

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

By Christopher T. Baer

1883

**November 2015 Edition
All Data Subject to Correction and Change**

- Jan. 1, 1883 PRR gains control of the Camden & Atlantic Railroad and its direct line to Atlantic City. (at what date? - Charles E. Pugh named General Manager; becomes de facto division of PRR; participates in PRR system of annual track inspection prizes - AR - no lease according to C&C - just stock ownership -this was apparently the retroactive date for PRR operation - see below for appointments)
- Jan. 1, 1883 West Jersey Railroad assumes operation of Woodstown & Swedesboro Railroad under agreement of Dec. 1, 1882. (Val)
- Jan. 1, 1883 George C. Wilkins, General Superintendent of Baltimore Division of Northern Central Railway and of Union Railroad Company of Baltimore, appointed NC/PW&B/B&P General Agent at Baltimore in addition to General Superintendent of B&P, in charge of all stations and terminals in Baltimore; Robert Neilson, General Superintendent of Northern Central Railway north of Marysville, has jurisdiction extended over entire NC, replacing Wilkins; H.W. Kapp named Superintendent of Baltimore Division of NC and Union Railroad; John M. Wallis resigns as Superintendent of Motive Power of Baltimore Division, NC, and jurisdiction of Superintendent of Motive Power A.O. Dayton extended from north of Marysville to whole NC; C.P. Perkins named Engineer of Maintenance of Way of NC; Wallis is named Superintendent of Motive Power of the PW&B. (MB, AR, RRGaz)
- Jan. 1, 1883 Pittsburgh Division (BNY&P) created from Buffalo, Pittsburgh & Western Railroad; River Division (BNY&P) created from Oil City & Chicago and part of Pittsburgh, Titusville & Buffalo Railroads.
- Jan. 1, 1883 Pennsylvania Company consolidates operating accounts for all leased lines except Cleveland & Pittsburgh and Jeffersonville, Madison & Indianapolis.

(RRGaz,)

- Jan. 1, 1883 Pittsburgh, Chartiers & Youghiogheny Railway opens Junction No. 2 (Woodville Jct.) to Essen. (Guide)
- Jan. 1, 1883 Bradford-Logansport ceded from Eastern Division of CC&IC to Western Division of CC&IC; Eastern Division now consists of Columbus-Indianapolis and Richmond-Logansport. (MB)
- Jan. 1, 1883 All Lines West passenger trainmen required to wear uniforms furnished by company. (RRGaz)
- Jan. 1, 1883 Grand Rapids & Indiana Railroad begins operating Traverse City Railroad under lease of the same date, replacing informal arrangement of Dec. 1872. (AR, Church, C&C)
- Jan. 1, 1883 Tri-partite agreement between GR&I, PRR and Continental Improvement Company expires. (AR)
- Jan. 1, 1883 Peoria & Pekin Union Railway purchases Peoria & Springfield Railroad (Peoria to Pekin on the east side of the Illinois River) from Indiana, Bloomington & Western Railway and Peoria, Decatur & Evansville Railway for \$509,000. (Church)
- Jan. 1, 1883 Point Pleasant renamed Byram; Greensburg renamed Wilburtha; Barbers Station renamed Bowne, all on Belvidere Division; Sligo Jct. renamed Lawsonham on Allegheny Valley Railroad. (Guide)
- Jan. 1, 1883 Pittsburgh & West Brownsville RPO extended to Pittsburgh & Uniontown RPO. (Kay)
- Jan. 1, 1883 Pittsburgh & Western Railroad completes third rail for standard gauge between Allegheny City and New Castle Jct., where it connects with the P&LE for Youngstown. (RyW)
- Jan. 1, 1883 NYC&HR places its Superintendent of Livestock John B. Dutcher in charge of its dressed beef trade and relieves Samuel Goodman, who made contracts at very low rates to Swift & Co., C.H. Hammond and Toffey Brothers; rates on dressed beef set to equal those on livestock. (NYT)
- Jan. 1, 1883 Michigan Central Railroad begins operating the Canada Southern Railway under an operating agreement of Dec. 12, 1882. (GrnBk, AR)
- Jan. 2, 1883 New York & New Jersey Tunnel Railroad incorporated in N.Y. to build from New York City Hall to state line opposite Jersey City; is a continuation of the Central Tunnel Railroad of 1881; the company conducts

some soundings of the Hudson River and maintains its organization until about 1896. (NYState)

- Jan. 2, 1883 Philadelphia, Germantown & Chestnut Hill Railroad Company incorporated in Pa. to build Chestnut Hill Branch. (Val)
- Jan. 2, 1883 Allegheny Valley Railroad wins \$466,837 award in lawsuit against the estate of William Phillips. (RyW)
- Jan. 2, 1883 Pennsylvania Company Finance Committee authorizes extending fourth track to Dixmont. (MB)
- Jan. 2, 1883 Hartford & Harlem Railroad files articles of association under the Connecticut general railroad law; money subscribed by Lee, Higginson & Co. of Boston and Lewis M. Brown of New York. (NYT)
- Jan. 2, 1883 Cassatt & Co. renamed Cassatt, Townsend & Co.; composed of J. Gardner Cassatt (1849-1911) and Robert H. Townsend, Jr. (Barnes)
- Jan. 3, 1883 Dorchester & Delaware Railroad sold at foreclosure at Cambridge for \$51,000 to Richard D. Barclay for PW&B. (RRGaz, Val)
- Jan. 3, 1883 J.H. Barrett reports on railroad situation at Dayton, Ohio, recommending placing all operations there under a single Superintendent of Union Track & Depot. (Church)
- Jan. 4, 1883 Hartford & Harlem Railroad petitions Connecticut Legislature for the right to consolidate with other companies and issue a Consolidated mortgage; is to parallel the New Haven main line between Hartford and Greenwich in the interest of the New York & New England Railroad; supposedly backed by British capital and Charles C. Francklyn of the Cunard Line. (NYT)
- Jan. 5, 1883 Pittsburgh, Chartiers & Youghioghney Railway appoints a committee to meet with the PC&StL Railway re a connection. (MB)
- Jan. 5, 1883 Bellaire, Zanesville & Cincinnati Railway permits Ohio Valley Railway to lay a parallel track on its right of way from Bellaire to point where it turns inland from river in Pultney Bottoms; reneges on deal and brings suit in 1887. (Church)
- Jan. 5, 1883 Reading Board approves establishing connection with South Pennsylvania Railroad at Marysville, according to the South Penn's old survey; however, William H. Vanderbilt wants South Penn to run down Cumberland Valley instead of old route via Sherman's Valley. (Rdg, RyW)
- Jan. 5, 1883 In special election, representatives of Vanderbilt interests take over

management of Nickel Plate; Pres. C.R. Cummings, First VP Calvin S. Brice, Samuel Thomas, and others resign; resignation of Second VP Daniel W. Caldwell is not accepted; new directors include William K. Vanderbilt, Cornelius Vanderbilt, John H. Devereux, Hamilton McK Twombly, William C. Whitney, Augustus Schell, and George J. Magee; William K. Vanderbilt elected Pres. (NYT)

- Jan. 8, 1883 New York, West Shore & Buffalo Railway opens from Tappantown to West Point. (RyW)
- Jan. 8, 1883 South Pennsylvania Railroad Board approves traffic contract with Reading, P&LE, Pittsburgh, McKeesport & Youghiogeny, and LS&MS; Pres. Sheldon reports to the Executive Committee that the contract with August Wolff to place bonds in Europe is void for failure to comply with its terms; the Executive Committee assumes the duties of the old committees on survey and right of way. (MB)
- Jan. 8, 1883 Joseph Ramsey named Chief Engineer as well as General Manager of the Pittsburgh, Chartiers & Youghiogeny Railway; N.P. Ramsey named Auditor, General Freight & Ticket Agent. (MB)
- Jan. 8, 1883 At Pittsburgh & Western Railroad election, CNJ representatives leave Board, leaving Russell Sage and Solon Humphreys of the Wabash, St. Louis & Pacific Railway. (RRGaz)
- Jan. 8, 1883 New Castle & Salamanca Railroad incorporated in Pa. to build from Wampum to the New York state line as an extension of New York, Pittsburgh & Chicago Railway. (RyW, NYT)
- Jan. 9, 1883 Philadelphia *Press* prints rumors that Franklin B. Gowen will resign as Pres. of the Reading and be replaced by a Vanderbilt man, either Robert H. Sayre or George J. Magee. (NYT)
- Jan. 10, 1883 Election contest at Sharpsville Railroad between faction led by Walter Pierce, who favors sending traffic to the LS&MS and New York, Pennsylvania & Ohio Railroad, and William L. Scott of the Erie & Pittsburgh, who is seeking control because it is the only railroad shipping coal to Erie that has no contract with him; Pierce has a slight majority, but Scott controls the election judges; Pierce party resorts to cumulative voting to secure a majority; judges of election refuse to count their votes and declare Scott ticket elected by 3,396 to 3,037; Pierce group then organizes a rival Board. (NYT, RRGaz)
- Jan. 10, 1883 Columbus, Chicago & Indiana Central Railway (CC&IC) sold at foreclosure at Indianapolis to William L. Scott, John S. Kennedy (1830-1909) and Charles J. Osborn, Purchasing Committee for bondholders,

primarily PRR, for \$13.5 million. (MB, Church, RRGaz)

- Jan. 10, 1883 Gov. Grover Cleveland (1837-1908) appoints the first New York Board of Railroad Commissioners under law passed in last session over railroad opposition; has powers of investigation and regulation in matters of accidents, safety and grade crossing, as well as rates. (NYState)
- Jan. 10, 1883 Susquehanna & South Western Railroad reorganized; directors include William H. Vanderbilt, Cornelius Vanderbilt, Chauncey M. Depew, Joseph M. Gazzam of Philadelphia, and S.R. Peale of Lock Haven. (NYT)
- Jan. 10, 1883 Clearfield Bituminous Coal Company organized at Clearfield; C. Jervis Langdon Pres. and S.R. Peale VP. (NYT)
- Jan. 11, 1883 Susquehanna & South Western Railroad makes construction contract with Gen. George J. Magee of Watkins, N.Y.; also executes traffic contract with NYC&HR, Clearfield Bituminous Coal Company, Jersey Shore, Pine Creek & Buffalo Railway and other intermediate lines to form through route for shipping 500,000 tons of coal annually. (RyW)
- Jan. 11, 1883 A railroad anti-discrimination bill is introduced in the Pennsylvania House; Lee Thompson of Armstrong County introduces a bill calling for semiannual inspections of oil pipeline tanks; the opposition mobilizes the farmers of the eastern counties with stories that the oil will damage springs and farmland and that the pipelines do nothing to serve the communities through which they will pass with eminent domain powers. (Johnson)
- Jan. 12, 1883 Walter Pierce secures ruling from the Mercer County Court that cumulative voting in the Sharpsville Railroad election is legal; William L. Scott Board voted out, and Wallace Pierce made General Manager. (NYT, RRGaz)
- Jan. 12, 1883 Two new Wagner sleeping cars for Shore Line service, *Boston* and *New London* exhibited at Park Street Station, Boston. (RRGaz)
- Jan. 13, 1883 Lewis Emery, Jr., introduces a new General Pipeline Bill in the Pennsylvania Senate. (Johnson)
- Jan. 14, 1883 *New York Times* reports on William H. Vanderbilt's plans to invade Pennsylvania, including the South Pennsylvania Railroad; gets an interview with Vanderbilt that afternoon. (NYT)
- Jan. 14, 1883 *Official Guide* first shows passenger service over extension of Manistee Branch of GR&I between Luther and Carey, Mich., built in 1882. (Guide)
- Jan. 15, 1883 Pennsylvania Company Executive Committee authorizes subscription of \$5,000 to Louisville Exposition; generates \$42,121 net passenger revenue.

(MB)

- Jan. 15, 1883 Southern Pacific completes its "Sunset Route" transcontinental line from southern California to New Orleans; third transcontinental railroad. (Poors)
- Jan. 15, 1883 Brocton & Oil City RPO extended to Buffalo & Oil City RPO. (Kay)
- Jan. 1883 PRR begins double-tracking line between Trenton and Bordentown, N.J. (RyW)
- Jan. 1883 PRR is building hospital cars to be stationed around the system. (CCHS)
- Jan. 1883 Francis Nelson ("Frank") Barksdale (1855-1916), editor of the Charlottesville, Va., *Jeffersonian Republican*, joins the PRR as a clerk in the Passenger Dept.; later head of the "Literary" (Advertising) Bureau. (AltoMirror, PubLdgr)
- Jan. 1883 William J. Latta, Superintendent of the Philadelphia Division, is ill and has gone to Florida to recuperate. (RRGaz)
- Jan. 1883 Atlantic Coast Line Sleeping Car Association places new sleeping cars in service on New York-Savannah, Washington-Jacksonville, and Savannah-New Orleans routes. (Hoffman - check NYT?)
- Jan. 1883 Winslow, Lanier & Co. secures the election of John W. Ellis and Charles Lanier of the firm, and Frederick Billings as directors of the New York, West Shore & Buffalo Railway and of partner Edward D. Adams as director of the North River Construction Company. (NYT - Billings is listed as a dir. in 1881?)
- Jan. 1883 Weehawken Tunnel holed through on the New York, West Shore & Buffalo Railway. (RRGaz)
- Jan. 1883 B&O acquires the stock of the Pittsburgh & Southern Railway, a narrow-gauge line between Banksville and Washington, Pa. (B&O Val)
- Jan. 1883 Edward Batchelor of Philadelphia begins laying out the beach resort of Key East, N.J., later Avon-by-the-Sea, on the north side of the Shark River Inlet. (Ellis)
- Jan. 1883 J. C. Hatley, who had made a shipment of meat over the PRR's Star Union Line in July 1880 that was damaged by delay in New York, complains to the directors of the Chicago Board of Trade over the Star Union Line's representatives on the Board refusal to arbitrate; the Board holds that its rules require members to arbitrate disputes rather than seek remedy in the courts; the railroads running east from Chicago refuse to accept this and

withdraw their representatives from the Board of Trade; they also refuse to furnish the Board with any information or statistics or allow Board of Trade weighmasters at railroad scales. (CHTaylor)

- Jan. 16, 1883 CNJ stock rises on rumors of Vanderbilt interests buying for control. (WkStGaz)
- Jan. 16, 1883 PRR stops honoring passes on *New York & Chicago Limited*. (RyW)
- Jan. 16, 1883 Harry E. Packer (1850-1884), son of Asa Packer, elected Pres. of Lehigh Valley Railroad, after Charles Hartshorne declines reelection; Hartshorne is elected VP. (MB)
- Jan. 16, 1883 In inaugural message, Democratic Pa. Gov. Robert E. Pattison (1850-1904) calls for laws to enforce the bans in the Constitution of 1873 against long haul-short haul discrimination, free passes, mergers of competing railroads and railroads engaging in other than common carrier business; appoints his mentor Lewis C. Cassidy (1829-1889) Attorney-General; Cassidy is a Democratic boss from Philadelphia who had served as a lawyer for the Standard Oil Company; the appointment is opposed by the reform element and in the western and northwestern parts of the state; to distract from this, Cassidy is to begin a campaign against the railroads. (NYT, RyW)
- Jan. 16, 1883 Annual meeting of the Cincinnati Northern Railway brings a contested election between the Boston capitalists controlling the narrow gauge system and their local ally George Hafer on the one hand, and the local interests led by Alfred Netter; eventually, a compromise is reached whereby Hafer becomes Treasurer, while Netter returns as VP and also becomes a director of the Toledo, Cincinnati & St. Louis Railroad; in return, both sides are to expedite the merger of the CN into the TC&StL. (Hauck)
- Jan. 16, 1883 George Westinghouse receives patent No. 270,867 for a close electric track circuit for single-track working; it is introduced later in the year at Mingo Jct. on the PC&StL Railway; controls both home and distant signals on the same mast, allowing trains to “proceed with caution” when only the first block is clear. (Prout)
- Jan. 16, 1883 Crawford County Court of Common Pleas refuses the request of dissident directors for a receiver for the Tide-Water Pipe Company, Limited, calling the suit a form of blackmail. (Johnson)
- Jan. 17, 1883 The dissident directors of the Tide-Water Pipe Company, Limited, arrive at the company’s New York office, constitute themselves as a stockholders’ meeting, and oust Byron D. Benson, David McKelvy and Andrew N. Perrin from the management. (Johnson)

- Jan. 17, 1883 Thomson-Houston Company incorporated in Connecticut by a syndicate of capitalists from Lynn, Mass., led by Charles A. Coffin (1844-1926) and electrical inventor Elihu Thomson (1853-1937) to combine the patents of Thomson and Edwin J. Houston (1847-1914); successor of their American Electric Company; originally an arc-light company, it soon becomes a full-scale d.c. competitor of the Edison Electric Company and thus a predecessor of the General Electric Company; the company moves its base to Lynn. (PL, Hammond, Condit)
- Jan. 19, 1883 Philadelphia & Chester County Railroad contracts construction between Abbottsford (near 49th Street on Media line) and West Chester via Newtown Square to Chester Construction Company, C.B. Dungan, Pres.; is to be extended to the Brandywine Creek southwest of West Chester to meet Wilmington & Northern Railroad; this eventually becomes the PRR's Newtown Square Branch. (Pam)
- Jan. 19, 1883 South Pennsylvania & Ohio Railway incorporated in Ohio to build from Bellaire to Toledo with branches to Cleveland and from Lodi to Chicago Jct. on B&O; backed by Robert H. Cochran; is to run parallel to Wheeling & Lake Erie Railroad as a potential western connection for the South Pennsylvania Railroad. (ICC, RRGaz)
- Jan. 20, 1883 Sale of property of Rockaway Beach Improvement Company, Ltd., held; moveable property sold but sale of hotel stopped on protest of Drexel, Morgan & Co. and Morton, Bliss & Co., creditors. (NYT)
- Jan. 22, 1883 Organization of Lines West revised; consolidated Treasury Dept. established for Northwest and Southwest lines; John E. Davidson (1837-1897), formerly Assistant Comptroller, named Treasurer of Lines West, replacing William H. Barnes as Treasurer of Pennsylvania Company, resigned for health, and M.C. Spencer as Treasurer of PC&StL Railway; M.C. Spencer to Assistant Treasurer of PC&StL; John W. Renner (1845-1919) to Assistant Comptroller of Lines West; J.P. Henderson to new post of Assistant Treasurer. (MB, RyW, RRGaz)
- Jan. 23, 1883 Stamford & New Canaan Railroad incorporated in Conn. as reorganization of New Canaan Railroad. (NHCorp)
- Jan. 24, 1883 International Navigation Company proposes to a PRR special committee to buy the four ships of the American Steamship Company of Philadelphia for stock equal to the value of the ships; liners are to be converted to carry freight and immigrants only; International Navigation Company is to buy more ships with the proceeds of the sale of the Girard Point Storage Company to the PRR. (MB)
- Jan. 24, 1883 South Pennsylvania Railroad Executive Committee meeting in New York

approves Oliver W. Barnes's survey, subject to future modifications; Barnes is told to cease survey work and is made Consulting Engineer instead of Chief Engineer. (MB)

- Jan. 25, 1883 Harrisburg & Western Railroad incorporated in Pa. to build from Harrisburg to connecting with Pittsburgh, McKeesport & Youghiogeny Railroad near Pittsburgh; company is conceived by William C. Whitney who fears that the South Pennsylvania charter is defective; purpose is to give South Pennsylvania Railroad charter rights in the Cumberland Valley which it had lacked; Richard K. Sheldon of Philadelphia, Pres. (RyW, Sayre Diary)
- Jan. 25, 1883 Buffalo, Pittsburgh & Western Railroad opens for revenue service between Kinzua and Salamanca. (Guide, C&C)
- Jan. 25, 1883 Ohio Supreme Court hears case of PC&StL Railway for partition of jointly-operated section of Central Ohio Railroad between Newark and Columbus. (RRGaz)
- Jan. 26, 1883 West Jersey Railroad Board receives protests against relocating the Bridgeton station; orders the Stockton House repaired for the season. (MB)
- Jan. 26, 1883 Special Committee on the American Steamship Company of Philadelphia reports to the PRR Board; operating loss for 1882 was \$25,000, plus \$90,000 interest made good by PRR; have offer from International Navigation Co. to buy the four ships for \$250,000 in stock and \$500,000 in bonds; ships and property to be delivered Apr. 1, 1883; PRR also to buy the \$933,333 in Girard Point Storage stock still owned by the navigation company, which will use the money to build more ships for the American Line. (MB)
- Jan. 26, 1883 Trunk Line representatives meet in Chicago to protest recent suspension of Star Union Line representatives from the Chicago Board of Trade over PRR's failure to pay claim for meat spoiled in transit to England; eastbound lines all vote not to allow their representatives onto the floor of the Board of Trade until it rescinds its suspension. (NYT)
- Jan. 26, 1883 South Pennsylvania Railroad Executive Committee invalidates all other stock subscriptions on the grounds that they have not met all calls for installments; purges the company of all its old stockholders, leaving only the shares held by Reon Barnes and the directors. (MB)
- Jan. 26, 1883 New York, Lackawanna & Western Railway (DL&W) opens for freight service between Binghamton and Buffalo. (NYT)
- Jan. 27, 1883 South Pennsylvania Syndicate collects first installment of \$5. (RyRegister)

- Jan. 29, 1883 New PRR freight station opens at Shackamaxon Street on River Front Railroad. (RyW, Walther)
- Jan. 29, 1883 A. J. Cassatt, William L. Scott, Louis H. Meyer and Peter Geddes of the CB&Q elected directors of Denver & Rio Grande Railway, replacing four William Jackson Palmer loyalists. (RRGaz, Athearn)
- Jan. 30, 1883 Anglesea Railroad files survey for line from West Jersey Railroad at Wildwood Jct. to Ash Avenue in Anglesea Beach. (NJCorp)
- Jan. 30, 1883 William H. Vanderbilt has taken all \$2.25 million stock and bonds of the Pittsburgh, McKeesport & Youghiogheny Railroad, some of which he distributes to his Pittsburgh allies, including Dr. David Hostetter, Henry W. Oliver, et al. (NYT)
- Jan. 30, 1883 At annual meeting, William K. Vanderbilt reelected Pres. of Nickel Plate; Daniel W. Caldwell VP & General Manager; Frederick W. Vanderbilt Secretary-Treasurer. (RyW)
- Jan. 30, 1883 Chicago Board of Trade refuses to accede to the railroads' demands against compulsory arbitration of members' disputes. (CHTaylor)
- Jan. 31, 1883 Rockaway Beach Hotel sold at auction for \$175,000 to a syndicate represented by Francis C. Barlow. (NYT)
- Jan. 31, 1883 Baltimore & Philadelphia Railway incorporated in Pa. to build portion of B&O's line between the Delaware state line and Philadelphia. (ICC, B&O CorpHist)
- Jan. 31, 1883 Hartman Steel Company, Limited, organized by Andrew Carnegie, Henry Phipps, Henry W. Hartman, Isaac L. Ellwood, Aaron K. Stiles, John W. Calkins and Reuben E. Sears. (StdHistPitts)
- Early 1883 Franklin B. Gowen for CNJ agrees for William Massey to transfer control of Philadelphia & Atlantic City Railway to CNJ; H.S. Little of CNJ advances \$125,000 of the purchase price. (Rdg)
- Early 1883 B&O establishes a new Chicago passenger terminal at Monroe Street on the Illinois Central line and abandons its temporary station on site of the Art Institute; Nickel Plate extends service from the IC local station at 22nd Street into the B&O station. (RRH)
- Feb. 1, 1883 Trunk Lines agree that all emigrant tickets are to be sold in the rotunda of Castle Garden and to eliminate outside ticket agencies or runners; B&O admitted to Castle Garden for the first time; Castle Garden pool is 41.5% for Erie, 34% for NYC&HR, 18% for PRR and 6.5% for B&O; under the

new system, only actual emigrants can buy tickets at the emigrant rate; poor U.S. citizens can no longer travel to the West and Southwest at cheap emigrant fares and must buy second class tickets; second class to Chicago is \$18 vs. \$13 emigrant; Galveston is \$43.35 vs. \$25. (RyW, NYT)

- Feb. 1, 1883 Woodstown & Swedesboro Railroad opens between Swedesboro and Riddleton, N.J. on Salem Branch, and West Jersey Railroad routes all traffic for Salem over it; operated by West Jersey Railroad under agreement of Dec. 1, 1882. (AR, WklyStGaz, Val)
- Feb. 1, 1883 PRR opens Mantua Transfer freight station, 57 x 278, at 40th Street, West Philadelphia; Samuel J. Barclay appointed Superintendent. (RyW, AR, Wilson, RRGaz)
- Feb. 1, 1883 Rochester & Olean RPO established. (Kay)
- Feb. 1, 1883 Buffalo, Pittsburgh & Western Railroad and New York, Pennsylvania & Ohio Railroad settle dispute and agree to joint use of BP&W stations in Oil City. (Church)
- Feb. 1, 1883 Chicago & Indianapolis Air Line Railway merged into the Louisville, New Albany & Chicago Railway; the two roads cross at Monon, Ind., (formerly Bradford) from which the merged company gets its nickname. (Hilton - verify ICC)
- Feb.? 1883 N.J. Court of Chancery issues injunction against old Camden & Atlantic Railroad Board changing election from Feb. 22 to fall. (RRGaz)
- Feb. 3, 1883 Joshua Rhodes replaces Edwin K. Hyndman as Pres. of the Pittsburgh & Atlantic Railroad. (MB)
- Feb. 3, 1883 The 140-acre Rockaway Beach Improvement Company tract under the big hotel is sold at foreclosure to Francis C. Barlow for \$175,000; he later sells it to J. Pierpont Morgan. (Bellot)
- Feb. 5, 1883 Stockholders of the Buffalo, Pittsburgh & Western Railroad and the Oil City & Chicago Railroad meet in Philadelphia to approve merger with the Buffalo, New York & Philadelphia Railway; adjourned because the 98,000 Dutch proxies that left Amsterdam on the *Adriatic* on Jan. 20 have not arrived; adjourned first to Feb. 6 and then Feb. 8. (NYT)
- Feb. 5, 1883 Northern Central completes wye connections at Rockville and at the west end of Rockville Bridge; begins running over PRR between Marysville and Dauphin and abandons its bridge over the Susquehanna River between Marysville and Dauphin, Pa. in favor of the Rockville Bridge. (AR)

- Feb. 6, 1883 Samuel Harlan (1808-1883), Pres. of Harlan & Hollingsworth Company and the Eastern Shore Steamboat Company of Baltimore City, dies at Vienna. (RyW, RRGaz)
- Feb. 6, 1883 In annual message, Pa. Gov. Robert Pattison repeats call for enforcement of railroad provisions of the Constitution of 1873. (RyW)
- Feb. 7, 1883 PRR Board approves location of a branch (later called the Sang Hollow Extension) from Sheridan on Main Line along old canal bed to junction with the West Penn at Bolivar. (MB)
- Feb. 7, 1883 Ohio Supreme Court dismisses application of PC&StL Railway for division of Columbus & Newark Division property. (RRGaz)
- Feb. 7, 1883 Pa. State Senator James Gay Gordon (1855-1937) introduces bill banning rate discrimination, long haul-short haul discrimination and the free pass system with strict criminal penalties (meaning jail time for railroad officials); a Board of Review is to set all rates on a fixed cwt. per mile basis; Rep. Willis J. Hulings (1850-1924) had earlier introduced a similar bill in House. (RyW)
- Feb. 7, 1883 Flood in the Ohio River; water begins rising rapidly at Cincinnati. (HistCinHamCo)
- Feb. 8, 1883 Having been approached by William C. Whitney, Andrew Carnegie writes to Hamilton McK Twombly to say he will raise \$2 million for the South Pennsylvania Railroad project as soon as William H. Vanderbilt pledges his \$5 million; Carnegie asks for "preference" in supplying the new company with rails and bridges and to be the one to sell the bonds on commission in Europe. (Nasaw)
- Feb. 8, 1883 Pioneer civil engineer Col. John M. Fessenden (1802-1883) dies at Washington. (RRGaz)
- Feb. 9, 1883 William L. Scott, John S. Kennedy and Charles J. Osborn, purchasers of CC&IC, cancel Jan. 22, 1869 and Feb. 1870 leases of CC&IC to PC&StL under terms of reorganization plan. (Church, MB)
- Feb. 10, 1883 John Doyle is forced to resign as Superintendent of the Broad Street Station restaurant because of constant complaints of rude waiters, poor service and unclean conditions; replaced by Edward Welsh at a salary of \$3,000 per year. (MB)
- Feb. 11, 1883 Train ferry *Maryland* resumes operation after being out of service for two months while repaired and rebuilt at Wilmington, Del. (RRGaz, NYT - AR has 2/18)

- Feb. 12, 1883 Reading signs supplemental traffic contract with South Pennsylvania Railroad Company, this time including Western Maryland Railroad. (Rdg)
- Feb. 12, 1883 New York & Sea Beach Railway incorporated as reorganization of the New York & Sea Beach Railroad. (NYState)
- Feb. 13, 1883 Franklin B. Gowen testifies against the Hulings regulatory bill, coupled with his usual denunciation of the PRR and Standard Oil; presents text of his own bill that would give courts greater powers that he could use against his enemies. (RyW)
- Feb. 13, 1883 Northern Central Railway cuts Mineral Railroad & Mining Company royalty for 1883 to 40 cents per ton. (MB)
- Feb. 14, 1883 PRR Board rejects offer of the International Navigation Company to purchase the American Line. (MB)
- Feb. 14, 1883 Buffalo, Pittsburgh & Western Railroad Company, Olean & Salamanca Railroad, Oil City & Chicago Railroad, and Buffalo, New York & Philadelphia Railway merged to form Buffalo, New York & Philadelphia Railroad, under agreement of Dec. 30, 1882; J.W. Jones, Pres.; C.H. Allen, First VP; Archer N. Martin, Second VP. (Val, C&C, NYT)
- Feb. 14, 1883 New divisional structure for Buffalo, New York & Philadelphia Railroad; Emporium-Buffalo and Larabee-Clermont is Buffalo Division; Buffalo-Oil City, Titusville-Union City and Mayville-Fairpoint are Pittsburgh Division; Olean-New Castle is River Division; Olean-Rochester and Nunda-Swains is Rochester Division; Olean-Kinzua and Bradford-Eldred is Narrow Gauge Division. (NYT)
- Feb. 14, 1883 New organization for Buffalo, New York & Philadelphia Railroad: George S. Gatchell General Superintendent; E.T. Johnson General Traffic Manager; William S. Baldwin General Passenger Agent; E.H. Witter Superintendent of Pittsburgh Division; A. Vandivort of River Division; James T. Gardner of Buffalo Division; R.M. Patterson of Rochester Division; J.W. Watson of Narrow Gauge Division. (RyW)
- Feb. 15, 1883 F.A. Lister resigns as Superintendent of Camden & Atlantic Railroad. (MB)
- Feb. 15, 1883 William Massey sells all securities of Philadelphia & Atlantic City Railway to Franklin B. Gowen, acting for CNJ, for \$475,000, \$75,000 in cash and the rest in bonds. (Rdg)
- Feb. 15, 1883 Ohio River flood crests at 66'-4" at Cincinnati, exceeding the previous record of Feb. 18, 1832; water begins subsiding on Feb. 25.

