

**PRR CHRONOLOGY
1876**

April 2006 Edition

- Jan. 1, 1876** PRR arranges with Joseph M. Wilson, Engineer of Bridges & Buildings, to prepare PRR work in his private office (Wilson Brothers) and bill PRR \$300 per month plus expenses. (MB)
- Jan. 1, 1876** John Clark Sims, Jr. (1845-1901), appointed Assistant Secretary, replacing John Dougherty appointed Treasurer of PRR coal companies. (MB)
- Jan. 1, 1876** PRR freight organization begins functioning and sidings completed at Centennial grounds in Fairmount Park to facilitate arrival of building supplies and exhibits; 18 cars of exhibits have already arrived, mostly heavy machinery, including the big Corliss steam engine that will power all the equipment in Machinery Hall; arrival of materials and exhibits is fraught with bottlenecks and delays, particularly because of the shortage of yard tracks. (GM)
- Jan. 1, 1876** Both tracks of new Delaware River bridge at Trenton open; two tracks on south side of bridge and roadway on north side, replacing old covered bridge of 1806. (C&C)
- Jan. 1, 1876** Northern Central Railway establishes freight depot at Patterson's Wharf, Baltimore; not reached by tracks, so cars have to be floated from Canton. (AR)
- Jan. 1, 1876** Track laborers on Lines East cut from 10 hours at \$1 to 9 hours at 90 cents, but with no reductions in numbers. (RyW)
- Jan. 1, 1876** Richmond & Danville Railroad abolishes post of General Manager held by Herman Haupt. (Ward)
- Jan. 1, 1876** Philadelphia & Pittsburgh RPO extended to New York & Pittsburgh RPO. (Kay)
- Jan. 1, 1876** LS&MS cuts all wages except those of agents and foremen by 10%. (RRG)
- Jan. 1, 1876** New Orleans, Jackson & Great Northern Railroad defaults on interest payments. (RRG)

- Jan. 1, 1876** Joseph Drexel retires from Drexel & Co. at Philadelphia and Drexel, Morgan & Co. at New York; replaced at New York by Egisto P. Fabbri. (RRG)
- Jan. 5, 1876** PRR appeals old suit granting Junction Railroad right through its West Philadelphia Yard.
- Jan. 5-6, 1876** "Frog War" at Hopewell, N.J., when Delaware & Bound Brook Railroad men rush PRR locomotive stationed on crossing site when it moves to let a local pass; chain it to track and install crossing of Mercer & Somerset Railroad; 900 PRR men square off against 600 D&BB men backed by local residents; four PRR locomotives derailed in unsuccessful attempts to ram D&BB barricades. (WSG)
- Jan. 6, 1876** Purchasers of Sunbury & Lewistown Railroad organize new Sunbury & Lewistown Railway at Philadelphia; Aaron Fries, Pres.; road has not been operated for a year. (C&C, RRG)
- Jan. 7, 1876** Militia arrives at Hopewell at 6:00 AM to separate warring parties; Chancellor of New Jersey upholds right of Delaware & Bound Brook to cross Mercer & Somerset, and injunction is delivered at 5:00 PM. (PubLdgr, WSG)
- Jan. 7, 1876** First Mortgage bondholders of Logansport, Crawfordsville & South Western Railway meet at Fifth Avenue Hotel in New York; appoint committee to either adopt suit begun by Charles W. Hassler against CC&IC Railway or start new one. (NYTrib)
- Jan. 7, 1876** Toronto *Globe* reports that Commodore Vanderbilt has obtained control of the Canada Southern Railway. (NYT)
- Jan. 10, 1876** PRR Road Committee recommends arrangement with Madera Coal & Improvement Company to build one-mile coal mine branch; recommends purchasing coal cars of Saltzburg Coal Company. (MB)
- Jan. 10, 1876** First locomotive crosses Yardley Bridge with excursion from Philadelphia over North Pennsylvania Railroad branch. (PubLdgr)
- Jan. 10, 1876** Westbound freight rates increased. (NYTrib)
- Jan. 10, 1876** Sen. Morgan C. Hamilton (1809-1893) of Texas introduces bill for completion of Texas & Pacific Railway and allowing Southern Pacific Company to aid in its construction. (NYT)
- Jan. 11, 1876** Freak combination of tide and very high winds make Delaware River too low for PRR ferries to cross between Philadelphia and Camden.

(GM)

- Jan. 11, 1876** Trial of Charles K. Landis for murder of Uri Carruth begins. (NYTrib)
- Jan. 12, 1876** PRR committee on employee accident and pension fund reports that it has examined the plans of the Central Pacific, the Grand Trunk Railway of Canada and the London & North Western Railway; recommends the employment of Elizur Wright, actuary of Boston, to draw up a plan for PRR at \$1,000 per year; Board does not act because of depression. (MB)
- Jan. 13, 1876** General Ticket Agents Association recommends special excursion tickets at 25% discount from western points to New York and Philadelphia during Centennial Exhibition. (RyW)
- Jan. 13, 1876** Shenandoah Valley Railroad signs revised traffic contract with the PRR. (MB)
- Jan. 14, 1876** APennsylvania Railroad Company (Md.)@ incorporated in Md. to build from Bedford & Bridgeport Railroad at state line into Cumberland; financed by American Coal Company and Maryland Coal Company to get independent outlet to tidewater via PRR, as their larger competitor, the Consolidation Coal Company, has been purchased by the B&O; despite name, becomes part of Western Maryland system, not PRR. (Killough, RRH)
- Jan. 1876** John A. Wilson (1837-1896), Joseph M. Wilson (1838-1902) and Frederick G. Thorn, an architect who had worked in the PRR=s Office of Bridges & Buildings, form architectural and engineering firm of Wilson Bros. & Co.; have commissions for several Centennial buildings. (RyW)
- Jan. 1876** Webster G. Snyder appointed Superintendent as well as General Manager of LIRR, replacing George W. N. Custis, resigned. (Guide, Seyfried)
- Jan. 1876** Main line tunnel under Delaware & Raritan Canal west of Trenton station being changed from brick arch to iron girders; bed of canal lines with iron at crossing over railroad. (RRG, AR)
- Jan. 1876** Junction Railroad asks Pennsylvania Supreme Court to reopen its case vs. PRR. (Casebook)
- Jan. 1876** Virginia Supreme Court rules that City of Washington=s lien on

Alexandria & Washington Railroad is superior to that of Fowle, Snowden & Co. and J.L. Kinser. (RRG)

- Jan. 1876** **PRR and Richmond & Danville Railroad have bill for Richmond & Washington Railroad before Virginia legislature, to permit them to parallel an uncooperative RF&P. (RRG)**
- Jan. 1876** **Attempts are being made to revive Cleveland, Mount Vernon & Delaware Railroad and complete line from Millersburg to Dresden. (RyW)**
- Jan. 19, 1876** **Tom Scott, and VP=s Frank S. Bond and ex-Gov. John Calvin Brown (1827-1889) of Tenn. testify to a House committee considering federal aid to Texas & Pacific Railway; Collis P. Huntington testifies against T&P on behalf of Southern Pacific. (PubLdgr)**
- Jan. 20, 1876** **Camden & Atlantic Railroad Board authorizes extension of track in Atlantic Avenue, Atlantic City, to site for new Excursion House at Florida Avenue. (MB)**
- Jan. 20, 1876** **Chesapeake & Ohio Railroad turned over to Pres. Williams C. Wickham as receiver representing majority of First Mortgage bondholders. (C&O)**
- Jan. 21, 1876** **Poughkeepsie Bridge Company signs contract with American Bridge Company of Chicago to build five-span deck truss bridge for about \$3.4 million; not to begin until \$650,000 raised in cash. (AR, RRG)**
- Jan. 22, 1876** **Bank of North America applies for receiver for Flushing & Woodside Railroad in order to recover damages of \$14,454. (NYT)**
- Jan. 23, 1876** **Conference in Conrad Poppenhusen's mansion at College Point results in plan to consolidate all railroads on Long Island into LIRR and end duplicate services; Poppenhusen purchases control of LIRR; Havemeyers are to sell Poppenhusen 35,000 shares of LIRR at 37.50. (Seyfried, RRG)**
- Jan. 1876** **PRR is removing all high-level platforms built by Camden & Amboy Railroad on New York Division. (RRG)**
- Jan. 1876** **NY&LB connected to PRR at Sea Girt, permitting through service between Philadelphia and Long Branch via Monmouth Jct. and Farmingdale. (WSG 1/27)**
- Jan. 24, 1876** **Pennsylvania Supreme Court confirms PRR's absolute ownership of the middle portion of the Junction Railroad at Philadelphia,**

independent of the Philadelphia & Reading and PW&B interests, overturning verdict of lower court. (RyW)

- Jan. 24, 1876** Rep. William S. Holman (1822-1897) of Indiana offers resolution that House Judiciary Committee investigate possible frauds in securing Texas Pacific Railway charter of 1871. (NYT)
- Jan. 25, 1876** American Steamship Company of Philadelphia approaches PRR for money to build two additional ships of 4,000 tons; PRR refuses. (Flayhart)
- Jan. 25, 1876** Tom Scott and Collis P. Huntington again testify before Senate Committee on Railroads for and against subsidy for Texas & Pacific Railway; Scott is asking for federal guarantee of new \$85 million bond issue; Scott's oration is followed by the reading of an hour-and-a-half prepared statement from Huntington; in response, Scott sarcastically taunts a visibly-flustered Huntington. (PubLdgr, NYTrib, NYT)
- Jan. 25, 1876** Purchasers of Sunbury & Lewistown Railroad meet and agree to sell property at auction a second time on Mar. 9. (RRG)
- Jan. 26, 1876** LIRR stock transferred to Poppenhusens. (Seyfried)
- Jan. 26, 1876** PRR Board adopts system of uniforms for Transportation Dept. to be furnished at company expense to conductors, train agents, brakemen, baggage masters, stationmasters and gatemen, with renewals to be paid by employees; Board approves construction of "Centennial Station" at 32nd & Market for \$110,000 and station on Centennial grounds for \$30,000; approves furnishing iron for extending Pittsburgh, Virginia & Charleston to Brownsville; loans Keystone Hotel Company \$10,000 to improve station restaurants at Jersey City, West Philadelphia, etc. (MB)
- Jan. 27, 1876** Pres. Tom Scott presents Susquehanna Coal Company Board with letter from Franklin B. Gowen proposing that it join other anthracite companies in suspending mining from Feb. 7, to Mar. 11; SCC declines formal acceptance, but resolves as have a large stock on hand to suspend for 30 days from Feb. 10. (MB)
- Jan. 28, 1876** William F. Buckley and H.O. Havemeyer sue John C. Havemeyer, Henry Havemeyer and other LIRR directors in N.Y Supreme Court and obtain temporary injunction blocking them from transferring control of LIRR to the Poppenhusens. (NYTrib)
- Jan. 28, 1876** Last of Moody & Sankey's revival meetings held at old 13th & Market Street Freight Station; conversion to John Wanamaker's department

store follows.

