time since Civil War. (EAH)**
- Nov. 2, 1875?** **John Reilly (1836-1904), Superintendent of Transportation, elected to Congress. (RyW)**
- Nov. 3, 1875** **Thomas L. Jewett (1810?-1875), ex-Pres. of PC&StL, dies at St. Nicholas Hotel in New York of heart disease. (NCAB, RyW)**
- Nov. 4, 1875** **PRR announces it will run through cars between Philadelphia and Boston, using a train ferry in New York harbor. (NYTrib)**
- Nov. 4, 1875** **Gaines & State Line Railroad incorporated in Pennsylvania. (Val)**
- Nov. 5, 1875** **Middletown renamed Penton on Salem Railroad. (MB)**
- Nov. 5, 1875** **Committee of local Delaware Railroad directors reports that it is not expedient to accept PW&B=s offer of replacing iron with steel rails; issue is postponed for two years. (MB)**
- Nov. 5, 1875** **CC&IC bondholders sign agreement appointing a committee of William L. Scott, Charles J. Osborn and William B. Dinsmore (later replaced by John Stewart Kennedy) to manage their interests.**

- Nov. 1875** J. Edgar Thomson=s estate recently appraises at about \$1 million. (RRG)
- Nov. 1875** Sulzbach Brothers, bondholders of the Davenport & St. Paul Railroad, sue J. Edgar Thomson=s estate, claiming that as trustee of bonds and member of construction company, he was liable for \$125,000 over-issue of bonds. (RRG)
- Nov. 1875** Pa. Supreme Court reverses award of \$90,000 to Allegheny County for guaranteed 6% dividend on county stock issued to defaulting railroads; rules directors had no power to guarantee a dividend and county has no right to recover. (RRG)
- Nov. 1875** PRR has offered to settle with CC&IC by guaranteeing interest in return for reducing interest on First Mortgage bonds from 7% to 6% and refunding Second Mortgage bonds into Income bonds. (RRG)
- Nov. 9, 1875** PRR Road Committee considers extending third and fourth tracks from Overbrook to Bryn Mawr; also revising West Philadelphia Yards and building a cutoff from Rosemont to West Philadelphia via Cobbs Creek to avoid yards. (MB)
- Nov. 9, 1875** West Jersey Railroad adopts PRR practice of awarding prizes to section foremen with best track.
- Nov. 10, 1875** Chemical Laboratory created; Dr. Charles Benjamin Dudley (1842-1909), then assistant professor of chemistry at the University of Pennsylvania, appointed Chemist; Dudley develops PRR system of standard specifications for materials; laboratory is housed in part of old pattern loft at Altoona. (Guide, Watkins)
- Nov. 10, 1875** Local residents petition PRR for through service from Camden-South Amboy line to Jersey City over NY&LB bridge and Perth Amboy Branch.
- Nov. 10, 1875** Pennsylvania Transportation Company, a creditor to the extent of \$190,000, sues to have foreclosure decree against Oil Creek & Allegheny River Railway set aside. (RRG)
- Nov. 11, 1875** CC&IC bondholders' committee admits failure to obtain enough signatures to Feb. 1875 reorganization plan and dissolves itself. (TheRoad)