(HistCinHamCo)

- Feb. 1883 With the loss of the Jersey Shore, Pine Creek & Buffalo Railway, the Buffalo, New York & Philadelphia Railroad turns to the Lackawanna & Pittsburgh Railroad and Alleghany Central Railroad to connect it to the DL&W as part of a potential trunk line. (NYT)
- Feb. 1883 Bliss & Marshall Branch (later Fairchance Branch) of South-West Pennsylvania Railway opens from Oliphant to Kyle Works (1.71 miles). (Val)
- Feb. 16, 1883 Isaac J. Wistar named VP of the Mineral Railroad & Mining Company. (MB)
- Feb. 16, 1883 Mineral Railroad & Mining Company Board orders Hickory Swamp Colliery reopened. (MB)
- Feb. 16, 1883 C.B. Rossell named Manager of the Summit Branch Railroad and Lykens Valley Coal Company. (MB)
- Feb. 16, 1883 Cincinnati, Washington & Baltimore Railroad incorporated in Ohio as the reorganization of the Marietta & Cincinnati Railroad Company, as Reorganized. (ICC)
- Feb. 17, 1883 New York & New England Railroad sells former Charles River Branch Railroad line between Brookline and Newton Highlands to Boston & Albany Railroad. (NHCorp, GrnBk)
- Feb. 19, 1883 Benjamin J. Gifford resigns as Pres. and director of Cleveland & Marietta Railroad; Oliver Garrison elected a director. (MB)
- Feb. 19, 1883 Trunk Line General Passenger Agents meet at Albert Fink's office; PRR is getting the largest share of passenger business from Chicago, Cincinnati and St. Louis, despite its higher differential rate and must pay money to other pool members because pool experiment began in fall and winter when business travel predominates instead of vacation travel; CCC&I has lost much westbound St. Louis passenger business to PRR. (NYT)
- Feb. 20, 1883 Robert Asa Packer (1842-1883), director of the Lehigh Valley Railroad, Pres. of the Pennsylvania & New York Railroad & Canal Company and head of all the Lehigh Valley's northern and western interests, dies at his winter home in Jacksonville, Fla., after a short illness. (MB, AR, Mathews/Hngrfrd)
- Feb. 21, 1883 PRR delivers \$2.4 million to the CC&IC Purchasing Committee as per the reorganization plan. (MB)

- Feb. 21, 1883 Delaware Western Railway and Baltimore & Philadelphia Railway merged to form Baltimore & Philadelphia Railroad under agreement of Feb. 1; the Maryland portion of the B&O's new line is built under the B&O's own branching powers; construction placed under Second VP & General Manager Samuel Spencer. (ICC, NYT)
- Feb. 21, 1883 Property of the former CC&IC Railway deeded to the Purchasing Committee after the foreclosure sale; the property and franchises conveyed exclude any rights granted to predecessor companies to build from Chicago to Galena, Ill. (C&C)
- Feb. 22, 1883 William L. Elkins elected Pres. of Camden & Atlantic Railroad, replacing Charles D. Freeman; new Board elected with Thomas H. Dudley (1819-1893) the lone holdover. (MB, RyW)
- Feb. 22, 1883 Separate Chicago, St. Louis & Pittsburgh Railroad Companies organized in Indiana and Illinois as a reorganization of the CC&IC Railway; William L. Scott, Pres. (AR, C&C)
- Feb. 23, 1883 Philadelphia & Atlantic City Railway stockholders ratify lease to Camden & Atlantic Railroad. (RyW)
- Feb. 23, 1883 PRR lawyer John Scott and Pres. Roberts testify against Gordon regulatory bill before Pa. Senate Judiciary Committee. (RyW)
- Feb. 23, 1883 Northern Central Railway gives the New York, Lake Erie & Western Railroad six months notice of terminating the through traffic contract of Mar. 3, 1875. (MB)
- Feb. 24, 1883 Long Island City & Manhattan Beach Railroad incorporated in New York under articles dated Feb. 23 to build from Fresh Pond on Brooklyn & Montauk Railroad to point on Brooklyn & Rockaway Beach Railroad at Cooper Avenue in Queens; will enable most Manhattan Beach trains to run into Long Island City instead of Greenpoint. (Val, NYT, NYState, C&C)
- Feb. 26, 1883 Philadelphia & Salem RPO established. (Kay)
- Feb. 26, 1883 Jackson Coal Railroad incorporated in Pa. (GrnBk)
- Feb. 27, 1883 Delaware act authorizes PW&B to build New Castle Cut Off. (MB)
- Feb. 28, 1883 PRR Board authorizes the purchase of a majority of the Camden & Atlantic Railroad stock from William L. Elkins for \$639,000. (MB)
- Feb. 28, 1883 Long Island City & Manhattan Beach Railroad organized at New York; J.

- Rogers Maxwell elected Pres. (C&C)
- Feb. 28, 1883 Philadelphia & Reading Railroad leaves receivership, but Franklin B. Gowen remains as Pres. (Rdg)
- Feb. 28, 1883 Judge Jeremiah S. Black addresses Pa. Senate in favor of restrictive railroad laws. (RyW)
- Mar. 1, 1883 Joseph T. Richards (1845-1933) promoted from Engineer of Maintenance of Way, New York Division to Assistant to Chief Engineer; W.N. Bannard appointed Superintendent of Camden & Atlantic Railroad, replacing F.A. Lister to Mexican National Railway. (AR, RRGaz)
- Mar. 1, 1883 Henry Monett, formerly of Lines West and the Nickel Plate, named General Passenger Agent of the New York, West Shore & Buffalo Railway. (RRGaz)
- Mar. 1, 1883 Lawrence County Court turns down William L. Scott's appeal for an injunction against the Pierce party's election to the Board of the Sharpville Railroad on grounds suit belongs in Mercer County. (RRGaz)
- Mar. 1, 1883 Juragua Iron Company, Ltd., formed in Pa. as a limited partnership of the Bethlehem Iron Company and the Pennsylvania Steel Company; purchases 10,000 acres of low-phosphorus iron ore lands on the Rio Juragua in Cuba; both companies' local Pennsylvania ores are ill-suited to making Bessemer steel. (BethStl)
- Mar. 2, 1883 PRR directors Richard D. Barclay, Frank Thomson and W.N. Bannard elected to Camden & Atlantic Railroad; William J. Sewell named VP; all litigation is to be withdrawn. (MB)
- Mar. 2, 1883 South Pennsylvania Railroad Syndicate calls in its second \$5 installment. (RyRegister)
- Mar. 3, 1883 New Tariff Act makes reductions on pig iron, steel rails, copper, raw wool and other commodities, but raises them on iron ore, certain steel manufactures and better classes of textiles; generally retains the high level of Civil War tariffs; Pennsylvanian Samuel J. Randall and a few others desert the Democrats to support the tariff. (Ratner, Nevins)
- Mar. 5, 1883 Cross-suits between PRR and CC&IC trustees withdrawn from federal courts as per the reorganization plan; PRR is to pay \$2.4 million to settle rent up to Jan. 1, 1880; PC&StL to pay purchasing committee all net earnings since Jan. 1, 1880; Fidelity Trust, Insurance & Safe Deposit Company is to deliver to PRR all securities deposited as collateral; PRR to surrender \$1.258 million in bonds and coupons; PC&StL to receive

\$660,000 in CC&IC Convertible Income bonds for betterments. (MB)

- Mar. 5, 1883 Calumet River Railway incorporated in Illinois under articles dated Feb. 14 to build an industrial line from South Chicago on the PFW&C to a point between Globe and Lansing stations on the CStL&P Railroad along the east side of the Calumet River. (Church, C&C)
- Mar. 6, 1883 William N. Bannard (1848-1919) named Superintendent of the Camden & Atlantic Railroad. (RRGaz - verify)
- Mar. 6, 1883 Susquehanna & South Western Railroad Board votes to negotiate with PRR for crossing its lines; east of Gillintown, PRR dumps a locomotive into a cut to block S&SW. (RRH)
- Mar. 7, 1883 Conference held with Louis H. Meyer and George W. Cass of PFW&C in Pres. Roberts's office; Roberts objects to PFW&C proposal for PRR to receive payment for betterments to PFW&C in bonds rather than stock. (MB)
- Mar. 7, 1883 Boston financier Nathaniel Thayer (1808-1883) dies at Boston; had lost large amounts of money on the 1881 PW&B deal and retired from business. (NCAB, RRGaz)
- Mar. 7, 1883 Arthur J. Moxham (1854-1931) and Alfred Victor du Pont (1833-1893), who have large investments in Louisville street railways, and Tom Loftin Johnson (1854-1911), a traction entrepreneur of Cleveland, incorporate the Johnson Steel Street Rail Company to manufacture an improved girder street railway rail invented by Johnson. (Gable)
- Mar. 9, 1883 Poughkeepsie & Southwestern Railroad incorporated in N.Y. to build from west end of Poughkeepsie Bridge to N.J. state line near Liberty Corners. (NYState)
- Mar. 9, 1883 Florida Midland Railway incorporated in Florida by John Buttrick and Edward Henck of Massachusetts. (ICC, Turner/Bramson)
- Mar. 10, 1883 Robert H. Sayre submits his first engineering report and estimate on the South Pennsylvania Railroad to Hamilton McK. Twombly. (Sayre Diary)
- Mar. 10, 1883 Gettysburg & Harrisburg Railroad makes construction contract with Pres. J.C. Fuller. (MB)
- Mar. 11, 1883 Pittsburgh, Chartiers & Youghiogheny Railway contracts with the Pittsburgh & Lake Erie Railroad for a joint station at Chartiers (McKees Rocks). (MB)

- Mar. 11, 1883 Chesapeake & Ohio Railway withdraws from the Trunk Line pool. (NYT)
- Mar. 12, 1883 Bells Gap Railroad stockholders vote to convert from 3'-0" gauge to standard; increase stock from \$350,000 to \$500,000 and extend 4 miles past Coalport. (MB, RRGaz)
- Mar. 12, 1883 Robert Craven named Treasurer of Junction Railroad, replacing W.H. Frailey, resigned; within a month of his appointment, he begins embezzling money. (MB)
- Mar. 13, 1883 PRR Board authorizes the purchase of additional Camden & Atlantic Railroad stock from William L. Elkins for \$28,600. (MB)
- Mar. 13, 1883 Pa. House passes Hulings railroad regulatory bill, 136-24. (RyW)
- Mar. 13, 1883 New River Division of Norfolk & Western Railroad formally opens to coal mines at Pocahontas, Va. (NYT)
- Mar. 13, 1883 Toledo & Milwaukee Railway purchases property of Allegan & South Eastern Railroad, Monteith to Allegan and roadbed 33 miles east from Monteith for \$187,500; eventually passes into NYC System; Allegan & South Eastern remains as a shell company owned by GR&I until 1927. (Church, MB - according to Meints, T&M reconveys to Michigan & Ohio Rail__ - try GrnBk)
- Mar. 13, 1883 Franklin B. Gowen closes negotiations to buy control of Philadelphia & Atlantic City Railway through a Reading-CNJ syndicate, intending to vest in the CNJ. (RyW, WkStGaz, NYT)
- Mar. 13, 1883 Lehigh Valley Railroad General Superintendent H. Stanley Goodwin reports that he has completed the location for third and fourth tracks between Mauch Chunk and Easton and between the Reading crossing near Bound Brook and Perth Amboy. (MB)
- Mar. 13, 1883 Radnor Hunt Club organized by A. J. Cassatt, Clement A. Griscom, and others; the first fox hunts are held on the farm of member Charles E. Mather in Radnor Township; it later moves to its own property on Darby Creek; other members include T. DeWitt Cuyler, William H. Joyce, Wayne MacVeagh, Charles E. Pugh, Samuel Rea and Frank Thomson. (Sheridan)
- Mar. 14, 1883 Chicago, St. Louis & Pittsburgh Railroad (of Indiana) incorporated as reorganization of CC&IC in Indiana. (Church)
- Mar. 14, 1883 Susquehanna & South Western Railroad places 49 miles under contract. (RyW)

- Mar. 15, 1883 Chicago, St. Louis & Pittsburgh Railroad (of Illinois) incorporated as reorganization of CC&IC in Illinois; the Indiana company operates the Illinois company without agreement, and no separate organization is maintained, as it is intended to merge the two companies as soon as possible. (Church, C&C)
- Mar. 15, 1883 Port Jefferson & Hicksville RPO extended to Port Jefferson & Long Island City RPO. (Kay)
- Mar. 1883 Philadelphia & Atlantic City Railway said to be negotiating with Camden, Gloucester & Mt. Ephraim Railway in order to obtain its terminal at Kaighn's Point, Camden. (RRGaz)
- Mar. 1883 Eastbound morning express on the Reading-CNJ Bound Brook Route now operates at an average 50.1 MPH, claimed as the fastest in the U.S. (RRGaz)
- Mar. 1883 New York, West Shore & Buffalo Railway agrees with the Delaware & Hudson Canal Company for through passenger cars to Saratoga for summer resort traffic. (RRGaz)
- Mar. 1883 York & Peach Bottom Railway extended from Delta to Peach Bottom on the Susquehanna River. (Hilton)
- Mar. 16, 1883 Court at Meadville invalidates the Jan. 17 election of the Tide Water Pipe Company, Limited, and seats the old, anti-Standard Oil Company Board, including Byron D. Benson, Franklin B. Gowen, Andrew W. Perrin and James R. Keene. (NYT, Johnson)
- Mar. 17, 1883 Property of Columbus, Chicago & Indiana Central Railway conveyed by Purchasing Committee to Chicago, St. Louis & Pittsburgh companies of Indiana and Illinois; because of the long-running dispute, the PRR had not let the CC&IC develop a Chicago traffic; no livestock was carried and no through trains run to and from PRR points; the CC&IC had brought more freight to Chicago from the New York, Lake Erie & Western Railroad than from the PRR; under PRR's full control, that will change. (Church, RRGaz)
- Mar. 17, 1883 First Pocahontas coal arrives in Norfolk from new mining town of Pocahontas, Va. over Norfolk & Western Railroad; the first car is presented to the city. (Lambie, Striplin)
- Mar. 18, 1883 Lancaster (Pa.) Cutoff opens on a straight line north of city; used by freight trains and passenger expresses not stopping at Lancaster. (CE)
- Mar. 18, 1883 Wabash, St. Louis & Pacific Railway begins using the facilities of the Detroit Union Railroad Station & Depot Company on the west side at the

foot of Wabash Avenue. (MichRRs - verify)

- Mar. 19, 1883 Smithfield Street Bridge opens over the Monongahela River at Pittsburgh; a two-span lenticular truss designed by engineer Gustav Lindenthal (1850-1935). (wiki, Petroski)
- Mar. 1883 PRR and B&O make first contract to maintain equal tolls on coal from Cumberland and Clearfield Fields to tidewater; broken almost immediately. (Lambie)
- Mar. 1883 PRR opens first U.S. hump yard at Huff on the South-West Pennsylvania Railway near Greensburg. (US&S)
- Mar. 20, 1883 Hudson Tunnel Railway Company resumes work on New York side of tunnel; suspended six months ago. (Burr, RyW)
- Mar. 20, 1883 CC&IC bondholders committee holds last meeting and approves purchase and reorganization. (NYT)
- Mar. 20, 1883 Chicago, St. Louis & Pittsburgh Railroad (Ind.) holds organization meeting at Indianapolis; William L. Scott elected Pres.; J.N. McCullough First VP; William Thaw Second VP; Thomas D. Messler Third VP; James McCrea Manager; Columbus-Indianapolis and Richmond-Logansport lines become Eastern Division with John F. Miller as Superintendent; Bradford-Chicago and Logansport-Effner lines become Western Division with Charles Watts as Superintendent; Board rejects 1868 contract for sleeping car line between Indianapolis and Chicago over Indianapolis, Peru & Chicago Railway; annuls old CC&IC contract with Keokuk & Hamilton Bridge Company. (MB)
- Mar. 20, 1883 Susquehanna & South Western Railroad renamed Beech Creek, Clearfield & South Western Railroad; under construction from Jersey Shore, Pa., into Clearfield coal fields. (GrnBk, AR)
- Mar. 21, 1883 PRR sues in Circuit Court of Kent County, Michigan, against the GR&I paying the Apr. 1 interest on its 1869 bonds unless it also pays on the same bonds held by the PRR; PRR had paid prior coupons and agreed to hold bonds until Jan. 1, 1883. (RRGaz)
- Mar. 21, 1883 Trustees Jacob Henrici and Jonathan Lenz convey property of old Darlington Cannel Coal Railroad to New York, Pittsburgh & Chicago Construction Company, retroactive to July 3, 1882. (ICC)
- Mar. 21, 1883 Calumet River Railway organized; R. Biddle Roberts, Pres. (C&C)
- Mar. 22, 1883 Charles K. Landis informs the West Jersey Railroad that he has built an

excursion house at Townsends Inlet south of Sea Isle City and built a light railroad to it; offers the WJRR a right of way the length of the beach and to build another excursion house at Corsons Inlet at the north end of Sea Isle City to be done by June 1; WJRR agrees to negotiate for a railroad running the length of the island from Corsons Inlet to Townsends Inlet. (MB)

- Mar. 22, 1883 Reading Chief Engineer William Lorenz (1826-1884) reports to Pres. Gowen on condition of Dauphin & Berks Railroad (former South Mountain Railroad); only 8 of 28 miles between Hamburg and Jonestown graded; rest will be very expensive. (Rdg)
- Mar. 23, 1883 Rolling Mill Railroad incorporated in Ohio under articles dated Mar. 20; builds 0.71 mile railroad from Bridge Street, Toledo, to Maumee Rolling Mill, where eastern city line meets east bank of Maumee River, this year. (Church, C&C)
- Mar. 23, 1883 Southern Central Railroad leases the Ithaca, Auburn & Western Railway (Auburn-Freeville). (Baird)
- Mar. 23, 1883 Mann's Boudoir Car Company incorporated in N.Y. to build and operate compartment sleeping cars on the patents of William d'Alton Mann (1839-1920). (ICC)
- Mar. 24, 1883 Stockholders of Allegheny Central Railroad and Lackawanna & Pittsburgh Railroad vote to merge; both are controlled by Clark, Post & Martin, who also control the Buffalo, Baltimore & Ohio Railroad and the National Construction & Improvement Company; is to link the DL&W near Perkinsville to the BNY&P at Olean, and thence to Chicago Jct. (Willard, Ohio) on the B&O; syndicate had planned to use the Jersey Shore, Pine Creek & Buffalo Railway as a direct route to the east until it was purchased by Vanderbilt and rerouted. (NYT, RRGaz)
- Mar. 24, 1883 Chautauqua Steamboat Company organized as a reorganization of the Chautauqua Lake Transit Company; Oliver Watson, Pres., and W.S. Baldwin, General Manager. (RRGaz)
- Mar. 24, 1883 Louisville, New Albany & Chicago Railway begins passenger service into Indianapolis over the Lake Erie & Western Railway from Howland's Jct.; it uses the LE&W freight station and does not gain permission to enter Indianapolis Union Station until later in the year. (Hilton)
- Mar. 26, 1883 Kaighns Point & Philadelphia Ferry Company purchases the South Street landing from Pres. Z.C. Howell. (MB)
- Mar. 26, 1883 Benjamin Williamson agrees to purchase Williamstown Railroad bonds from John F. Bodine. (Rdg)

- Mar. 26, 1883 Majority of the stock of the Tide-Water Pipe Company, Limited, transferred to Franklin B. Gowen in trust. (Rdg)
- Mar. 26, 1883 Alva Vanderbilt (1853-1933), wife of NYC&HR VP William K. Vanderbilt, marks the end of Lent with a fancy dress ball of incredible excess at their new French Renaissance chateau at No. 660 5th Avenue & 52nd Street to launch the “new money” Vanderbilts in New York society and challenge the dominance of Caroline Schermerhorn Astor (1830-1908). “THE Mrs. Astor,” the acknowledged leader of “old money”; the house, designed by Richard Morris Hunt (1827-1895), the first U.S. architect to be trained at the École des Beaux Arts in Paris, is more historically accurate and tasteful than William H. Vanderbilt’s mansion one block south and sets a new standard for Gilded Age millionaires. (NYT, Vndrblt)
- Mar. 27, 1883 GR&I Board decides to suspend interest payments on all bonds until suit with PRR settled. (RRGaz)
- Mar. 28, 1883 PRR Board authorizes construction of a branch from Georges Station on the Pittsburgh Division to New Alexandria. (MB)
- Mar. 28, 1883 South Pennsylvania Railroad appoints Reon Barnes agent to purchase right-of-way. (Sayre Diary)
- Mar. 28, 1883 New England, Lackawanna & Pittsburgh Railroad incorporated in N.Y. to build from Wolcott on Lake Ontario in Wayne County via Geneva to Perkinsville on the New York, Lackawanna & Western Railway; controlled by the Clark, Post & Martin syndicate; surveys between Hornellsville and Bath result in the discovery that grades are too steep, and project abandoned. (RRH 92)
- Mar. 30, 1883 Belt Railway Company of Chicago organized. (Church)
- Mar. 30, 1883 Pennsylvania Company agrees with William L. Scott, Charles J. Osborn, et al. (concerning reorganization of CC&IC). (MB)
- Mar. 31, 1883 Charles W. Woolsey (1833-1895), son of Charles A. Woolsey, resigns as Superintendent of Floating Equipment to accept a position with the Hoboken Ferry Company; replaced by Robert Bloomsbury (1829-1899) eff. Apr. 1. (AR)
- Mar. 31, 1883 Pennsylvania Company Executive Committee authorizes construction of new station at Lima, Ohio. (MB)
- Mar. 31, 1883 Wheeling & Lake Erie Railroad extends authority of Chief Engineer C.A. Wilson over Cleveland & Marietta Railroad. (RRGaz)

- Mar. 31, 1883 Logansport & Warsaw RPO changed to Logansport & Keokuk RPO. (Kay)
- Mar. 31, 1883 Belt Railway Company of Chicago leases Belt Railway Division from Chicago & Western Indiana Railroad; runs Cragin-Belt Jct., Pullman Jct.-South Chicago and rights over C&WI Belt Jct.-Pullman Jct., State Street-Stewart Ave, and to Union Stock Yards, retroactive to Nov. 1, 1882. (Church)
- Apr. 1, 1883 Buffalo, New York & Philadelphia Railroad begins running a line of Wagner sleeping cars between Buffalo and Pittsburgh. (NYT)
- Apr. 1, 1883 Through sleeping cars begin running between Cincinnati and Chicago via Logansport. (PassDept)
- Apr. 1, 1883 Capt. Robert Bloomsbury named acting Superintendent of Jersey City Ferries, replacing Charles W. Woolsey, resigned. (AR)
- Apr. 1, 1883 GR&I defaults on interest; PRR sues and gets injunction against GR&I paying further interest until status of bonds held by PRR clarified. (AR)
- Apr. 1, 1883 James P. Orr named Division Freight Agent of Eastern Division, Pennsylvania Company, replacing John L. Davison, resigned. (MB)
- Apr. 2?, 1883 Pittsburgh & Lake Erie Railroad begins operating through trains between Pittsburgh and Buffalo via New Castle, Stoneboro and Oil City with the Buffalo, New York & Philadelphia Railroad. (RRGaz)
- Apr. 2, 1883 CStL&P assumes operation of former CC&IC lines, Bradford and Richmond to Chicago; Lines West officers installed: James McCrea Manager at Columbus; D.T. McCabe General Freight Agent; E.A. Ford General Passenger & Ticket Agent; M.J. Becker Chief Engineer; R.H. Soule Superintendent of Motive Power; J.F. Miller Superintendent of Eastern Division (former First & Third Divisions); Charles Watts Superintendent of Western Division (former Second & Fourth Divisions). (Church, AR, MB, RyW)
- Apr. 2, 1883 Columbia & Perryville RPO established. (Kay)
- Apr. 2, 1883 Chicago, St. Louis & Pittsburgh Railroad Executive Committee authorizes purchase of 22 locomotives from PC&StL Railway. (MB)
- Apr. 3, 1883 At its annual meeting, Erastus Wiman (1834-1904), a member of R.G. Dun & Co., the credit rating agency, a would-be real estate developer on Staten Island and Pres. of the Staten Island Rapid Transit Railroad, gains control of the old Staten Island Railroad, running along the east shore, from the Vanderbilt family. (NYT)

- Apr. 3, 1883 Railroads entering Dayton sign Dayton Joint Track Agreement for common operation of tracks between 2nd Street and Miami City Jct.; CH&D/PC&StL to be form a double track between 2nd Street and the south side of the Miami River Bridge; Union Switch & Signal Company to prepare plans for interlockings. (Church)
- Apr. 4, 1883 New York & Sea Beach Railroad and Sea Palace Hotel at Coney Island sold at foreclosure for \$245,000 to J. J. Carrslan and Fred N. Witt. (NYT, Stiles)
- Apr. 4, 1883 PC&StL Railway Executive Committee authorizes sale of 22 locomotives to CStL&P Railroad; branch from Oakdale, Pa., to Robinsons Run. (MB)
- Apr. 5, 1883 Pioneer railroad contractor, former Pres. of LIRR, and Pres. of Philadelphia, Germantown & Norristown Railroad Coffin Colket (1809-1883) dies at Philadelphia. (RyW, PubLdgr)
- Apr. 5, 1883 Rolling Mill Railroad organized. (C&C)
- Apr. 6, 1883 Pennsylvania Senate passes the General Pipeline Bill by 31-12. (Johnson)
- Apr. 7, 1883 West Jersey Railroad agrees with Charles K. Landis, who is required to extend the Pleasure Railroad north from Sea Isle City to Corsons Inlet when the business requires it; if the WJRR fails to build it, Landis is to do so at his own expense. (MB)
- Apr. 7, 1883 Philadelphia & Merion Railway dissolved without any construction. (MB)
- Apr. 7, 1883 Trunk Line arbitrator Charles Francis Adams establishes new eastbound livestock percentages to accommodate the Nickel Plate; Michigan Central Railroad cut from 26% to 23¼%; LS&MS from 36% to 32%; PFW&C from 26% to 23¼%; B&O from 6% to 5½%; Nickel Plate gets 10%. (RRGaz)
- Apr. 9, 1883 Cincinnati, Indianapolis, St. Louis & Chicago Railway opens the new 8-track Central Union Station on 3rd Street in Cincinnati; the CCC&I Railway is a tenant, and by June the Ohio & Mississippi Railway and Cincinnati, Washington & Baltimore Railroad (B&O system) are also using it; William W. Boyington, architect. (RRGaz, Condit)
- Apr. 10, 1883 Jay Gould and Russell Sage have the Wabash, St. Louis & Western Railway leased to the St. Louis, Iron Mountain & Southern Railway; the latter is to pay the Wabash the net earnings, if any, but is free to advance money to pay the Wabash's fixed charges or not as it sees fit; the Wabash is thus secured to the Gould system even though it is broke. (Church, Grodinsky)
- Apr. 11, 1883 General Time Convention meets at St. Louis; despite moving to a more

central location, only the Gould roads among the western lines are represented; the PRR has 10 delegates headed by General Manager Charles E. Pugh; the Convention approves the report of Secretary William F. Allen (1846-1915) on standard time; establishes railroad observance of standard time zones effective Nov. 18, 1883; unlike earlier proposals for Standard Time, Allen's fixes his four zone boundaries where they make sense for railroads (at connecting and division points) and urban intercity travelers rather than the arbitrary use of meridians; the western boundary for Eastern Standard Time is much further east than at present, usually at the points where the eastern and midwestern parts of the Trunk Lines meet; James McCrea secures the appointment of a committee to develop uniform train signals. (MB, RRGaz)

- Apr. 11, 1883 Gardners Union Elevator, the original grain elevator at Canton, Baltimore, with a capacity of 100,000 bu., is destroyed by fire and not rebuilt. (Wilson)
- Apr. 11, 1883 Representatives of the big livestock shippers, including Samuel W. Allerton and Daniel McPherson of Jersey City Stock Yards, meet in Albert Fink's office to complain of rate discrimination in favor of the big shippers of dressed beef in refrigerator cars, including Armour, Swift, and G.H. Hammond; Frank Thomson represents PRR and Horace J. Hayden the NYC&HR; note that cattle cars are used to ship coke and coal westbound, while reefers must return empty. (NYT)
- Apr. 11, 1883 Robert H. Sayre meets at William C. Whitney's office with H.McK. Twombly, David Hostetter and Andrew Carnegie; discuss merits of Harrisburg & Western Railroad line and Pittsburgh & Atlantic Railroad line. (Sayre Diary)
- Apr. 13, 1883 Philadelphia & Reading signs agreement with Beech Creek, Clearfield & Southwestern Railroad, Jersey Shore, Pine Creek & Buffalo Railway, Fall Brook Coal Company and Clearfield Bituminous Coal Company; Beech Creek is to extend from Williamsport gateway into Clearfield Bituminous Coal Company lands in region previously monopolized by PRR; Coal company is to route all Philadelphia and New York tonnage over Reading; all railroads are to be joint line. (Rdg)
- Apr. 13, 1883 Pennsylvania Company Executive Committee authorizes construction of second track between Cleveland and Newburgh, and between Orrville and milepost 140 on Eastern Division. (MB)
- Apr. 14, 1883 Pennsylvania Company Executive Committee authorizes construction of new passenger station between Pearl and State Streets in New Albany, Ind.; authorizes settling with William L. Scott, Charles J. Osborn, et al., for advances made under agreement of Mar. 30, 1883. (MB)