- Jan. 1876** New Orleans, St. Louis & Chicago Railroad authorizes issue of preferred stock to retire Mississippi Central Income & Equipment bonds, most of which are held by PRR. (RRG, C&FC - pre 1/29)
- Jan.? 1876** Perkins, Livingston & Post, M.K. Jesup & Co., and Drexel, Morgan & Co. Sue in N.Y. Supreme Court to recover \$250,000 in gold on notes given for iron to Davenport Railway Construction Company; claim Construction Company was not legally organized and sue members as individuals; have already made a settlement with Tom Scott. (RRG - by 2/4)
- Jan. 29, 1876** Tom Scott informs Mayor Stokley that the permanent bridge over Schuylkill River at Market Street is now completed. (PubLdgr)
- Jan. 30, 1876** Western Maryland Railroad opens Hillen Street Station in Baltimore and ends use of Northern Central's Calvert Station. (AR)
- Jan. 31, 1876** Case of Buckley & Havemeyer vs. Havemeyer argued before N.Y. Supreme Court; court had modified original injunction to allow defendants to sell stock to the Poppenhousens but not transfer control of the company. (NYTrib)
- Jan. 31, 1876** Geneva & Hornellsville Railway, Rochester, Hornellsville & Pine Creek Railroad, and Gaines & State Line Railroad merge to form Geneva, Hornellsville & Pine Creek Railway under agreement dated Nov. 17, 1875; is to build from Geneva, N.Y., to the West Branch of the Susquehanna in Pa. (Val)
- Jan. 31, 1876** Pittsburgh, Titusville & Buffalo Railway organized as successor to Oil Creek & Allegheny River Railway; Thomas H. Dudley (1819-1893), Pres. (RRG)
- Feb. 1, 1876** Chancellor of New Jersey dismisses suit brought by state to block Delaware & Bound Brook bridge over Delaware River and D&R Canal as a nuisance.
- Feb. 1, 1876** PRR establishes first class freight agency at Centennial site in Fairmount Park for receiving exhibits and materials for Centennial Exhibition. (GM)
- Feb. 1, 1876** Grand Rapids, Greenville & Alpena Railroad sold at foreclosure to bondholders; unfinished railroad between Greenville and Alpena; bonds guaranteed by GR&I. (MB)

- Feb. 2, 1876** Southern Railroad Company of Long Island Board authorizes guarantee of bonds of Southern Hempstead Branch Railroad. (Val)
- Feb. 2, 1876** Pres. Tom Scott replies to second request from anthracite railroad presidents and coal operators to join suspension noting that Susquehanna Coal Company has no soft anthracite stockpiled and won't let its customers go elsewhere. (MB)
- Feb. 2, 1876** George S. Bangs, who had sponsored Fast Mail trains, resigns as General Superintendent of Railway Mail Service. (JEWhite)
- Feb. 1876** PRR begins construction of temporary station at Centennial grounds near Elm Street & Belmont Avenue; one storey wooden building in popular Astick style with four corner towers; general waiting room is 100' x 130; platform is to be divided into three parts; Main Line trains to load from center, and New York and Philadelphia trains from either side. (RyW, RRG)
- Feb. 3, 1876** Shenandoah Valley Railroad signs revised through traffic contract with PRR and Cumberland Valley Railroad. (Hildebrand)
- Feb. 4, 1876** Sunbury & Lewistown Railway Company incorporated as reorganization of Sunbury & Lewistown Railroad. (Val)
- Feb. 5, 1876** Jury finds Charles K. Landis not guilty of manslaughter in killing of Uri Caruth by reason of temporary insanity, having already acquitted him of first and second degree murder. (NYT)
- Feb. 6, 1876** Subcommittee of House Committee on Pacific Railroads reports Texas & Pacific Railway subsidy bill with favorable recommendation. (NYT)
- Feb. 1876** Old Camden & Amboy locomotive *John Bull*, laid up in Bordentown Shops ten years ago, fired up and run to South Amboy in 3:30, where is to be rebuilt for display at Centennial. (RRG)
- Feb. 8, 1876** N.Y. Supreme Court dissolves injunction against Henry Havemeyer transferring control of LIRR to Poppenhusens on grounds such a transfer is not injurious to the other stockholders. (NYTrib)
- Feb. 8, 1876** Pittsburgh, Titusville & Buffalo Railway incorporated in Pa. as reorganization of Oil Creek & Allegheny River Railway; has 18 miles of dual and 6'-0" gauge. (Val,)
- Feb. 9, 1876** House Committee on Pacific Railroads meets and receives report of

- subcommittee favoring subsidy for Texas & Pacific Railway. (NYT)
- Feb. 10, 1876 **Jonah Woodruff, co-inventor of the Woodruff sleeping car, dies at Bermuda. (RyW)**
- Feb. 11, 1876 **Pennsylvania Company Board approves consolidation of PACo. and Cleveland & Pittsburgh Railroad Legal Departments. (MB)**
- Feb. 12, 1876 **House Committee on Pacific Railroads spends all day debating Texas & Pacific Railway subsidy bill. (NYT)**
- Feb. 13, 1876 **B&O begins running two round trips with its through Baltimore-New Orleans and Baltimore-Danville sleeping cars over the Long Bridge instead of the B&O's Alexandria ferry by means of a new connection (Potomac Jct.) between its Alexandria Branch and the B&P near Bennings station; only one round trip continues to operate over B&O to Shepherd. (Guide)**
- Feb. 14, 1876 **Work of laying track on Delaware Shore Railroad resumes under new contract. (RRG)**
- Feb. 15, 1876 **Tom Scott occupies speaker=s office all day while lobbying Representatives for Texas & Pacific Railway subsidy bill; rumor has his 2 to 3 vote majority slipping away. (NYT)**
- Feb. 1876 **Isaac D. Barton resigns as General Superintendent of Flushing, North Shore & Central Railroad. (RRG)**
- Feb. 1876 **New connections built at Long Island City to bring Southern Railroad of Long Island and Flushing, North Shore & Central Railroad trains into LIRR station. (Seyfried)**
- Feb. 1876 **PRR issues \$5 million in 6% Consolidated Mortgage bonds; \$2 million placed in Philadelphia; now offering \$3 million at 90 in England. (RRG)**
- Feb. 1876 **PRR to paint all RPO's white; formerly only those on the *Limited Mail* were white. (RyW)**
- Feb. 1876 **Judge Tipton of Illinois Circuit Court rules that transfer of Gilman, Clinton & Springfield Railroad case to U.S. Circuit Court was illegal and orders arrest of parties that did it; U.S. Circuit Court rules that change of venue was legal and enjoins any attempt to take possession from Trustees Tom Scott and H.J. Jewett. (RRG)**
- Feb. 1876 **Illinois Central Railroad Board is willing to take over New Orleans,**

- St. Louis & Chicago Railroad and spend a further \$2 million on improvements, but negotiations fail, and IC moves to foreclose. (Ackerman)**
- Feb. 16, 1876** **Pres. Scott declines to join F.B. Gowen's Coal Association, but agrees to maintain rates and ship no more coal eastward than in 1875. (RyW)**
- Feb. 16, 1876** **House amends Texas & Pacific Railway bill to provide that connecting lines to New Orleans, Little Rock and Memphis be standard gauge and extending federal lien to cover Texas land grant. (NYT)**
- Feb. 17, 1876** **Court discharges Sylvanus J. Macy as receiver of Sodus Point & Southern Railroad; turns over property to Ontario Southern Railroad. (Val)**
- Feb. 1876** **"Chicago Pool" of PFW&C, Michigan Central and LS&MS meet at Chicago and agree to set rates to eastern ports based on mileage; NYC&HR objects. (TheRoad)**
- Feb. 19, 1876** **North Pennsylvania Railroad requests PRR to allow its passenger trains to run from Erie Avenue Jct. to Centennial. (MB)**
- Feb. 21, 1876** **PRR reinstates system of "train clerks" between Pittsburgh and Philadelphia; clerks lift tickets and handle money instead of conductors; done in anticipation of heavy Centennial traffic; clerks run Philadelphia-Harrisburg and Harrisburg-Pittsburgh; system is discontinued after Centennial. (RRG, RyW)**
- Feb. 21, 1876** **PRR Road Committee hears petitions from Central Refining Company and 15 other oil associations complaining of high rates on petroleum. (MB)**
- Feb. 23, 1876** **PRR Board declines request for aid from American Steamship Company of Philadelphia to build two 4,000-ton ships for freight and steerage passengers only. (MB)**
- Feb. 23, 1876** **General Agent Charles E. Pugh and other officers inspect interlocking plant at East Newark Jct. for information to determine choice of interlockings and signals for Centennial traffic; at conclusion of examinations choose Toucey & Buchanan mechanical interlocking machines to be built at Altoona Shops for 36th Street crossovers and for Belmont Tower and the Prall pneumatic interlocking system for use at Mantua Wye. (GM)**
- Feb. 23, 1876** **Under court order, special election held for directors of Gilman,**

Clinton & Springfield Railroad with Morgan Improvement Company stock excluded. (RRG)