- Nov. 12, 1875** Geneva & Southwestern Railway and Geneva, Southwestern & Hornellsville Railway merge to form Geneva & Hornellsville Railway. (Val)
- Nov. 1875** PRR stations locomotive on site of Delaware & Bound Brook Railroad crossing of Mercer & Somerset Railroad at Hopewell, N.J.; siding built to allow it to run off main only to let regular trains pass. (EDJ)
- Nov. 1875** *Railway World* describes the PRR=s annual fall track inspection; all General Superintendents and staffs and all Division Superintendents ride train with senior officers; an open car at the end is equipped with gong at each side with hammers rigged to ring it if there is too much vibration; at each bad rail joint, a tag is thrown out to mark spot; car is also fitted with a crude oscilloscope. (RyW)
- Nov. 1875** American Line steamship *Illinois* leaves Philadelphia with 30 head of dressed beef, 140 sheep, poultry and oysters in compartment chilled with eight tons of ice; experiment is successful. (Flayhart)
- Nov. 1875** New York & New England Railroad subsidiary New England Transfer Company, incorporated in Conn., purchases old PW&B train ferry *Maryland*, which had been laid up at Annapolis since 1866 and sends it to East Boston to be rebuilt from the deck up at the Atlantic Works for a train service between the PRR and New Haven at New York; trip to take 1:30. (NH AR, RyW, NYT)
- Nov. 1875** Delaware Shore Railroad tracks laid from Woodbury to Paulsboro, N.J. (RRG)
- Nov. 1875** Worcester & Somerset Railroad passes into hands of Gen. William Painter of Philadelphia; to be extended from Newtown to Bloodgood=s Wharf on lower Chincoteague Bay. (RRG)
- Nov. 1875** R.G. Hervey resigns as receiver of Illinois Midland Railway; W.H. Cruger appointed General Superintendent. (Guide)
- Nov. 17, 1875** At meeting at Crestline, Vandalia Line and Indianapolis & St. Louis agree to pool earnings between Indianapolis and St. Louis; T.D. Messler resigns as Pres. of Indianapolis & St. Louis Railroad. (RRG)
- Nov. 18, 1875** William Massey elected Pres. pro-tem of Camden & Atlantic Railroad, replacing Andrew K. Hay; Samuel Richards elected Assistant President. (MB)

- Nov. 18, 1875** First meeting of TH&I Joint Executive Committee; H.B. Hurlbut, T.D. Messler, J.N. McCullough and W.R. McKeen; appoint John E. Simpson, currently General Superintendent of TH&I, joint General Manager for both lines at St. Louis. (MB)
- Nov. 19, 1875** Two-day convention convenes at Memphis to support federal aid for Texas & Pacific; delegates include ex Confederate Pres. Jefferson Davis, who had promoted the route before the war. (RyW)
- Nov. 19, 1875** Special train leaves Philadelphia for Texas & Pacific convention in St. Louis; five Pullmans run through behind one PRR locomotive; Gov. Hartranft has appointed 40 delegates from Pennsylvania. (RyW, NYTrib)
- Nov. 20, 1875** Market Street bridge of 1805 over Schuylkill River used by PRR destroyed by fire caused by building a gas pipe to supply Centennial Exhibition; George B. Roberts consults with Mayor ___ on plans for replacing bridge. (PubLdgr, Scharf, RRG)
- Nov. 20, 1875** New York, Bay Ridge & Jamaica Railroad incorporated in New York to build from Bay Ridge to connection with the New York & Manhattan Beach Railway at New Lots, with a branch to Coney Island. (Val, CorpHist)
- Nov. 21, 1875** Popular evangelists Dwight Moody (1837-1899) and Ira D. Sankey (1840-1908) begin first of series of revival meetings at former PRR 13th Street Freight Station; John Wanamaker had sublet the building to them in order to draw crowds to the then out-of-the-way site. (Scharf,)
- Nov. 21, 1875** GR&I discontinues stations at Reynolds, Rust, Crapo, Mitchells and Mill Creek for lack of business. (Guide)
- Nov. 22, 1875** PRR Road Committee receives petition from residents along old South Amboy-Camden main line for direct connection to New York. (MB)
- Nov. 22, 1875** Pittsburgh & St. Louis RPO established, making complete RPO route via PRR between New York and St. Louis. (Kay)
- Nov. 22? 1875** New through coach placed in service between New Brunswick and Belvidere via Mercer & Somerset Railroad. (Lee/Hunt. Rep.)