- Apr. 15, 1883 J.H. Barrett named Superintendent of Union Track & Depot at Dayton, Ohio. (Church)
- Apr. 1883 Reading/CNJ syndicate acquires the narrow-gauge Philadelphia & Atlantic City Railway; prepares to compete aggressively with PRR for resort traffic. (RRG has CNJ-Rdg directors elected pre 4/13)
- Apr. 1883 PRR sues and obtains an injunction halting GR&I interest payments until status of bonds held by PRR is clarified. (AR)
- Apr. 1883 New tunnel on West Pennsylvania Division west of Blairsville holed through; needed as part of grade reduction. (RyW)
- Apr. 1883 Brownsville Branch of Pittsburgh, Virginia & Charleston Railway opens between junction with Redstone Branch and Brownsville (1.0 mile). (Val)
- Apr. 1883 Buffalo, New York & Philadelphia Railroad syndicate has purchased the Fairmount Coal & Iron Company with 4,900 acres on the Low Grade Line in Clarion County. (RyW)
- Apr. 1883 Scrubgran (?) renamed Kennerdell on Allegheny Valley Railroad. (Guide)
- Apr. 1883 New York, West Shore & Buffalo Railway has made arrangements with the PRR to run into Jersey City Terminal for through service between Washington and Saratoga. (RRGaz)
- Apr. 1883 Having been rebuffed in the courts, the PC&StL Railway has a bill pending in the Ohio Legislature to divide the property of the Columbus & Newark Division. (RRGaz)
- Apr. 1883 Superintendents' Association adopts most standard signals being promulgated by General Time Convention. (RyW)
- Apr. 1883 Lebanon Iron Company completes a new works for the manufacture of bar-iron at Lebanon south of the Reading railroad; Robert H. Coleman, Pres. (Egle)
- Apr. 16, 1883 CStL&P Railroad Executive Committee authorizes new station at Sulphur Springs, Ind. (MB)
- Apr. 18, 1883 Connecticut House rejects a special charter for the Hartford & Harlem Railroad but allows it to change its route to run through New Britain. (NYT)
- Apr. 18, 1883 Chicago Board of Trade agrees that the Hatley case can be arbitrated by any body, not just the Board of Trade; the railroads' refusal to cooperate with

the Board is hampering trade and becoming a nuisance. (CHTaylor)

- Apr. 19, 1883 Susquehanna Improvement Company, with an 1871 “Tom Scott” type charter but no PRR affiliation, is renamed The Metal Railroad Die (Tie?) Construction Company; it later becomes the Hudson Coal Company. (Moody)
- Apr. 20, 1883 CStL&P Railroad makes new trackage rights agreement with Wabash, St. Louis & Pacific Railway and Indianapolis, Peru & Chicago Railway between Indianapolis and Kokomo, Ind.; Wabash, St. Louis & Pacific Railway is to have trackage rights over CStL&P between Logansport and Effner. (MB, Church)
- Apr. 20, 1883 After dark, Chicago & Western Indiana Railroad begins laying track north of 12th Street in Chicago; by 11:30 PM it has a double track reaching north of Taylor Street; Mayor Harrison refuses to execute City Council’s order to stop work. (NYT)
- Apr. 20, 1883 Juragua Iron Company, Ltd., formed in Pennsylvania as a joint limited partnership of the Pennsylvania Steel Company and the Bethlehem Iron Company; Frederick W. Wood (1857-1943), an engineer for Pennsylvania Steel, has discovered rich low-phosphorous iron ore deposits on the Rio Juragua in Cuba, from which it can be transported cheaply to the U.S. by ship. (PaCorp, BethSteel)
- Apr. 21, 1883 New York & Atlantic Highlands Railroad incorporated in N.J. to build from a connection with the New Jersey Southern Railway near Port Monmouth eastward along the shore of Raritan Bay to the new resort of Atlantic Highlands. (NJCorps, Baer/Coxey)
- Apr. 21, 1883 Pioneer civil engineer Col Andrew Talcott (1797-1883) dies at Richmond, Va., at his death, he is the oldest graduate of West Point. (RRGaz)
- Apr. 23, 1883 PC&StL Railway Executive Committee authorizes closing Millers and Beach Bottom stations and building a new Beach Bottom station halfway between them. (MB)
- Apr. 24, 1883 Joint Executive Committee begins four days of meetings at Albert Fink’s rooms at the Windsor Hotel to readjust percentages and differentials in passenger pool; J. R. Wood represents PRR and Elias A. Ford Lines West. (NYT)
- Apr. 24, 1883 U.S. District Court at New York City finally settles the claim of the New York, Lake Erie & Western Railroad against James McHenry, ordering McHenry to pay over \$2.3 million in total judgements; McHenry is to turn over to the New York, Lake Erie & Western Railroad 11,477 shares of the

CCC&I Railway and 13,000 Atlantic & Great Western Railway extension certificates. (Mott)

- Apr. 25, 1883 PRR Board votes 10-4 to finally settle the old claim of Andrew Carnegie's for buying the Longstreet shares of the United Companies by a cash payment of \$15,000 (about half what Carnegie claims) in order to avoid the possibly greater cost of a suit by Carnegie in the New York City courts; Carnegie accepts. (MB)
- Apr. 25, 1883 Executive Committee of Lines West approves \$65,000 to purchase land for a freight yard on Ohio River west of Pittsburgh; includes 91 acres, parts of James Conway, Michael Conway and Tobias Hetchie farms; beginnings of Conway Yard; plan is bring light trains from west and combine them into heavier trains for level run to Allegheny. (MB, Conway)
- Apr. 25, 1883 Winslow, Lanier & Co. announces to the syndicate it will exercise the option to purchase additional West Shore stocks and bonds. (NYT)
- Apr. 26, 1883 Howard Fry (1846-1883), Superintendent of Motive Power of New York, West Shore & Buffalo Railway and a former PRR officer, fatally injured in the rear-ending of his sleeping car on the Chicago & Grand Trunk Railway near Bellevue, Mich., while en route to Chicago to inspect new passenger cars. (MCB)
- Apr. 27, 1883 PW&B Board authorizes New Castle Cut Off; changes name of Woodland to Markham, Street Road to Westtown, and Baltimore Central Jct. to Wawa, all on Central Division; Pres. Hinckley announces Maryland courts have approved purchase of Dorchester & Delaware Railroad; modifies through traffic contract with Peninsula Railroad, now New York, Philadelphia & Norfolk Railroad; extends time for completion between Cherrystone Inlet to Pocomoke City to July 1, 1884 and for completion between Pocomoke City and Delmar to Jan. 1, 1885, unless NYP&N opts to buy Eastern Shore Railroad instead of building a direct line. (MB)
- Apr. 27, 1883 PFW&C Executive Committee recommends that the stockholders' meeting on May 16 vote on a \$22 million issue of betterment bonds with a PRR guarantee to redeem all the old betterment stock and fund new improvements. (MB)
- Apr. 27, 1883 Joint Executive Committee agrees to a new passenger pooling contract, retroactive to Mar. 1, pooling all earnings from competitive points east of the Mississippi; New York, Lake Erie & Western Railroad -New York, Pennsylvania & Ohio Railroad route agrees not to speed up its trains to Cincinnati; in return, PRR, NYC and B&O agree not to run their Cincinnati trains faster; differentials are to be set in May. (NYT)

- Apr. 1883 PRR sells \$1.75 million Pennsylvania Company 4½% bonds to Kuhn, Loeb & Co.
- Apr. 1883 Pittsburgh & Western Railroad opens bridge over Allegheny River at Foxburg on its Northern Branch connecting with the Pittsburgh, Bradford & Buffalo Railroad north of the river; creates a narrow gauge line from Allegheny to Mount Jewett in the oil fields. (RRGaz, Hilton)
- Apr. 28, 1883 Chartered steamship *British Princess* makes first sailing for American Line. (Flayhart)
- Apr. 30, 1883 Drexel & Co. agree to purchase \$5 million in PRR Collateral Trust bonds. (MB)
- Apr. 30, 1883 Reading begins laying track to occupy surveyed route of PRR through City of Reading. (RyW)
- Apr. 30, 1883 Providence & Worcester Railroad ceases operation of the Milford & Woonsocket Railroad and Hopkinton Railroad. (NHCorp)
- Apr. 30, 1883 Rumors circulate of impending merger of Norfolk & Western Railroad, East Tennessee, Virginia & Georgia Railroad and Memphis & Charleston Railroad, which are wrongly attributed to Jay Gould. (NYT)
- Spring 1883 New 1:50 train established between Jersey City and Philadelphia; fastest run on PRR.
- May 1, 1883 PRR Board declares semi-annual dividend of 4%, 2% in cash and 2% in scrip, payable June 15. (RRGaz)
- May 1, 1883 PRR leases block at 35th Street and Hudson River as New York freight terminal property from New York, Ontario & Western and New York, West Shore & Buffalo; lease approved by Board Jan. 9, 1884. (MB)
- May 1, 1883 PRR elevator and foreign freight office moved from No. 78-80 Broad Street, New York, into new Produce Exchange. (AR)
- May 1, 1883 PRR Board reports have sold \$1,750,000 of 4½% Pennsylvania Company bonds to Kuhn, Loeb & Co. (MB)
- May 1, 1883 Benwood Extension of Pittsburgh, Wheeling & Kentucky Railroad opens between Wheeling and Caldwell's Run, about 3 miles. (, AR)
- May 1, 1883 Pennsylvania Company leases 600 freight cars to GR&I. (MB)
- May 1, 1883 Lackawanna Line, a fast freight line, goes into operation. (RRGaz)

- May 1, 1883 Robert H. Sayre spends the day with Oliver W. Barnes reviewing lines for South Pennsylvania Railroad and trying to refute Andrew Carnegie's preferences. (Sayre Diary)
- May 1, 1883 New York, Lake Erie & Western Railroad begins operating New York, Pennsylvania & Ohio Railroad under lease (of Apr. 6, 1883? - Mott). (AR)
- May 1, 1883 Wheeling & Lake Erie Railroad accepts its main line to Valley Jct., Ohio, from the contractors. (Poors)
- May 1, 1883 Nickel Plate begins running into Rock Island-LS&MS Van Buren Street Station at Chicago. (Rehor)
- May 1883 Drexel & Co. has agreed to take \$5 million of the PRR's new 4½% Collateral Trust bonds. (RRGaz)
- May 4, 1883 William H. Vanderbilt resigns the presidency of NYC&HR and other Vanderbilt roads because of stress and declining health but remains effective head of the Vanderbilt interests; eldest son Cornelius Vanderbilt (1843-1899) is named Chairman of NYC&HR and Michigan Central Railroad; William K. Vanderbilt (1849-1920) named Chairman of LS&MS; James H. Rutter (1836-1885) named Pres. of NYC&HR; Chauncey M. Depew (1834-1928) named Second VP and Horace J. Hayden (1840-1900) Third VP; John Newell (1830-1894) elected Pres. of LS&MS and Henry B. Ledyard (1844-1921) Pres. of Michigan Central. (NYT, RRGaz)
- May 4, 1883 Associated Press reports that Henry B. Plant's Plant Investment Company has purchased 60% of the stock of the South Florida Railroad, running between Sanford and Kissimmee; Plant then begins negotiating for the portion of the unbuilt Jacksonville, Tampa & Key West Railway between Kissimmee and Tampa. (Turner/Bramson)
- May 5, 1883 William H. Vanderbilt sails for Europe on *Brittanic*. (NYT)
- May 5, 1883 Winslow, Lanier & Co. announces that holders of \$16.145 million of the second issue of New York, West Shore & Buffalo Railway bonds have agreed to the terms to withhold them from sale until Mar. 1, 1884, leaving \$4.117 million, which they now offer for sale. (NYT)
- May 7, 1883 Franklin B. Gowen and George F. Baker (1840-1931), Pres. of the First National Bank of New York, elected to the NY&LB Board. (MB)
- May 7, 1883 B&P and PW&B crews begin running through between Washington and Philadelphia. (RyW)

- May 7, 1883 A. J. Cassatt returns to Philadelphia from Europe. (RyW)
- May 7, 1883 Cincinnati Northern Railway stops operating Spring Grove, Avondale & Cincinnati Railway. (C&C)
- May 7, 1883 Charter of the Union Central Coal, Iron & Railroad Company, through which the Lehigh Valley Railroad, CNJ and Morris & Essex Railroad sought to invade the Schuylkill Coal Field in 1869-70, is declared forfeited. (Baird)
- May 7, 1883 Baltimore Storage & Lighterage Company incorporated in Maryland by Bernard Nadal Baker (1854-1918) and James S. Whiteley as successor to the harbor marine operations of Baker, Whiteley & Co. (Moyer/Keystone)
- May 7, 1883 Toledo & Indianapolis Railroad opens between Toledo and Findlay, Ohio. (Poors, Miller)
- May 7, 1883 Maryland Central Railroad opens from Baltimore to Fallston. (Hilton)
- May 8, 1883 Cincinnati Northern Railway and Spring Grove, Avondale & Cincinnati Railway merged into Toledo, Cincinnati & St. Louis Railroad under agreement of May 5, 1883; are to form Cincinnati entrance for Toledo-St. Louis narrow-gauge trunk line; merger was forced by TC&StL Pres. Elijah B. Phillips over opposition of Albert Netter and other Cincinnati managers. (Church, Rehor)
- May 9, 1883 Last rail laid on Jersey Shore, Pine Creek & Buffalo Railway 38 miles north of Williamsport; it has been built with Vanderbilt money in connection with George J. Magee of the Fall Brook Coal Company and runs from Stokesdale Jct. on the Coal Company's Corning, Cowanesque & Antrim Railway to Newberry Jct. west of Williamsport on the Reading via the valley of Pine Creek, the "Grand Canyon of Pennsylvania." (RyW, RRH 55)
- May 10, 1883 Lightning strikes tank no. 11 at National Storage Company's Communipaw oil yard in Jersey City; fire consumes 10 oil tanks, a warehouse and pier, and 6 oil barges; only 2 tugboats and 1 barge survive; 5 killed. (MB, Sayre Diary)
- May 10, 1883 NY&LB Board informs the PRR that its 1882 joint traffic agreement is void and that it only recognizes the 1873 lease to the CNJ. (MB)
- May 10, 1883 Baltimore & Delaware Bay Railroad organized at Baltimore; Robert Garrett elected Pres. (C&C)
- May 10, 1883 PC&StL Railway grants Ohio River Railroad use of its Benwood Extension

at Wheeling and use of Wheeling depot. (Church)

- May 10, 1883 Winslow, Lanier & Co. announces they have sold the remaining \$4.1 million of West Shore bonds at prices ranging from 78-1/4 to 82 with interest. (NYT)
- May 10, 1993 Joseph Pulitzer (1847-1911) buys the *New York World*, which once belonged to Tom Scott, from Jay Gould. (DAB)
- May 11, 1883 CNJ stockholders approve lease to Reading. (NYT)
- May 11, 1883 Special train consisting of locomotive No. 224 and Pres. Gowen's private car runs from Philadelphia to Jersey City to allow him to attend CNJ meeting, running in 1:45 or 51 MPH; Gowen claims to have 140,000 of 180,000 proxies. (RRGaz, Sayre Diary)
- May 11, 1883 Amasa Stone (1818-1883), builder of Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula Railroad and a PFW&C director, commits suicide by shooting himself at Cleveland; he has been plagued by remorse and nightmares since the collapse of the Ashtabula Bridge in 1876. (RRGaz, Paskoff ed)
- May 12, 1883 PRR issues a statement that its use of the NY&LB is not threatened by the Reading lease of the CNJ. (NYT)
- May 12, 1883 New York & Sea Beach Railway incorporated as reorganization of New York & Sea Beach Railroad. (NYState)
- May 12, 1883 Baltimore & Delaware Bay Railroad, formerly Kent County Railroad, reorganized at Baltimore under control of CNJ; Robert Garrett elected Pres., reflecting B&O interest in CNJ; CNJ counsel Robert W. DeForest (1848-1931) and John F. Bingham (1845?-1891) named an Executive Committee; no further Board meetings until 1889. (MB, Val)
- May 12, 1883 Passenger Dept. of Joint Executive Committee meets at Albert Fink's office to set new differentials, effective May 15; Cincinnati fare via B&O and CCC&I cut from \$17 to \$16; new rate of \$20.25 established for St. Louis-New York via Ohio & Mississippi Railway and B&O. (NYT)
- May 12, 1883 William L. Scott purchases 2,107 acres as the future site of Cape Charles from Sally and Ella Tazewell of Norfolk. (Lewis)
- May 14, 1883 Kaighns Point & Philadelphia Ferry Company orders plans for improving the South Street ferry house. (MB)
- May 14, 1883 Camden & Atlantic and Camden & Amboy lines connected at Camden;

Medford Branch trains of Camden & Atlantic begin operating to and from PRR's Camden Terminal at Federal Street; PRR begins offering through service between Camden and Mount Holly via Haddonfield and Medford. (AR)

- May 14, 1883 Franklin B. Gowen states PRR contract for use of NY&LB is not binding on the Reading; PRR says made after it had acquired half the right of way for its own line and will build it if forced out. (WkStGaz)
- May 14, 1883 Press reports that minority CNJ stockholders may sue to have lease to Reading overturned; Charles J. Osborn and A. J. Cassatt join in a proposition of William L. Scott to sell 6,000 shares of CNJ short. (Rdg)
- May 14, 1883 DL&W opens its extension (New York, Lackawanna & Western Railway) for regular revenue through passenger service between Binghamton and Buffalo; begins through passenger service between New York and Buffalo; very small amounts of freight had been carried as early as Dec. 1882. (RyW, NYT, Taber)
- May 14, 1883 Pennsylvania Company Executive Committee authorizes second track on New Albany Branch. (MB)
- May 14, 1883 PC&StL Railway Executive Committee authorizes new station at 4th Avenue, Pittsburgh, completing Birmingham station, and new shops at Columbus. (MB)
- May 14, 1883 Belt Railroad Company of Indianapolis incorporated to build from Brightwood around north side of Indianapolis for four miles; it is built only as far as the Lake Erie & Western tracks by the successor Indianapolis Union Railway. (Church, Dunn)
- May 14, 1883 Chicago & Atlantic Railway opens for through freight to Chicago, and the Great Western Despatch, the Erie fast freight line, transferred to it; still no passenger service. (RyW)
- May 14, 1883 Toledo, Cincinnati & St. Louis Railroad opens for revenue service from Ridge Farm to East St. Louis. (Rehor, Poors)
- May 15, 1883 A. S. Morrow elected Pres. of the Cresson & Clearfield County & New York Short Route Railroad, replacing Joseph Irvin. (C&C)
- May 15, 1883 Buffalo, New York and Philadelphia Railroad Pres. J.W. Jones announces that the Board has authorized him to begin libel suits against the authors of several articles in the New York papers misrepresenting the company's financial condition. (NYT)

- May 15, 1883 Hartman Steel Company of Beaver Falls, Pa., begins operating the Marginal Railroad switching line under a lease from the Harmony Society dated Mar. 28, 1884. (C&C)
- May 15, 1883 John Thomas, formerly with the Cleveland & Pittsburgh but currently General Superintendent of Chicago Division of B&O, appointed General Superintendent of Pennsylvania Company, with supervision of Eastern, Western, Erie & Ashtabula and Toledo Divisions. (MB, AR)
- May 15, 1883 James P. Ernst appointed General Passenger Agent of the CStL&P Railroad, replacing Charles O. Scull, demoted to Assistant General Passenger Agent. (MB)
- May 15, 1883 PRR 4:00 PM from New York for Philadelphia with Class K No. 184 and 4 cars runs through in 1:50 with speeds up to 66.89 MPH. (RRGaz)
- May 15, 1883 William H. Vanderbilt closes the purchase of 12,000 shares of the Pittsburgh & Lake Erie Railroad from the Economy Society through Henry W. Oliver at 175; the P&LE, running between Youngstown and Pittsburgh, gives the Vanderbilt system its first direct access to the Pittsburgh market. (NYT)
- May 15, 1883 Norfolk & Western Railroad and Southwest Virginia Improvement Company sign traffic contract; railroad is to get 70% and shipper 30% of price at tidewater. (Lambie)
- May 15, 1883 Bituminous coal miners from western Pennsylvania, Maryland, Ohio and Illinois meet in Pittsburgh and form the Amalgamated Association of Miners of the United States; it is soon embroiled in a bitter strike in the Hocking Valley. (McDonald)
- May 1883 PRR is surveying for a line between Philadelphia and the Lehigh Valley parallel to the Reading's Perkiomen Railroad. (RRGaz)
- May 1883 PRR places 150 new stock cars in service between Chicago and New York via Columbus. (RyW)
- May 1883 Artist Newbold Hough Trotter (1827-1898) exhibits three paintings commissioned by Henry H. Houston to show the progress of Pennsylvania transportation at Hasseltine's gallery in Philadelphia: a Conestoga wagon and stagecoach; a canal boat with the Portage Railroad plane in the background, and a contemporary PRR train, probably based on a photo of the Rockville Bridge. (RyW)
- May 1883 Pennsylvania Company is to begin double-tracking on the Western Division, Crestline-Bucyrus, Lafayette-Delphos, Fort Wayne-Hadley,

- Columbia City-Peirce City, and Valparaiso-South Chicago. (RRGaz)
- May 1883 New bridge built over the South Branch of the Chicago River on the PFW&C. (AR)
- May? 1883 CStL&P Railroad demands of Trunk Line Pool to be treated as a new company, no longer part of the PC&StL Railway, and demands 15% of the eastbound livestock business. (RyRegister)
- May 1883 Bellaire, Zanesville & Cincinnati Railway extended from Woodsfield to Louisville (8 mi.) and track is laid for 5 miles east from Zanesville. (RRGaz)
- May 1883 New York, West Shore & Buffalo Railway contracts with New York, Susquehanna & Western Railroad for trackage rights from New Durham to Marion Jct. to permit it to run trains to PRR's Jersey City Terminal. (RRGaz)
- May 1883 Michigan Central Railroad places Blue Line freight train in service running from New York to Chicago in 66:00. (RRGaz)
- May 1883 The old Jacksonian Chief Justice of Pennsylvania, Jeremiah S. Black (1810-1883) addresses an open letter to the Railroad Committee of the Pennsylvania Senate attacking railroad rate discrimination as forbidden by the Pennsylvania Constitution and charging that legislative neglect in this area is the direct result of bribery by the railroad companies; Black delivers one of the last and most extreme expositions of the horse-drawn-era notion that railroads are public highways on which all tolls must be uniform; according to Black, railroad managers are "public agents ... without the slightest proprietary right or title to the railroads themselves." and "a railroad corporation is a part of the civil government as much as a city corporation," something that must come as a surprise to several generations of railroad investors. (NYT)
- May 16, 1883 Cambridge & Seaford Railroad organized at Cambridge, Md., as reorganization of Dorchester & Delaware Railroad; Isaac Hinckley, Pres.; certificate filed May 25; PW&B agrees to operate as agent. (Val, Digest, C&C)
- May 16, 1883 First through train arrives at Jersey City from Chicago via Columbus, opening a new PRR route. (RyW)
- May 16, 1883 Freight Department of Joint Executive Committee meets; Grand Trunk Railway of Canada accepts modified rate schedule without joining the pool. (NYT)

- May 16, 1883 Ticket brokers begin selling through tickets between New York and Chicago via DL&W-LS&MS route for \$15 vs. \$17 on PRR and NYC&HR; based on DL&W's \$6 second-class ticket between New York and Buffalo, vs. \$9.25 first-class on NYC&HR. (NYT)
- May 16, 1883 Norfolk & Western Railroad names Vivian, Gray & Co. its London agents; they supply a steady flow of British investment. (Lambie)
- May 18, 1883 DL&W begins carrying emigrants between New York and Chicago in connection with the Grand Trunk Railway of Canada outside the Trunk Line pool; also makes emigrant tickets available to those not on the ships' manifests. (NYT)
- May 19, 1883 Fire destroys paint, trimming and cabinet shops at Meadows Shops; loss includes two locomotives, two sleeping cars and 18 passenger cars. (AR, RRGaz)
- May 19, 1883 Camden & Atlantic Railroad adopts new by-laws and organization similar to PRR, making it a de facto division; W.N. Bannard appointed Superintendent, and all officers above that level are those of Lines East; express business is given to West Jersey Express Company. (MB)
- May 1883 Nickel Plate switches Chicago terminal from B&O station to Van Buren Street (La Salle) Station of LS&MS. (RRH)
- May 21, 1883 First special passenger train operates over Jersey Shore, Pine Creek & Buffalo Railway between Corning and Williamsport; JSPC&B runs from Newberry Jct. west of Williamsport to Stokedale Jct. on Corning, Cowanesque & Antrim Railway. (RyW, RRGaz)
- May 21, 1883 New York, Lake Erie & Western Railroad inaugurates limited express passenger service between Jersey City and Cincinnati and St. Louis via New York, Pennsylvania & Ohio Railroad. (NYT)
- May 21, 1883 New River Division of the Norfolk & Western Railroad opens for regular service to Pocahontas (?) in the Pocahontas Coal Field. (AR - check Poors)
- May 21, 1883 The eastern railroads finally allow Chicago shippers to have weighmasters at the scales, but they refuse to attend meetings of the Chicago Board of Trade. (CHTaylor)
- May 21, 1883 Denver & Rio Grande Western Railway opens to Ogden, creating a new transcontinental route with the CB&Q and Central Pacific Railroad and creating direct competition with the Union Pacific Railway. (Poors, Grodinsky)

- May 22, 1883 Connecticut Railroad Commission holds hearings on the legality of the Hartford & Harlem Railroad charter. (NYT)
- May 22, 1883 Chicago & Atlantic Railway secures entrance into Illinois and Chicago over Chicago & Western Indiana Railroad from State Line in Hammond. (RRGaz)
- May 23, 1883 Several hundred Italian workmen owed two months wages by D.R. Kelly & Co., contractors for the Philadelphia & Chester County Railroad, mass in South 4th Street between Chestnut & Walnut outside the company's office; Kelly's partners had only made first payment of \$15,000 of a promised \$150,000, vs. about \$27,000 spent in wages. (PubLdgr, NYT)
- May 23, 1883 James McCrea elected Pres. of the Union Depot Company (Columbus), replacing Hugh J. Jewett, resigned. (MB)
- May 23, 1883 Washington & Western Railroad sold at foreclosure and reorganized as Washington, Ohio & Western Railroad. (ICC)
- May 23, 1883 Old Colony Steamboat Company's new Fall River Line steamboat *Pilgrim* leaves New York on its maiden voyage; built at John Roach's shipyard at Chester, Pa., and designed by naval architect George Pierce; first iron-hulled vessel on the Fall River Line, the first with full electric light, and the first U.S. night boat with a double bottom, it sets the pattern for subsequent Long Island Sound ships. (Dunbaugh)
- May 24, 1883 Camden & Atlantic Railroad Board agrees to pool earnings from competitive points 50/50 with West Jersey Railroad. (MB)
- May 24, 1883 Protests continue outside Philadelphia & Chester County Railroad office; the old Chester Construction Company turns over \$80,000 of its bonds to the contractors to help pay wages. (NYT)
- May 24, 1883 First National Exposition of Railway Appliances opens at Chicago; features "The Old Curiosity Shop", the first time that railroads exhibit surviving relics from their early years; relics include PRR's *John Bull*, B&O's *Arabian*, the Chicago & Galena Union's *Pioneer*, the boiler shell of the *Stourbridge Lion*, parts of the 1813 *Puffing Billy*, and *Locomotion No. 1* and a coal car. (White, RRGaz)
- May 24, 1883 Lock Haven & Erie RPO extended to Williamsport & Erie RPO. (Kay)
- May 24, 1883 Brooklyn Bridge opens; built by New York Bridge Company and designed by John A. Roebling; first bridge across the East River and for a time the longest suspension bridge in the world. (Stokes, Condit)
- May 25, 1883 Henry Graves (1838-1906) of Maxwell & Graves elected Treasurer of

LIRR, replacing Frederick W. Dunton. (MB)

- May 25, 1883 West Jersey Railroad Board agrees to pool the Atlantic City business 50-50 with the Camden & Atlantic Railroad; approves an operating contract with the Hereford Land & Improvement Company over the Anglesea Branch; Berkeley Station renamed Mount Royal. (MB)
- May 25, 1883 New York Superior Court issues preliminary injunction against the Reading's lease of the CNJ on complaint brought by the CNJ Income bondholders. (NYT)
- May 26, 1883 Exchange Place-34th Street ferry discontinued at New York. (Watkins)
- May 26, 1883 CNJ leaves receivership without foreclosure. (RyW, ICC)
- May 26, 1883 CNJ writes to Pres. Roberts unilaterally cancelling the PRR's operating rights on the New York & Long Branch; Roberts replies insisting CNJ abide by the 1882 agreement. (MB)
- May 27, 1883 Second track opens between Odenton and Wilson's (Landover) on Baltimore & Potomac Railroad, completing double track between Baltimore and Washington except for the Gwynns Falls Bridge. (MB, Guide)
- May 28, 1883 About 150 unpaid Italian laborers on the Philadelphia & Chester County Railroad rally at Independence Square. (NYT)
- May 28, 1883 Reading, CNJ and Lehigh Coal & Navigation Company sign a through traffic contract for carrying traffic from the Shamokin, Sunbury & Lewisburg Railroad to New York via the Haucks gateway; the SS&L is done but blocked by a suit of the PRR over a grade crossing in Sunbury. (RRGaz)
- May 28, 1883 Pres. A.J. Warner reports to Ohio Valley Railway Board that company has secured all but 5.31 miles of right of way between Bellaire and Marietta; urges begin work immediately so as not to lose those subscriptions that were in land. (MB)
- May 28, 1883 Crozer Steel & Iron Company, financed by the Crozer family of Chester, Pa., places its new Roanoke (Va.) Furnace in blast. (N&W AR)
- May 29, 1883 PRR sues in U.S. Circuit Court to uphold NY&LB contract and obtains a preliminary injunction against its ouster. (MB, NYT)
- May 29, 1883 CNJ settles with Income bondholders and injunction against Reading lease is removed; Franklin B. Gowen leases CNJ after courts dissolve injunctions secured by dissident Income bondholders, giving Reading complete control

of the New York-Philadelphia line; the CNJ lease also includes the Smyrna & Delaware Bay Railroad and Baltimore & Delaware Bay Railroad on the Delmarva Peninsula. (RyW, Rdg, NYT)