- Feb. 24, 1876** **United New Jersey Board consents to sale of steamboat *Gen. McCallum* for \$45,000 and of *John Neilson* for \$7,500. (MB)**
- Feb. 24, 1876** **Ocean City Bridge Company incorporated in Maryland to own road bridge over Sinepuxent Bay to Ocean City, built by individuals prior to incorporation. (MB, Val)**
- Feb. 24, 1876** **Wabash & Erie Canal sold at foreclosure at Terre Haute; open portion east of Lafayette sold for \$85,500; abandoned portion between Lafayette and Evansville sold in sections for total of \$15,790. (RRG)**
- Feb. 1876** **Columbia & Port Deposit Railroad track laid as far as Safe Harbor, but not opened. (RRG)**
- Feb. 1876** **PRR notes movement afoot to appoint a receiver for New Orleans, St. Louis & Chicago Railroad who is hostile to PRR interests.**
- Feb. 25, 1876** **Erie Railway Board ratifies contract to lay third rail between Waverly, N.Y., and Buffalo/Suspension Bridge for standard gauge trains of Lehigh Valley Railroad. (RRG)**
- Feb. 26, 1876** **Southern Railroad Company of Long Island abandons Williamsburg terminal and street trackage between Williamsburg and Bushwick. (Seyfried - may have stopped street pass service 11/1/75 by local ordinance)**
- Feb. 27, 1876** **R.P. Neely named receiver of Mississippi Central Railroad and Tennessee & Mississippi Central Railroad, effective Mar. 1; New Orleans, Jackson & Great Northern Railroad not affected. (Rept)**
- Feb. 28, 1876** **Southern Railroad Company of Long Island makes main terminal at Long Island City and line between Bushwick and Bushwick Jct. becomes a branch.**
- Feb. 28, 1876** **PRR Road Committee begins considering new agreement with Empire Transportation Company; debates continue for a month. (MB)**
- Feb. 29, 1876** **Congressional supporters of Texas & Pacific Railway subsidy bill, who are mostly southern Democrats and afraid that a vigorous debate might hurt the party=s chances in the crucial fall elections, meet and decide that they lack votes to pass the bill in the House even if the committee report is favorable; decide to postpone the bill. (NYT)**

- Mar. 1, 1876** Northern Central Railway opens new general office building at southeast corner of Calvert and Center Streets in Baltimore. (AR)
- Mar. 1, 1876** PRR implements new system of fares on New York Division, standardized at 3 cents per mile except that New York-Philadelphia fare to be \$2.75 by any route rather than \$3.25 maximum; drop higher fares for express vs. local trains dating from Camden & Amboy days; also offer \$5 2-day excursion fare between New York and Philadelphia; continue 50-trip and other commuter fares; long-distance fares to points beyond Philadelphia remain unchanged. (TheRoad)
- Mar. 1, 1876** PRR contracts for third and fourth track between South Broad Street, Newark and North Elizabeth, fourth track between South Elizabeth and Linden, and third track for 0.75 miles south of New Brunswick on New York Division. (RRG)
- Mar. 1, 1876** Representatives of Trunk Lines and "Chicago Pool" meet in New York at William H. Vanderbilt's home; Erie and NYC&HR demand that rates to New York equal those to Philadelphia and Baltimore; B&O delays implementing agreement for a month, forcing Vanderbilts to disavow agreement and resume rate war. (TheRoad)
- Mar. 1, 1876** Trunk Lines reduce eastbound rates. (RRG)
- Mar. 1, 1876** National Storage Company agrees with Sone & Fleming, proprietors of the Kings County Oil Works on Newtown Creek in what it now Brooklyn; National Storage Company is to put up \$166,600 to enlarge their refinery; Sone & Fleming are to liquidate old partnership and organize Sone & Fleming Manufacturing Company, Ltd., under laws of New York with members of Empire Transportation Company as stockholders. (MB, RyW)
- Mar. 1, 1876** Atlantic & Great Western Railroad abandons lease of Cincinnati, Hamilton & Dayton Railroad. (TheRoad)
- Mar. 1, 1876** Joseph T. Richards (1845-1933) named Assistant Engineer of Maintenance of Way. (MB)
- Mar. 1, 1876** House Committee on Pacific Railroads votes to table Texas & Pacific Railway subsidy bill, ending any action until after the fall election. (NYT)
- Mar. 1, 1876** Camille d'Invilliers, broker and director of Philadelphia & Erie Railroad and Pittsburgh, Titusville & Buffalo Railway, dies at

Philadelphia. (RRG)

- Mar. 2, 1876** PRR begins construction of Centennial Station at 32nd & Market Streets in West Philadelphia; three-storey brick building, 185' x 100'; waiting room 80' x 97'. (AR, GM, RRG)
- Mar. 2, 1876** Trunk lines sign new compact on eastbound traffic; agree to cut drawbacks to Philadelphia and Baltimore in half but not eliminate them. (TheRoad)
- Mar. 2, 1876** Secretary of War William W. Belknap resigns after being impeached for taking bribes from a trading post operator. (Clements)
- Mar. 1876** Altoona Shops complete 100 special passenger cars with plain interiors for Centennial passenger service. (RyW)
- Mar. 1876** PRR has new system of separate ticket-takers to relieve conductors from lifting tickets in place on Main Line; work in shifts, Jersey City-Harrisburg and Harrisburg-Pittsburgh; conductors change at Philadelphia, Harrisburg, and Altoona. (RyW)
- Mar. 6, 1876** Sharpsville Railroad incorporated in Pa. to build from Sharpsville to Shenango & Allegheny Railroad in Cherry Twp., Butler County. (Church)
- Mar. 6, 1876** Directors's train passes over entire Delaware & Bound Brook Railroad. (RRG)
- Mar. 7, 1876** Alexander Graham Bell receives patent for the telephone. (Clements)
- Mar. 8, 1876** PRR Board agrees to buy \$400,000 Richmond & Danville Consols at 80, providing proceeds used to extinguish \$320,000 floating debt; limits further aid to Orange & Newark Horse Railroad to \$24,000; refuses further aid to Columbus, Kinkora & Springfield and urges conversion of bonds to preferred stock and replacing lease with simple operating agreement. (MB)
- Mar. 8, 1876** PRR Board withdraws approval of New Orleans, St. Louis & Chicago reorganization plan as now impracticable to fund bonds held by PRR into preferred stock. (MB)
- Mar. 8, 1876** PRR Board authorizes two southernmost tracks between West Philadelphia and Merion be used only for passenger trains; third and fourth track recently extended from Overbrook to Merion, and new tower built at end of track. (MB, AR)

- Mar. 9, 1876** Sunbury & Lewistown Railway offered at public sale by parties who had purchased it at foreclosure in 1874; withdrawn when no bid over \$160,000 received. (RRG)
- Mar. 11, 1876** French steamship *Labrador* arrives at Reed Street pier with first cargo of foreign exhibits for the Centennial. (GM)
- Mar. 11, 1876** Junius B. Alexander appointed receiver for New Orleans, Jackson & Great Northern Railroad on complaints of Illinois Central Railroad and Semmes & Mott; portion of Mississippi Central Railroad in Tennessee operated by state, breaking up 1874 merger of New Orleans, St. Louis & Chicago Railroad. (ICC, NYT)
- Mar. 1876** PW&B builds a new 100' x 400' freight station with two tracks at Broad Street & Washington Avenue, permitting entire old depot to be remodeled for passenger service for Centennial traffic. with six tracks in shed; more glass placed in west wall and three rows of skylights installed in old train shed for more light; new cast iron Classical pediment installed on Broad Street facade. (AR, Guide)
- Mar. 14, 1876** English financiers file bill of foreclosure against Atlantic, Mississippi & Ohio Railroad. (Blake)
- Mar. 1876** Worcester Railroad begins building pier on Chincoteague Bay at Franklin City for oysters and freight. (RRG)
- Mar. 1876** Mutual Beneficial Association of the Panhandle Lines organized on Columbus, Indianapolis and Little Miami Divisions. (RyW)
- Mar. 1876** Daniel Trigg McCabe (1849-1931) named District Freight Agent of Second & Third Divisions of CC&IC, replacing J.A. Grier, resigned. (RRG)
- Mar. 1876** Vandalia Line places new Pullman sleeping cars *Bothnia* and *Kenilworth* in service; feature more extravagant interiors with mirrors and silver plating. (RRG)
- Mar. 1876** Wiggins Ferry Company sues Ohio & Mississippi Railroad in Illinois Circuit Court to recover \$150,000 for breach of contract; had conveyed terminal property to O&M in return for sending all traffic via ferry. (RRG)
- Mar. 1876** Vanderbilt interests now said to control Canada Southern Railway; large amount of Michigan Central Railroad traffic diverted from Boston to New York. (RRG)

- Mar. 16, 1876** John Lucas elected Pres. of Camden & Atlantic Railroad, replacing William Massey, Pres. pro-tem, and Pres. A.K. Hay, resigned for health; Massey, Samuel Richards, Charles R. Colwell and W. Dwight Bell withdraw from Board and establish narrow gauge Philadelphia & Atlantic City Railway; committee reports on negotiations with Atlantic City Passenger Railway; they are demanding \$10,000, where C&A offers \$5,000. (MB,)
- Mar. 16, 1876** CC&IC bondholders Adrian Iselin (1818-1905) and Richard T. Wilson (1831-1910) petition court to uphold right of CC&IC receiver to sue PRR for overdue rent. (TheRoad)
- Mar. 16, 1876** Hartford Town Council refuses to subscribe to Poughkeepsie Bridge. (RRG)
- Mar. 1876** Train ferry *Maryland* being rebuilt at the Atlantic Works in East Boston for New England Transfer Company; visited by 4,000 people before leaving for New York; New York & New England Railroad is to provide four trainsets of eight cars each and run two round trips Boston-Philadelphia via New Haven and Hartford in 12:00 starting Apr. 3; ferry trip is to take 1:30. (RyW, BaltAm)
- Mar. 18, 1876** Representatives of PRR, B&P, PW&B, B&O, Erie, CNJ, North Penn, Reading, Camden & Atlantic, Allegheny Valley, New Jersey Southern and Hudson River Day Line meet at Philadelphia and agree to set excursion fares to the Centennial at a minimum of 2 cents a mile from May through Nov. 1876. (RRG)
- Mar. 20, 1876** Cincinnati ordinance grants Miami Valley Narrow Gauge Railway right of way into city. (Church)
- Mar. 20, 1876** Trunk Lines cut eastbound 4th class rates. (RyW)
- Mar. 20, 1876** First full test train arrives in Boston over Boston & New York Air Line. (RRG)
- Mar. 21, 1876** North Pennsylvania Railroad Board accepts PRR offer to carry New Line trains between North Penn Jct. and Centennial Grounds, after Reading refuses joint accommodations. (Hare)
- Mar. 22, 1876** PRR Road Committee approves form of new contract with Empire Transportation Company, replacing contract of Feb. 19, 1868. (MB)
- Mar. 22, 1876** PRR Board agrees to trackage rights for North Pennsylvania (New Line) trains from Erie Avenue to Centennial grounds at 20¢ per passenger from Bethlehem line but 40¢ from competitive New York