- Nov. 22, 1875** PW&B adds fast mail connection from PRR; Baltimore & Potomac Railroad carries mail on regular train; mail now arrives in Washington by 1:00 PM instead of 3:00 PM. (RyW, NYTrib)
- Nov. 23, 1875** Toledo, Peoria & Warsaw Railway bondholders meet in New York; reject reorganization plan and vote to proceed with foreclosure. (RRG)
- Nov. 23, 1875** Two day conventions in support of Texas & Pacific Railway begins at St. Louis; Tom Scott is main speaker; stresses T&P will be free of alliances with other railroads. (RyW, RRG)
- Nov. 24, 1875** Economy moves continue as PRR substitutes a lunch for a full dinner for officers and certain staff of General Office in Philadelphia, and reduces the number of people eligible for free meals; Board declines request of F.L. Stewart that PRR provide rail and equipment for Turtle Creek Valley Railroad. (MB)
- Nov. 25, 1875** Penn Gas Coal Company opens its Youghiogheny Railroad (Irwin-Gratztown) to general traffic, including passenger service. (Guide)
- Nov. 25, 1875** Jasper renamed Carmel on Cincinnati & Muskingum Valley Railway. (Guide)
- Nov. 26, 1875** West Jersey Railroad Board recommends purchasing outstanding shares of Cape May & Millville Railroad. (MB)
- Nov. 30, 1875** PRR completes daylighting of Elizabethtown, Pa., Tunnel in two days; trains were rerouted via Columbia during work. (RRG)
- Nov. 30, 1875** LIRR Board authorizes negotiations with Atlantic Avenue Railroad Company of Brooklyn for new lease between Jamaica and Flatbush Avenue; authorizes sale of \$43,000 Newtown & Flushing Railroad bonds at 80 and \$49,000 LIRR bonds at par. (MB)
- Nov. 30, 1875** Ontario Southern Railroad Company incorporated as reorganization of Sodus Point & Southern Railroad; operation by Sylvanus J. Macy as receiver continues. (Digest, Val)
- Late fall 1875** PRR introduces a measuring device attached to passenger cars to record condition of line and surface of track to spot rough-riding areas.

- Late fall 1875** **Suit of contractors Rose & Co. vs. Mansfield, Coldwater & Lake Michigan Railroad for \$500,000 settled out of court for \$130,000. (RRG)**
- Dec. 1, 1875** **PRR signs agreement with Continental Improvement Company and Grand Rapids & Indiana for refunding of that line; PRR agrees to refrain from pushing for interest payments and forcing the GR&I to default; Continental Improvement Company to exchange GR&I bonds it now owns for \$10 million, 7% income bonds. (MB)**
- Dec. 1, 1875** **Continental Improvement Company issues \$3 million bonds secured by its holdings of stock, bonds and land grant of Grand Rapids & Indiana Railroad. (Church)**
- Dec. 1, 1875** **Persifor F. Smith, formerly Superintendent of Lewistown Division, named Superintendent of Transportation of PRR Grand Division, replacing John Reilly, elected to Congress. (MB)**
- Dec. 1, 1875** **New mail schedule; *Cincinnati Express*, 4:55 PM train from New York, made to start one hour later and given RPO to Cincinnati in addition to St. Louis train; new Pittsburgh-Cincinnati and Pittsburgh-St. Louis RPO cars established. (RyW, RRG)**
- Dec. 1, 1875** **New York & Rockaway Beach Railroad incorporated in N.Y. (NYState - this company not built?)**
- Dec. 1, 1875** **NYC&HR begins running through sleeping car line between New York and St. Louis via CCC&I. (St. Louis or Louisville??)**
- Dec. 1, 1875** **TH&I Joint Executive Committee resolves that tickets are to be good on trains of both TH&I and Indianapolis & St. Louis Railroad, but W.R. McKeen demands that passenger traffic be kept in its proper channels, and the announcement is not made public; PRR wants to reduce number of trains; T.D. Messler and Tom Scott to work for a through sleeper from St. Louis to New York via Cleveland and the Vanderbilt lines; are negotiating with Ohio & Mississippi Railroad for pooling St Louis-Cincinnati business, and if successful will discontinue St. Louis-Cincinnati car via Vandalia line. (MB)**
- Dec. 1, 1875** **Atlantic Coast Line begins publishing *Atlantic Coast Line Journal*, one of first advertising/travel magazines. (Guide)**
- Dec. 2, 1875** **Old Philadelphia Navy Yard at foot of Washington Ave. sold to Drexel & Co. and S. & W. Welsh at auction for \$1 million. (TheRoad)**
- Dec. 3, 1875** **PRR Board approves purchase of old Philadelphia Navy Yard**

property at the foot of Washington Avenue from bankers S. & W. Welsh and Drexel & Co. for \$1 million; Drexel gets \$50,000 commission in form of discount. (MB)