- May 29, 1883 Brooklyn & Long Island Trunk Line Railroad incorporated in interest of Austin Corbin to build four-track elevated road on Atlantic Avenue from Jamaica to Brooklyn Bridge. (NYState, Seyfried)
- May 31, 1883 Junction & Breakwater, Breakwater & Frankford and Worcester Railroads merged to form Delaware, Maryland & Virginia Railroad under agreement of May 8, 1883, and acts of Del. (Mar. 20, 1877), Virginia (Apr. 2, 1877) and Maryland (May 3, 1882); controlled by Old Dominion Steamship Company; N. L. McCready, Pres. (Val, Digest, C&C)
- May 31, 1883 Shamokin, Sunbury & Lewisburg Railroad finished between Shamokin and West Milton; Catawissa Railroad is extended from Williamsport to Newberry Jct. to make connection with the Jersey Shore, Pine Creek & Buffalo Railway. (Rdg AR)
- May 31, 1883 Pennsylvania House fails to pass the General Pipeline Bill by a sufficient majority, 94-88. (Johnson)
- June 1, 1883 PRR issues \$10 million in 30-year, 4½% Collateral Trust Bonds secured by bonds of subsidiary companies in PRR Treasury; \$5 million sold to Drexel & Co. in Philadelphia and \$5 million to J.S. Morgan & Co. in London. (MB)
- June 1, 1883 Pennsylvania Schuylkill Valley Railroad Company formed by merger of Philadelphia, Norristown & Phoenixville Railroad, Phoenixville, Pottstown & Reading Railroad, and Phoenixville & West Chester Railroad under merger agreement of May 1, 1883; leased to PRR same date; J. N. Du Barry, Pres. (Val, C&C)
- June 1, 1883 Daniel R. Kelley abandons grading contract on the Philadelphia & Chester County Railroad; in fall, sues railroad, Chester Construction Company and Guarantee Trust & Safe Deposit Company for 107 bonds and 2,000 shares due him; the company has appraised his work at \$70,000, but he wants \$100,000. (RyW, RRGaz)
- June 1, 1883 PW&B begins operating Cambridge & Seaford Railroad as agent under agreement of May 16, 1883; becomes part of Delaware Division. (Val)
- June 1, 1883 Delaware, Maryland & Virginia Railroad organized at Georgetown; Nathaniel L. McCready, Pres.; Thomas Groome appointed Superintendent and John L. Mapes Engineer; John M. Robinson resigns as VP and director; approves relocating the shops and offices to the wye at Georgetown. (MB)

- June 1, 1883 Pa. Supreme Court issues injunction barring Northern Central Railway from interfering with crossing installed by Reading at Sunbury. (RyW)
- June 1, 1883 Gov. Robert Pattison signs two bills desired by the Vanderbilt interests for their South Pennsylvania Railroad project, one allowing companies to change their initial termini and build only parts of their routes if they can secure the use of another company's railroad, and the other increasing the maximum amount of stock to be issued per mile from \$60,000 to \$150,000; the Vanderbilts had wanted a limit of \$250,000 per mile, which Pattison refused to accept on the grounds that the general law allows twice the value in bonds, making for a total capitalization of \$750,000 per mile, which is excessive. (PittsComGaz, MB)
- June 1, 1883 John M. Wallis named Superintendent of Motive Power and Alphonse Feldpauche named Engineer of Maintenance of Way of PW&B. (AR)
- June 1, 1883 George C. Wilkins resigns as General Superintendent of the lines south of Baltimore, but remains General Agent at Baltimore; lines between Baltimore and Quantico detached from Baltimore Division of Northern Central Railway and grouped with Maryland Division of PW&B under General Superintendent H. F. Kenney at Philadelphia, whose jurisdiction is extended south of Baltimore; L. K. Lodge names Superintendent of the entire line from Philadelphia to Quantico; T.A. Roberts to Superintendent of the Central Division of PW&B, replacing Lodge. (MB)
- June 1, 1883 Edward Barry Wall (1856-1894) named Superintendent of Motive Power of Southwestern Lines, replacing Richard H. Soule, resigned to become Superintendent of Motive Power of New York, West Shore & Buffalo Railway. (MB, RRGaz)
- June 1, 1883 Future Superintendent John B. Fisher (1866-) joins the PRR as a clerk in the Transportation Dept. (PRRBio)
- June 1, 1883 Allegheny Central Railroad merged into Lackawanna & Pittsburgh Railroad; Archer N. Martin Pres. of merged company; owns 42 miles of narrow gauge between Olean and Angelica, plus lease of the Rochester, New York & Pennsylvania Railroad between Swains and Nunda Jct., plus a standard gauge line between Belfast Jct. and Perkinsville. (NYState, ICC, RRGaz, RRH 92)
- June 1, 1883 Pittsburgh & Southern Railway opens a standard-gauge line between Finleyville and West Homestead and converts the narrow-gauge line between Finleyville and Washington to standard gauge to form a line between Pittsburgh and Wheeling. (B&O Val)

- June 1, 1883 Columbus & Eastern Railroad begins construction of main line between Hadley Jct. (Thurston) and Fultonham. (GrnBk)
- June 1, 1883 Headquarters of the Norfolk & Western Railroad moved from Lynchburg to Roanoke. (AR)
- June 1, 1883 Future Norfolk & Western Railway Pres. Nicholas D. Maher (1854-1929) leaves the PRR at Altoona to be chief clerk to the General Manager of the N&W at Roanoke. (RyReview)
- June 1, 1883 On reconsideration, the Pennsylvania House passes the General Pipeline Bill, 107-73, after frantic pressures from the independent producers and refiners on one side and the farmers and PRR on the other; the House also passes W. J. Hulings's anti-discrimination bill by 148-7. (Johnson)
- June 2, 1883 Long Island City & Manhattan Beach Railroad opens between Cooper Ave. and Fresh Pond Jct. creating a physical connection between the LIRR and former New York & Manhattan Beach systems.
- June 2, 1883 Amendment to Pennsylvania General Railroad Law removes previous limits on amount of stocks and bonds to be issued by new railroad companies per mile of track; old limit was \$210,000 per mile, half in stock and half in bonds; may issue up to \$150,000 per mile in bonds and another \$150,000 in stock; said to aid Vanderbilt's South Pennsylvania Railroad. (RRGaz, RyRegister, Watts)
- June 2, 1883 Pennsylvania passes free pipeline bill under the first Democratic administration since the Civil War; grants pipelines powers of eminent domain to cross railroads, turnpikes, rivers, etc. (PL)
- June 3, 1883 B&O inaugurates a through limited express between Baltimore and St. Louis with through cars to and from New York; a second round trip by the B&O route. (NYT)
- June 4, 1883 First section of the New York, West Shore & Buffalo Railway opens for revenue service between New Durham, N.J., and Newburgh, N.Y. with five round trips; West Point Tunnel opens; New York, Ontario & Western Railway opens between Middletown, N.Y., and connection with West Shore at Cornwall; trains of West Shore and New York, Ontario & Western Railway begin operating into PRR's Jersey City Terminal over New York, Susquehanna & Western Railroad between New Durham and Marion Jct., as own terminal at Weehawken is unfinished. (NYO&W AR, RyW, RRGaz, NYT)
- June 4, 1883 LIRR extends Flatbush Avenue-East New York rapid transit service to Woodhaven.

- June 4, 1883 Second track of Baltimore & Potomac Railroad completed between Baltimore and Washington; locomotive and crews now run through between Philadelphia and Washington. (RRGaz - see above)
- June 4, 1883 Reading's Shamokin, Sunbury & Lewisburg Railroad opens between Shamokin and West Milton on the Catawissa Branch, forming an alternate route to Williamsport that passes through its coal-producing territory. (RyW)
- June 4, 1883 Chester River Steamboat Company places the *Corsica* on the run to Crumpton; built by Harlan & Hollingsworth. (BaltAm, BethStl - check day of service)
- June 4, 1883 Jersey Shore, Pine Creek & Buffalo Railway opens for revenue service; operated by Fall Brook Coal Company under lease. (RRGaz)
- June 5, 1883 Reading begins through billing to Jersey Shore, Pine Creek & Buffalo Railway and Fall Brook Coal Company. (Rdg)
- June 5, 1883 Toledo, Cincinnati & St. Louis Railroad begins running one passenger train through between Cincinnati and Toledo; runs periodic excursions at the ultra-cheap fare of \$3, and these prove profitable. (Hauck, RyRegister)
- June 6, 1883 Brick Church station renamed Leeland on Baltimore & Potomac Railroad. (MB)
- June 6, 1883 PRR Lines West men take control of CC&IC annual meeting; elect all-PRR Board; Thomas D. Messler replaces Benjamin E. Smith as Pres. (MB)
- June 6, 1883 Charles Parsons, Sr. (1829-1904), ousts Samuel Sloan as Pres. of the Rome, Watertown & Ogdensburg Railroad, having purchased stock at 10-15 cents on the dollar, and begins a rehabilitation and expansion of the property. (Harlow, Hungerford)
- June 7, 1883 Reading and George M. Robeson agree to purchase stocks and bonds of Camden, Gloucester & Mt. Ephraim Railway. (Rdg)
- June 7, 1883 Cleveland, Mt. Vernon & Delaware Railroad agrees with Fox Lake Coal Company to built Fox Lake Coal Branch south of Clinton, Ohio. (Church)
- June 8, 1883 Reading files bill to prevent PRR from laying track in Lafayette Street in Norristown. (NYT)
- June 8, 1883 Robert H. Sayre meets with LS&MS Pres. John A. Newell who wants South Pennsylvania Railroad to take in Cleveland & Tuscarawas Valley Railroad

as a western connection. (Sayre Diary)

- June 8, 1883 Reading General Manager John E. Wootten announces the operating organization for the CNJ: New Jersey Central Division, including the NY&LB, with W. W. Stearns as Superintendent; Lehigh & Susquehanna Division with W. S. Polhemus as Superintendent; New Jersey Southern Division with Rufus Blodgett as Superintendent. (Guide)
- June 1883 Tyrone & Clearfield Railway opens Houtzdale Branch (0.74 mile), Houtzdale Jct. to coal mines. (Val)
- June 10, 1883 Michigan Central Railroad withdraws all through cars over Great Western Division of Grand Trunk Railway of Canada and runs all trains through between Buffalo and Chicago over the Canada Southern Railway; re-equips trains, including adding dining cars; also begins giving westbound trains odd numbers and eastbound trains even numbers, the reverse of previous practice; all trains run through to and from New York via the NYC&HR. (NYT, Guide)
- June 11, 1883 Signal Dept. established as unit of Engineering Dept.; H. F. Cox appointed Engineer of Signals; first signal dept. on a U.S. railroad.
- June 11, 1883 Keystone Hotel Company orders music be played at the Logan House during the summer; orders fire escapes installed at all hotels. (MB)
- June 1883 Third and fourth tracks open between Tullytown and Bristol on the New York Division. (RRGaz, AR)
- June 1883 Camden & Atlantic Railroad operates a special train, Atlantic City to Camden non-stop in 1:025 or 57.12 MPH. (RRGaz)
- June 12, 1883 New York Board of Railroad Commissioners holds hearings at Chamber of Commerce on petitions for changing westbound rates. (NYT)
- June 12, 1883 Island Heights Association signs agreement with Philadelphia & Long Branch Railway to build a branch railroad to Island Heights providing the Association provides a graded right of way. (MB)
- June 12, 1883 Washington, Ohio & Western Railroad organized as reorganization of Alexandria, Loudon & Hampshire Railroad; Archer N. Martin, Pres.; is to be extended from its present terminus at the foot of the Blue Ridge to Berryville, forming an entrance to Washington for the Shenandoah Valley Railroad and N&W. (RyRegister - check earlier developments - this was second sale)
- June 12, 1883 U.S. Court denies application of William T. Riggs that the 1878 bonds of

the South Mountain Railroad be made a first lien on the Pennsylvania & New England Railroad, on the grounds that the mortgage was not recorded. (NYT)

- June 12, 1883 Connecticut Railroad Commission decides that the Hartford & Harlem Railroad is legally organized. (NYT)
- June 13, 1883 PRR executes a new through traffic contract with the Shenandoah Valley Railroad. (MB)
- June 13, 1883 PW&B General Superintendent Henry F. Kenney also named General Superintendent of Baltimore & Potomac Railroad, Alexandria & Washington Railroad, and Alexandria & Fredericksburg Railway, replacing George C. Wilkins, who remains General Agent at Baltimore; effective July 1. (PWB MB, Guide)
- June 13, 1883 Northern Central Railway Board authorizes new piers and warehouses at Canton. (MB)
- June 13, 1883 Pennsylvania law passed in the interest of the Tide-Water Pipe Company, Limited, extends the constitutional provision against controlling or merging parallel, competing transportation lines to pipeline companies; it has little effect, as the Standard Oil Company already control all pipelines of any significance except the Tide-Water; it is repealed on Mar. 6, 1895. (PL, Johnson)
- June 14, 1883 Robert H. Sayre hears report that PRR and Chartiers Railway are preparing to interfere with the South Pennsylvania Railroad's line in the Sewickley Valley. (Sayre Diary)
- June 14, 1883 Joint Executive Committee meets at Chicago and votes to restore the rates of Mar. 1, 1883, effective July 1. (RRGaz)
- June 15, 1883 NY&LB Board orders Pres. Henry S. Little to have an inspection made of all bridges. (MB)
- June 15, 1883 Lehigh Valley Railroad stock advances on basis of story that Pres. George B. Roberts took a ride over it a few days ago; PRR office denies any intention of leasing the LV. (NYT)
- June 15, 1883 George W. Boyd named Assistant General Passenger Agent of Northern Central Railway, Baltimore & Potomac Railroad and PW&B in addition to PRR duties. (AR, MB)
- June 15, 1883 NYC&HR stages press run of new dining and smoking cars between New York and Poughkeepsie. (Guide)

- June 15, 1883 Committee reports to the annual convention of the Master Car Builders' Association that box cars of fast freight lines are to have the company name on the left side and the line's trademark or herald on the right half; consideration of the matter is postponed to the 1884 meeting. (MCB)
- June 1883 PRR puts on two new ferry boats at New York, doubtless the *Baltimore* and *Chicago*, which are also listed as built in 1882; Brooklyn Annex is to run on Sundays. (RRGaz - verify NYT?)
- June 1883 Baltimore & Potomac Railroad completes double track between Baltimore and Washington. (RyW)
- June 1883 South Pennsylvania & Ohio Railway begins construction between Wheeling and Bowerston, Ohio. (W&H MB)
- June 1883 New York, Chicago & St. Louis Crossing on the Erie & Pittsburgh Railroad renamed Thornton Jct.; North Benton renamed Snodes and Hardmans renamed Lordstown on the Ashtabula line. (Guide)
- June 1883 PC&StL Railway begins construction of new shop buildings at Columbus on northeast side of town. (RyW)
- June 1883 Coke pool formed by the four largest firms in the Connellsville Coke Region: H.C. Frick Coke Company, Connellsville Coke & Iron Company, Schoonmaker & Co. and McClure & Co.; manage to stabilize prices at about \$1.00 per ton; coke production has increased 60% since 1880, but prices have fallen 36%, so that gross revenue is only 2.55% ahead of 1880 levels, which is a poor return on the large investments made by several companies. (PVCorp, Warren)
- June 1883 Eight Delaware & Hudson Company brakemen meet in a caboose at Oneonta, N.Y., and found the Brotherhood of Railroad Brakemen. (utu.org)
- June 16, 1883 Robert H. Sayre receives surveys and estimates for the Pittsburgh & Atlantic line and for a line via Raystown and New Baltimore for South Pennsylvania Railroad. (Sayre Diary)
- June 16, 1883 Buffalo & Oil City RPO and Stoneboro & New Castle RPO combined to form Buffalo & New Castle RPO. (Kay)
- June 16, 1883 Pittsburgh & Uniontown RPO cut back to Pittsburgh & West Brownsville RPO. (Kay)
- June 16, 1883 New York, Pittsburgh & Chicago Railway opens between Rogers, Ohio, and Cannelton Jct., Pa. (?); NYP&C begins operating former Darlington

Cannel Coal Railroad between Cannelton Jct. and New Galilee. (ICC)

- June 17, 1883 Chicago & Atlantic Railway opens for passenger service between Marion, Ohio, and Illinois state line at Hammond; finally gives Erie access to Chicago, using Chicago & Western Indiana Railroad, a terminal railroad, between Chicago and Hammond; built by Hugh J. Jewett, Pres., and T. Haskins Du Puy, Chief Engineer. (RyW)
- June 18, 1883 Benwood Extension of Pittsburgh, Wheeling & Kentucky Railroad opens from Caldwell's Run to Riverside Furnace. (RRGaz says Wheeling-Riverside, 3.3 mi.)
- June 18, 1883 Future Superintendent of the Insurance Dept. Robert H. Newbern (1866-1934) joins the PRR as a clerk in the Accounting Dept. (PRRBio)
- June 18, 1883 Jersey Shore, Pine Creek & Buffalo Railway opens for revenue service between Newberry Jct. and Stokesdale on Corning, Cowanesque & Antrim Railway. (RyW - see above)
- June 18, 1883 NYC places first dining cars in service on *Chicago Limited Express*, running between New York and Syracuse; meals \$1 as on PRR. (NYT)
- June 18, 1883 New Fall River Line steamboat *Pilgrim* is displayed on an inaugural excursion around New York Harbor. (Guide)
- June 19, 1883 Robert H. Sayre submits report on relative merits of South Pennsylvania Railroad and Pittsburgh & Atlantic routes from summit to Youghiogheny River; has locations for Harrisburg & Western Railroad and South Pennsylvania Railroad for single track. (Sayre Diary)
- June 20, 1883 NY&LB Pres. Henry S. Little appoints H.H. Nieman, a former train dispatcher, as Superintendent, replacing James F. Randolph, who is forced out by the Reading. (MB)
- June 20, 1883 PRR files in U.S. Circuit Court at Trenton asking that court appoint a new Superintendent for the NY&LB, as CNJ has appointed H.H. Nieman unilaterally. (NYT)
- June 20, 1883 Trunk Line representatives, including George B. Roberts, Frank Thomson, and H.J. Jewett, meet at Albert Fink's office to consider DL&W's breaking pool rates on second class and emigrant tickets. (NYT)
- June 20, 1883 CStL&P Railroad Board adopts location of branch between Piqua and Troy; authorizes connection with PFW&C via 59th Street in Chicago, a line which becomes the Englewood Connecting Railway in 1885. (MB)

- June 20, 1883 Open Cut & General Storehouse Company renamed West Shore & Ontario Terminal Company; owned jointly by New York, West Shore & Buffalo Railway and New York, Ontario & Western Railway to develop Weehawken terminal. (GrnBk)
- June 20, 1883 Edward W. Clark elected a director of Norfolk & Western Railroad in place of James P. Scott (son of Tom Scott). (AR)
- June 21, 1883 Former PRR Pres. William C. Patterson (1813-1883) dies of hardening of the arteries at Philadelphia at age 71; he has been confined to his home for 15 weeks after suffering a fall on the ice in Feb., and being thrown from a horse in Va. last fall; interred in Laurel Hill Cemetery. (PubLdgr)
- June 21, 1883 Camden & Atlantic Board reports that they are suing ex-Pres. Charles D. Freeman to make him sell the \$15,000 in Williamstown Railroad bonds he holds; Freeman, as Pres. of the Kensington & New Jersey Ferry Company, is trying to take control of it. (MB)
- June 21, 1883 Terre Haute & Indianapolis Railroad agrees to operate South Bend Extension of Terre Haute & Logansport Railroad, Logansport to South Bend. (MB, Church)
- June 21, 1883 Pres. R. K. Sheldon, Robert H. Sayre and Oliver W. Barnes head meeting at Monongahela House in Pittsburgh to arrange for right of way for Harrisburg & Western Railroad down Sewickley Creek; arrange a conference with the Chartiers & Youghioghenny group; Barnes explains his route running from Harrisburg through Bedford and Somerset to reach the Pittsburgh, McKeesport & Youghioghenny Railroad at the mouth of Big Sewickley Creek; road will have 10 tunnels and a maximum grade of 52 feet per mile eastbound and 26 feet per mile westbound except for a westbound grade of 95 feet per mile over Allegheny Mountain. (PittsGaz)
- June 21, 1883 Norfolk & Western Railroad opens the first part of its New River Division from New River on the main line to Pocahontas, Va., and begins shipping coal. (Guide, AR)
- June 21, 1883 Maryland Central Railroad extended from Fallston to Bel Air. (Hilton)
- June 22, 1883 Trunk Lines create 5th Class rates for westbound freight; 25 cents from New York to Chicago. (NYT)
- June 22, 1883 Lykens Valley Coal Company Board reports that to secure a supply of water, they have purchased the stock of the Lykens Valley Water Company from the Estate of Edward Gratz and purchased water rights on Rattling Run. (MB)

- June 22, 1883 PW&B agrees with the Jessup & Moore Paper Company of Wilmington, Del., for a side-track connection from the Brandywine Branch. (Digest)
- June 23, 1883 Harrisburg & Western Railroad meets at Philadelphia; R.K. Sheldon resigns as Pres. in favor of Robert H. Sayre. (Sayre Diary)
- June 23, 1883 Richmond & Alleghany Railroad enters receivership. (RRH 88)
- June 23, 1883 National Exposition of Railway Appliances at Chicago closes. (RRGaz)
- June 1883 First Class N (D8) passenger 4-4-0, No. 995, built at Altoona.
- June 1883 E. K. Hyndman resigns as General Manager of Pittsburgh & Western Railroad because of illness; Pres. James Callery (1833-1889) handles duties of General Manager. (RRGaz)
- June 24, 1883 Chicago, St. Louis & Pittsburgh Railroad begins to run through trains, *Eastern Express* and *Western Express*, between Chicago and Pittsburgh with through cars to New York. (Guide, RRGaz)
- June 25, 1883 Samuel M. Felton resigns as a PRR director. (MB)
- June 25, 1883 Williamstown Railroad contracts with Whitney Bros., glass manufacturers of Glassboro, N.J., to build extension from Williamstown to Glassboro and a branch to the glass works by Jan. 1, 1884. (Rdg)
- June 25, 1883 New York, West Shore & Buffalo Railway opens between Newburgh and Kingston, with through cars to the Ulster & Delaware Railroad to the Catskills; have across-the-platform connections with PRR at Jersey City. (RyW, RRGaz)
- June 25, 1883 Kaaterskill Railroad (narrow gauge) opens from Kaaterskill Jct. to the Hotel Kaaterskill on top of Catskill Mountain, which can now be reached by an all-rail route from New York and points south; requires a platform transfer from the standard gauge Ulster & Delaware Railroad at Phoenicia. (RyW, Best)
- June 26, 1883 Official opening excursion for the Jersey Shore, Pine Creek & Buffalo Railway is postponed because of washouts from the big storms of the previous week. (RRGaz)
- June 27, 1883 CNJ Superintendent W. W. Stearns reports to the NY&LB Board on the condition of its bridges. (MB)
- June 27, 1883 Oliver Watson appointed General Manager of Buffalo, New York & Philadelphia Railroad at Buffalo. (RyW, Guide)

- June 27, 1883 Trunk Line Commissioner Albert Fink delivers his report on the dressed beef and livestock business; dressed beef rate is now 60% more than livestock; actual cost beyond transportation for livestock is 24 cents per cwt.; 175 lbs. of livestock is equal to 100 lbs. of meat; recommends a rate of 64 cents for dressed beef and 77 cents for livestock. (NYT)
- June 28, 1883 PRR runs press excursion from Philadelphia to Jersey City and then up Hudson River to West Point on steamboat *Richard Stockton*; to run every Thursday during summer; currently runs Mondays, Wednesdays and Fridays but leaves too early to make connection from Philadelphia. (RyW)
- June 28, 1883 PRR's suit against the NY&LB argued before U.S. Circuit Court at Trenton; PRR charges that NY&LB bridges are unsafe. (NYT, RyW)
- June 28, 1883 South Pennsylvania Railroad Board hears new report on surveys by Oliver W. Barnes; to be Marysville-Burnt Cabins-Bedford-Stony Run-state line in direction of Wheeling; also presents six alternate or branch lines: from the mouth of the proposed Conococheague tunnel to Burnt Cabins; in Westmoreland County down Indian Creek to the Youghiogheny River; from Stairs Mill on the west side of Chestnut Ridge down Jacobs Creek the the Pittsburgh, McKeesport & Youghiogheny Railroad; to Wheeling via Jacobs Creek; from Castlemans River at the mouth of Dunbar Creek to the West Virginia state line; and from Deeters Run in Somerset County to New Haven near Connellsville; Robert H. Sayre meets with John A. Newell of LS&MS, Walter C. Quincy of the Pittsburgh, McKeesport & Youghiogheny Railroad, and Col. James Schoonmaker of the P&LE; discuss purchasing land in Coke Region. (MB, Sayre Diary)
- June 29, 1883 PRR counsel Edward T. Green (1837-1896) files suit against the CNJ lease to the Reading in U.S. Circuit Court in Trenton on behalf of William B. Dinsmore, claiming the lease violates his rights as a minority CNJ stockholder; seeks injunction barring the Reading from receiving any earnings of the CNJ; Dinsmore is Pres. of Adams Express Company, which has PRR express contract and which Gowen has kicked off the Reading; the Dinsmore suit becomes a major test of wills between the PRR and the Reading, with high-powered legal talent employed on both sides. (NYT, RyW, Schlegel)
- June 29, 1883 Gen. James S. Negley escorts officials of Chicago & Atlantic Railway and Erie system over completed portion of New York, Pittsburgh & Chicago Railway between New Galilee and end of track at Reynoldsville, Ohio; urges pushing extension to Marion; NYP&C has rebuilt old Darlington Cannel Coal Railroad for six miles as far as Darlington, including use of locomotive *Old Economy*, built for the Ohio & Pennsylvania Railroad in 1852. (PittsGaz)

- June 30, 1883 U.S. District Court issues show cause order in Dinsmore Suit. (RyW)
- June 30, 1883 PRR files in U.S. Circuit Court at Trenton and obtains injunction stopping its ouster from use of the NY&LB and against the appointment of H.H. Nieman as Superintendent of the NY&LB by Pres. Henry S. Little. (NYT)
- June 30, 1883 Jersey Shore, Pine Creek & Buffalo Railway leased to the Fall Brook Coal Company. (GrnBk)
- June 30, 1883 Henry Fink resigns as Second VP & General Manager of the Norfolk & Western Railroad; remains General Manager of the Virginia, Tennessee & Georgia Air Line; replaced by Joseph H. Sands as General Superintendent. (AR)
- Summer 1883 *Westmoreland* launched at William Skinner & Sons for the Weems Line, using the engine salvaged from the *Matilda*; Weems Line boats are henceforth named for counties rather than family members. (Holly)
- July 1, 1883 Headquarters of Maryland Division moved from Philadelphia to Wilmington, Del; headquarters of Delaware Division moved from Wilmington to Clayton, Del.; Henry H. Carter named Superintendent of Maryland Division of PW&B, Baltimore & Potomac Railroad, and Alexandria & Fredericksburg Railway; Alphonse Feldpauche named Engineer of Maintenance of Way of lines south of Baltimore, as well as of PW&B. (PWB MB, RyW) common staff and superintendent between Baltimore Division (NC) and Baltimore & Potomac ends (this done earlier?) or B&P merged into Balt Div??? (AR)
- July 1, 1883 O.E. McClellan named Superintendent of Middle Division, replacing Henry H. Carter; William J. Latta named General Agent at Philadelphia, replacing McClellan; Thomas Gucker to Superintendent of Philadelphia Division, replacing Latta. (AR)
- July 1, 1883 PRR imposes new elaborate rules for taking Pullman tickets; Pullman conductors are to take tickets in sleeping cars and issue berth checks, keeping the tickets in an envelope with a berth diagram where they can be inspected by the train conductor; in parlor cars, the train conductor will take tickets; all on-board fares are to be paid to the train conductor. (Guide)
- July 1, 1883 PW&B reduces passenger fares by 10-25%. (RyW)
- July 1, 1883 Trunk Lines restore old tariff rates; PRR Lines West companies agree to conform. (RyRegister)
- July 1, 1883 PC&StL Railway grants Connotton Valley Railway the use of its

- Coshocton, Ohio, station. (MB)
- July 1, 1883 CStL&P Railroad and Chicago & Atlantic Railway admitted to Chicago pool. (RRGaz)
- July 1, 1883 Valley Railway reaches Valley Jct. from Canton, Ohio; W&LE fears the Valley Railway may occupy the Connotton valley and beat it to Wheeling. (B&O Val, Rehor)
- July 1, 1883 Samuel M. Vauclain (1856-1940), who had been supervising the construction of PRR locomotives at the Baldwin Locomotive Works as inspector, leaves the PRR and joins Baldwin as foreman of the tender shop. (Crimmns)
- July 1, 1883 Frederick J. Kimball (1844-1903), a partner in E.W. Clark & Co., elected Pres. of Norfolk & Western Railroad, replacing George F. Taylor, resigned for health; Kimball remains in office until death and builds the line into a major coal hauler. (AR, Lambie)
- July 1, 1883 First units of the Norfolk & Western Railroad's Roanoke Shops open doing repair work. (AR)
- July 1, 1883 Jacksonville, St. Augustine & Halifax Railway opens between Jacksonville and St. Augustine, Fla. (Guide)
- July 2, 1883 Franklin B. Gowen applies to vacate temporary injunction in Dinsmore Suit, which is done. (RyW)
- July 2, 1883 Grade reduction opens between a point one mile west of Blairsville and the Social Hal bridge on the Western Pennsylvania Railroad. (C&C)
- July 2, 1883 Philadelphia & Reading extension (Shamokin, Sunbury & Lewisburg Railroad) opens for revenue service between Shamokin and West Milton, forming direct line to Williamsport; also opens extension from Williamsport connecting with Jersey Shore, Pine Creek & Buffalo Railway (NYC&HR) at Newberry Jct. (Rdg, RRGaz, Guide - ICC has leased to Rdg 7/1)
- July 2, 1883 Streets Run Branch of B&O opens for freight traffic; forms part of cutoff between Pittsburgh and Wheeling, allowing B&O to ship between Pittsburgh and the West. (NYT, RyRegister - verify)
- July 3, 1883 Arguments continue in Dinsmore and NY&LB cases; PRR withdraws application for receiver for NY&LB; its lawyer Edward T. Green charges that NY&LB bridges are unsafe. (RyW, NYT)
- July 4, 1883 National "Anti-Monopoly" Convention convenes at Chicago; calls for

government to set minimum and maximum rates, the forfeiture of unused railroad land grants, a ban on pooling and an government telegraph system operated by the Post Office. (RyW)