- line; advances \$45,000 to American Steamship Company to meet interest. (MB)
- Mar. 22, 1876** PRR Board declines request of Andrew Carnegie for rate reductions on coal and coke; first open break between PRR and Carnegie interests that will only grow wider. (MB)
- Mar. 23, 1876** All rights and interests of certain bondholders in Sunbury & Lewistown Railroad Company, stemming from money loaned by Josiah Hart, et al., in 1875, sold at foreclosure to John K. Valentine for \$161,000. (RRG, C&C)
- Mar. 23, 1876** John S. Eldridge (1818-1876), former Pres. of Boston, Hartford & Erie Railroad, dies at New York. (RRG)
- Mar. 23, 1876** Davenport & St. Paul Railroad sold at foreclosure to bondholders for \$500,000. (RRG)
- Mar. 24, 1876** Philadelphia & Atlantic City Railway incorporated in New Jersey by former Camden & Atlantic stockholders Edward V. Massey, Samuel Richards and Charles R. Colwell to build rival, narrow-gauge line between Camden and Atlantic City; Charles R. Colwell, Pres. (Val, C&C, Boyer)
- Mar. 25, 1876** Sharpsville Railroad organized; Walter Pierce of Sharpsville, Pres.; William L. Scott a director; acquires unincorporated Sharpsville & Oakland Railroad, being 8.1 miles of main line, Sharpsville to Bethel, and 12 miles of branches. (Church, RRG)
- Mar. 27, 1876** Virginia act authorizes Alexandria & Washington Railroad to establish terminus anywhere in Alexandria and take local tickets on through trains. (Digest)
- Mar. 28, 1876** Queen Annes & Kent Railroad as Reorganized incorporated in Md. (Val)
- Mar. 30, 1876** CNJ, Delaware & Bound Brook and North Pennsylvania Railroads agree to jointly operate a new through passenger line between New York and Philadelphia via Bound Brook. (Rdg)
- Mar. 31, 1876** West Jersey Railroad Board reports that Woodruff has declined same terms as last year and suggests fitting up own cars as parlor cars. (MB)
- Apr. 1, 1876** Work begins on system of Rasseau electric signals to control Centennial traffic between 52nd Street and West Philadelphia,

including connections to Junction Railroad and Delaware Extension, under direction of R.H. Soule. (GM)

- Apr. 1, 1876** Northern Central Railway coal pier at foot of 13th Street, Canton, Baltimore, opens; 1,400 feet long; special excursion run from Union Station. (AR, BaltAm, RRG)
- Apr. 1, 1876** PRR signs new contracts with Empire Transportation Company and Erie & Western Transportation Company giving PRR first right of purchase. (MB)
- Apr. 1, 1876** Reading leases northernmost 0.9 miles of Junction Railroad for duration of year; builds temporary Centennial Station south of River Road on Junction Railroad.
- Apr. 1, 1876** Worcester Railroad executes \$400,000 mortgage with Farmers Loan & Trust Company of New York. (Digest)
- Apr. 1, 1876** Northern Central Railway opens new combination station at Shamokin. (AR)
- Apr. 1, 1876** PC&StL Railway agrees to use Richmond Shops of Grand Rapids & Indiana Railroad as own shops at Richmond are too small. (Church)
- Apr. 1, 1876** J.M. Metheany promoted from Superintendent of Southern Division, GR&I, to General Superintendent. (RRG)
- Apr. 3, 1876** U.S. Circuit Court at St. Louis orders separation of Atlantic & Pacific Railroad and Missouri Pacific Railroad and appoints different receivers for each. (NYT)
- Apr. 4, 1876** William Milnes, Jr., (1828-1891) of the Shenandoah Iron Works elected Pres. of the Shenandoah Valley Railroad, ending period of PRR influence; Milnes's nephew, Frederick J. Kimball (1844-1903), is a partner in the Philadelphia banking house of E.W. Clark & Co., which becomes the dominant interest. (Hildebrand)
- Apr. 4, 1876** Train ferry *Maryland* blown ashore on Martha's Vineyard by gale while en route from Boston shipyard to New York; has to be dug out and returned to Boston for repairs; start of service, scheduled for Apr. 17, is delayed. (BaltAm)
- Apr. 4, 1876** West Jersey Railroad runs first excursion of season to new resort of Sea Grove Association near Cape May; includes horse railroad to Cape May. (PubLdgr)

- Apr. 5, 1876** Theodore Cuyler (1821-1876), former PRR General Counsel, dies at Philadelphia. (MB, RRG)
- Apr. 5, 1876** Richard Stockton (1824-1876), former director of Joint Companies and son of Commodore Stockton, dies at Princeton at 53. (RRG)
- Apr. 6, 1876** Ohio deeds its portion of National Road to counties to keep in repair.
- Apr. 6, 1876** Frankfort & St. Louis Railroad incorporated. (Church)
- Apr. 1876** PRR establishes new regulation uniforms in passenger service; cost \$50; furnished by company. (RRG, CCHS)
- Apr. 8, 1876** Baltimore & Delaware Bay Railroad incorporated in Md. for purpose of reorganizing Kent County Railroad. (Val)
- Apr. 8, 1876** U.S. Circuit Court at Springfield orders foreclosure of mortgage on Gilman, Clinton & Springfield Railroad, ending litigation between PRR interests and local investors. (RRG)
- Apr. 10, 1876** Columbia & Port Deposit Railroad opens between Columbia and Pequea after long delays; operates three mixed trains. (RyW)
- Apr. 10, 1876** Middle Division Superintendent James McCrea begins practice of identifying entire freight train crews by "cabin car" rather than assigning engineer and fireman to a particular locomotive; will run on a first-in-first-out basis as before; system, devised by McCrea, increased efficiency of utilization by 50% but is very unpopular with engineers and firemen. (RyW, RRG)
- Apr. 10, 1876** Alexander T. Stewart (1803-1876), builder of Central Railroad of Long Island, dies at his New York mansion at 34th Street & 5th Avenue at age 73. (BaltAm)
- Apr. 10, 1876** Judgements for \$240,000 filed against Michigan Lake Shore Railroad in U.S. Circuit Court at Grand Rapids. (RRG)
- Apr. 11, 1876** Conrad Poppenhusen elected President of LIRR, replacing Henry Havemeyer; son Hermann C. Poppenhusen elected VP & Treasurer and Elizur B. Hinsdale Secretary; son Adolph Poppenhusen also elected a director; William A. Havemeyer is only holdover; LIRR now has same Board as Flushing, North Shore & Central Railroad. (MB, RRG)
- Apr. 12, 1876** PRR declines request for cash advance from Pennsylvania & Delaware Railway; approves settlement to sell \$400,000 bonds of

Philadelphia, Newtown & New York Railroad Company. (MB)

- Apr. 12, 1876** PRR Board approves report of special committee on Shamokin coal lands; PRR is to sell Eastwick Tract (600 acres), Shamokin Coal Company Tract (700 acres), Hamilton Tract (300 acres), and D.Y. Wilson Tract (15 acres) to Shamokin Valley & Pottsville Railroad for \$1 million in bonds; SV&P is to lease all coal land to Mineral Railroad & Mining Company, retroactive to Apr. 1; PRR and Northern Central Railway to make joint guarantee of SV&P bonds. (MB)
- Apr. 12, 1876** City of San Diego begins suit to recover land deeded to Texas & Pacific Railway. (NYT)
- Apr. 13, 1876** PRR and CNJ officials travel to view Raritan River draw and arrange for PRR to route freight over it between Camden and Rahway as a relief line to clear New York Division for Centennial traffic. (WSG)
- Apr. 14, 1876** Trustees of former Cincinnati, Lebanon & Xenia Railroad deed partly completed railroad to Miami Valley Narrow Gauge Railway.
- Apr. 1876** Superintendent Alfred R. Fiske of Flushing, North Shore & Central Railroad, is now also Superintendent of LIRR; Webster Snyder resigns as LIRR General Manager & Superintendent. (RRG, Seyfried)
- Apr. 1876** LIRR connects old Newtown & Flushing Railroad (AWhite Line@) to Central Railroad of Long Island at Central Jct. in Flushing. (Seyfried)
- Apr. 1876** New Jersey passes new railroad tax law; tax is 0.5% on true value of road and equipment; United New Jersey Railroad & Canal Company is exempt and pays \$297,000 per year as per law abolishing transit duty. (RRG, PL ch 101)
- Apr. 1876** Stock yards and abattoir opens at on river north of Market Street at West Philadelphia; designed by Joseph M. Wilson; operated by Philadelphia Stock Yard Company, which is composed of Martin Fuller & Co. and James McFillin of Philadelphia, Samuel W. Allerton of Chicago, and John R. McFillin of Jersey City; abattoir is 200 x 150. (PubLdgr, Dredge)
- Apr. 1876** Newspapers break story that Congressman James G. Blaine (1830-1893), the frontrunner for the Republican presidential nomination, had received securities from the Little Rock & Forth Smith Railroad for saving its land grant in 1869 and was given his money back after they declined in value; the proof supposedly lies in copies of letters

held by Blaine's confidential clerk James Mulligan, whose loyalty does not extend to committing perjury or contempt of Congress; Blaine then seized the letters and refused to turn them over to a Congressional committee of Asouthern brigadiers@ while reading favorable passages in a speech to the House; in May, witnesses in the House investigation implicate Tom Scott. (Foner, DAB)