- Dec. 3, 1875 Philadelphia ordinance accepts PRR offer to rebuild Market Street Bridge for road and rail, replacing temporary trestle. (Digest)
- Dec. 4, 1875 GR&I's Kalamazoo Shop destroyed by fire; temporary shop built at Grand Rapids engine terminal.
- Dec. 7, 1875 Wilmington & Western Railroad enters receivership. (ICC)
- Dec. 9, 1875 Northern Central Railway Board authorizes new combined station and office building at Shamokin; committee recommends that Shamokin Valley & Pottsville Railroad purchase 1,414 acres of coal land that PRR bought in 1871 adjacent to its holdings. (MB)
- Dec. 10, 1875 PRR Board approves exchange of PRR's \$1.55 million Mississippi Central income and equipment bonds for preferred stock of New Orleans, St. Louis & Chicago Railroad at about equal value. (MB)
- Dec. 10, 1875 Pennsylvania Company Board approves contract with Continental Improvement Company and Grand Rapids & Indiana Railroad; approves contract between Erie & Pittsburgh Railroad and Sharpsville, Wheatland & Greenfield Railroad. (MB)
- Dec. 11, 1875 PRR places four new Class I 2-8-0's in service. (RyW)
- Dec. 13, 1875 New agreement in effect between B&O and PRR for New York-Washington service; B&O is granted one exclusive through train (PRR's is *New York/Washington Limited Express*) each way; two other trains to be made up of cars of both railroads combined north of Bay View Jct.; prior to this all four trains were mixed PRR and B&O north of Bay View. (RyW)
- Dec. 13, 1875 LIRR Board authorizes double track between Hunters Point and Winfield and branches Glen Head-Sea Cliff, Deer Park-Babylon, and Far Rockaway-Rockaway Beach; authorizes sale of \$500,000 in Sag Harbor Branch bonds. (MB)
- Dec. 13, 1875 Mansfield, Coldwater & Lake Michigan Railroad and Toledo, Tiffin & Eastern Railroad placed in hands of Tom Scott and G.W. Cass, Trustees to head off payment of claims of contractors Swan, Rose & Co. (Church, RRG)
- Dec. 14, 1875 U.S. Circuit Court at Indianapolis hears application of Charles W.

Hassler, et al., of the First Mortgage bondholders to have Spencer D. Schuyler removed as receiver of the Logansport, Crawfordsville & South Western Railway. (RRG)

- Dec. 15, 1875 House of Representatives passes resolution against any Federal subsidies to private companies. (TheRoad)
- Dec. 15, 1876 Reading begins (?) operating up to 30 coal trains per day over PRR to South Amboy; Reading equipment with PRR conductors and trainmen. (EDJ)
- Dec. 1875 B&O cuts grain rates to Baltimore; PRR follows suit, and both succeed in diverting grain from New York lines. (TheRoad)
- Dec. 1875 Empire Transportation Company completes Olean pipeline between Olean and Bradford. (RyW)
- Dec. 1875 Erie, A&GW and B&O establish Northwestern Despatch Line between Chicago and eastern points with pool of 500 cars; change trucks at Mansfield. (RRG)
- Dec. 1875 American Steamship Company of Philadelphia charters British flag steamship *Lord Clive*, replacing *Kenilworth*, transferred to Red Star Line. (Flayhart)
- Dec. 16, 1875 Camden & Atlantic Railroad Board appoints committee on new station at South Carolina Avenue in Atlantic City. (MB)
- Dec. 19, 1875 Peter Sandford (1807?-1875), contractor who removed old Trenton Bridge and built Harsimus Cove and Meadows Shops, dies at Newark at 68. (RRG)
- Dec. 20, 1875 PRR Road Committee changes name of Perryville to Port Royal on Middle Division; reports to Board on uniforms in Transportation Dept. (MB)
- Dec. 21, 1875 Trunk Line representatives meet at New York; set new rates lower than during 1874-75 rate war to meet new competition of Grand Trunk Railway of Canada, which demands its rates to Boston be recognized as lower than to New York. (TheRoad)