- July 4, 1883 William S. Andrews and Frank J. Sprague (1857-1934) of the Edison staff install the first small-town electric system for the Edison Electric Light Company of Sunbury, Pa; Andrews moves on to install a similar system at Shamokin. (Hammond)
- July 5, 1883 Steamboat *Richard Stockton* begins running excursions between Jersey City and West Point on Thursdays only until further notice. (RyW)
- July 6, 1883 Pittsburgh, Chartiers & Youghiogeny Railway Board appoints a committee to consider its “difficulties” with General Manager Joseph Ramsey. (MB)
- July 6, 1883 Connecticut Railroad Commission approves location of the New York & Connecticut Air Line Railroad. (NYT)
- July 6, 1883 Under a new Illinois state law, State Sen. George Torrance is appointed state weighmaster at Chicago to take the place of the weighmasters of the Chicago Board of Trade, thus forcing compliance on the railroads. (CHTaylor)
- July 7, 1883 PRR and New York, West Shore & Buffalo Railway run a press excursion from Washington to the Hotel Kaaterskill in the Catskills via the West Shore and Ulster & Delaware Railroads; through train with two cars added at Jersey City runs to Phoenicia for connection with narrow-gauge Stony Clove & Catskill Mountain Railroad; returns to New York on July 8. (Guide, RyW, NYT)
- July 7, 1883 Winslow, Lanier & Co. circular offers \$5 million of the total \$12 million in West Shore & Ontario Terminal Company bonds at 90; cannot be sold in the U.S., and Edward D. Adams fails to sell any in London; are then used as collateral to borrow money for the North River Construction Company. (NYT)
- July 7, 1883 Harrisburg & Western Railroad Board meets at Philadelphia; adopts location of Oliver W. Barnes, Chief Engineer. (Sayre Diary)
- July 7, 1883 Lehigh Valley Railroad Treasurer Lloyd Chamberlain (1808?-1883) dies of heart disease in Camden in his 76th year after 41 years service. (MB, PubLdgr)
- July 9, 1883 Montgomery County Court rules in favor of PRR occupying Lafayette Street through Norristown. (RyW)

- July 9, 1883 New York, West Shore & Buffalo Railway opens for revenue service between Kingston and Albany with three round trips, making connection with the Delaware & Hudson for Saratoga; runs into the Albany station of the D&H from Kenwood Jct.; West Shore and PRR begin running through summer-only Pullman buffet parlor cars between Philadelphia and Phoenicia, N.Y., in the Catskills. (RyW, NYT, PubLdgr, CnrttyofPrgrss)
- July 9, 1883 Broad Top coal operator Robert Hare Powel (1825-1883) dies at Saxton, Pa. (RRGaz)
- July 10, 1883 South Pennsylvania Syndicate meets and appoints an Executive Committee of David Hostetter, Hamilton McK. Twombly, F.B. Gowen, William K. Vanderbilt and William C. Whitney; is to act as a board of management until a formal organization; William H. Vanderbilt has subscribed \$5 million and Hostetter \$2 million; Robert H. Sayre and Oliver W. Barnes present surveys; maximum grade is 52 feet per mile eastbound and 93 feet per mile westbound to the Allegheny Mountain summit. (RyW, Sayre Diary, RyRegister)
- July 10, 1883 Calvin S. Brice, Samuel Thomas and H.L. Terrell of the Seney Syndicate elected to Board of Toledo, Cincinnati & St. Louis Railroad; reports have a pool including the Seney Syndicate buying stock and First Mortgage bonds of the TC&StL; Board authorizes an elevated line to extend Cincinnati line from Court Street to a new terminal in Post Office Square at 5th Street. (RyRegister)
- July 10, 1883 H. R. Dering named Assistant General Passenger Agent of the CStL&P Railroad and Terre Haute & Indianapolis Railroad at Indianapolis. (Guide)
- July 1883 Freedom renamed Leetsdale on Eastern Division. (Guide - Leetsdale was in use much earlier)
- July 11, 1883 Volney T Mallott, VP of Indianapolis, Peru & Chicago Railway, elected VP & General Manager of Indianapolis Union Railway. (RyRegister)
- July 12, 1883 Kalamazoo & Cincinnati RPO extended to Grand Rapids & Cincinnati RPO. (Kay)
- July 13, 1883 North Western Coal & Iron Company incorporated in Pa. to own coal lands at Reynoldsville; controlled by Oil City & Ridgway Railway & Mining Company. (MB)
- July 13, 1883 Henry Clay Frick writes to Hamilton McK. Twombly urging him to visit Pittsburgh to stake out branch lines and coal and coke properties in connection with the South Pennsylvania Railroad. (Warren)

- July 15, 1883 B&O, Wabash and Great Western Railway of Canada open new through route between Chicago, Detroit and Suspension Bridge/Buffalo, running via Auburn, Ind.; replaces traffic that Michigan Central diverted from the Great Western to the Canada Southern Railway. (RyRegister)
- July 1883 PRR resumes surveying for its own line from near Metuchen to Long Branch. (RRGaz)
- July 1883 Bellaire, Zanesville & Cincinnati Railway extended from Louisville to Danford (7 mi.); is open on the west end from near Zanesville to Duncans Falls. (RRGaz)
- July 1883 Station at Pleasant Valley, Ohio, renamed Plain City on the CStL&P Railroad. (Guide)
- July 1883 William B. Leeds (1861-1908), later a millionaire speculator in the steel and railroad industries, joins the PRR as a rodman in the engineer corps at his native Richmond, Ind.; he has been befriended by townsman Henry Irving Miller (1862-1930). (NCAB, dantate.featuredblog)
- July 16, 1883 N.Y. Supreme Court rules that LIRR was merely a sublessee of the Stewart Railroad in 1876-1877 and is not liable for rent, rejecting claim of Mrs. A.T. Stewart. (NYT)
- July 16, 1883 Future PRR Secretary Lewis Neilson (1860-1952) becomes stenographer to VP John P. Green. (UPenn alumni)
- July 16, 1883 B&O secures incorporation of Schuylkill River East Side Railroad to build a connection from Grays Ferry to join Reading main line near 21st Street & Pennsylvania Avenue; originally to be jointly financed with Reading, but Reading is forced to withdraw because of bankruptcy. (ICC, B&O CorpHist)
- July 16, 1883 Schuylkill River West Side Railroad incorporated as potential part of a connection between the Reading and the B&O; charter never used. (NYT, Rdg)
- July 17, 1883 Delaware, Maryland & Virginia Railroad Executive Committee orders surveys for an enlarged terminal at Lewes, Del.; includes new spur to the iron government pier with two new piers between it and the existing DM&V pier; the iron pier is to be used for merchandise and the old wooden DM&V pier for lumber, wood and coal. (MB)
- July 17, 1883 Alfred Netter petitions Cincinnati Board of Public Works to extend the Toledo, Cincinnati & St. Louis Railroad (former Cincinnati Northern Railway) from Court Street over an elevated railroad to a new station at 5th

- Street east of Broadway. (Hauck)
- July 18, 1883 PW&B adopts location of Shellpot Branch and New Castle Cut Off. (MB)
- July 18, 1883 Begin operating Little Miami's Dayton & Western Branch and CStL&P lines between New Paris and Richmond Jct., Ind., as a single, double-track railroad after installation of crossovers and interlocking at New Paris. (AR, C&C)
- July 18, 1883 Gap in New York, West Shore & Buffalo Railway closed at Fort Plain, completing one track as far west as Syracuse; not opened. (RRGaz)
- July 19, 1883 Boards of South Pennsylvania Railroad and Harrisburg & Western Railroad meet; South Pennsylvania Railroad authorizes construction of a line from Stair's Mill through Mount Pleasant and down the Youghiogheny River to the Westmoreland-Allegheny County line. (MB, Sayre Diary)
- July 19, 1883 Ohio Valley Railway appoints Isaiah Linton Chief Engineer and Felician Slataper Consulting Engineer. (MB)
- July 19, 1883 Knights of Labor District Assembly No. 45, the national telegraphers union, calls a nationwide strike; fought by Jay Gould's Western Union Telegraph Company. (Ware, Scharf)
- July 20, 1883 Hudson Tunnel Railway again suspends work for lack of funds; south tunnel had been extended to 147 feet and north tunnel begun and extended 23 feet; work is suspended for 4 years. (Burr, Brennan - RRG says on NY side north tunnel is out 170 ft in 6/83; on NJ side, north is 1600 ft and south is 600 ft - NYT has 7/26 and 23 ft. on South! tunnel at NY and 150 on north, 1547 on NJ - Brennan notes no change on NJ side since 1882)
- July 20, 1883 Lykens Water Company incorporated; subsidiary of Lykens Valley Coal Company. (MB)
- July 20, 1883 *Railroad Gazette* reports that the PRR has secured control of the Pittsburgh, Chartiers & Youghiogheny Railway. (RRGaz)
- July 20, 1883 Joint Executive Committee completes arrangements for a new eastbound freight pool from Chicago, retroactive to July 1 for five years; now includes Nickel Plate, Chicago & Atlantic Railway and CStL&P; dressed meat is now classified as live freight with livestock. (NYT)
- July 1883 All South Pennsylvania Railroad stock subscribed by the Syndicate including W. H. Vanderbilt, Andrew Carnegie, F. B. Gowen, et al.
- July 1883 Wheeling & Harrisburg Railway incorporated in W.Va. to build from an

Ohio River bridge at Wheeling to link up with the Harrisburg & Western Railroad (South Pennsylvania) in Westmoreland County, Pa. (RRGaz)

- July 1883 First Class O (D8a) passenger 4-4-0, No. 1048, built at Altoona; (Watkins says Class O is first with Belpaire firebox - Mutual say Class R of 1885 - applied to Class O retroactively; Altoona list says Class P of 1889)
- July 1883 Anglesea Railroad opens between Wildwood Jct. and Anglesea, N.J.; later extended to Holly Beach. (C&C, Val has open in one piece 7/83 which is wrong)
- July 1883 PRR contracts for double track from Osceola to Goss Run Jct. on the Houtzdale Branch. (RyRegister)
- July 1883 Track is laid on the Olean Branch of the Buffalo, New York & Philadelphia Railroad from Salamanca to Tuna Creek (6 mi.). (RRGaz)
- July 23, 1883 Pittsburgh, Chartiers & Youghiogeny Railway Board responds to the request of Beadling Brothers to extend about a half-mile up Painters Run to the mine they are about to open; appoints committee to meet the Pennsylvania, Virginia & Ohio Railway on an offer to provide a connection with Pittsburgh. (MB)
- July 23, 1883 Columbus, Hocking Valley & Toledo Railway and Ohio Central Railroad agree for use of Columbus Union Depot. (Church)
- July 23, 1883 NYC&HR begins running Belt Line local passenger trains around Buffalo. (RyRegister)
- July 24, 1883 Passenger agents meet at Albert Fink's office to arrange details of new eastbound passenger pool; decide to abolish all commissions. (NYT)
- July 25, 1883 Cape May & Schellenger's Landing Railroad files maps for Congress Avenue Branch, Ocean Street Branch, and Beach Branch. (NJCorp)
- July 25, 1883 PRR and New York, West Shore & Buffalo Railway begin running through Pullman parlor cars between Washington and Saratoga, between Long Branch and Saratoga, and between Philadelphia and Phoenicia in the Catskills. (Guide - shows this as first tt, may have been 7/9 - check Ldgr?)
- July 26, 1883 Passenger agents continue discussion of differential fares and the practice of some line of letting holders of second-class tickets, supposedly only good for travel in the smoker, use them for transportation in sleeping car berths; Lake Erie & Western Railway accuses other lines of rate cutting. (NYT)
- July 26, 1883 Screw steamboat *Choptank* launched at the Thomas McCosker & Co.

- shipyard at Baltimore for the Choptank Steamboat Company. (Burgess)
- July 27, 1883 West Jersey Railroad Board authorizes an extension at Bridgeton. (MB)
- July 27, 1883 Richmond & Danville Railroad purchased by a syndicate that also controls the East Tennessee, Virginia & Georgia Railroad, including George F. Baker and Harris C. Fahnestock of the First National Bank of the City of New York, George S. Scott, William P. Clyde, and Samuel Thomas, George I. Seney and Calvin S. Brice of the ETV&G; the syndicate begins buying at 51 and sells in 1888 at 240. (C&FC, Logan)
- July 28, 1883 Pres. Roberts and other officials travel over Pennsylvania Schuylkill Valley Railroad between Frazer and Phoenixville in inspection train. (RyW)
- July 28, 1883 Benjamin Williamson agrees to purchase Williamstown Railroad at foreclosure for bondholders. (Rdg)
- July 28, 1883 Pittsburgh, McKeesport & Youghiogheny Railroad connected to Pittsburgh & Lake Erie Railroad by a tunnel at 21st Street in Pittsburgh. (RRGaz)
- July 29, 1883 Pittsburgh, McKeesport & Youghiogheny Railroad opens bridge over Monongahela River, eliminating barge transfer with B&O. (P&LE AR)
- July 30, 1883 Officers of Richmond & Danville Railroad concede that the Seney Syndicate has secured control; will ally R&D with East Tennessee, Virginia & Georgia Railroad and divert traffic from the latter's old outlet, the Norfolk & Western Railroad. (NYT)
- July 31, 1883 Lackawanna & Pittsburgh Railroad begins laying a third rail for standard gauge between Angelica and Swains. (RRH 92)
- July 31, 1883 Bondholders of Toledo, Cincinnati & St. Louis Railroad file for receiver in U.S. Circuit Court for Illinois. (NYT)
- July 31, 1883 John W. Ellis and D.B. Safford retire from Winslow, Lanier & Co. (NYT)
- Summer 1883 Pres. Hugh J. Jewett proposes that the New York, Lake Erie & Western Railroad lease the New York & New England Railroad and guarantee its fixed charges; the NY&NE's expansion has increased its bonded debt beyond its ability to meet payments out of earnings; the move by the Erie antagonizes the Boston interests led by Charles P. Clark and Lee, Higginson & Co., who realize that the Erie traffic does not pay, and the lease would antagonize the Boston & Albany and PRR. (Kirkland)
- Aug. 1, 1883 (AR calls "Pleasure Railroad", not acquired by Ocean City RR til later) opens from Sea Isle City to Townsends Inlet, N.J., operated by West Jersey

Railroad. (AR)

- Aug. 1, 1883 Pennsylvania Schuylkill Valley Railroad opens between Frazer and Phoenixville, Pa.; operated by PRR as part of Philadelphia Division under lease of June 1. (Val, AR)
- Aug. 1, 1883 George A. Baker named General Freight Agent of the Buffalo, New York & Philadelphia Railroad. (Guide)
- Aug. 1, 1883 George S. Griscom, formerly Superintendent of the Eastern Division, PFW&C, and now General Superintendent of the Cincinnati, Hamilton & Dayton Railroad, named General Manager of Pittsburgh, Chartiers & Youghioghenny Railway, replacing Joseph Ramsey, resigned; N.P. Ramsey resigns as Auditor and General Freight & Ticket Agent. (MB, RyRegister)
- Aug. 1, 1883 Wheeling & Harrisburg Railway accepts offer of Reon Barnes of the South Pennsylvania Railroad to subscribe for 5,000 shares, pay installment, and begin bridge over Ohio River. (MB)
- Aug. 1, 1883 Bellaire, Zanesville & Cincinnati Railway extended from Woodsfield to Summerfield, Ohio. (Guide, HistNbleCo)
- Aug. 1, 1883 CStL&P Railroad cancels contract and lease of Bradford Eating House to Naomi J. Carpenter and S.V.R. Carpenter. (MB)
- Aug. 1, 1883 Ezra B. Westfall (1837-1902) appointed Superintendent of Eastern Division of P&E and Susquehanna Division of Northern Central Railway, replacing Thomas Gucker, transferred to Philadelphia Division; Thomas A. Roberts to Superintendent of Middle Division of P&E, replacing Westfall; Robert L. Holliday (1848-1906) to Superintendent of Bedford Division, replacing Roberts; M.W. Thomson to Engineer, Maintenance of Way of PRR Grand Division, replacing Holliday. (MB, AR)
- Aug. 1, 1883 New Albany Branch double-tracked for two miles from the prison. (AR)
- Aug. 1, 1883 E. Wygant named General Baggage Agent of the GR&I, replacing Henry Starring, resigned. (Guide)
- Aug. 1, 1883 New York, West Shore & Buffalo Railway and NYO&W Railway jointly lease the Weehawken terminal property of the West Shore & Ontario Terminal Company for 99 years under agreement of July 13, they jointly to guarantee the bonds of the Terminal Company. (NYT)
- Aug. 1, 1883 Robert H. Sayre meets with lawyers, including Francis Lynde Stetson (1846-1920), in Philadelphia; is disagreement whether South Pennsylvania Railroad charter is still valid; Hamilton McK. Twombly is “a good deal

exercised”; the Harrisburg & Western Railroad charter, which goes across the state, qualifies as a “parallel line” and cannot be merged with the South Penn under the 1874 constitution; group agrees on need to organize a new company. (Sayre Diary)

- Aug. 1, 1883 Illinois state weighmaster’s office begins work at Chicago; however, the shippers find their own management of the weighmasters more satisfactory than state management and boycott the office. (CHTaylor)
- Aug. 2, 1883 Road Commissioners of Town of New Lots call on LIRR Pres. Corbin and demand he place gates at all road crossings in East New York; Corbin responds that he intends to abandon the uses of the Howard House as a station, fence off railroad property and close many grade crossings, of which he says there are too many. (NYT)
- Aug. 2, 1883 PRR Board resolves to sell its stock in the Orange & Newark Horse Car Railroad Company. (MB)
- Aug. 2, 1883 Edward E. Dwight of Toledo appointed temporary receiver for Toledo, Cincinnati & St. Louis Railroad. (Hauck, RyRegister - Guide has 8/1)
- Aug. 2, 1883 Eagle Oil Company incorporated in N.J. by the Standard Oil interests to develop a refinery on the National Storage Company property at Communipaw, Jersey City. (NJCorp)
- Aug. 6, 1883 Susquehanna Coal Company hears report on opening lower or Newport Lands southwest of Nanticoke. (MB)
- Aug. 6, 1883 Rochester & Pittsburgh Railroad opens between Bradford Jct. and Du Bois in the Pennsylvania coal fields. (Guide)
- Aug. 7, 1883 Chicago Mayor Harrison signs compromise ordinance to permit Chicago & Western Indiana Railroad to purchase school property at Polk Street as the site for their terminal, two blocks further south than originally proposed; the C&WI surrenders any right under earlier ordinances to build further north, and the City agrees to extend Dearborn Street south to Polk Street. (NYT, RyRegister, RRH 47)
- Aug. 7, 1883 Brothers William D. Bigler, Edwin A. Bigler and Harry Fred Bigler, W. W. Betts, John F. Weaver, et al., of Clearfield County begin the purchase of undeveloped coal lands in Barr and Susquehanna Townships in northern Cambria County as a speculation; later conveyed to the Walnut Run Coal Company and the Clearfield Bituminous Coal Company. (Gable)
- Aug. 8, 1883 American Construction Company incorporated in N.J. with a capital of \$100,000 divided into 2,000 shares and three dummy stockholders; is to

build the South Pennsylvania Railroad in return for \$20 million in stock and \$20 million in bonds; only 40 shares are issued; the company is really only Hamilton McK. Twombly and a few clerks. (RyW, PhilPress, Schlegel, NYT)

- Aug. 8, 1883 Western Division of Atlantic & Pacific Railroad completed from Albuquerque to a connection with the Southern Pacific Railroad at Needles, Calif.; with St. Louis & San Francisco Railway and Atchison, Topeka & Santa Fe Railroad, forms a transcontinental route from St. Louis. (Miner)
- Aug. 9, 1883 Harrisburg & South Western Railroad incorporated in Pa. to build from Harrisburg to Maryland state line near Hagerstown; this route is not a parallel line, so it can be merged with the South Pennsylvania Railroad to create a single cross-state route; 8,900 shares are subscribed by Richard K. Sheldon. (MB, Sayre Diary)
- Aug. 9, 1883 William Jackson Palmer resigns as Pres. of Denver & Rio Grande Railway to devote full time to the Mexican National Railway, where he has more money invested; rumors have A. J. Cassatt as a possible replacement. (NYT, RyRegister)
- Aug. 10, 1883 Cape May & Schellenger's Landing Railroad leases Cape May & Sewell's Point Railroad. (NJCorp)
- Aug. 10, 1883 Harrisburg & South Western Railroad organized; Robert H. Sayre, Pres. (MB, Sayre Diary)
- Aug. 10, 1883 Buffalo, New York & Philadelphia Railroad sublets Rochester, New York & Pennsylvania Railroad between Nunda Jct. and Swains to Lackawanna & Pittsburgh Railroad. (Val - check NYState)
- Aug. 10, 1883 *Railroad Gazette* reports that the Terre Haute & Indianapolis Railroad is to purchase the Illinois Midland Railway at foreclosure and negotiate with the English bondholders. (RRGaz)
- Aug. 10, 1883 East Tennessee, Virginia & Georgia Railroad men, including Calvin S. Brice (1845-1898), George I. Seney (1826-1893), George F. Baker (1840-1931) of the First National Bank of the City of New York, and New York banker George S. Scott, elected to Board of Richmond & Danville Railroad in place of Virginians; William P. Clyde has formed a new syndicate consisting of two factions, Scott, Brice, Seney and Samuel Thomas (1840-1903?) on the one part and Baker, Harris C. Fahnestock and others allied with the First National Bank on the other. (NYT, RRGaz, Klein)
- Aug. 11, 1883 Lease of National Storage Company's Eagle Refinery at Black Tom, Jersey City, transferred to Eagle Oil Company. (MB)

- Aug. 11, 1883 South Pennsylvania Railroad stockholders vote to build only that part of the railroad from a point on Tuscarora Mountain 1.5 miles northwest of Fannettsburg on the Harrisburg & South Western Railroad to a connection with the Pittsburgh & Connellsville Railroad, plus an extension to the W.Va. line in the direction of Wheeling; approve merger agreement of Harrisburg & South Western Railroad into South Pennsylvania Railroad; to serve as portion between Harrisburg and Tuscarora Tunnel (Fannettsburg); old line to Marysville abandoned; Board sets western terminus on B&O; South Penn-Reading route will be 27 miles shorter than PRR between Pittsburgh and Philadelphia and 49 miles shorter to New York via the Allentown Route but will have heavier grades. (MB, Sayre Diary, RRGaz)
- Aug. 11, 1883 Harrisburg & South Western Railroad Board approves form of articles of merger with the South Pennsylvania Railroad. (MB)
- Aug. 11, 1883 Calvin S. Brice elected First VP of Richmond & Danville Railroad, replacing Gen. Thomas M. Logan (1840-1914), forced to resign; A.S. Buford retained as Pres.; William P. Clyde, George S. Scott, George I. Seney and George F. Baker elected to the Executive Committee; Baker, Seney and Bayard Brown made the Finance Committee, (NYT)
- Aug. 13, 1883 Lehigh & Lackawanna Railroad extended from Pen Argyl to Bangor, Pa., in the Northampton County Slate Belt. (Guide)
- Aug. 14, 1883 New York brokerage house of George W. Ballou & Co., which had helped promote the Toledo, Cincinnati & St. Louis Railroad, suspends. (NYT)
- Aug. 14, 1883 Central Trust Company of New York files in U.S. Circuit Court at Cincinnati against Toledo, Cincinnati & St. Louis Railroad, Cincinnati Northern Railway and Spring Grove, Avondale & Cincinnati Railway to foreclose the First mortgage; Edward E. Dwight appointed receiver; Cincinnati Northern Railway files for a separate receiver. (NYT, RyW, RyRegister)
- Aug. 14, 1883 Chicago & Western Indiana Railroad accepts Chicago ordinance fixing terminal at Polk Street. (RyRegister)
- Aug. 15, 1883 New York, Danbury & Boston Railroad organized in New York to build from a point opposite Second Avenue on the Harlem River to Port Chester leading to Ridgefield and Danbury to connect with the New York & New England Railroad. (NYState, RyRegister)
- Aug. 15, 1883 New York house of E.C. Steadman suspends. (CHTaylor)
- Aug. 1883 First Class P (D11) passenger 4-4-0, No. 1056, built at Altoona. (Lovell)

- Aug. 1883 Surveyors for Cresson & Clearfield County & New York Short Route Railroad reach Irvona after one month in the bush. (RyW)
- Aug. 1883 PRR is surveying between Manor and Saltsburg, Pa. (RRGaz)
- Aug. 1883 The projected joint New York, West Shore & Buffalo Railway-Buffalo, New York & Philadelphia Railroad station in Buffalo is to be located at Michigan & Exchange Streets. (RRGaz)
- Aug. 1883 Rochester & Pittsburgh Railroad opens a branch from Ashford to Buffalo. (HPSmith)
- Aug. 1883 Bellaire, Zanesville & Cincinnati Railway extended from Danford to Freedom (8 mi.). (RRGaz)
- Aug. 1883 Vandalia Lines contract for roundhouse, shops and station at Logansport. (RyRegister)
- Aug. 1883 New York, West Shore & Buffalo Railway is carrying many through passengers to Saratoga from southern points via through cars on PRR; say Vanderbilt had tried to pressure the Delaware & Hudson Railroad to refuse to carry West Shore Pullman cars between Albany and Saratoga on the grounds they had an exclusive contract with Wagner; Horace Porter of Pullman then threatens to run the Pullmans as coaches without extra fare, which the D&H must take by law; Pullman parlor cars now run Washington to Saratoga and Long Branch-Saratoga. (RyRegister)
- Aug. 1883 LS&MS inaugurates *Chicago Limited Express/New York Limited Express* on 13:40 schedule between Buffalo and Chicago. (Guide)
- Aug. 1883 West Virginia Central & Pittsburgh Railway opens to Gorman, 1.5 miles from Elkins, W.Va. (Williams)
- Aug. 1883 Pittsburgh Southern Railway (B&O) opens. (AR)
- Aug. 1883 Harris C. Fahnestock and J.F.D. Lanier, Jr. (1858-1928) join the banking house of Winslow, Lanier & Co., replacing John W. Ellis and Daniel B. Stafford. (NYT - check ProQuest 1883 - when ED Adams join?)
- Aug. 16, 1883 South Pennsylvania Railroad advertises for bids on seven main tunnels. (Sayre Diary)
- Aug. 17, 1883 PRR files amended bill in NY&LB Case. (NYT)
- Aug. 17, 1883 Pres. Horace Porter says that New York, West Shore & Buffalo Railway is

now carrying many vacationers from Washington and Philadelphia to the Catskills and Saratoga. (NYT)

- Aug. 17, 1883 Ohio Valley Railway agrees with Cleveland & Pittsburgh Railroad, and Central Ohio Railroad to obtain right of way at Bellaire; allows Ohio Valley Railway to cross B&O property and B&O to cross C&P property. (Church, MB)
- Aug. 17 1883 Knights of Labor calls off its strike against Western Union Telegraph Company, and the union is broken; reveals that the Knights of Labor has no resources to sustain a national strike. (Ware)
- Aug. 21, 1883 Big Chicago meat packers issue circular to Albert Fink protesting proposed increase of rates on eastbound dressed beef from 64 cents to 77 cents; ask reduction to 48-54 cents. (NYT)
- Aug. 21, 1883 Construction workers on the Cincinnati, Delphos & Toledo Railway strike, being owed two months wages. (NYT)
- Aug. 22, 1883 Pennsylvania Company Executive Committee adopts a uniform policy for those employees injured or killed in service; those disabled by injury are to receive half-pay for up to six months; the heirs of those killed are to receive funeral expenses plus three months pay. (MB)
- Aug. 22, 1883 Philadelphia Traction Company incorporated with \$4 million capital under a new Pennsylvania general law for creating "traction" companies, that are not street railways but can motorize existing street railways by cable or electricity; the company is formed by William Kemble (1828-1891), Peter A. B. Widener (1834-1915) and William L. Elkins (1832-1903), who already control the Continental Street Railway system; they are well connected to the city and state Republican machines and control gas and electric utilities and real estate. (SEPTA, Cheape)
- Aug. 25, 1883 Samuel Rea turns over rebuilt sections of Western Pennsylvania Railroad to Transportation Dept.; opens cutoff between Bolivar and Blairsville (19.5 miles), avoiding grades via Blairsville Intersection, and revised line between Saltsburg and Roaring Run (11 miles); grade reduced from maximum of 52.8 feet per mile to 21 feet per mile; new track from Bolivar to Blairsville added to West Pennsylvania Division. (Val, RRGaz)
- 1883 West Pennsylvania Division relocated at Saltsburg, Livermore, and Apollo, Pa., and opens new direct line between Blairsville and Bolivar on PRR main line to reduce grades to 0.4% maximum. (AR)
- Aug. 28, 1883 Saxby & Framer interlocking towers replace hand-thrown switches in Grand Central Station yards and approaches and through Park Avenue

Tunnel; by Sep. 1, the entire line as far as Mott Haven Jct. is equipped with interlocking signals, divided into 10 blocks each under the control of a tower. (NYT)

- Aug. 28, 1883 Cincinnati Board of Public Works denies application of Toledo, Cincinnati & St. Louis Railroad to extend from Court Street to 5th Street east of Broadway. (Hauck)
- Aug. 29, 1883 Pittsburgh Plate Glass Company incorporated in Pa. by former PRR official John Pitcairn (1841-1916), Capt. Jean Baptiste Ford, et al., with a plant at Creighton, Pa., north of Pittsburgh and financing by Andrew W. Mellon; the first U.S. producer of high-quality plate glass. (PaCorp, Cannadine, wiki)
- Aug. 30, 1883 General Time Convention polls its members on the proposed system of Standard Time. (MB)
- Aug. 30, 1883 NYC&HR complains to Trunk Line Commissioner Albert Fink that New York, Lake Erie & Western Railroad is cutting rates. (NYT)
- Aug. 31, 1883 South Pennsylvania Railroad receives 97 bids on tunnels and masonry of Susquehanna River Bridge; however, Twombly delays, still fearing that they don't have the right line and wanting to connect with the B&O at Garrett. (Sayre Diary)
- Aug. 31, 1883 Muskingum County Railway (narrow gauge) completed between Burnt Mills (Lawton) and junction with B&O at Mill Run near Zanesville. (Church)
- Sep. 1, 1883 Alfred Mills and John H. Lidgerwood, executors of the Estate of Stephen Vail (1780-1864) an early investor in the CNJ, sue in N.J. Court of Chancery for a separate receiver for the CNJ and an end to the Reading lease, claiming it violates their rights as minority stockholders. (NYT, RyW)
- Sep. 1, 1883 Ohio Central Railroad defaults on River Division bonds. (Poors)
- Sep. 1, 1883 Jeffersonville, Madison & Indianapolis Railroad, CStL&P Railroad, Terre Haute & Indianapolis Railroad, CCC&I Railway and Cincinnati, Indianapolis, St. Louis & Chicago Railway convey property to the Indianapolis Union Railway for an enlarged Union Station and other facilities and agree to admit the other railroads entering the city as tenants. (MB)
- Sep. 1, 1883 Pittsburgh & Lake Erie Railroad assumes the operation of the Pittsburgh, McKeesport & Youghiogeny Railroad. (RRGaz)