- Apr. 16, 1876** LV begins running through freight and passenger trains over Northern Central Railway between Mount Carmel and Shamokin; LV operates all passenger service east of Shamokin until 1900. (AR)
- Apr. 16, 1876** Schedule time between New Orleans and New York via Louisville cut to 62:11 for Centennial travel. (RyW)
- Apr. 16, 1876** CC&IC establishes through sleeping car between New York and St. Louis via NYC&HR, LS&MS and Vandalia Line; also through coach between Columbus and Indianapolis via Dayton & Union Railroad. (RRG)
- Apr. 16, 1876** Summer-only sleeping car routes inaugurated: Philadelphia-Niagara Falls via Canandaigua; Philadelphia-Buffalo via Emporium; Washington-Watkins. (PassDept)
- Apr. 17, 1876** Effective this date, operation of passenger trains on LIRR's "White Line" between Winfield and Flushing discontinued on no advance notice in favor of parallel lines of Flushing, North Shore & Central; White Line had offered hourly service with 17 round trips; connection built at Central Jct., Flushing, and track used for specials to Creedmoor Rifle Range in Sep. 1876 and Sep. 1877; track abandoned between Central Jct. and Flushing. (Val, NYT, Seyfried)
- Apr. 17, 1876** Passenger service extended from Kendrick to Ramey on Tyrone & Clearfield. (Guide)
- Apr. 17, 1876** South-West Pennsylvania Railway extended from Watt to Ferguson (or Mount Braddock?). (Guide)
- Apr. 17, 1876** Perrysville renamed Port Royal on Middle Division; McKinney, Pa., renamed Bessemer on Pittsburgh Division; Salem renamed Warner on Marietta, Pittsburgh & Cleveland Railway. (Guide)
- Apr. 18, 1876** Camden & Atlantic Railroad Board authorizes removing old Atlantic City depot and reopening Inlet wharf. (MB)
- Apr. 19, 1876** Susquehanna Coal Company proposes to build railroad from Nanticoke to intersect Lehigh Valley at Sugar Notch, creating a direct

route for its coal to Philadelphia and South Amboy. (MB)

- Apr. 22, 1876 Queens County District Attorney announces he will prosecute the Poppenhusens for discontinuing service over the White Line in violation of lease terms. (NYT)
- Apr. 22, 1876 Supporters of Glendale & East River Railroad meet at Roslyn to try to organize for railroad from Williamsburg to Huntington; question whether charter permits steam operation through Williamsburg to the East River. (NYT)
- Apr. 22, 1876 Trial trip run over Delaware & Bound Brook Railroad in preparation for formal opening. (RyW)
- Apr. 22, 1876 Eastbound grain rate from Chicago to New York at 20 cents per cwt.; during the year, much western grain is diverted to Philadelphia and Baltimore. (RRG)
- Apr. 24, 1876 Train ferry *Maryland* arrives at Mott Haven, N.Y.; is 230 x 60 with capacity of 8 coaches; has promenade and dining room on upper deck. (BaltAm)
- Apr. 24, 1876 LIRR Board orders Executive Committee to produce plan for harmonious working of all railroads on Long Island. (MB)
- Apr. 25, 1876 Frankfort & St. Louis Railroad, Kokomo & Marion Railroad, and Marion & Ottawa Railroad merged to form Frankfort, St. Louis & Toledo Railroad. (Church)
- Apr. 1876 NJ Supreme Court dissolves first injunction against Hudson Tunnel Railroad sought by DL&W. (NYT)
- Apr. 26, 1876 PRR Board again rejects rate cuts for Andrew Carnegie; authorizes spending \$11,000 on Thomson House at Kane with understanding that after one year lease to PRR will be cancelled and they will cease to be middlemen; authorize \$12,000 to complete enlargement of Bryn Mawr Hotel; approves running agreement for Philadelphia, Newtown & New York Railroad. (MB)
- Apr. 26, 1876 Train ferry *Maryland* makes trial trip on East River. (RyW)
- Apr. 27, 1876 Tom Scott, H.J. Jewett (Erie) and John King (B&O) write to Cornelius Vanderbilt asking for a meeting in New York and propose that NYC&HR make concessions to Grand Trunk on westbound business in interest of compromise and of bringing Grand Trunk into Trunk Line organization; also reopen question of differentials for

Philadelphia and Baltimore. (RyW, RRG)

- Apr. 27, 1876** Valley Railroad of Virginia rejects offer of Shenandoah Valley Railroad to lease it.
- Apr. 28, 1876** William H. Vanderbilt replies, accusing B&O of bad faith and refusing any concessions; new trunk-line rate war begins; lasts through Apr. 1877; New York-Chicago fare cut to \$13.00; Michigan Central stock falls to 50. (RRG, RyW)
- Apr. 28, 1876** Steamer *Maryland* makes run with freight cars. (BaltAm)
- Apr. 28, 1876** New York law permits restoration of steam locomotive service on Atlantic Avenue as far west as Flatbush Avenue. (CorpHist)
- Apr. 29, 1876** NJ Court of Chancery grants temporary injunction against Hudson Tunnel Railroad against taking riparian land belonging to state; suit is filed by Jacob Vanatta as Attorney-General instead of as lawyer for Morris & Essex Railroad. (NYT)
- Apr. 30, 1876** Old Camden & Amboy locomotive *John Bull* and two early coaches run to Centennial grounds; *John Bull* had been refitted at South Amboy Shops and ran south to Bordentown and Trenton, then north to Meadows Shops to pick up cars, then to Philadelphia via Main Line; bonnet stack and cab removed and 8-wheel tender cut down to 4-wheel to make locomotive look older. (RyW, White)
- May 1, 1876** PRR=s station at Centennial grounds turned over to Transportation Dept. (GM)
- May 1, 1876** "New Line" or "Bound Brook Route," second railroad between Jersey City and Philadelphia (3rd & Berks Streets), opens for regular service, first strong competition with PRR on this route; establishes fare at \$2.65 or 10 cents lower than PRR. (RyW, TheRoad, Hare)
- May 1, 1876** PRR cuts its New York-Philadelphia excursion fare to \$2.65; \$5.00 for a two-day round-trip. (BaltAm)
- May 1, 1876** B&O's lease of Valley Railroad of Virginia expires and it withdraws, closing line temporarily.
- May 1, 1876** Pennsylvania Company contracts with American Express Company for service between Mansfield and Toledo. (MB)
- May 2, 1876** National Storage Company makes second agreement with Sone & Fleming assigning its interest in Sone & Fleming Manufacturing

Company, Ltd., to Empire Transportation Company. (MB)

- May 2, 1876** Texas & Pacific Railway Board votes to sell \$2 million in First Mortgage Gold bonds to complete road to Fort Worth to preserve Texas land grant. (AR/C&FC)
- May 1876** American Steamship Company of Philadelphia announces it will commission two new ships to be named *Missouri* and *Kansas*; not built because PRR refuses to advance funds. (Flayhart)
- May 1876** P.S. O'Rourke, formerly of Michigan Lake Shore Railroad appointed Superintendent of Southern Division of GR&I. (RRG)
- May 3, 1876** LIRR leases Southern Railroad Company of Long Island; also the properties of the Flushing, North Shore & Central Railroad, includes leases of Central Railroad Extension Company and of A. T. Stewart right-of-way, which are transferred from Flushing, North Shore & Central to LIRR; stops operating part of New York & Flushing Railroad east of NY & Flushing Jct. (MB, Val, CorpHist)
- May 3, 1876** Empire Transportation Company agrees to loan National Storage Company money to purchase stock of Sone & Fleming Manufacturing Company, Ltd.; transaction gives Empire, previously a shipper of oil, its own refining capacity. (MB)
- May 4, 1876** Tom Scott dropped from board of Kansas Pacific Railroad. (TheRoad)
- May. 5, 1876** General Manager Frank Thomson extends authority of General Agent Charles E. Pugh to include charge of all tracks between 52nd Street and West Philadelphia and all passenger trains operating to Centennial, effective May 8; Pugh's handling of the unprecedented traffic marks him for promotion. (GM)
- May 5, 1876** River Front Railroad Company incorporated in Philadelphia. (Val)
- May 6, 1876** Train of 42 new "Centennial" coaches arrives in Philadelphia from Altoona. (RyW)
- May 6, 1876** John Wanamaker (1838-1922) opens his "Grand Depot" store in former PRR 13th Street Freight Station, selling only men's and boys' clothing. (PubLdgr)
- May 6, 1876** Camden & Atlantic Railroad inaugurates a new express leaving Philadelphia and 7:45 AM and Atlantic City at 5:30 PM for Centennial visitors wishing to make a day trip to the seashore.

(PubLdgr)

- May 6, 1876** PW&B and B&O agree to charge \$5 round trip, or half regular fare, for persons leaving Washington to the Centennial opening on a special train leaving May 9 and returning on any train before May 12. (PubLdgr)
- May 1876** South-West Pennsylvania Railway extended from Ferguson to Mount Braddock (3.0 miles); service only as far as Ferguson. (RRG, RyW says open to Mount Braddock)
- May 7, 1876** "Centennial Station" at 32nd & Market in West Philadelphia opens at 8:30 PM, and old station between 30th and 31st closes; has 4 outbound and 4 inbound tracks with 4 storage and washing tracks in center, but only 3 tracks and one shed completed for opening, causing bottlenecks until finished late in May; becomes main station for east-west trains until Broad Street Station completed in 1881; cost \$240,000; two new southern tracks assigned to passenger trains only between Merion and new station, and two northern tracks for freight; New York tracks cross freight tracks at new 36th Street Tower. (GM, AR, PubLdgr, RRG)
- May 7, 1876** Atlantic Avenue Railroad Company of Brooklyn opens extension of its streetcar line from 5th Avenue down 15th Street and 9th Avenue to connection with Prospect Park & Coney Island Railroad. (Seyfried)
- May 8, 1876** Third VP A.J. Cassatt reports to Road Committee on his plan to encourage building a line between Sea Girt and Ocean Grove, N.J., and development of those resorts; recommends PRR also develop summer resort traffic out of New York, Philadelphia and Pittsburgh. (MB)
- May 8, 1876** Train ferry *Maryland* route opens with two round trips between Boston and Philadelphia; one with connections for Washington; cars are lettered "Boston & Philadelphia Express Line"; daylight Boston-Philadelphia "Centennial Train" operates for the duration of the fair; night train with Washington cars runs via New Haven and Willimantic and is later named the *Federal Express*. (RyW, NYT, PassDept)
- May 8, 1876** System of Rasseau electric signals and separate telegraph lines placed in operation between West Philadelphia and 52nd Street, including Centennial tracks; technical difficulties caused system to be finished at the last minute, a season of anxiety long to be remembered; Prall had been unable to perfect pneumatic interlocking machinery at Mantua Wye in time, and PRR forced to use hand signals for some

time. (GM)