- Dec. 22, 1875** PRR Board authorizes purchasing coupons of Shamokin Valley & Pottsville and Grand Rapids & Indiana first mortgage to prevent default. (MB)
- Dec. 22, 1875** John H. Fisher, receiver of Atlanta & Richmond Air Line Railroad in Georgia, also made receiver in South Carolina, replacing A.G. Buford. (RRG)
- Dec. 23, 1875** London, Asiatic & American Company, Ltd., successors to T. Wiggin & Co. and PRR London agents since 1850s notify PRR that they have decided to dissolve the firm but will continue to disburse PRR system dividends and interest through July 1876. (MB)
- Dec. 24, 1875** New wooden Howe truss bridge opens at Market Street, West Philadelphia; built by PRR with \$65,000 appropriation from City; has railroad track on north side and carriageway on south side. (RRG, PubLdgr)
- Dec. 26, 1875** B&O establishes new fast mail train between Baltimore and New Orleans via Bristol, Atlanta, Montgomery and Mobile. (RRG, BaltAm)
- Dec. 27, 1875** On recommendation of General Manager Frank Thomson, PRR Board adopts train agency system of having agents on all passenger trains; agents handle fares and ticketing instead of conductor; orders Thomson to devise a system of uniforms for Transportation Dept. employees. (MB)
- Dec. 27, 1875** VP A.J. Cassatt recommends construction of 500 hopper cars for anthracite coal trade on Belvidere Division. (MB)
- Dec. 27, 1875** Pittsburgh & Cincinnati RPO established. (Kay)
- Dec. 28, 1875** St. Louis, Vandalia & Terre Haute Railroad grants Chicago & Alton Railroad, Ohio & Mississippi Railroad, St. Louis Southwestern Railway, Toledo, Wabash & Western Railway and Indianapolis & St. Louis Railroad the use of its new "Relay" passenger depot in East St. Louis at eastern approach to Eads Bridge. (Church)
- Dec. 29, 1875** Oil Creek & Allegheny River Railway sold at foreclosure to William G. Fargo and William G. Moorhead, Trustees for \$100,000. (Val, RRG)

- Dec. 29, 1875** White Line agrees to admit Ohio & Mississippi Railroad provided it does not divert existing White Line traffic from St. Louis or East St. Louis and all eastbound business of Springfield Division at Tower Hill to go via Indianapolis & St. Louis Railroad. (MB)
- Dec. 30, 1875** Trunk Line representatives meet at St. Nicholas Hotel in New York; later private meetings between Grand Trunk representatives and William H. Vanderbilt at Vanderbilt's home; agree that New York and Boston rates will be equal and rates on westbound first class freight advanced to 75 cents per 100 lb. (TheRoad)
- Dec. 31, 1875** West Jersey Railroad Board approves lease of a Sea Breeze House@ to Doughty & Lamb and cancels rent due for 1875 season; orders construction of track pans so can operate non-stop to Cape May next season; orders two new locomotives and six passenger cars; new passenger depot on Ocean Drive at Cape May; recommends operating PRR steamboat *Robert F. Stockton* Philadelphia-New Castle-Cape May for 1876 season; J.N Du Barry elected a director, replacing S.M. Felton, resigned. (MB)
- 1875** PRR annual surplus falls from \$9.9 million in 1874 to \$6.5 million in 1875 but still equal to 9-1/2% on stock. (RRG)
- 1875** LIRR leases Pier 43, East River, as freight station, replacing Pier 35-1/2. (AR)
- 1875** LIRR builds market houses for Long Island farmers at Hunters Point. (AR)
- 1876** West Jersey Railroad replaces 45-lb. rail with 60-lb. rail between Camden and Cape May; installs track pans at Millville (possibly early 1876 - yes); orders new anthracite-burning locomotives.
- 1875** Camden & Atlantic Railroad builds new ferry house at Vine Street, Philadelphia. (AR)
- 1875** Camden & Atlantic Railroad begins steel and steel-faced rail at certain points like crossing of PRR Amboy Division; also begins installing stone ballast. (AR)
- 1875** Because of depression, Camden & Atlantic Railroad does not operate Woodruff parlor car service. (AR- may be 1874)
- 1875** Stock yards open at West Philadelphia on site of present 30th Street Station.