- Sep. 2, 1883 At 8:00 PM, an westbound Far Rockaway train on the LIRR makes an unscheduled stop at Springfield Jct. to eject a passenger who refused to pay fare and fails to post a flagman; is rear-ended just as getting under way by following Long Beach train; 2 killed. (NYT)
- Sep. 2, 1883 Buffalo Bill's Wild West Show concludes its first 5-week run at Coney Island; William "Buffalo Bill" Cody and promoter Nathan "Nate" Salsbury (1846-1902) met while performing at Brooklyn theaters; Salsbury turns "Buffalo Bill" into a show biz phenomenon. (NYT, Immerso)
- Sep. 3, 1883 CNJ files answer in NY&LB suit. (NYT)
- Sep. 3, 1883 A banquet is held at St. Paul to fete the international guests who have come for the opening of the Northern Pacific Railroad. (Ward)
- Sep. 4, 1883 Baltimore & Potomac Railroad agrees with City of Washington to stop loading cars on Maryland and Virginia Avenues and obstructing streets; will build crossing gates; in return, city grants B&P right to lay track in Canal Street between South Capitol & Q Streets for yard tracks. (RyW)
- Sep. 4, 1883 Northern Pacific Railroad General Manager Herman Haupt, running ahead of the official opening trains, picks up Chief Sitting Bull from the Sioux reservation near Mandan and takes him to Bismarck, where he delivers a famous speech beginning, "I hate all white people. You are thieves and liars. You have taken away our land and made us outcasts"; because he is speaking in Sioux, and his audience does not understand, they give him a rousing ovation. (Ward)
- Sep. 5, 1883 Muskingum County leases Muskingum County Railroad to Bellaire, Zanesville & Cincinnati Railway for 99 years. (Church)
- Sep. 5, 1883 Second organization meeting for Chicago, St. Louis & Pittsburgh Railroad; executes merger of Indiana and Illinois companies; George B. Roberts, Pres.. (AR, C&C)
- Sep. 6, 1883 Martins Creek & Stroudsburg Railroad incorporated in Pa. by PRR interests to link the Belvidere Division at Martins Creek with DL&W. (MB)
- Sep. 6, 1883 Harrisburg & South Western Railroad Board adopts a survey from the Reading at Harrisburg intersecting the South Pennsylvania Railroad 56 miles from Harrisburg and north of Richmond Furnace and Mercersburg to the point where Conococheague Creek crosses the Maryland state line; in the afternoon, both the stockholders and directors complete the merger into the South Pennsylvania Railroad under the agreement of Aug. 11; South Penn issues 900 shares at 50 to holders of 9,000 shares of H&SW (Richard K. Sheldon), on which 10% has been paid in. (MB, B&O Val)

- Sep. 6, 1883 South Pennsylvania Railroad executes construction contract from Harrisburg to a connection with the Pittsburgh, McKeesport & Youghioghenny Railroad on the Youghioghenny River at Port Perry (Braddock), including 9 miles of tunnels, to American Construction Company, controlled by the South Penn Syndicate, in return for a subscription to \$19,602,000 of stock (excluding 7,960 shares already sold to the Syndicate) and all \$20 million of bonds; stock increased to \$20 million. (B&O Val, MB, RyW, Watts)
- Sep. 7, 1883 Charter of LIRR extended for 250 years beyond original 50. (Val)
- Sep. 7, 1883 Trunk Line meeting at Albert Fink's office breaks up with bland public statement by Fink that all charges of rate cutting have been withdrawn; principal charges were against the New York, Lake Erie & Western Railroad and PRR Lines West; shows the general ineffectiveness of Trunk Line agreements. (NYT)
- Sep. 8, 1883 American Construction Company agrees with the Executive Committee of the South Pennsylvania Syndicate (W.K. Vanderbilt, F.B. Gowen, H.McK. Twombly, David Hostetter and Henry F. Dimock) to sell the Syndicate \$14.5 million in South Pennsylvania Railroad stock and \$15 million in bonds for \$14.5 million, and the remaining \$5 million stock and \$5 million bonds for \$5 million in cash; Syndicate members are not to receive any South Pennsylvania Railroad stock until they have paid in 20% of their Syndicate subscriptions. (PhilPress, NYT)
- Sep. 8, 1883 American Construction Company subcontracts part of South Pennsylvania Railroad to William K. Vanderbilt, et al.; real subcontractors bids are opened, but none awarded. (MB, RyRegister)
- Sep. 8, 1883 Master in chancery awards former Pres. Simon P. Kase (1814-1900) \$510,785 in his suit against the Danville, Hazleton & Wilkes-Barre Railroad; Kase had claimed \$750,000 in lawsuit started in 1877. (RyW)
- Sep. 8, 1883 Last spike last spike ceremony opens Northern Pacific Railroad, fourth transcontinental railroad, at Gold Creek, Mont. (RyW, AAR)
- Sep. 9, 1883 PRR directors elected to Board of West Jersey Ferry Company, it having purchased the stock of the Browning family heirs. (Watkins, Prowell)
- Sep. 9, 1883 Ashtabula & Pittsburgh Railway accepts new dock extended by 1,000 feet at Ashtabula Harbor. (MB)
- Sep. 10, 1883 Robert H. Sayre finally elected Pres. of South Pennsylvania Railroad, replacing Richard K. Sheldon; Hamilton McKown Twombly and David Hostetter elected directors. (MB, Sayre Diary)

- Sep. 10, 1883 Chicago, St. Louis & Pittsburgh Railroad Road Committee authorizes new passenger station at Urbana. (MB)
- Sep. 10, 1883 Columbus & Eastern Railroad files location of its Buckeye Branch from Fultonham to Saltillo. (GrnBk)
- Sep. 11, 1883 Westbound LIRR train from Manhattan Beach and eastbound train to North Shore Branch collide head-on at Vernon Avenue, just outside Long Island City Terminal; 3 killed, 15 injured. (NYT)
- Sep. 11, 1883 Bellefonte, Nittany & Lemont Railroad incorporated in Pa. under articles dated Sep. 7 to build between the Lewisburg & Tyrone Railroad and the Bellefonte Branch of the Bald Eagle Valley Railroad; J. N. Du Barry, Pres. (Val, C&C)
- Sep. 11, 1883 Weehawken Tunnel and terminal open for freight service; first New York, Ontario & Western Railway trains run to Weehawken over new track of New York, West Shore & Buffalo Railway from Ridgefield Park Jct.; freight forwarded by car float to Pier No. 5, N.R., half of which is leased to the NYWS&B by the PRR. (RyW, AR, RyRegister)
- Sep. 11, 1883 New York, West Shore & Buffalo Railway opens for freight traffic between Kingston and Albany. (RRGaz)
- Sep. 11, 1883 Dr. Robert A. Lamberton elected a director of the Lehigh Valley Railroad, replacing Robert A. Packer, deceased. (MB)
- Sep. 11, 1883 Connecticut Railroad Commission approves the location of the Hartford & Harlem Railroad between New Britain and New Haven, but disapproves the location through New Haven, where the company wanted to build through a first-class residential area. (NYT)
- Sep. 12, 1883 A. J. Cassatt is elected to the PRR Board, replacing Samuel M. Felton, resigned to devote time to the Pennsylvania Steel Company, returning him to a position of influence in the company although no longer an officer. (MB)
- Sep. 12, 1883 PRR Board reports they have secured control of the West Jersey Ferry Company at Camden, presumably to keep it out of the hands of the Reading. (MB)
- Sep. 12, 1883 East Tennessee, Virginia & Georgia Railroad Pres. Samuel Thomas (1840-1902), Harris C. Fahnstock of the First National Bank of the City of New York and John McAnerney elected to the Board of the Richmond & Danville Railroad; George S. Scott, George F. Baker, Samuel Shethar and

Calvin S. Brice replace Thomas M. Logan, Robert Harris, M. Bayard Brown and John A. Rutherford on the Board of the Richmond & West Point Terminal Railway & Warehouse Company; Walter G. Oakman (1845-1922), a friend of William P. Clyde, replaces Logan as VP of the Richmond Terminal. (Klein, NYT)

- Sep. 1883 William H. Vanderbilt and other NYC&HR officers make an inspection trip over the Jersey Shore, Pine Creek & Buffalo Railway, going out via Newark and Corning, N.Y., and returning via the Reading and the CNJ from Bound Brook. (NYT)
- Sep. 13, 1883 New York, West Shore & Buffalo Railway officers host excursion to New Scotland near Schenectady. (NYT)
- Sep. 14, 1883 Pioneer civil Engineer John Cresson Trautwine, Sr. (1810-1883) dies at Philadelphia. (DAB)
- Sep. 15, 1883 PRR purchases stock control of West Jersey Ferry Company between Philadelphia and Camden to keep out of hands of Reading.
- Sep. 15, 1883 Bells Gap Railroad converted from narrow to standard gauge. (RRGaz)
- Sep. 1883 Williamstown Railroad opens between Williamstown and (South) Glassboro, N.J. (Val - or 11/18/84? Guide - 1884 may for Glassboro RR - RyW shows not done before 9/29/83 - "being ext." 10/5/83 RRG)
- Sep. 1883 Valley Creek bridge opens 1.5 miles east of Coatesville. (CCHS)
- Sep. 1883 Northern Central Railway begins work on Piers 4 & 5 at Canton, Baltimore. (AR)
- Sep. 1883 Buffalo, New York & Philadelphia Railroad opens for freight service between Salamanca and Olean. (RRGaz)
- Sep. 1883 Work begins on new Duquesne Freight Station at Pittsburgh. (Watkins)
- Sep. 1883 Most traffic going east from Chicago over the Chicago, St. Louis & Pittsburgh Railroad still goes over the New York, Pennsylvania & Ohio Railroad and the Erie. (RRGaz)
- Sep. 1883 *Westmoreland* begins operation for the Weems Line between Baltimore and Fredericksburg. (Holly)
- Sep. 1883 Florida Southern Railway (narrow gauge) opens its main line north from Gainesville to Hague where it encounters Henry B. Plant's Live Oak, Tampa & Charlotte Harbor (5'-0" gauge) building south. (Turner/Bramson)

- Sep. 1883 After non-cooperation from shippers, State Weighmaster George Torrance disbands his office at Chicago and weighing is resumed under the supervision of the Chicago Board of Trade. (CHTaylor)
- Sep. 16, 1883 Cincinnati & Muskingum Valley Railway adds a second freight train each way over whole length for livestock and through freight. (AR)
- Sep. 16, 1883 Terre Haute & Logansport Railroad opens from Logansport to Marmont (Culver) on Lake Maxinkuckee; stations at Verona, Altoner, Grass Creek, Kewana, Bruce Lake, Marshland, and Castleman. (Guide, Church, RyRegister - note Strauch citing a local paper has done on 6/20/83 and mixed train service soon after)
- Sep. 16, 1883 Central of Georgia Railroad, Brunswick & Western Railroad and Savannah, Florida & Western Railway open new through line between Atlanta and Jacksonville, Fla., via Macon, Albany and Waycross; shortly afterwards, begin operating through Pullman sleeping cars between Cincinnati and Jacksonville with Cincinnati Southern Railway in 35:20. (RRGaz)
- Sep. 17, 1883 Albert Fink testifies before Senate Committee on Labor & Education explaining and defending the pooling system; attacks the Reagan Bill and any attempt by the government to limit dividends or rate of return; says the government should prevent the construction of unnecessary railroads that issue bonds to full amount of cost. (NYT)
- Sep. 17, 1883 Arguments held in U.S. Court at Cincinnati for a separate receiver for the Cincinnati Northern Railway. (NYT)
- Sep. 20, 1883 Philadelphia & Atlantic City Railway sold at foreclosure at Camden to George R. Kaercher for Reading for \$100,000. (Val, PubLdgr)
- Sep. 20, 1883 Five major railroads entering Indianapolis sign agreement for construction and operation of a new Indianapolis Union Station and the purchase of Belt Railroad & Stock Yard Company. (Church)
- Sep. 22, 1883 Terre Haute & Logansport Railroad and Nickle Plate agree for the construction of an interlocking to protect their crossing at Hibbard, Ind. (MB)
- Sep. 22, 1883 Norfolk & Western Railroad's Roanoke Shops turns out first new car. (AR)
- Sep. 23, 1883 Brotherhood of Railroad Brakemen, later the Brotherhood of Railroad Trainmen (BRT) organized at Oneonta, N.Y.; last of the Big Four engine and train service brotherhoods (Constit)

- Sep. 24, 1883 First train operates over the new alignment of the West Pennsylvania Division between Blairsville and Freeport. (RRGaz - C&C has only the section between Apollo and the Pine Run bridge)
- Sep. 24, 1883 Cable cars begin operating across Brooklyn Bridge. (Stokes, Condit)
- Sep. 24, 1883 Property of Princeton & Kingston Branch Turnpike Company conveyed to United New Jersey Railroad & Canal Company. (Digest)
- Sep. 24, 1883 Robert H. Sayre disputes with Andrew Carnegie whether South Pennsylvania Railroad tunnels need to be arched; Sayre writes "Carnegie has given me more trouble than all the other proprietors of the enterprise." (Sayre Diary)
- Sep. 1883 Suit filed to block the construction of the PRR bridge to Island Heights, N.J. (RRGaz)
- Sep. 25, 1883 Hearings begin before U.S. Circuit Court at Trenton in NY&LB and Dinsmore Suits; Court denies motion of Franklin B. Gowen for an investigation of Dinsmore's good faith. (RyW, NYT)
- Sep. 25, 1883 Joint Executive Committee meets at Albert Fink's office to negotiate a new passenger pool to run from Sep. 1 to Jan. 1, 1884; old pool expired Aug. 31; admit Chicago & Atlantic Railway (Erie) and CStL&P (Pan Handle) for the first time. (NYT)
- Sep. 25, 1883 U.S. Circuit Court in Ohio gives notice it will remove Edward E. Dwight as receiver of Toledo, Cincinnati & St. Louis Railroad next Saturday; Boston stockholders of TC&StL hold meeting. (NYT)
- Sep. 26, 1883 William J. Latta appointed General Agent of River Front Railroad as well as PRR at Philadelphia. (Watkins)
- Sep. 26, 1883 New line between Saltsburg and Roaring Run (15.1 miles) including the Salina Tunnel, placed in service on the Western Pennsylvania Railroad; 2.66 miles of the old line becomes the Fairbanks Branch. (C&C)
- Sep. 26, 1883 Joint Executive Committee continues discussion of passenger differentials; charges made that roads who can charge lower fares under the differential system are taking more than their rightful percentages of traffic. (NYT)
- Sep. 27, 1883 Joint Executive Committee discusses passenger differentials between St. Louis and the seaboard. (NYT)
- Sep. 27, 1883 South Pennsylvania Railroad stockholders meet at Philadelphia; most local dummy directors resign and replaced by William H. Vanderbilt, William K.

Vanderbilt, Franklin B. Gowen, James Duffy of Marietta, George J. Magee and Henry F. Dimock; Gowen, William K. Vanderbilt, Twombly, Hostetter and Dimock named to Executive Committee. (MB, Sayre Diary)

- Sep. 27, 1883 Boston security holders of Toledo, Cincinnati & St. Louis Railroad meet and issue resolutions against more than one receiver and dismemberment of the system. (RyRegister)
- Sep. 27, 1883 Columbus, Hope & Greensburg Railroad opens between Greensburg and Hope, Ind. (RRGaz)
- Sep. 28, 1883 NY&LB Board approves the lease for a station lot from the Ocean Grove Camp Meeting Association of the Methodist Episcopal Church; this is probably for the North Asbury Park station, but may also be for the Asbury Park freight station, which is built during the year. (MB, Ellis)
- Sep. 28, 1883 South Pennsylvania Railroad Executive Committee meets; Robert H. Sayre appointed Chief Engineer, effective Oct. 1. (Sayre Diary)
- Sep. 28, 1883 Rumors that Henry W. Oliver has purchased control of the Pittsburgh & Western Railroad, including 8,000 shares from Russell Sage; various rumors have the Garretts or H.J. Jewett as the ultimate purchaser; Sage and Jay Gould sell their stock to Pres. James Callery, allowing him to retain control. (NYT, RyRegister)
- Sep. 28, 1883 Frederick Lovejoy of Philadelphia, a member of Adams Express Company, elected Pres. of Denver & Rio Grande Railway, replacing William Jackson Palmer, resigned; Palmer remains in charge of Rio Grande Western Railway. (NYTrib)
- Sep. 29, 1883 Judge Baxter of the U.S. Circuit Court for Ohio decides he had no legal right to appoint E.E. Dwight as receiver of the Toledo, Cincinnati & St. Louis Railroad and orders him to restore property to company on Oct. 12; Judge Baxter also intimates that he may appoint a separate receiver for the Cincinnati Northern Railway; Judge Drummond of the U.S. Circuit Court for Indiana is opposed. (RyRegister)
- Sep. 30, 1883 Virginia Midland Railway subscribes \$25,000 to North Carolina Midland Railroad; has also made cash advances of \$58,762 since Jan. 27, 1881. (ICC)
- Oct. 1, 1883 Union Railroad Company of Baltimore acquires in fee the terminal property leased by the Northern Central Railway from the Canton Company of Baltimore in 1873 for \$250,000 with money advanced by the Northern Central. (MB)

- Oct. 1, 1883 Western Pennsylvania Railroad opens on new alignment between Kiski Jct. and Blairsville to reduce grades from 52.8 feet per mile to 21.2 feet per mile so it can serve as a freight bypass to the Pittsburgh Division; also opens new line between Blairsville and Bolivar on PRR to avoid heavy grade on old line between Blairsville and Blairsville Intersection; this last line remains in use for passenger and local freight trains; much through freight and from points beyond Pittsburgh diverted to this route. (AR - C&C shows this work opened in sections between July 2 and Oct. 5)
- Oct. 1, 1883 PRR appoints Michael Trump (1854-1932) Assistant Superintendent of the Pittsburgh Division to lessen burden on Robert Pitcairn; appoints Samuel Rea Principal Assistant Engineer of Construction for new work on the staff of Third VP J. N. Du Barry. (MB, AR)
- Oct. 1, 1883 Property of Philadelphia & Atlantic City Railway delivered to Reading. (RyW)
- Oct. 1, 1883 Statement made that Reading has control of the Camden, Gloucester & Mt. Ephraim Railway. (NYT, RyRegister)
- Oct. 1, 1883 Cornwall & Lebanon Railroad opens between Cornwall and Lebanon, Pa.; Colebrook Valley Railroad opens between Cornwall and Conewago on PRR; John C. Jennings, Superintendent. (Val, RyW, RRGaz)
- Oct. 1, 1883 Buffalo, New York & Philadelphia Railroad opens between Salamanca and Olean. (Guide - Val has completed 9/83 - RyW has open 9/4!!)
- Oct. 1, 1883 Bellaire & Woodsfield RPO extended to Bellaire & Summerfield RPO. (Kay)
- Oct. 1, 1883 Chicago, Pittsburgh & St. Louis Railroad agrees for use of Columbus Union Depot. (Church)
- Oct. 1, 1883 Edwin A. Dawson (1845-1917) named Assistant to the Western Manager of the Union Line at Columbus. (MB)
- Oct. 1, 1883 New York, West Shore & Buffalo Railway opens from Ravena south of Albany to Syracuse. (RyW)
- Oct. 1, 1883 South Pennsylvania Syndicate meets in New York; Robert H. Sayre elected Chief Engineer of South Pennsylvania Railroad and of American Construction Company; Oliver W. Barnes made Consulting Engineer; Sayre considers Barnes to be Twombly's tool and spy; Andrew Carnegie continues to push for single-track tunnels. (Sayre Diary, RyW)
- Oct. 1?, 1883 E.A. Ford, General Passenger Agent of Lines West, announces that they

will pay commissions to regular ticket agents on ticket sales, ending an attempt to end the commission system for lack of support from the other Trunk Lines. (RyRegister)

- Oct. 2, 1883 Pittsburgh, Bradford & Buffalo Railroad merged into Pittsburgh & Western Railroad; James Callery, Pres. (NYT)
- Oct. 3, 1883 Hudson Tunnel Railway holds annual meeting; say will resume work soon. (NYT)
- Oct. 3, 1883 South Pennsylvania Railroad increases stock from \$14 million to \$20 million and issues \$20 million in bonds. (RyW)
- Oct. 3, 1883 Albert Fink announces new percentages for eastbound livestock from Chicago: LS&MS, 26%; Michigan Central, 17%, PFW&C, 13%; Erie, 11%; Grand Trunk, 11%; Nickel Plate, 8.5%; Pan Handle Route, 8%; B&O, 5.5%; Vanderbilt lines and PFW&C cut the most to apportion traffic to new lines. (NYT)
- Oct. 4, 1883 NYC&HR announces it won't abolish its 1 cent per bushel elevator charge for grain. (NYT)
- Oct. 4, 1883 Railroad entrepreneur Henry Farnam (1803-1883) dies at New Haven, Conn. (AmScssflMen)
- Oct. 5, 1883 Pennsylvania legislative committee hearings into charges against Standard Oil Company begin in Harrisburg with Franklin B. Gowen as prosecuting attorney; E.G. Patterson is charged with accepting \$7,500 from Standard Oil to suppress evidence he has collected against the company for the state. (NYT)
- Oct. 5, 1883 New line and grade reduction opens between Social Hall bridge and East Tunnel bridge on the Western Pennsylvania Railroad, completing the grade reduction and relocation between Bolivar and Leechburg. (C&C)
- Oct. 6, 1883 Williamstown Railroad sold at foreclosure to George R. Kaercher for Reading. (Val, Rdg)
- Oct. 8, 1883 Standard Oil Company and its National Transit Company agree with the Tide-Water Pipe Company, Limited; establishes a formal pool with railroads under which Tide-Water and its associated refineries, the Chester Oil Company (Thurlow) and Ocean Oil Company (Bayonne), get 11.5% of eastbound crude oil shipments. (USA v. Std. Oil, Nevins, Ward)
- Oct. 9, 1883 Reading blocks the right of way of the Cornwall & Lebanon Railroad and its new station site in retaliation for the PRR surveying between Reading

and Lebanon. (RRGaz)

- Oct. 9, 1883 Gen. George Webb (1828-1883), General Agent of the Cambria Iron Company since 1875 and a former Chief Engineer of the B&P Tunnel and Lines West official, dies at Johnstown. (RRGaz)
- Oct. 10, 1883 Robert H. Sayre meets with Hamilton McK. Twombly to decide who should get first five South Pennsylvania Railroad tunnels; Sayre doubts that any can be completed at the prices bid. (Sayre Diary)
- Oct. 10, 1883 PRR Board authorizes the sale of the Newark & Orange Horse Car Railroad Company to A. Q. Keasby at 80 in cash and a transfer of the guarantee of the mortgage. (MB)
- Oct. 10, 1883 New Haven leases the Stamford & New Canaan Railroad and acquires a majority of the stock. (NHCorp, AR)
- Oct. 11, 1883 General Time Convention meets at Chicago and adopts William F. Allen's plan of four standard time zones divided by the 75th, 90th, 105th, and 120th meridians, effective with the winter timetable of Nov. 18, replacing over 50 separate railroad times; companies owning 78,000 miles of railroad have voted for it with the Michigan Central to only major line opposed; committee headed by James McCrea presents report on standard hand, lamp, bell and whistle signals, uses of torpedoes and switch lights, that eventually become a national standard. (MB, Young, NYT, RyW, RRGaz)
- Oct. 11, 1883 Belt Railway Company of Chicago obtains running rights over Chicago & Western Indiana Railroad between 87th Street and Kensington, plus use of Indiana Elevator. (Church)
- Oct. 11, 1883 Board of the old Union Contract Company, the construction company for the Denver & Rio Grande Railway which is still controlled by William Jackson Palmer, votes to transfer all assets, mostly D&RG securities, to a new Union Contract Company of Colorado. (NYT)
- Oct. 12, 1883 Jersey City ordinance authorizes the Jersey City & Bergen Railroad to lay track in Washington Street from Montgomery Street to York Street. (Digest)
- Oct. 12, 1883 Northern Central Railway Board approves lease of coal lands of Mineral Railroad & Mining Company to William L. Scott. (MB)
- Oct. 13, 1883 Island Heights Railroad incorporated in N.J. under articles dated Oct. 12 to build short branch to summer resort near Toms River; Island Heights Association began grading, but needed a railroad charter to build a bridge over Toms River; bridge construction had been halted by injunction. (MB,

C&C)

- Oct. 13, 1883 Reading takes possession of the Philadelphia & Atlantic City Railroad; formal deed dated Oct. 31. (RRGaz)
- Oct. 15, 1883 Logansport & Terre Haute RPO extended to Marmont & Terre Haute RPO. (Kay)
- Oct. 15, 1883 John Whittaker named Assistant General Freight Agent of Northern Central Railway and Baltimore & Potomac Railroad. (AR, MB)
- Oct. 15, 1883 NYC&HR establishes a Bureau of Information at Grand Central Depot similar to the one in Broad Street Station. (RyW)
- Oct. 15, 1883 Pittsburgh, McKeesport & Youghiogheny Railroad opens for through traffic. (RyW)
- Oct. 15, 1883 Louis H. Meyer resigns as VP of the Denver & Rio Grande Railway; a syndicate of Kuhn, Loeb & Co., Pres. Frederick Lovejoy, Charles F. Woerishoffer, Addison Cammack, A. J. Cassatt, William L Scott, new VP Adolph Engler, and others, agrees to take the new \$5 million D&RG bond issue. (NYT, RyRegister)
- Oct. 15, 1883 In a series of decisions of the Civil Rights Cases, the U.S. Supreme Court rules that the Civil Rights Act of 1875, barring racial discrimination in public accommodations, is unconstitutional on the grounds that the Fourteenth Amendment bars only discrimination by the states, not by private parties; Justice Joseph P. Bradley, once the lawyer for the Camden & Amboy Railroad, delivers the majority opinion, Justice Harlan alone dissenting. (wiki, RRGaz)
- Oct. 1883 New York & New England Railroad annual reports reveals that while through traffic has increased greatly, it has been handled at such low rates that the company has lost money on it; nevertheless, Jay Gould is able to manipulate the stock price up to 37 and sell out by the end of the year. (Grodinsky)
- Oct. 1883 Rumors that B&O, Vanderbilt or South Pennsylvania Railroad are trying to purchase the Pittsburgh & Western Railroad. (RRGaz)
- Oct. 1883 Central Trust Company of New York files to foreclose eight separate mortgages on Toledo, Cincinnati & St. Louis Railway system. (Rehor - not verified)
- Oct. 1883 Smithfield, Ohio, renamed Fernwood on PC&StL Railway. (Guide)

- Oct. 1883 Edward J. Lockhard, Chief Maintenance of Way clerk of the Philadelphia Division and son of Junction Railroad Superintendent William F. Lockhard is found guilty of embezzling \$12,000 by padding payrolls; on the pledge of his father that the sums will be restored, the PRR does not bring criminal charges and Lockhard is allowed to resign. (RyRegister)
- Oct. 1883 Henry Williams establishes Weems Line twice-weekly service between Fredericksburg and Norfolk with the *Mary Washington*. (Holly)
- Oct. 1883 Andrew Carnegie, through Carnegie, Phipps & Company, Ltd., purchases the Homestead Works of the failed Pittsburgh Bessemer Steel Company, Ltd., after rail prices collapse with the decline of new railroad-building; Carnegie retools it to make structural steel, the market for which expands by over 800% by 1890, while the rail market grows by only 61.7%. (Misa, Nasaw)
- Oct. 16, 1883 CNJ files answer in Dinsmore Suit, including an opening attack on the PRR by F.B. Gowen; in a personal affidavit, Gowen charges that the PRR is behind the suit and then goes on to accuse it of giving big rebates to favored shippers of coal, including Berwind, White & Co. and William L. Scott; that their profits are shared with PRR officers and used to corrupt the Legislatures of N.J. and Pennsylvania; that W.L. Scott and A.J. Cassatt have sold CNJ stock short and have brought the suit to force down the price of CNJ shares. (RyW, RyRegister)
- Oct. 16, 1883 South Pennsylvania Syndicate meets to let five tunnels; for some reason, Twombly objects to letting Allegheny Tunnel and Laurel Hill Tunnel. (Sayre Diary)
- Oct. 17, 1883 South Pennsylvania Railroad announces it has let contracts for tunnels and for masonry of Susquehanna River Bridge at Harrisburg. (NYT)
- Oct. 17, 1883 DL&W begins offering a \$17.50 New York-Chicago ticket via either Grand Trunk Railway of Canada, LS&MS or Michigan Central-Canada Southern; \$1.00 below lowest differential fare. (NYT)
- Oct. 17, 1883 Southern Railway Time Convention, meeting at New York, approves Standard Time. (MB)
- Oct. 17, 1883 First freight train operates over Pittsburgh, McKeesport & Youghiogeny Railroad between Pittsburgh and Connellsville. (RRGaz)
- Oct. 18, 1883 Counsel for William B. Dinsmore files reply challenging all of Gowen's personal charges against the PRR. (RyRegister)
- Oct. 19, 1883 Taking of testimony begins in the Dinsmore Suit; A.J. Cassatt admits under

examination that he sold CNJ stock short at a loss when he learned the suit was to be filed; Frank Thomson refuses to answer questions. (Rdg, RyW, NYT has 10/18?)