- May 8, 1876** PW&B adds suburban trains for Centennial traffic and arranges to run direct to Centennial grounds via PRR from Grays Ferry. (PubLdgr)
- May 8, 1876** Reading begins operating 105 trains to Centennial daily from 9th & Green Streets, 96 from Broad & Callowhill, and 46 from Port Richmond. (Rdg AR)
- May 8, 1876** Worcester Railroad opens between Stockton and Franklin City, Va., with steamboat connection to Chincoteague Island; stations are: Berlin, Poplar, Jacksons, Queponco, Richardsons, Wesley, Snow Hill, Girdletree, Stockton, Franklin. (newspaper, verify, RRG)
- May 8, 1876** Anchor Line becomes exclusive lake steamer connection for B&O, stopping westbound at Sandusky on notice from B&O agents. (MB)
- May 9, 1876** PRR experiences heavy travel with governors, diplomats and other dignitaries en route to opening of Centennial Exhibition; all trains from Jersey City to Philadelphia carry extra cars; 9:25 AM out of Baltimore runs in two sections of 7 and 8 cars; 3:00 PM from Bay View runs 16 cars in two sections with Mayor Ferdinand Charles Latrobe (1833-1911) and Emperor Dom Pedro II (1825-1891) of Brazil; *New York Limited Express* runs 8 Pullman Palace cars carrying Pres. Grant, cabinet and diplomatic corps; divided into two sections at Bay View after several cars added in Baltimore; operation of specials is hindered by lack of capacity at partly-finished West Philadelphia station. (Guide, GM)
- May 9, 1876** PRR opens Centennial grounds station at Elm Avenue in area later occupied by 46th Street freight yard; has three loop tracks for continuous loading and unloading; three special trains carrying members of Congress arrive at Centennial between 7:00 and 9:00 PM, having run on all-PRR route via York and Lancaster; greeted by Tom Scott and other officials. (PubLdgr)
- May 10, 1876** Centennial Exhibition opens in Fairmount Park in West Philadelphia at 7:00 AM; opening ceremonies, including the Centennial Inauguration March by German composer Richard Wagner (1813-1883), held between 10:15 AM and noon; then Pres. Grant and Emperor Dom Pedro march to Machinery Hall and start the large Corliss engine that powers all the displays; locomotive *John Bull* is "antiqued" and placed on display with two old Camden & Amboy coaches; PRR also exhibits standard track section; PRR Engineer of Bridges & Buildings Joseph M. Wilson is architect and engineer of

main exhibit building and Machinery Hall; PRR handles 16,039 cars of building materials and 4,116 cars of exhibits; Empire Line exhibits elaborate working models of Erie grain elevator, an Anchor Line steamer, the PRR depot at Pier 38, New York, a working oil well, pipeline, tank cars, storage tanks and the Communipaw oil depot; 56 trains with 8,679 passengers arrive and 58 trains with 10,459 passengers depart fairgrounds on opening day. (PubLdgr, GM, Dredge, AR, EmpLine)

- May 10, 1876 PRR begins operating 18 daily locals between Kensington and Centennial, and 4 from Tacony, connecting from steamboats on Delaware River; locals also operate from Broad & Washington on principal days. (AR, PubLdgr, TheRoad - Jct.. RR Casebook says from foot! of Washington)
- May 10, 1876 PRR places 85 new passenger cars in service for Centennial traffic; 65 cars were third class and simply box cars with open window holes and board seats; these were unsuccessful and most were converted to peach cars by Aug. (RRG)
- May 10, 1876 PRR operates first excursion train from New York to Centennial; operate two daily; first trip at 5:30 AM is second class with fare of \$3 or third class in modified box cars at \$2; PRR men at Jersey City placed in uniform for first time. (NYTrib)
- May 1876 *Centennial Pennsylvania Limited* begins operating between Jersey City and Pittsburgh as an all-first-class train; operates for duration of fair. (Watkins - unable to verify in Guide - probable error)
- May 12, 1876 Thomas D. Messler elected to new post of Third VP of Pennsylvania Company, with general supervision of accounts, and Assistant to Pres. of PC&StL Railway as well as Comptroller. (MB)
- May 12, 1876 Pennsylvania Company Executive Committee authorizes new stations at Allegheny City, Columbus, Ind., and Scottsburg, Ind.; authorizes construction of fireproof office in front of freight depot grounds at Penn Street, Pittsburgh; approves contract between Ashtabula, Youngstown & Pittsburgh Railroad and LS&MS for improvement of Ashtabula Harbor. (MB)
- May 12, 1876 Emperor Dom Pedro and suite leave Philadelphia on a special train for St. Louis and the Southwest via PW&B and B&O. (PubLdgr)
- May 13, 1876 Philadelphia, Newtown & New York Railroad obtains running rights over PRR from North Penn Jct. to West Philadelphia; PRR to provide passenger equipment. (Rdg)

- May 1876** **Millham Branch opens between Millham on new straight line and Coalport on old Camden & Amboy line northeast of Trenton, N.J. (Val)**
- May 14, 1876** **Philadelphia, Newtown & New York Railroad opens with excursion between North Penn Jct. on Connecting Railway and Fox Chase; revenue service begins May 15 with PRR equipment. (Guide, Walther, RyW)**
- May 15, 1876** **In an attempt to exonerate Congressman James G. Blaine in the AMulligan Letters@ scandal, Tom Scott testifies to House Judiciary Committee that he purchased the disputed 75 Little Rock & Fort Smith Railroad bonds from Josiah Caldwell of Boston for \$60,000 in 1870, and that the Union Pacific Railroad purchased them from him for \$64,000 for services rendered in lieu of salary in 1871; the account does little to convince the opposition, since Scott had apparently done nothing legitimate to merit that sort of pay; the investigation founders on Blaine=s sudden Aillness@ and Caldwell=s absence in Europe, whence he had gone after failing in the depression, but Blaine=s presidential hopes (though not his ambitions) are permanently sunk. (NYTrib, NYPost)**
- May 1876** **After some embarrassing delays, PRR installs first power (hydraulic) interlocking in U.S. at south end of Mantua Wye in West Philadelphia; Prall & Burr patent. (GM, Rudd); inspires George Westinghouse to enter signal business.**
- May 1876** **PRR establishes station at Ridge Avenue on Connecting Railway. (RyW)**
- May 1876** **PRR establishes "Camp Scott" a half mile east of Overbrook for use of military and civic organizations attending the Centennial. (RyW)**
- May 1876** ***Day Express* increased from four to eight cars because of Centennial traffic. (RyW)**
- May 1876** **LIRR abandons old South Side dock at Long Island City and Gooderson Dock on old North Side line on Flushing Bay. (Seyfried)**
- May 1876** **LIRR completes fourth track between Long Island City and Winfield. (Seyfried)**
- May 1876** **B&O said to have purchased old Communipaw Abattoir property on CNJ for a freight terminal. (NYTrib)**

- May 1876** Cornelius Vanderbilt of NYC&HR cuts rates to very low levels. (RyW)
- May 1876** N.J. Court of Errors & Appeals denies DL&W appeal against paying condemnation to Hudson Tunnel Railroad. (TheRoad)
- May 1876** Pa. Legislature calls for *quo warranto* proceedings to void charter of Baltimore, Philadelphia & New York Railroad, formerly Juniata & State Line Railroad; was to have been Philadelphia-Baltimore; had made merger agreement with Wilmington & Reading Railroad in 1875 but not carried out. (RRG)
- May 1876** U.S. Circuit Court for Indiana orders PC&StL Railway to turn over monthly earnings for 1875 to CC&IC. (RRG)
- May 1876** Grand Rapids & Indiana extended from Petoskey to Bay View, Mich., (0.8 miles), to reach new grounds of Methodist Camp Meeting Association. (Church)
- May 18, 1876** Camden & Atlantic Railroad Board authorizes only one round trip to operate on Atlantic Avenue; others to terminate at main station in Atlantic City. (MB)
- May 18, 1876** Greenback Party nominates Peter Cooper for Pres. and Samuel F. Carey for VP. (Clements)
- May 20, 1876** PRR reassigns all coal cars used in Clearfield and Broad Top trade to specific operators. (PubLdgr)
- May 20, 1876** GR&I begins operating through Pullman sleeping car between Grand Rapids and Centennial. (Guide)
- May 21, 1876** Reading cuts fare on its Philadelphia-Centennial locals to 10 cents. (PubLdgr)
- May 22, 1876** Former Northern Central Railway Pres. J. Donald Cameron appointed Secretary of War by Pres. Grant through influence of his father, Sen. Simon Cameron. (DAB)
- May 23, 1876** James F. Joy resigns as Pres. of Michigan Central Railroad after failing to appease Commodore Vanderbilt's demands that he break with the Grand Trunk Railway. (RyW)
- May 24, 1876** PRR Board authorizes sale of old iron to complete New Holland extension of East Brandywine & Waynesburg in return for bonds at

80. (MB)

- May 24, 1876** Ohio Central Railway obtains trackage rights over Cincinnati & Muskingum Valley Railway between New Lexington and Bremen, Ohio. (Church)
- May 25, 1876** Belmont Avenue station opens on Main Line, replacing Mantua station east of 41st Street. (SRea)
- May 26, 1876** Hudson Tunnel Railroad files appeal to lift injunction against beginning construction. (NYTrib)
- May 27, 1876** DL&W changes gauge from 6'-0" to 4'-8-1/2". (PubLdgr)
- May 27, 1876** Belvidere-Delaware Railroad makes physical connection with DL&W at Manunka Chunk, N.J., after DL&W converted to standard gauge, and through cars established between Philadelphia and Oswego, N.Y. (AR, Lee)
- May 28, 1876** PRR cuts New York-Chicago fare from \$25 to \$16 in war with NYC&HR; NYC&HR follows; Erie Railway cuts to \$15. (RyW).
- May 29, 1876** PW&B runs first through excursion train from Centennial grounds to Baltimore via Junction Railroad; only operates a total of three round trips during fair. (Jct Casebook)
- May 29, 1876** B&O begins running one round trip *ALimited Express* between Washington and Jersey City; combined with PRR's *New York Limited Express* at Bay View. (RyW)
- June 1, 1876** Installation of banner-type manual-block signals completed on New York, Philadelphia and Pittsburgh Divisions with dedicated telegraph lines between towers; Middle Division still under construction. (RyW)
- June 1, 1876** Jarrett & Palmer Special leaves Jersey City at 1:03 AM en route to San Francisco; arrives at Oakland Pier June 4, 84:17 hours later; 3 cars, 25 passengers plus press representatives and Pres. Tom Scott, \$500 fare with silver-mounted tickets; runs non-stop over PRR from Jersey City to Pittsburgh in 10:05 with Class C locomotive No. 573 run by Pittsburgh Division engineer William Phillips and pilots; train consists of baggage car, combine fitted as commissary, and Pullman *Marlborough*; train hits 65 MPH between Princeton Jct. and Trenton; extra tanks of water and coal stored in baggage car to eliminate fueling stops. Henry C. Jarrett (d. 1903) and Harry D. Palmer (d. 1879) were New York theatrical impresarios whose company was presenting Shakespeare's *Henry V* in New York and San Francisco.