- 1875 Philadelphia, Newtown & New York Railroad opens between North Penn Jct. on the Connecting Railway and Cheltenham. (Rdg Corp Hist - apparently completed but not opened)**
- 1875 PW&B begins use of barges to transfer through cars to B&O between Canton and Locust Point, Baltimore; replaces use of horses on Pratt Street. (BaltAm)**
- 1875 Third and fourth track completed between Overbrook and Merion and between East Liberty and Pittsburgh.**
- 1875 Columbia & Port Deposit Railroad completes track from Columbia to Conestoga Bridge, but not opened for service. (MB)**
- 1875 Baltimore & Potomac Railroad opens new coal yard at 14th Street in Washington. (MB/AR)**
- 1875 Empire Transportation Company acquires oil refineries in New York and Philadelphia in move to become an integrated petroleum company; provokes two-year rate war with the Standard Oil interests.**
- 1875 Fleet of Atlantic, Duluth & Pacific Lake Company (Empire Line subsidiary) combined with those of Union Steamboat Company (NYLE&W) and Western Transit Company (NYC) to form Lake Superior Transit Company; a pool for managing the lake fleets of the NYC, PRR and Erie on the Duluth run. (Cards)**
- 1875 National YMCA convention in Richmond, Va., establishes post of "visiting railroad secretary" to help organize railroad departments; lasts about one year, but allowed to lapse because of depression.**
- 1875 Grand Central Depot Dept. of YMCA organized on NYC&HR in New York.**
- 1875 Employees Mutual Benefit Association formed at Chicago on CC&IC.**
- 1875 George B. Wiestling, Superintendent of Mont Alto Railroad and Mont Alto Iron Company, builds Mont Alto Park, a resort on iron company property. (HstFrnklnCo)**
- 1875 New wheel foundry opens at Altoona Shops.**
- 1875 PRR builds 2,000 8-wheel, 15-ton coal cars under equipment trust.**
- 1875 PRR adopts first Westinghouse automatic air brake; made standard in 1878.**

- 1875** Tyrone & Clearfield Railway extends Moshannon Branch from McCauley to Ramey (1.4 miles). (Val)
- 1875** Tyrone & Clearfield Railway opens Goss Run Branch No. 2 from Goss Run Jct. to coal mines (1.56 miles). (Val)
- 1875** PRR builds track pans at Jacks Narrows. (RyW)
- 1875** Allegheny Valley Railroad completes machine shop at Verona.
- 1875** Phillipston Yard opens on Allegheny Valley Railroad to make up trains for Low Grade Line.
- 1875** PC&StL brings suit against CC&IC, charging it fails to abide by terms of lease to PC&StL.
- 1875** GR&I builds new brick station at Kalamazoo.
- 1875** Reading still carries 32,788 tons of Broad Top and 220,294 tons Westmoreland coal to Port Richmond from Harrisburg. (Rdg AR)
- 1875** Richmond & Danville Railroad agrees with PRR to be relieved of all collateral liabilities on account of Atlanta & Richmond Air Line Railroad; still complain that are unable to arrange through passenger service over RF&P. (AR, RRG)
- 1875** Inman Steamship Company Limited incorporated in Great Britain as a public company to take over Inman Line from Philadelphia, New York & Liverpool Steam Ship Company and raise new capital for fierce competition with White Star Line. (Flayhart)