- Oct. 19, 1883 Island Heights Railroad Company organized at Camden; Melbourne F. Middleton, Pres. (C&C)
- Oct. 19, 1883 William F. Allen of the General Time Convention and James Hamblet of the Western Union Telegraph Company call on Mayor Franklin Edson (1832-1904) of New York and secure his support for Standard Time. (GTC)
- Oct. 19, 1883 Henry Wynkoop Gwinner (1824-1883), Pres. of National Railway Publication Company, publisher of the *Official Guide* and former PRR Auditor of Passenger Receipts, commits suicide by shooting himself at his desk. (Guide)
- Oct. 20, 1883 Robert H Sayre meets with Franklin B. Gowen and agrees on connection of South Pennsylvania Railroad and Reading at Harrisburg. (Sayre Diary)
- Oct. 20, 1883 New agreement of the Union Depot Company (Columbus), PC&StL Railway, Columbus & Xenia Railroad, Little Miami Railroad, and Cleveland, Columbus, Cincinnati & Indianapolis Railway covering the use of the Union Depot; sets value of the Depot at \$450,000. (MB)
- Oct. 20, 1883 William J. Craig of Toledo appointed permanent receiver of Toledo, Cincinnati & St. Louis Railroad (narrow gauge), in Ohio, Toledo to the Indiana state line with branches from Delphos to Dayton, Cincinnati, Wellston and Ironton; Court denies the application of the Cincinnati Northern Railway for a separate receiver. (C&C, Church, Hauck, RyRegister, NYT)
- Oct. 20, 1883 Connecticut Railroad Commission approves the plans for the New York & Connecticut Air Line Railroad. (NYT)
- Oct. 21, 1883 NYC&HR completes two interlocking towers at Mott Haven Jct., the junction of the Hudson and Harlem Lines; this completes the protection by a series of interlocking towers between Mott Haven and Grand Central Depot. (RyRegister)
- Oct. 22, 1883 Pennsylvania Supreme Court upholds the principle of cumulative voting in the Sharpsville Railroad Case. (RRGaz)
- Oct. 22, 1883 Chicago ordinance authorizes CStL&P Railroad to connect with PFW&C between 58th & 59th Streets. (Church)
- Oct. 22, 1883 Metropolitan Opera House opens at Broadway & 39th Street in New York

City, supported by the new industrialists and financiers who were denied boxes at the older, smaller Academy of Music by the “Old Guard”; backers include J. Pierpont Morgan, the Vanderbilts, William Rockefeller, Jay Gould, George F. Baker and William C. Whitney. (Burrows/Wallace)

- Oct. 23, 1883 Future PRR VP James R. Downes (1883-1955) born at Tyrone, Pa. (RyAge)
- Oct. 23, 1883 Henry W. Gwinner interred at Woodland Cemetery in Philadelphia. (Guide)
- Oct. 23, 1883 At Dinsmore Suit depositions continue at New York; William L. Scott admits selling CNJ stock but denies Reading’s allegations; Scott gets into shouting match with Gowen, refusing to answer questions on his business with PRR on grounds Gowen is trying to get the information for the Reading; Scott indirectly calls Gowen a “falsifier, a slanderer and a railroad wrecker.” (NYT, RyW)
- Oct. 23, 1883 Special train carries Buffalo, New York & Philadelphia Railroad Pres. Jones and members of the Seligman-Martin syndicate over the Genesee Valley Canal Railroad to Portage. (alleganycountynylocalhistory.com)
- Oct. 24, 1883 William B. Dinsmore testifies that PRR has nothing to do with his suit against the Reading lease; A. J. Cassatt refuses to answer most questions but again admits to selling CNJ stock short; Frank Thomson refuses to answer Gowen’s questions about PRR rates; counsel clashes over the admissibility of the evidence brought out by Gowen’s attacks. (NYT, RyW, RyRegister)
- Oct. 24, 1883 South Pennsylvania Railroad lets 85 miles of heaviest work; Sayre is alarmed that prices are too low. (Sayre Diary)
- Oct. 24, 1883 Choptank Steamboat Company begins service, running the steamboat *Choptank* between Baltimore and Choptank Landing and intermediate points of Easton, Oxford and Cambridge on the Choptank River in competition with the Maryland Steamboat Company. (BaltAm - first tt, may have begun earlier - Burgess has inc. 1882 and first boat was purchased *W.E. Clark*)
- Oct. 25, 1883 South Pennsylvania Railroad contracts for masonry of bridge over Susquehanna River at Harrisburg. (Sayre Diary)
- Oct. 25, 1883 At the Dinsmore Suit hearings, Gowen tries to introduce evidence that PRR grants rebates to Berwind, White & Co. (NYT)
- Oct. 26, 1883 Dinsmore Suit hearings for a preliminary injunction return to Trenton with theatrical verbal jousting between Gowen and Dinsmore’s counsel, New

York State Republican Party boss Roscoe Conkling (1829-1888); Gowen calls Conkling a “blackguard.” (NYT)

- Oct. 26, 1883 Tyrone & Clearfield Railway agrees to extend about 10.5 miles into the lands of E.A. Irvin of Curwensville, Edward Roberts, Jr., of Philadelphia, H.C. Cochran of Philadelphia, J.C. Hayden of Jeanesville, M.M. Cooker of Hazleton, Calvin Pardee of Hazleton, and John R. Fell of Philadelphia; parties to provide free right of way and ship 50,000 tons in first year and 100,000 tons annually thereafter, all via PRR. (MB)
- Oct. 27, 1883 Dinsmore Suit hearings conclude without Gowen or Conkling present. (NYT)
- Oct. 27, 1883 Elijah B. Phillips (1819-1905), formerly of the Toledo, Cincinnati & St. Louis Railroad, returns to the presidency of the Eastern Railroad in Mass. (RyRegister)
- Oct. 28, 1883 Sheriff of Lawrence County arrests Pennsylvania Company workers at Rock Point in right-of-way dispute with Pittsburgh, Youngstown & Chicago Railroad. (RyW)
- Oct. 29, 1883 Formal arguments for a preliminary injunction against the CNJ lease in the Dinsmore Suit begin at Trenton. (NYT)
- Oct. 29, 1883 Main arguments in Dinsmore Suit held at Trenton; George M. Robeson, F.B. Gowen and Benjamin Williamson for Reading and CNJ, Barker Gummere, Roscoe Conkling and Clarence Seward for Dinsmore. (RyW)
- Oct. 29, 1883 Preliminary injunction issued against Robert H. Coleman and Cornwall & Lebanon Railroad barring construction of branch line to Ore Hill on land of old Cornwall Railroad and William C. Freeman. (RyW)
- Oct. 29, 1883 South Pennsylvania Syndicate meets to discuss rails; Andrew Carnegie refuses to accept the price of \$36 per ton at Harrisburg made by Pennsylvania Steel Company, and storms out in a huff over losing the contract. (Sayre Diary)
- Oct. 29, 1883 Sheriff of Lawrence County goes to Pittsburgh and arrests Pres. Thomas D. Messler of New Brighton & New Castle Railroad for contempt of court; the road remains unfinished because of litigation. (RyW, AR)
- Oct. 29, 1883 John E. Martin of Toledo appointed temporary receiver of the Ohio Central Railroad in Ohio by the Court of Common Pleas of Lucas County. (Poors, NYT)
- Oct. 31, 1883 Long Beach Railroad incorporated in N.J.in the interest of the PRR to build

line from Barnegat City on Long Beach Island to Tuckerton Railroad and south to Absecon, with branch to south end of Long Beach Island. (Val, Brinckmann)

- Oct. 31, 1883 American Steamship Company of Philadelphia Board resolves to refrain from making further repairs to ships and lay up the *Indiana*. (MB)
- Oct. 31, 1883 In Sep.-Oct. 1883, PRR has 40% of westbound through passenger traffic between New York and Chicago, vs. 33% for NYC&HR; PFW&C has 42% eastbound vs. 20% for Michigan Central Railroad and 18% for LS&MS. (RRGaz)
- Oct. 31, 1883 Portion of River Division of Ohio Central Railroad south of Corning, Ohio, enters receivership; J.E Martin of Toledo appointed temporary receiver. (GrnBk, - Poors has 9/27 - see 10/29)
- Fall 1883 Andrew Carnegie and his associates increase their share of the stock of the H.C. Frick Coke Company to over 50%; Frick now has only a 16.67% interest in his own company. (Warren)
- Nov. 1, 1883 PRR Board approves purchase of 5,000 shares of Long Beach Railroad; Long Beach Island, which has no direct rail service from the mainland, is an important summer colony for Philadelphia industrialists, particularly from the Baldwin Locomotive Works. (MB)
- Nov. 1, 1883 In the Dinsmore Suit, Judge Nixon of the U.S. Circuit Court throws out all those parts of the Reading's answer that are scandalous or irrelevant: accusing A.J. Cassatt, William L. Scott and PRR of making secret rates on coal, granting rebates, and corrupting N.J. politics. (NYT, RyW)
- Nov. 1, 1883 Northern Central Railway abolishes the post of Tobacco Agent J. M. Drill. (MB)
- Nov. 1, 1883 New book of rules in force on Southwest System, imposing uniform rules on all divisions; PRR also forces its block signal rules on joint portion of Central Ohio Railroad between Newark and Columbus, as it does more business than B&O. (AR)
- Nov. 1, 1883 Charles A. Chipley, General Agent of the Union Line at Pittsburgh, promoted to Division Freight Agent of the Pennsylvania Railroad Grand Division. (RRGaz)
- Nov. 1, 1883 W. O'K. Scully appointed General Agent of the Union Line at Pittsburgh; National Line (Chicago via Pan Handle) opens agencies at Minneapolis and Winona, Minn., reporting to the present agent at St. Paul; Union Line establishes agency at Omaha for traffic to and from Overland Route. (MB)

- Nov. 1, 1883 Valley Railroad (B&O) extended from Staunton to East Lexington, Va., connecting with the Balcony Falls Branch of the Richmond & Alleghany Railroad; no further part built. (B&O Val, AR, Hildebrand)
- Nov. 1, 1883 Norfolk & Western Railroad makes an express contract with the Southern Express Company. (AR)
- Nov. 1, 1883 Herman Haupt resigns as General Manager of the Northern Pacific Railroad in a dispute with Henry Villard to protest his retrenchment policies that are designed to keep up the stock price while allowing the property to deteriorate; Villard has accused Haupt of making wasteful expenditures and raising the operating ratio. (RyRegister, Ward)
- Nov. 1, 1883 Toledo & Indianapolis Railway enters receivership. (Poors)
- Nov. 1, 1883 New Orleans & Northeastern Railroad opens between New Orleans and Meridian, Miss.; financed by British capital; includes a 5.75-mile trestle over an arm of Lake Pontchartrain; later the main route of the Southern Railway into New Orleans. (Prince)
- Nov. 2, 1883 Union Depot Company (Columbus) cancels the contracts of the B&O, Indianapolis, Bloomington & Western Railway, and Scioto Valley Railway for the use of Union Depot and renegotiates them on the basis of an annual rent of 1% on \$450,000, the value of the station, plus proportional shares of the annual interest, \$675,000 sinking fund, and operating expenses based on the proportion of the total service. (MB)
- Nov. 3, 1883 Pemberton & Sea Shore Railroad and Philadelphia & Long Branch Railway merged to form Philadelphia & Long Branch Railroad under agreement of Oct. 13, 1883; Strickland Kneass, Pres.; operated by PRR under lease. (AR, C&C)
- Nov. 3, 1883 International Navigation Company (Red Star Line) steamship *Westernland* leaves Antwerp on maiden voyage to New York; first Red Star line built of steel and first with three passenger classes. (Flayhart)
- Nov. 4, 1883 U.S. Circuit Court appoints Thomas R. Sharp as separate receiver for the portion of the Ohio Central Railroad in West Virginia. (GrnBk - Poors says 11/21 and includes the \$2 million Richmond & Alleghany Second Mortgage bonds)
- Nov. 6, 1883 PRR sells Orange & Newark Horse Car Railroad to Anthony Quinton Keasbey (1824-1895) at 80 in cash, plus transfer of guarantee by UNJ; eventually becomes part of Public Service streetcar system. (UNJ MB)

- Nov. 8, 1883 Testimony resumes in the Dinsmore Suit to void the lease of the CNJ to the Reading. (NYT)
- Nov. 8, 1883 Benwood Extension of Pittsburgh, Wheeling & Kentucky Railroad completed from Riverside Furnace to Benwood, serving all mills in Wheeling area. (, C&C)
- Nov. 8, 1883 Trunk Line presidents meet; charge of rate cutting against New York, Lake Erie & Western Railroad is not sustained; agree to raise eastbound rates by 5 cents per cwt. effective Nov. 26; they also agree to cut off connections with the DL&W if it continues to cut rates. (NYT, Grodinsky)
- Nov. 10, 1883 Elm Grove & State Line Railroad incorporated in W.Va. to build from Elm Grove to Pa. state line on Middle Fork of Wheeling Creek in connection with Wheeling & Harrisburg Railway; no work done. (Church, MB)
- Nov. 10, 1883 Wheeling & Harrisburg Railway cancels agreement with Reon Barnes on grounds he has failed to pay installments on stock; instead accepts Barnes's subscription for 5 shares; Barnes elected a director, and Barnes and W.C. Carpenter appointed to Executive Committee with Pres. George Baird; company accepts U.S. Army's conditions for clearance of bridge; is to replace Wheeling & Lake Erie Bridge Company. (MB)
- Nov. 12, 1883 Bells Gap Railroad opens between Coalport and Irvona. (Guide - Poors has 1882)
- Nov. 12, 1883 Union Line creates agency at Vicksburg, Miss. (MB)
- Nov. 13, 1883 Pennsylvania Company Executive Committee hears offer of Elizabeth B. McComb, heir of Henry S. McComb to buy back the Pennsylvania Company's 5,000 shares of the Southern Railroad Association at \$7.50 in return for release of all claims against the McComb's estate; authorizes appointment of an Assistant to the General Counsel to handle title work and injury claims. (MB)
- Nov. 13, 1883 Pres. George H. Watrous denies that the New Haven is attempting to get control of the New York & New England Railroad. (NYT)
- Nov. 13, 1883 Lehigh Valley Railroad Executive Committee reports on an investigation for a possible boat line between Fair Haven, N.Y., and Duluth; have toured the Northern Pacific Railroad and the St. Paul, Minneapolis & Manitoba Railroad and the wheat-growing region of the Red River Valley of the North, which is without a supply of fuel; the Welland Canal can pass boats of 12-foot draft and may be enlarged to 14 feet, but the size of the locks and tolls make Buffalo a better port. (MB)

- Nov. 13, 1883 Charles E. Gorham (1813?-1883), General Agent of the Pennsylvania Company at Cleveland and former Superintendent of the Western Division, dies. (AR, RRGaz)
- Nov. 14, 1883 A. J. Cassatt is named Chairman of the PRR Road Committee, replacing Samuel M. Felton; in such a position he is no longer subordinate to Pres. Roberts; but he can push his own ideas in an advisory capacity. (MB, RRGaz)
- Nov. 14, 1883 PRR Board approves the action of the American Steamship Company of Philadelphia in refusing to spend further for repairs of ships and laying up *Indiana*; appoints special committee to consider future of American Steamship Company after years of losses. (MB)
- Nov. 14, 1883 Pennsylvania legislative committee begins taking statements from Standard Oil Company officials at New York. (NYT)
- Nov. 15, 1883 Robert H. Sayre of the South Pennsylvania Railroad moves his headquarters from New York to Harrisburg. (Sayre Diary)
- Nov. 15, 1883 Lackawanna & Pittsburgh Railroad completes third rail for standard gauge between Angelica and Swains, N.Y., where it joins the standard gauge line to Rochester; first standard gauge train arrives in Swains; revenue service begins Nov. 19. (RRH 92)
- Nov. 15, 1883 Bellaire, Zanesville & Cincinnati Railway (narrow gauge) opens to Lawton, making connection with Muskingum Valley Railroad to Mill Run near Zanesville. (, Church)
- Nov. 15, 1883 DL&W gives in and signs an agreement to join the Trunk Line pool effective Nov. 20. (NYT)
- Nov. 15, 1883 Rachael Ann Harrison Garrett (1823-1883), wife of B&O Pres. John W. Garrett, dies; she had been the intermediary between her mentally declining husband and the outside world; with her death, he goes into an irreversible decline. (findagrave, Hungerford)
- Nov. 1883 Baldwin Hotel completed at Pearl Street & Atlantic Avenue in Beach Haven, N.J., on site of the Parry House, which was destroyed by fire in 1881; is owned by Charles T. Parry and the Baird family of the Baldwin Locomotive Works. (Brinckmann)
- Nov. 1883 PC&StL Railway places four English-buffet sleeping cars in service, serving light lunches and snacks around the clock. (RyRegister)
- Nov. 1883 William H. Vanderbilt begins cutting rates on the NYC&HR and LS&MS

in order to recoup traffic lost to competitive roads. (Grodinsky)

- Nov. 1883 Attacks made on value of New York, West Shore & Buffalo Railway securities and credit of North River Construction Company. (NYT)
- Nov. 1883 Rumors Pittsburgh & Western Railroad will be leased to New York, Lake Erie & Western Railroad. (RRGaz)
- Nov. 1882 Louisville, New Albany & Chicago Railway begins through Chicago (Dearborn Station)-Indianapolis passenger service. (Hilton - verify date - no Dearborn Sta. in 1882)
- Nov. 1883 Georgia Pacific Railroad, later a main line of the Southern Railway, opens between Atlanta and Birmingham. (Klein)
- Nov. 1883 Mary Cassatt paints her cousin Mary Dickinson Riddle (1819-1890), the mother of Anna Dike Riddle Scott (1839-1901) the widow of Tom Scott in Paris as "Lady at the Tea Table"; it is considered too realistic and unflattering and is not accepted by the family; Mary Cassatt later gives it to the Metropolitan Museum of Art. (Mathews)
- Nov. 1883 Standard Oil's National Transit Company shuts down its pipeline from the Oil Region to Pittsburgh, and Standard Oil later dismantles its Star and Brilliant refineries there, ending Pittsburgh's role as a refining center. (Williamson/Daum)
- Nov. 16, 1883 Glassboro Railroad incorporated in New Jersey to build branch from Williamstown Railroad at Temperanceville into Glassboro. (Val, Rdg)
- Nov. 16, 1883 Taking of testimony in Dinsmore Suit concludes. (NYT)
- Nov. 17, 1883 Pier 46 of American Steamship Company at Christian Street, Philadelphia, burned by lamplighter's lamp falling into bales of cotton; emigrants' waiting room and a non-PRR tugboat destroyed; freight cars pulled to safety by a switching crew, and liner *Indiana* at Pier 47 towed into river. (PubLdgr)
- Nov. 18, 1883 Standard Time goes into effect at 12:00 noon using times of the 75th, 90th, 105th and 120th meridians; about 90% of U.S. and Canadian railroads adopt Standard Time, with notable holdouts including the Union Pacific, Central Pacific and Southern Pacific; in New York City, the time ball on the Western Union Building drops for the first time on a Sunday at the new noon, and clocks are advanced four minutes; time zones have been set to match railroad division points and do not have present boundaries; one of the biggest anomalies is at Erie, where it is Eastern Time on the PRR and Central Time on the LS&MS; the dividing line runs through Buffalo,

Salamanca, Pittsburgh, Wheeling, Parkersburg, Huntington, Bristol and Atlanta; all of eastern Canada observes Eastern Time, placing the division at Port Huron and Detroit. (GTC MB, Walther)

- Nov. 18, 1883 PRR General Manager Charles E. Pugh establishes 75th meridian as standard of Eastern Standard Time on PRR, 1:03 faster than PRR standard time. (NYT)
- Nov. 18, 1883 Georgia Pacific Railway opens between Atlanta and Birmingham, Ala.; controlled by the Richmond & Danville Railroad; later the main line of the Southern Railway south of Atlanta. (Poors - verify Harrison)
- Nov. 19, 1883 Ground broken for South Pennsylvania Railroad at both approaches to Sideling Hill Tunnel. (Watts)
- Nov. 19, 1883 Pittsburgh, McKeesport & Youghiogeny Railroad opens for revenue passenger service. (P&LE AR)
- Nov. 19, 1883 Ridgeway & Clearfield Railroad opens from Ridgway on Philadelphia & Erie to Brockwayville; operated by PRR as part of Middle Division of P&E; PRR has contracted with New York, Lake Erie & Western to send coal from its mines over this route. (Val, MB, AR)
- Nov. 19, 1883 Pittsburgh & Southern Railway Board orders the abandonment of the remaining narrow-gauge line between Finleyville and Banksville. (B&O Val)
- Nov. 19, 1883 Thomas M. King, Superintendent of Pittsburgh Division of B&O, named VP & General Manager of Pittsburgh & Western Railroad. (RRGaz)
- Nov. 21, 1883 Joint PRR-PFW&C committee adjourns to have lawyers examine the agreed-upon contract as to means of payment for betterments made by PRR; plan is to have the PFW&C issue \$23 million in betterment bonds to be exchanged for \$1,284,200 in old betterment stock not held by the PRR or in trust for it. (MB)
- Nov. 21, 1883 Franklin B. Gowen announces that he will not stand for reelection as Reading Pres. in Jan. 1884. (NYT)
- Nov. 21, 1883 Thomas R. Sharp appointed receiver of the Ohio Central Railroad in W.Va. (Poors - see above)
- Nov. 22, 1883 Arguments resume in the Dinsmore Suit with Barker Gummere (1822-1895) for Dinsmore. (NYT)
- Nov. 22, 1883 Philadelphia & Lehigh Valley Railroad incorporated to build between point

on Pennsylvania Schuylkill Valley Railroad at the mouth of Perkiomen Creek and Lehigh Valley Railroad at Allentown, paralleling the Reading's Perkiomen Branch. (MB, RRGaz)

- Nov. 22, 1883 Pres. Thomas B. Kennedy of the Cumberland Valley Railroad meets with Robert H. Sayre and proposes that the South Pennsylvania Railroad connect with the CV at Carlisle and run over it to Harrisburg. (Sayre Diary)
- Nov. 23, 1883 Franklin B. Gowen makes his summation in the Dinsmore Suit. (NYT)
- Nov. 23, 1883 South Pennsylvania Syndicate approves contract for Allegheny Tunnel; agrees to prices for Laurel Hill Tunnel and Tuscarora Mountain Tunnel. (Sayre Diary)
- Nov. 23, 1883 John F. Bodine (1821-1883), glass manufacturer and founder of the Williamstown Railroad, dies at Williamstown. (PubLdgr, RRGaz)
- Nov. 24, 1883 Daft Electric Motor Company successfully tests a two-ton electric locomotive *Ampere* on a 1.5% grade on the 1.12-mile narrow gauge Saratoga, Mount McGregor & Lake George Railroad in New York on which a third rail has been laid; climbs a 70 foot per mile grade at 5 MPH; locomotive derails on a curve on return trip and is a total wreck. (NYT, RRGaz, Condit)
- Nov. 1883 PRR subscribes for 4,000 shares of Philadelphia & Lehigh Valley Railroad; projected link with Lehigh Valley at Bethlehem, paralleling Reading's North Penn and Perkiomen lines.
- Nov. 1883 Jersey City-Atlanta sleeping car line extended to Montgomery, Ala. (PassDept)
- Nov. 1883 PRR reroutes Green Line oil traffic from CNJ to Lehigh Valley Railroad across New Jersey; one or two 30-50 car trains per day. (WkStGaz)
- Nov. 26, 1883 Articles of Baltimore & Delaware Bay Railroad filed. (C&C)
- Nov. 26, 1883 PRR's Star Union Line finally settles with J. C. Hatley for the spoilage of a shipment of meat in 1880 for a satisfactory sum, and railroad representatives resume attending meetings of the Chicago Board of Trade. (CHTaylor)
- Nov. 27, 1883 Roscoe Conkling makes closing argument for CNJ and Dinsmore in Dinsmore suit hearing; speaks for five and a half hours. (NYT)
- Nov. 27, 1883 PW&B Board extends matching payments under PW&B Beneficial Society to employees of Philadelphia & Baltimore Central Railroad and those

jointly employed by PW&B and PRR, but those have been transferred to PRR are no longer entitled to company benefits; allows H.F. Kenney to become Pres. of Ridley Park Association. (MB)

- Nov. 27, 1883 New York & New England Railroad Board endorses lease to New York, Lake Erie & Western Railroad; Erie Pres. Hugh J. Jewett had sought a 99-year lease. (RyW, AR)
- Nov. 28, 1883 Philadelphia & Long Branch Railroad leased to PRR for 50 years, effective Jan. 1, 1884, replacing an earlier operating agreement. (C&C)
- Nov. 28, 1883 Pres. Roberts urges the West Jersey Railroad not to open the Stockton House next season but attempt to sell it. (MB)
- Nov. 28, 1883 PRR Board ratifies the action of subscribing for 4,000 shares of the Philadelphia & Lebanon Valley Railroad. (MB)
- Nov. 28, 1883 PRR agrees with Alexandria Coal Company to build branch to its lands near Pittsburgh. (Watkins)
- Nov. 28, 1883 Buck Mountain Coal Company ceases operation of the Buck Mountain Mines east of Hazleton on the Lehigh Valley Railroad. (Mathews/Hngrfrd)
- Nov. 29, 1883 First regular passenger train runs over the Bellaire, Zanesville & Cincinnati Railway between Caldwell and Zanesville. (HistNbleCo)
- Nov. 29, 1883 Michigan & Ohio Rail__ opens between Monteith and Dundee, as an extension of the old Mansfield, Coldwater & Lake Michigan Rail__. (Meints)
- Nov. 30, 1883 Camden & Atlantic Railroad Board authorizes building a new station at the Inlet at Atlantic City with a restaurant above. (MB)
- Nov. 30, 1883 West Jersey Railroad Board receives a proposal from the Ocean City Association to give a right of way and do grading and bridging down the beach to Corsons Inlet. (MB)
- Nov. 30, 1883 Buffalo & New Castle RPO and Oil City & Pittsburgh RPO recombined into Buffalo & Pittsburgh RPO and Stoneboro & New Castle RPO. (Kay)
- Nov. 30, 1883 N.Y. Mayor Franklin Edson appoints a five-man Rapid Transit Commission. (Stokes)
- Nov. 30, 1883 Connecticut Railroad Commission approves the location of the New York & Connecticut Air Line Railroad between the New York state line and New Haven. (NYT)

- Late 1883 Florida Southern Railway (narrow gauge) opens from Ocala to Leesburg. (Turner/Bramson)
- Dec. 1, 1883 National Docks Railway opens between PRR near present-day Journal Square, Jersey City (near "WALDO" Tower), and the National Storage Company oil depot at Black Tom; operated by PRR as part of New York Division. (MB, AR)
- Dec. 1, 1883 West Jersey Railroad begins operating into Atlantic City depot of Camden & Atlantic Railroad at South Carolina Avenue; station enlarged with three new passenger sheds and relocating freight house. (AR, PubLdgr)
- Dec. 1, 1883 PRR establishes weekend Pullman sleeping car line between Philadelphia and Williamsport, running westbound on Saturday and eastbound on Sunday. (PubLdgr)
- Dec. 1, 1883 Lines West requires all conductors and engineers to have watches certified by a watchmaker and able to run without losing more than 30 seconds per week; eliminates the 5-minute variation allowance between standard clocks. (Loree)
- Dec. 1, 1883 Elias A. Ford named General Passenger & Ticket Agent of the CStL&P Railroad, replacing J.C. Ernest, resigned. (MB)
- Dec. 1, 1883 Future traffic officer Richard J. DeLong (1854-) joins the PRR as a stenographer and special clerk in the Passenger Dept. (PRRBio)
- Dec. 1, 1883 W. J. Craig replaces E.E. Dwight as receiver of entire Toledo, Cincinnati & St. Louis Railroad. (RyRegister)
- Dec. 2, 1883 British investment banker Robert McCalmont (1808-1883), financier of the Reading, dies, leaving his younger brother Hugh McCalmont (1810-1887) in charge of McCalmont Brothers & Co. (rootsweb)
- Dec. 3, 1883 Bellaire, Zanesville & Cincinnati Railway opens for regular revenue service between Summerfield and Caldwell, Ohio; however, heavy rains and insufficient ballast cause service to be suspended between Summerfield and Cumberland for most of the winter. (HistNbleCo)
- Dec. 3, 1883 Columbus ordinance allows PC&StL Railway to extend across High Street. (MB)
- Dec. 3, 1883 Duncan John Kerr (1883-1940), future PRR employee and Pres. of the Lehigh Valley Railroad, born at Glasgow, Scotland; after coming to the U.S. around 1904, he works for the PRR at Altoona for 4 years. (NYT)

- Dec. 4, 1883 Philadelphia & Atlantic City Railroad incorporated in New Jersey as reorganization of Philadelphia & Atlantic City Railway. (Val)
- Dec. 4, 1883 Western Transportation Company; NYC&HR lake boat line, reorganized as Western Transit Company; William K. Vanderbilt is the principal stockholder, but the stock is sold to the NYC&HR in Feb. 1884. (Barrett, MB)
- Dec. 4, 1883 Andrew Carnegie orders a 13% wage cut, effective Jan. 1, because of a precipitous decline in the price of rails. (Nasaw)
- Dec. 4, 1883 Property of the Geneva, Hornellsville & Pine Creek Railway in Ontario and Yates Counties, N.Y., sold at foreclosure to Robert M. Patterson. (Baird - date of deed, not sale)
- Dec. 5, 1883 New Haven Pres. George Watrous says election of VP Clarence P. Clark as Pres. of New York & New England Railroad will result in closer relations. (NYT)
- Dec. 6, 1883 New Gould Tunnel holed through on PC&StL Railway west of Steubenville. (RyW)
- Dec. 6, 1883 First locomotive crosses Niagara Bridge Company's new cantilever bridge over Niagara Gorge at Niagara Falls; controlled by Canada Southern Railway. (NYT)
- Dec. 7, 1883 U.S. Circuit Court refuses preliminary injunction in suit brought by William B. Dinsmore of Adams Express Company, supposedly acting on behalf of PRR, to have Reading's lease of CNJ set aside on the grounds that it violates his rights as a minority CNJ stockholder; case is carried over to Jan. 7. (RyW)
- Dec. 7, 1883 Williamstown & Delaware River Railroad incorporated in New Jersey as reorganization of Williamstown Railroad. (Val)
- Dec. 7, 1883 South Pennsylvania Syndicate Executive Committee meets; discusses building down to Berlin, Pa., near the west end of the Allegheny Tunnel, and using the B&O to reach Pittsburgh; Robert H. Sayre is to develop maps and profiles. (Sayre Diary)
- Dec. 8, 1883 Florida papers report that Henry B. Plant has obtained control of the Florida Southern Railway; Plant agrees to stop his Live Oak, Tampa & Charlotte Harbor Railroad at Gainesville; the Florida Southern Railway may build south to Charlotte Harbor (Punta Gorda) but not into Tampa, and its track already built north of Gainesville is to be removed; this section is rebuilt to

5'-0" gauge by Plant's Live Oak, Tampa & Charlotte Harbor Railroad, and a car hoist is built at Gainesville for changing the trucks from broad to narrow gauge. (Turner/Bramson)

- Dec. 9, 1883 Reuben Hitchcock (1806-1883), formerly of Atlantic & Great Western Railroad, dies at Clifton Springs, N.Y. (RRGaz)
- Dec. 10, 1883 Work begins on Catonsville Short Line in Maryland. (RyW)
- Dec. 10, 1883 Headquarters of the Erie & Ashtabula Division and a new eating house built at Lawrence Jct., Pa. (AR)
- Dec. 10, 1883 Henry B. Plant's Jacksonville, Tampa & Key West Railway opens between Tampa and Plant City. (Reynolds)
- Dec. 11, 1883 New Board elected on New York & New England Railroad, including Jay Gould and his allies Russell Sage and Cyrus W. Field, George G. Haven, Charles G. Francklyn (1844-1929) of the Cunard Line, W. Seward Webb (1851-1926), Hugh J. Jewett and George B. Roberts; new Board is opposed to lease to New York, Lake Erie & Western Railroad and takes no action on it; Charles P. Clark (1836-1901) elected Pres., replacing James H. Wilson, with the support of Francis L. Higginson, Henry Lee Higginson, Cyrus W. Field and Russell Sage; Gould is already withdrawing from the company; however, the NY&NE is on the verge of bankruptcy. (RyW, RRGaz, AR, Baehr, Kirkland)
- Dec. 11, 1883 Robert H. Sayre has a talk with George B. Roberts about connecting the South Pennsylvania Railroad with the Cumberland Valley Railroad at Newville. (Sayre Diary)
- Dec. 11, 1883 Martins Creek & Stroudsburg Railroad adopts location running for 4.4 miles from Martins Creek. (MB)
- Dec. 11, 1883 Rep. Roswell G. Horr (1830-1896) of Michigan introduces bill in House to establish Commissioners of Interstate Commerce in Interior Dept. (RyW)
- Dec. 12, 1883 PRR Board approves extension of Lewisburg & Tyrone from Spring Mills to Lemont, providing residents contribute \$25,000; authorizes Pres. Roberts to begin construction of the Philadelphia & Lebanon Valley Railroad. (MB)
- Dec. 13, 1883 Henry Hanna elected Pres. of Little Miami Railroad, replacing Hugh J. Jewett, resigned. (MB)
- Dec. 13, 1883 John E. Martin is made receiver for the entire Ohio Central Railroad, and Thomas R. Sharp is displaced as receiver in West Virginia. (NYT)