(RyW, RRG)

- June 1, 1876** West Jersey Railroad opens spur and new Cape May station at Grant Street & Beach Avenue near Sea Breeze Excursion House; this station is used during summer season and old station at Jackson Street, which is further from beach, is used only in winter. (AR)
- June 1, 1876** Third and final wing of Bryn Mawr Hotel opens. (Farrow)
- June 1, 1876** Railroad track of Wicomico & Pocomoke Railroad extended to Ocean City over bridge of Ocean City Bridge Company; W&P begins operating bridge company. (,Val)
- June 2, 1876** Old LIRR (New York & Rockaway) line abandoned between Springfield Jct. and Cedarhurst, although track remains until 1880; portion of line north of Springfield Jct. connected to former South Side main line. (Seyfried)
- June 3, 1876** Middletown renamed Penton on Salem (N.J.) Branch. (Guide)
- June 5?, 1876** Jersey City & Albany Railroad resumes operation to Tappantown after being closed for winter. (RRG)
- June 6, 1876** First standard gauge train from Philadelphia arrives in Buffalo via Lehigh Valley using third rail laid on Erie Railway between Waverly and Buffalo. (PubLdgr)
- June 6, 1876** Atlantic, Mississippi & Ohio Railroad (Norfolk-Bristol, Va.) enters receivership as English bondholders abandon Pres. William Mahone; Charles L. Perkins of New York and Maj. Henry Fink of Lynchburg appointed receivers. (Lambie, Blake)
- June 8, 1876** Illinois Circuit Court rules that sale of Paris & Decatur Railroad to Peoria, Atlanta & Decatur Railroad is illegal and charters are void. (RRG)
- June 10, 1876** Camden, Gloucester & Mt. Ephraim Railway (3'-0" gauge) opens between Gloucester and Mount Ephraim, N.J. (CmdnDem)
- June 10, 1876** Last run of Williamstown Railroad limited passenger service between Williamstown and Robanna; cut back to Williamstown. (Guide)
- June 10, 1876** Last run of Alexandria & Washington Railroad passenger service to St. Asaph Street Station in Alexandria; Washington-Alexandria locals now operate to Alexandria & Fredericksburg Railway station. (Guide)

- June 10, 1876** **Gilman, Clinton & Springfield Railroad sold at foreclosure to bondholders for \$1.5 million. (RRG)**
- June 10, 1876** **Toledo, Wabash & Western Railway sold at foreclosure at Toledo. (RRG)**
- June 12, 1876** **Western Maryland Jct. renamed Bruceville on Frederick Branch. (Guide)**
- June 13, 1876** **Cincinnati & Muskingum Valley Railway stockholders request Board to end lease to PC&StL Railway. (RRG)**
- June 14, 1876** **PRR Board declines request of Philadelphia & Atlantic City Railway, then under construction, to install third rail and permit its trains to run into PRR's Camden Terminal; adopts location for straightening main line between Radnor and Malvern. (MB)**
- June 14, 1876** **PRR special committee recommends completion of Lewisburg, Centre & Spruce Creek from Laurelton to Spring Mill (Duncan Sta.) in return for bonds at 75. (MB)**
- June 1876** **Southern route became main line between Jamaica and Long Island City; old LIRR main becomes freight-only between Winfield and Jamaica. (Seyfried)**
- June 1876** **LIRR removes one track on old Southern Railroad line between Jamaica and Springfield Jct. and double-tracks the LIRR-New York & Rockaway route between Jamaica and Springfield Jct. via Rockaway Jct. (Hollis); discontinues passenger service over old Southern Railroad line between Jamaica and Springfield Jct. but later restores limited service after lawsuit. (Seyfried)**
- June 1876** **LIRR builds connection at Hempstead Crossing between old LIRR Hempstead Branch and Central Railroad of Long Island; LIRR branch between Hempstead Crossing and Hempstead abandoned in favor of Central Railroad's Hempstead Branch; connection built at Bethpage Jct. to allow trains using LIRR Main Line to run onto Central Extension Railroad to Babylon. (Seyfried)**
- June 1876** **PRR builds four stone breakers at East Newark, N.J., to convert New York Division ballast from gravel to broken stone. (RRG)**
- June 1876** **PRR surveys for branch between Manor and Delmont, Pa., on Pittsburgh Division. (RRG)**

- June 1876** Vanderbilts secure control of Canada Southern Railway, running between Niagara Falls and Windsor, Ont., opposite Detroit, by guaranteeing 5% interest on bonds. (Hungerford)
- June 1876** Future VP W. Heyward Myers (1856-1923) joins PRR as assistant supervisor on Philadelphia Division at Downingtown.
- June 1876** N.Y. Supreme Court has entered judgement of \$306,206 in gold against Davenport Railway Construction Company. (RRG - by 6/16)
- June 16, 1876** House Commerce Committee issues subpoenas for A.J. Cassatt, J.H. Devereaux of the Atlantic & Great Western, B&O General Freight Agent N.R. Guilford of the B&O, and J.H. Rutter of NYC&HR to produce all oil traffic contracts and all published tariffs issued since Jan. 17, 1872. (NYT)
- June 16, 1876** Republican Party convention in Cincinnati nominates Rutherford B. Hayes of Ohio, a non-entity who has offended no faction of the party, for Pres. (Clements)
- June 17, 1876** Heat wave begins in Philadelphia lasting to July 20 reducing visitation to Centennial. (Scharf)
- June 20, 1876** VP A.J. Cassatt appears before House Commerce Committee and asks a one week postponement because of illness of counsel John Scott. (NYT)
- June 21, 1876** Susquehanna Coal Company reports that mines are being worked at one-third capacity. (MB)
- June 22, 1876** PRR steamboat *Richard Stockton* begins summer service between Philadelphia, Cape May and Sea Grove, running each way on alternate days; Sea Grove is a new resort on the Bay reached by either boat or West Jersey Railroad; Alexander Whilldin is Pres. of Sea Grove Association. (PubLdgr)
- June 24, 1876** Town of Wellsburg subscribes \$10,000 to Pittsburgh, Wheeling & Kentucky Railroad. (Church)
- June 25, 1876** Battle of the Little Big Horn; ordered to pacify the Indians, who are resisting the incursion of gold-seekers into the Black Hills of Dakota Territory in violation of treaties, Col. George A. Custer (1839-1876) divides his forces and with 264 men charges a camp that proves to contain several thousand Lakota and Cheyenne warriors; Custer=s annihilation adds another note of gloom to a Centennial summer marked by depression, a bitter election campaign, and the collapse of

Reconstruction; the Second Sioux War concludes in 1877. (DAB)

- June 27, 1876** VP A.J. Cassatt and Lines West General Counsel John Scott appear before House Commerce Committee and refuse to produce oil traffic contracts; Scott says Congress has no power over railroad freight rates and can't investigate them. (NYT)
- June 27, 1876** Democratic Party convention at St. Louis nominates New York corporation lawyer Samuel J. Tilden for Pres. (Clements)
- June 28, 1876** Second VP Edmund Smith leaves for London to arrange for a London agency to replace the London, Asiatic & American Company, Ltd. (MB)
- June 28, 1876** PRR approves sale of old Camden & Amboy steamer *John Stevens* to Central Stock Yard & Transit Company for \$25,000; sold in 1877. (MB)
- June 29, 1876** An anonymous LIRR commuter publishes an open letter to Superintendent Alfred R. Fiske in the *New York Times* complaining of unsafe operation, especially arranging meets on single track; first of many complaints about service on unified LIRR lines. (NYT)
- June 29, 1876** PW&B resumes tri-weekly, summer-only Philadelphia-New Castle-Cape May excursion service with PRR steamer *Richard Stockton*; last trip Sep. 1. (BaltAm)
- June 30, 1876** West Jersey Railroad Board agrees to furnish rolling stock for Delaware Shore Railroad; refuses to take off Sunday Port Norris-Bridgeton-Elmer train connecting with Salem-Camden milk train; farmers demand a daily milk train to the city in summer. (MB)
- July 1, 1876** Camden & Atlantic Railroad accepts new Atlantic City depot at South Carolina Avenue but not built as per contract; contractors forfeit \$50 a day for being late; old station moved and converted to stable for horse cars. (MB, AR)
- July. 1, 1876** Edward B. Taylor (1850-1922) appointed Superintendent of Lewistown Division; R.C. Peebles to Superintendent of Summit Branch Railroad. (MB, AR)
- July 1, 1876** Reading ceases paying dividends as a result of Gowen's reckless expansion program. (Schlegel)
- July 1, 1876** Connecticut Western Railroad defaults on interest. (RRG)