- Dec. 1883 Bellaire, Zanesville & Cincinnati Railway laid for last 15 miles past Caldwell, completing line. (RRGaz)
- Dec. 14, 1883 Bellaire & Summerfield RPO extended to Bellaire & Zanesville RPO. (Kay)
- Dec. 14, 1883 Indianapolis & Vincennes Railroad, Indianapolis, Decatur & Springfield Railway, and Indiana, Bloomington & Western Railway sign Indianapolis Union Railway terminal agreement. (Church)
- Dec. 15, 1883 Buffalo, New York & Philadelphia Railroad Passenger Dept. issues first number of a monthly publication, *Sparks*. (RyRegister)
- Dec. 15, 1883 Elm Grove & State Line Railroad organized; W. F. Disosway, Pres. (C&C)
- Dec. 15, 1883 CNJ files answers in Vail Suit to break Reading lease. (RyW)
- Dec. 15, 1883 Weehawken Terminal of New York, West Shore & Buffalo Railway opens for passenger service with ferry connection to 42nd Street. (Best - verify)
- Dec. 1883 A boat has been plotting a tunnel from Communipaw, Jersey City, to the New York Post Office near Park Row, Manhattan. (NYT)
- Dec. 1883 Chicago St. Louis & Pittsburgh Railroad equips Chicago-Louisville trains with Woodruff sleeping cars. (RyW)
- Dec. 1883 Frank Van Dusen (-1907), who has joined the Eaton & Hamilton Railroad as a freight clerk in 1861, is named Assistant General Passenger Agent-Southwest System (?). (MB obit)
- Dec. 1883 New Haven proposes to pool traffic with New York & New England Railroad. (RyW)
- Dec. 1883 Pennsylvania, Slatinton & New England Railroad sold at foreclosure. (RRGaz)
- Dec. 17, 1883 New Pullman buffet parlor cars placed on *Washington Limited Express* after press run to Paoli on Dec. 15; except for coffee, no food is prepared on board. (PubLdgr)
- Dec. 17, 1883 Pittsburgh, Lackawanna & Northeastern Railroad incorporated in N.Y. to build from Perkinsville (Wayland) on the Lackawanna & Pittsburgh Railroad via Naples, Middlesex, and Gorham to Geneva on the New York, West Shore & Buffalo Railway. (RRH 92)
- Dec. 18, 1883 Future VP in Charge of Traffic George Dallas Dixon (1857-1937) joins

PRR as clerk in Freight Claims Bureau. (MB)

- Dec. 18, 1883 Robert H. Sayre makes report on new surveys to H.McK. Twombly, whom he berates; Sayre is now thoroughly disgusted with his employers on the South Pennsylvania Railroad. (Sayre Diary)
- Dec. 19, 1883 Summit County Court of Common Pleas grants request of Cleveland, Mount Vernon & Delaware Railroad receiver George D. Walker to lease its track between Cuyahoga Falls and Orrville to the Pittsburgh, Cleveland & Toledo Railroad, of which Chauncey Andrews is Pres., creating a link between the PC&T at Akron and the Wheeling & Lake Erie Railroad at Orrville. (NYT, RyRegister)
- Dec. 19, 1883 Stockholders of Cincinnati Northern Railway hold annual meeting. (RyRegister)
- Dec. 19, 1883 Wheeling & Lake Erie Railroad annual meeting at Toledo ratifies contract with Wheeling & Harrisburg Railroad for a joint bridge at Wheeling; plans for extension of the road eastward are discussed without any action. (Poors, NYT, RyRegister)
- Dec. 20, 1883 Syndicate led by William L. Scott, A. J. Cassatt, J. Gardner Cassatt, and Frank Thomson purchases the Eastern Shore Railroad for \$400,000. (Lewis, SalisburyAdvert)
- Dec. 20, 1883 Crossing of the PFW&C and the Vandalia Line placed at Plymouth, Ind. (AR)
- Dec. 20, 1883 Niagara Bridge Company cantilever bridge opens for revenue service at Niagara Falls; controlled by Canada Southern Railway; gives NYC system its own bridge after Grand Trunk Railway of Canada raised the fees for the old bridge; all Buffalo-Chicago trains now run via Niagara Falls with a stop for passengers to view the Falls; advertised as the "Niagara Falls Route." (NYT, Marsh)
- Dec. 20, 1883 Last spike driven on Pittsburgh, Cleveland & Toledo Railroad at Akron, completing line from New Castle, Pa., to Toledo. (RyRegister)
- Dec. 21, 1883 Conrad Poppenhusen (1818-1883), former Pres. of LIRR dies at College Point, Queens; Poppenhusen had gotten out of railroads and been able to rebuild his fortune. (RyW, NYT)
- Dec. 21, 1883 Pittsburgh, Chartiers & Youghiogeny Railway Board authorizes the lease of the Moss Point Picnic Ground. (MB)
- Dec. 21, 1883 Belt Railroad Company of Indianapolis merged into Belt Railroad & Stock

Yard Company to form Belt Railroad & Stock Yards Company under articles signed Sep. 4, 1883. (Church, C&C)

- Dec. 21, 1883 North River Construction Company releases Winslow, Lanier & Co Syndicate from restriction on selling their West Shore bonds before Mar. 1, 1884; agrees to distribute the West Shore stock due the syndicate on Feb. 1, 1884; North River Construction Company, which is running out of money, begins selling \$5 million in West Shore bonds at 90 and another \$5 million in stock, which brings in a total of \$4.5 million. (NYT)
- Dec. 22, 1883 LIRR contracts with New York, Woodhaven & Rockaway Railroad; LIRR builds second track for through business between Long Island City and Fresh Pond Jct. (MB)
- Dec. 22, 1883 Press reveals that William H. Vanderbilt has finally succeeded in buying the Pittsburgh & Atlantic Railroad charter from E. K. Hyndman for an undisclosed sum. (RyRegister)
- Dec. 23, 1883 To counter his Scrooge-like public image, Austin Corbin runs a special LIRR "Christmas Train" of three cars draped with evergreen boughs to deliver free Christmas turkeys to each station agent and other employees; two cars are for use of the press under the direction of General Superintendent Isaac D. Barton. (NYT)
- Dec. 23, 1883 Manhattan Beach Extension Railroad incorporated in N.Y. to build from New York & Manhattan Beach Railway at Coney Island Creek to Coney Island Elevated Railroad (0.75 mile). (NYState)
- Dec. 24, 1883 NYP&N contracts with John Keller of Lancaster to build line between Kings Creek and Cape Charles. (MB)
- Dec. 24, 1883 Indianapolis & St. Louis Railroad signs Indianapolis Union Railway terminal agreement. (Church)
- Dec. 24, 1883 Chicago ordinance authorizes Chicago & Evanston Railroad (later Milwaukee Road) to connect to joint PFW&C-C&NW track in Kinzie Street. (Church)
- Dec. 24, 1883 U.S. Circuit Court appoints J.H. Martin permanent receiver of the portion of the River Division of the Ohio Central Railroad in Ohio south of Corning. (GrnBk)
- Dec. 26, 1883 PRR Board accepts offer of free right-of-way between Spring Mills and Lemont in lieu of \$25,000 cash subscription. (MB)
- Dec. 26, 1883 Robert H. Sayre meets Twombly, Gowen and William C. Whitney at New

York; Twombly again brings up the option of using the B&O west of Garrett, Pa.; Sayre disapproves. (Sayre Diary)

- Dec. 1883 Sen. John James Ingalls (1833-1900), Republican of Kansas on the Committee on the District of Columbia introduces a bill requiring the Baltimore & Potomac Railroad to relocate its station and remove its tracks across the Mall north of Maryland Avenue; B&O is to be allowed to enter the city with tracks at grade in Delaware Avenue, but with its station moved one-and-a-half blocks north. (RyRegister)
- Dec. 27, 1883 East Tennessee, Virginia & Georgia Railroad Board votes to reroute traffic coming from the Memphis & Charleston Railroad off the Norfolk & Western Railroad and deliver it to the Western North Carolina and Richmond & Danville Railroads; appoint a committee to explore merging the N&W into the ETV&G. (RyRegister)
- Dec. 28, 1883 At William H. Vanderbilt's house in New York, Robert H. Sayre meets with Vanderbilt and his two oldest sons, Hamilton McK. Twombly and William C. Whitney and discusses the plan to connect the South Pennsylvania Railroad with the B&O at Garrett, Pa., instead of building through to Pittsburgh; William H. Vanderbilt agrees with Sayre that it is a bad idea. (Sayre Diary)
- Dec. 28, 1883 Jay Gould resigns as a director of New York & New England Railroad; replaced by George D. Rice; Gould has sold his \$500,000 worth of stock. (RyW, NYT - AR notes that GBR and HJJ leave Board and S.M. Felton discharged as GM and office abolished - verify)
- Dec. 28, 1883 East Tennessee, Virginia & Georgia Railroad Board votes to divert to the Western North Carolina Railroad and Richmond & Danville Railroad traffic from the Memphis & Charleston that had previously gone to the Norfolk & Western Railroad. (C&FC)
- Dec. 29, 1883 Harlan & Hollingsworth Company delivers the ferry boat *Colorado* to the Kaighns Point & Philadelphia Ferry Company. (MB)
- Dec. 29, 1883 Pottsville & Mahanoy Railroad Company incorporated to build between Pottsville and New Boston, Pa., effecting a connection with the Lehigh Valley Railroad; Joseph C. Bright, Pres. (Val, C&C)
- Dec. 29, 1883 New York, West Shore & Buffalo Railway bonds fall to 68; stock of North River Construction Company falls to 26. (RRGaz)
- Dec. 30, 1883 O.H. Booth, Superintendent of Telegraph of the Pennsylvania Company, dies at Mansfield. (AR)

- Dec. 31, 1883 PRR, NYC&HR, NYLE&W, B&O and New York, West Shore & Buffalo sign a new Trunk Line agreement pledging no unjust discrimination between shippers; the West Shore is admitted to the pool and given 12% of westbound traffic; the DL&W refuses to accept the amount allotted to it, as by rate-cutting it has greatly increased its traffic since earlier in the year. (MB, RRGaz, Grodinsky)
- Dec. 31, 1883 Buffalo, New York & Philadelphia Railroad stockholders approve new issued of \$25 million 6% General Mortgage bonds; \$20.3 million is to retire old debt, and \$1.7 million for improvements, particularly at Rochester and Buffalo terminals. (RyRegister)
- Dec. 31, 1883 Deer Lake Spur of Manistee Branch of GR&I opens (6.96 miles) from Deer Lake to Raiguel, site of Raiguel & Company's sawmill. (AR, RRGaz, C&C)
- Dec. 31, 1883 Pennsylvania Company issues new book of rules for Lines West equal to that used by the PRR. (MB, AR)
- Dec. 31, 1883 New York & New England Railroad Board votes 5-2 and applies for a receiver as unable to meet Jan. 1 interest; failed to earn fixed charges by \$600,000 in 1883; floating debt at \$1.7 million. (RRGaz, AR, Kirkland)
- Dec. 31, 1883 Michigan Central Railroad begins car ferry service between Detroit and Windsor on the Canada Southern Railway. (MichRRs)
- 1883 New York State removes tolls on the Erie Canal under pressure from the New York Board of Trade & Transportation; since its opening, it has earned total revenues of \$121.5 million, less \$30 million in operating costs. (Whitford)
- 1883 Canada Southern Railway completes a branch from Essex Centre to Windsor, opposite Detroit. (AR)
- 1883 Thomas H. Johnson, who has been acting as construction engineer for the Indiana State Capitol, returns to Lines West as Principal Assistant Engineer (Southwest System?). (MB obit)
- 1883 PRR reopens planning for employee disability plan.
- 1883 Eastbound oil traffic on the Philadelphia & Erie Railroad is down by 300,000 tons or 60% of through oil traffic. (AR)
- 1883 PFW&C's share of eastbound through shipments from Chicago falls from 17.7% in 1882 to 13.3%; CStL&P Railroad rises from 12.5% to 13.4%; B&O falls from 8.5% to 3.7%; Michigan Central falls from 25.3% to

18.4%; LS&MS falls from 25.5% to 16.7%; newcomers Nickel Plate and Chicago & Atlantic Railway take 8% and 14.2%, respectively. (RRGaz)

- 1883 Future VP Richard Lincoln O'Donnel (1860-1920) joins PRR.
- 1883 Leonor F. Loree returns to the PRR from the Mexican National Railway as the Assistant Engineer of the Chicago Division. (NYT, RyAge)
- 1883 PRR begins replacement of banner block signals by lower-quadrant semaphores.
- 1883 GR&I builds Long Lake Branch, Long Lake Jct. to Long Lake (0.8 mile). (Meints - C&C has 1881)
- 1883 Cadillac & Fort Wayne RPO established. (Kay)
- 1883 Petoskey & Grand Rapids RPO extended to Mackinaw City & Grand Rapids RPO. (Kay)
- 1883 LIRR double-tracked between Woodhaven and Jamaica. (C&C- ca. 1883)
- 1883 LIRR converts New York & Manhattan Beach Railway from 3'-0" to standard gauge. (C&C)
- 1883 New York, Bay Ridge & Jamaica Railroad standard-gauged. (C&C - check Seyfried)
- 1883 New ferry *Chicago* built; three ferries at New York equipped with electric light. (AR)
- 1883 Local freight yard for 222 cars completed at Harsimus Cove. (AR)
- 1883 Four-track system completed between Metuchen and Stelton, and Holmesburg Jct. and Frankford on New York Division. (AR)
- 1883 National Storage Company plans construction of grain elevator and coal pier at Black Tom, Jersey City. (MB)
- 1883 Local freight yard for 138 cars completed at Newark. (AR)
- 1883 New yard built at Waverly between Newark and Elizabeth, N.J. (not in AR)
- 1883 New station built at Key East, N.J., on the NY&LB. (MB)
- 1883 New station established at North Asbury Park, N.J., on the NY&LB. (Ellis - check MB)

- 1883 Asbury Park-Ocean Grove, N.J., station handles 600,000 passengers during the summer season between June and Sept.; record number of excursionists in one day - 5,500; record total arrivals and departures in one day - 8,000; total number of summer excursion trains - 112; total number of trains in one day - 103. (Ellis)
- 1883 Double track completed between Trenton and Bordentown, N.J. (not in AR)
- 1883 PRR acquires charter of Pennsylvania & Martins Creek Railroad. (Cards)
- 1883 Bridesburg station relocated and new station built at Frankford on the New York Division. (AR)
- 1883 New stations built at Wheat Sheaf, Cold Spring, Berkeley, Seaside Park, Haddon Avenue, West Jersey Jct., Mount Holly and Delanco, N.J. (AR)
- 1883 New yard built for 210 cars at Camden & Burlington County Jct. (Pavonia) near Camden on the Amboy Division. (CE, AR)
- 1883 17-stall roundhouse built at Camden on the PRR's Amboy Division. (AR)
- 1883 Camden & Atlantic Railroad car float business at Camden increased for interchange with PRR. (AR)
- 1883 West Jersey Railroad builds new passenger and freight stations, engine house and turntable at Woodbury. (AR)
- 1883 West Jersey Railroad acquires Millville Manufacturing Company railroad in Millville and extends down Dock Street to glass works of Whittall, Tatum & Co.
- 1883 West Jersey Railroad opens new Griffith Street Station at Salem.
- 1883 PRR builds a three-storey rest house and reading room for trainmen at 52nd Street. (RRGaz)
- 1883 PW&B rebuilds and enlarges Grays Ferry Yard at Philadelphia. (AR)
- 1883 Traffic on the Pomeroy & Newark Branch has shifted to the Port Road. (AR)
- 1883 Another good year for fruit crops on the Delaware Railroad; 3,344 cars of peaches and 999 cars of berries or a total of 34,748 tons. (AR)
- 1883 PW&B begins running most trains into Union Station with President Street

used only by locals to Bay View Jct. (Wilson - see elsewhere)

- 1883 PW&B builds a new oyster wharf at Oxford, Md., a water station at Greensboro, and a new station at Kenton, all on the Delaware & Chesapeake Railway. (C&C)
- 1883 Northern Central Railway extends track in Thames Street, Baltimore, 861 feet east to connection with B&O at Fell Street with trackage rights on B&O to Hooper's Wharf and new Produce Exchange. (AR)
- 1883 Northern Central Railway ships 69,444 tons of anthracite coal over Canton pier leased from PW&B and 146,401 tons of Clearfield bituminous coal over pier of Baker, Whitely & Co. (AR)
- 1883 Eastern Shore Steamboat Company orders sidewheel steamboat *Eastern Shore* from Harlan & Hollingsworth. (BethStl)
- 1883 Northern Central Railway builds third track from Mount Vernon to Woodberry for freight trains leaving Mount Vernon Yard in Baltimore. (AR)
- 1883 Northern Central Railway builds stations at White Hall, Parkston, Georgetown, Milo, and Penn Yan. (AR)
- 1883 Northern Central Railway builds signal towers at Woodberry, Mount Washington, and at both ends of double track on Rockville Branch. (AR)
- 1883 Baltimore & Potomac Railroad builds four block signal towers between Baltimore and Washington; new freight yard and freight station at Washington. (MB)
- 1883 Baltimore & Potomac begins free door-to-door drayage of certain classes of freight withing certain areas of Washington to meet competition of B&O. (NYT)
- 1883 Delaware, Maryland & Virginia Railroad completes the replacement of iron rails with steel on the old Junction & Breakwater Railroad. (MB)
- 1883 PRR and PW&B make a traffic contract to promote the construction of the NYP&N. (AR)
- 1883 Six tracks added to the West Philadelphia Yard east of 52nd Street. (AR)
- 1883 New passenger stations built at Wayne, Devon, and Paoli and combined stations at Ronks on the Philadelphia Division. (AR)

- 1883 Third track completed between Beaumont and Devon on Philadelphia Division. (AR)
- 1883 New alignment opens between Caln and Coatesville on Philadelphia Division. (AR)
- 1883 New station built at Phoenixville on the Schuylkill Division. (AR)
- 1883 Two separate passenger tracks opened from North Street, Harrisburg to Rockville and two separate freight tracks from the Asylum Road freight yard to Rockville. (AR)
- 1883 New westbound yard completed at Harrisburg; 2,800 cars. (- AR implies at Asylum Road for 1,000 cars)
- 1883 New westbound freight station built west of Asylum Road, Harrisburg. (AR)
- 1883 Northern Central Railway pays PRR \$73,100 as its share of the cost of the Rockville Bridge. (AR)
- 1883 Northern Central Railway completes Rockville Yard. (AR)
- 1883 New freight station built at Hagerstown on the Cumberland Valley Railroad. (C&C)
- 1883 New passenger station built at Nanticoke and combined stations at Nescopeck and Mocanaqua. (AR)
- 1883 New stations built at Montgomery and Tiona on the Philadelphia & Erie Railroad. (AR)
- 1883 Second track built between Milton and Montandon (3.78 miles) and the west end of Renovo Yard and Hills Run (1.58 miles) on the Philadelphia & Erie Railroad. (AR)
- 1883 Coal traffic from Johnsonburg to Irvineton on the Philadelphia & Erie Railroad has been diverted to the New York, Lake Erie & Western Railroad. (AR)
- 1883 New freight station built at Corry, Pa., on the Philadelphia & Erie Railroad. (C&C)
- 1883 New coaling station and Collins hoist built at Erie on the Philadelphia & Erie Railroad. (AR, C&C)

- 1883 Track pans built at Bells Mills on the Middle Division. (AR)
- 1883 Longs Run Branch of Huntingdon & Broad Top Mountain Railroad opens from Sandy Run Jct. to Kearney (2.71 miles). (Val)
- 1883 Bells Gap Railroad opens between Figart and Coalport. (Val - see above that open all the way to Irvona - check PaState)
- 1883 Moshannon & Clearfield Railroad extended 3.01 miles to near Whitesides Summit. (Val)
- 1883 Coal Run Branch of Tyrone & Clearfield Branch extended slightly. (Val)
- 1883 Summerhill Branch extended 0.57 miles to South Fork on Pittsburgh Division. (Val)
- 1883 New passenger stations built at Johnstown, Homewood and Braddock, and combination station built at South Fork on the Pittsburgh Division. (AR)
- 1883 PRR installs first Westinghouse (Union Switch & Signal) electro-pneumatic interlocking at Wilkinsburg, Pa., on Pittsburgh Division. (see 10/7/1884)
- 1883 New passenger stations built at Ormsby, East Elizabeth and Monongahela City, and combined stations built at Duncansville, Hogsett, Claremont, Salina, Houtzdale, Scotia, Courtney, Lock No. 4, Redstone Jct. and Creasy. (AR)
- 1883 9-stall engine house built at Ormsby and 3-stall engine house at Monongahela City. (AR)
- 1883 Genesee Valley Terminal Railroad opens between Rochester and Lincoln Park (2.38 miles); operated by Buffalo, New York & Philadelphia Railway under lease dated Nov. 1, 1882. (Val)
- 1883 New brass foundry built at Verona, Pa., on the Allegheny Valley Railroad. (C&C)
- 1883 New brick Union Depot built at Oil City, Pa. (Martens)
- 1883 PRR plans to build the West Pennsylvania & Shenango Connecting Railroad to run from Butler to the Shenango & Allegheny Railroad (24 miles). (AR - check Taber)
- 1883 Installation of steel rails completed on River Division of Cleveland & Pittsburgh to Bellaire. (AR)

- 1883 Ashtabula Dock extended 1,000 feet. (C&C)
- 1883 Second track completed between Orrville and a point west of Wooster on the PFW&C. (C&C)
- 1883 Double track on the Western Division of the PFW&C extends eastward 20 miles from Chicago. (C&C)
- 1883 New double-track drawbridge built over the South Branch of the Chicago River. (C&C)
- 1883 B&O builds depot for Bellaire, Zanesville & Cincinnati Railway at Bellaire with bridge to B&O depot. (AR)
- 1883 Cleveland & Marietta Railroad (1/3) and Valley Railway (2/3) construct link between Zoar and Valley Jct. forming link between C&M and rest of Wheeling & Lake Erie system. (by 9/27/83 - according to Rehor could run thru between W&LE and C&M in 1882)
- 1883 PC&StL and B&O reach new agreement for joint operation and maintenance of portion of Central Ohio Railroad between Newark and Columbus. (Church)
- 1883 United States Express Company withdraws from all of CStL&P Railroad except Richmond-Chicago; Adams Express Company assumes operation on the rest of its lines. (AR)
- 1883 Adams Express Company withdraws from GR&I under agreement with other express companies to divide the U.S. market; United States Express Company remains as sole express company on GR&I. (AR)
- 1883 "Great Southern Dispatch" freight line organized by PRR, Cumberland Valley, N&W, and East Tennessee, Virginia & Georgia for through traffic between North and South via Hagerstown, Roanoke and Bristol. (AR)
- 1883 Installation of steel rails on main tracks completed on Little Miami Division.
- 1883 New Pullman sleeping car line established between Pittsburgh and Chicago via Columbus. (AR)
- 1883 Uniform system of locomotive numbering introduced on Southwest System of Lines West.
- 1883 American Express Company inaugurates dedicated express trains on the NYC&HR running at speeds faster than ordinary passenger trains.

(PrmsestoPay)

- 1883 Robert Pitcairn helps organize Pittsburgh Division PRR YMCA.
- 1883 LIRR abandons operation of Glendale & East River Railroad between Quay Street & the East River in Greenpoint and the South Side Crossing of the Bushwick Branch (2.33 miles). (Val, C&C - verify)
- 1883 PC&StL Railway completes new station at Birmingham (South Side, Pittsburgh). (C&C)
- 1883 Pittsburgh, Chartiers & Youghiogheny Railway opens between Chartiers (McKees Rocks) and Mansfield (Carnegie) on the PC&StL Railway. (C&C)
- 1883 Pittsburgh, Chartiers & Youghiogheny Railway opens between Woodville Jct. on the PC&StL Railway and Presto. (C&C)
- 1883 Painters Run Branch of the Pittsburgh, Chartiers & Youghiogheny Railway opens between Junction No. 2 (Woodville Jct.) and Beadling. (Church)
- 1883 PC&StL Railway completes second track between Midway and Bulger, for a total of 23.75 miles of double track. (C&C)
- 1883 Connection built between the Cleveland & Pittsburgh Railroad and the PC&StL Railway at Mingo Jct., Ohio. (AR)
- 1883 Double track completed between Cleveland and Newburg (5.0 miles) on the Cleveland & Pittsburgh Railroad. (AR)
- 1883 Last iron rails replaced by steel rails on the River Division of the Cleveland & Pittsburgh Railroad. (C&C)
- 1883 Service on the Massillon & Cleveland Railroad cut to every other day. (AR)
- 1883 PRR claims the following improvements to the PFW&C Railway this year: combined stations at East Palestine and New Waterford; enlarging Canton Yard; Wooster Yard; freight station at South Chicago. (MB)
- 1883 Double track built at Wooster, Ohio, on the PFW&C. (AR)
- 1883 New shop buildings built at Columbus on the PC&StL Railway. (C&C)
- 1883 CStL&P Railroad builds brick freight houses at Columbus, Ohio, Indianapolis and Chicago. (C&C)
- 1883 Cincinnati & Muskingum Valley Railway completes new station at

- Circleville, Ohio. (AR)
- 1883 Lines West discontinues Pullman sleeping car line between Louisville and St. Louis. (AR)
- 1883 Lines West discontinues local passenger service between Indianapolis and the Stock Yards. (AR)
- 1883 Work begins on a new car shop at Fort Wayne. (AR)
- 1883 Small shop built at the Chicago Outer Depot on the PFW&C. (AR)
- 1883 Peoria & Pekin Union Railway completes a train shed at the Peoria passenger station. (C&C)
- 1883 Firm of Stickney, Conyngham & Co., coal merchants and sales agents for the PRR's mines, formed in New York City by Joseph Stickney (1840-1903), William L. Conyngham (1829-1907), Lemuel E. Wells, George H. Bressette and Samuel Thaxter. (NYT)
- 1883 Furness, Evans & Co. completes an addition to Pres. George B. Roberts's house at Pencoyd Farm. (GEThomas)
- 1883 Coal traffic of the Reading first exceeds 11 million tons, up 3 million tons from 1882 by virtue of the CNJ lease. (Rdg AR)
- ca. 1883 Gen. John Patton (1823-1897), a Clearfield County banker, begins purchasing coal lands along Chest Creek in what will become the Patton Basin in northern Cambria County; supposedly done to protect his loans to lumber operators who have failed. (Gable)
- 1883? New York, Lake Erie & Western Coal & Railroad Company's Little Toby Branch completed from Brockwayville to the Daguschonda Mines; extended to a connection with the PRR Low Grade Line later in the year? (AR)
- 1883 PRR handles 76% of the output of the Connellsville Coke Region. (Warren)
- 1883 Connellsville Coke & Iron Company opens Leisenring Shaft No. 2 and coke ovens. (PVCorp)
- 1883 Samuel W. Allerton withdraws from the dressed beef business, claiming that he can succeed only by underbilling on weights of carloads and cheating the railroad companies. (CHTaylor)
- 1883 Production in the Bradford Oil Field of northwestern Pennsylvania peaks at

23 million barrels; production falls to only 5 million barrels in 1888; for the last four years, Bradford has furnished the bulk of the world's oil consumption. (Williamson/Daum)

- 1883 Benjamin E. Smith's Empire style mansion at the corner of 4th & Broad Streets in Columbus, Ohio, is purchased for use as the governor's residence; in 1890, it becomes the Columbus Club, an elite social club. (Miller)
- 1883 Samuel Mather (1817-1890), James Pickands (1839-1896) and Jay Morse form Pickands, Mather & Co. at Cleveland to deal in iron and coal; begins with interests in two small iron mines in Michigan and a single wooden steamer; grows to be a major iron ore shipper and operator of steamboats and docks. (EncycCivlndHist)
- 1883? B&O opens its Curtis Bay Branch from West Baltimore to a new coal terminal at Curtis Bay on the Patapsco River below Baltimore's Inner Harbor. (B&O Corp)
- 1883 Chesapeake & Ohio Railway begins operating steamboat ferry for passengers between Norfolk and its station at Newport News. (Evans - verify)
- 1883 Pennsylvania Steel Company begins the manufacture of steel by the open-hearth process; the manufacture of Bessemer steel is gradually phased out after 1907. (BethSteel)
- 1883 Length of U.S. track laid in steel rails finally tops that laid in iron; the amount of steel rail more than doubles by the end of the decade, while the amount of iron rail declines by more than half. (Swank)
- 1883 American Steamship Company of Philadelphia stops carrying first class passengers and removes the saloons from its ships, saving 26 crewmen per ship. (Moyer/Keystone)
- 1883 Pintsch gas first used for lighting passenger cars in U.S. (AAR)
- 1883 Armour Refrigerator Line established by Philip D. Armour for the purpose of shipping dressed beef; by 1900, it has over 12,000 cars and expands into the shipment of perishables. (White, wiki)
- 1883 R.D. Wood & Co. purchases the Camden foundries of J.W. Starr & Sons; reorganized as the Camden Iron Works. (RDWoodCo)
- 1883 Peak year for the Susquehanna Boom Company at Williamsport, Pa., with 303,769,838 board feet of lumber processed. (Meginness/Lycoming)

- 1883 Adolph Hegewisch, Pres. of the United States Rolling Stock Company, establishes the town of Hegewisch in the Calumet area southeast of Chicago; it is annexed by Chicago in 1889. (hegewisch.net)
- 1883 Edward T. Stotesbury (1849-1938) becomes a partner in the Philadelphia banking house of Drexel & Co. (Holdsworth)