- July 1, 1876** Hoosac Tunnel opens through Berkshire Mountains, opening a second trunk line from Boston to the West. (AAR)
- July 3, 1876** Grand Centennial Parade held at night in Philadelphia, ending with a fireworks display in Fairmount Park; 250 employees of West Philadelphia Shops parade with a band and three wagon-floats illuminated with locomotive headlights; one wagon bears a large illuminated transparency showing a first train over PRR, labeled "Four miles per hour," and a drawing of a modern train below it labeled "Forty-four miles per hour"; third wagon carries a cannon that is fired at regular intervals. (PubLdgr)
- July 3, 1876** Toledo, Tiffin & Eastern Railroad sold at foreclosure in Cleveland to Joseph Lesley for PRR for \$300,000. (Church)
- July 4, 1876** Delaware River Steam Boat Company, controlled by Harlan & Hollingsworth, establishes a place called "Sea Breeze" at Fortescue Beach, 20 miles north of Cape May and runs *J.A. Warner* as excursion boat, competing with West Jersey Railroad. (PubLdgr, MB)
- July 6, 1876** Vanderbilt ally Samuel Sloan elected Pres. of Michigan Central Railroad, bringing it more tightly within the Vanderbilt orbit. (RyW)
- July 7, 1876** Frank Rockefeller testifies to House Commerce Committee on rebates received by Standard Oil Company. (NYT)
- July 8, 1876** Whites from the surrounding country storm the town of Hamburg, S.C., after the local African American militia refuses to yield the street to a pair of white farmers during a July Fourth celebration; six blacks killed; there is no effective response from the North, where depression worries and economic issues have replaced the those of Reconstruction. (Foner)
- July 9, 1876** Temperature in Philadelphia hits 102 degrees. (Scharf)
- July 10, 1876** Tom Scott protests testimony of Frank Rockefeller, saying he never made rebates to Standard Oil. (NYT)
- July 10, 1876** Foreign commissioners and judges of Centennial leave Philadelphia on a PRR-NYC&HR excursion to Niagara Falls and back via Pittsburgh, Erie and Buffalo and returning July 15 via Canandaigua and Sunbury. (RRG)
- July 10, 1876** PRR closes freight agency at Centennial; by now a total of 4,063 cars of exhibits and 13,607 cars of materials have arrived at the site. (GM)

- July 10, 1876** William Robinson named General Superintendent of Buffalo, New York & Philadelphia Railway, replacing J.D. Yeomans, resigned. (RRG)
- July 11, 1876** A Mr. Jenkins, a flour merchant of Pittsburgh, testifies to House Commerce Committee that long haul-short haul discrimination by PRR adds \$100,000 a year to costs of Pittsburgh flour dealers. (NYT)
- July 12, 1876** Act of Congress cuts railway mail pay rates by 10% retroactive to July 1; causes PRR and NYC&HR to withdraw fast mail trains. (RyW)
- July 13, 1876** Washington City, Virginia Midland & Great Southern Railroad enters receivership; John S. Barbour of Virginia appointed receiver. (Harrison)
- July 15, 1876** William H. Vanderbilt writes to Post Office Dept. that NYC&HR will discontinue *Fast Mail* on July 22 because of operating losses; Pres. Scott also complains of losses but does not indicate whether he will discontinue the *Limited Fast Mail*. (PubLdgr)
- July 15, 1876** PRR excursion for 160 Centennial commissioners and judges leaves Williamsport; stops to tour Pennsylvania Steel Company works; arrives at West Philadelphia at 6:00 PM, having covered 1,100 miles. (PubLdgr)
- July 17, 1876** PRR begins operating steam-powered shuttle trains between 16th & Market and the Centennial grounds at request of fair officials, as streetcar service is inadequate; city acquiesces in violation of ordinances; 8 round trips are drawn by small steam switchers, running every half hour outbound in morning and inbound in afternoon at 10-cent fare; last running of passenger trains on City Railroad track in Market Street and only known steam passenger operation; heavier traffic up to 14 round trips on special theme days starts in August. (PubLdgr, RyW, GM)
- July 17, 1876** PRR begins through summer-only service between Centennial, West Philadelphia and Long Branch via Trenton, Monmouth Jct. and Sea Girt, replacing use of New Jersey Southern Railroad east of Farmingdale; run in 2:30; excursion tickets good through Dec. 1. (PubLdgr)
- July 18, 1876** New Jersey Court of Errors & Appeals dissolves injunction against Hudson Tunnel Railroad; permits it to tunnel under DL&W property but requires grant from Riparian Commissioners to work under

shore. (RRG, NYT)

- July 18, 1876** Four-mile Hoosac Tunnel opens after 21 years of work; opens second route between Boston and Albany/Troy. (see 7/1)
- July 1876** PRR operates 6 ferries on Cortlandt Street route, 3 on Debosses Street. (EDJ)
- July 1876** Trunk lines reach settlement dividing westbound freight from New York. (check!!)
- July 19, 1876** At Shenandoah Valley Railroad annual meeting, company accepts proposal of representatives of the Valley Railroad (B&O) for a 15-year lease of the Valley Railroad between Harrisonburg and Staunton; would create one end-to-end railroad and eliminate competition; SV erroneously assumes lease will automatically cover any extension of Valley Railroad further south; B&O abrogates lease in 1877. (Hildebrand)
- July 19, 1876** Texas & Pacific Railway opens between Eagle Ford and Fort Worth. (AR/C&FC)
- July 20, 1876** Camden & Atlantic Railroad Board authorizes new station at crossing of New Jersey Southern Railroad at Winslow Jct.; reports purchase of picnic ground for Sunday school excursions at Kirkwood, to be called ALake Grove@; authorizes renting new pavilion at Inlet at Atlantic City. (MB)
- July 1876** PRR orders all employees and families may travel to Centennial at half fare. (RyW)
- July 22, 1876** NYC&HR *Fast Mail* makes last run because of expense and cut in postal rates; PRR also ends fast mail service to St. Louis, although *Limited Fast Mail* remains on timetable until Nov. 26, probably for newspaper traffic; Post Office Dept. discontinues all postal cars on NYC&HR and PRR. (JEWhite, RyW, RRG)
- July 24, 1876** PRR reopens Sunbury & Lewistown Railway under lease of July 22 for first time since Jan. 1, 1875; becomes Sunbury Division of PRR with E.B. Taylor as Superintendent; PRR is to route all anthracite coal from Sunbury to western main line points over S&L. (AR, C&C , RyW)
- July 24, 1876** Delaware Shore Railroad opens for revenue service between Woodbury and Penns Grove, N.J., with two round trips; intermediate stations at Thoroughfare, Paulsboro, Bridgeport, Pedricktown,

Coopers, Prospect and 5 others. (WdbryCnst, Val, PubLdgr, RRG)

- July 24, 1876** VP Edmund Smith reports from London that he has arranged with the London Joint Stock Bank to act as PRR's agent in paying interest and dividends at 1/4% commission, half of what the London, Asiatic & American Company charged and one quarter of commission charged by J.S. Morgan & Co. (MB)
- July 25, 1876** Pennsylvania Transportation Company, predecessor of Tide-Water Pipe Company, Limited, organized at Parkers Landing; to build pipeline to Philadelphia in opposition to PRR and Standard Oil interests; Henry Harley Pres. and Herman Haupt Chief Engineer. (RyW)
- July 26, 1876** Atlantic & Great Western Railroad switches Cincinnati connection from Cincinnati, Hamilton & Dayton Railroad to CCC&I Railway with truck transfer machine at Dayton. (RRG)
- July 1876** Conference between Harrisburg & Potomac Railroad Pres. D.V. Ahl and Western Maryland Railroad Pres. J.M. Hood arranges for a traffic alliance and construction of a connecting link between Waynesboro and Shippensburg. (Watts)
- July 27, 1876** Jethro W. Williams sues Hermann Poppenhusen to force restoration of passenger service on old Southern Railroad route between Jamaica and Springfield Jct. (NYT)
- July 27, 1876** North Western Ohio Railway incorporated in Ohio as reorganization of Toledo, Tiffin & Eastern Railroad, Tiffin to Michigan state line. (Church)
- July 29, 1876** PRR closes bids for relocating main line between Eagle (Strafford) and Green Tree. (RRG, AR)
- July 30, 1876** PRR adds Sunday fast express between Centennial and Sea Girt via Monmouth Jct.; connects at Farmingdale with New Jersey Southern Railroad to Long Branch. (PubLdgr)
- July 30, 1876** PRR opens straight alignment of main line at Downingtown.
- Summer 1876** Camden & Atlantic Railroad does good business with visitors to Centennial, who are given promotional literature to induce them to take future vacations in Atlantic City. (AR)
- Aug. 1, 1876** PRR leases Bedford & Bridgeport Railroad and Lewisburg, Centre & Spruce Creek Railroad.

- Aug. 1, 1876** **PRR Board declines proposition of T.S. Emery to lay an oil pipeline along PRR from Allegheny River to New York and Philadelphia. (MB)**
- Aug. 1, 1876** **PRR Road Committee debates A.J. Cassatt=s report of June 28 on encouraging the development of summer resorts. (MB)**
- Aug. 1, 1876** **PRR discontinues position of W.H. Holmes, Special Western Agent, and all western work to be handled by Pennsylvania Company. (MB)**
- Aug. 1, 1876** **PC&StL Railway cuts wages by 8-10% and reduces shop forces. (RRG)**
- Aug. 1, 1876** **Indianapolis, Cincinnati & Lafayette Railroad defaults on interest. (Poor)**
- Aug. 2, 1876** **Melville E. Ingalls named receiver of Indianapolis, Cincinnati & Lafayette Railroad. (RRG)**
- Aug. 3, 1876** **Train arrives at Philadelphia in 11 sections totaling 110 cars with military companies visiting Centennial; 5,500 passengers; 30 cars originated in Pittsburgh and rest at intermediate points; 10-day encampment of Pa. National Guard begins at ACamp Anthony Wayne@ in Fairmount Park north of the Centennial Grounds. (RRG, PubLdgr)**
- Aug. 4, 1876** **Amalgamated Association of Iron & Steel Workers formed at Pittsburgh by merger of heater's and roll mill workers' union. (HistPitts)**
- Aug. 7, 1876** **Two PRR ticket takers and a ferry master arraigned at New York City Police Court for defrauding PRR at Cortlandt and Debrosses Street Stations; would resell collected tickets and split proceeds. (NYT)**
- Aug. 1876** **DL&W begins running through Centennial trains from Dover, N.J., running onto PRR at East Newark Jct. (RRG)**
- Aug. 10, 1876** **Dutchess & Columbia Railroad sold at foreclosure to J.N. Whiting. (RRG)**
- Aug. 11, 1876** **Texas & Pacific Railway=s Transcontinental Division opens between Texarkana Jct. and Paris, Tex., completing a through line to Sherman. (AR/C&FC)**

- Aug. 11, 1876** Senate passes bill to restore fast mail trains. (NYT)
- Aug. 13, 1876** House refers bill restoring fast mail trains to committee, killing action for this session. (NYT)
- Aug. 1876** PRR begins rock ballasting New York Division at Meadows and working south. (RyW)
- Aug. 1876** PRR cuts New York Division forces by 10% because of lower than expected travel to Centennial. (RRG)
- Aug. 1876** After languishing during May, June and July, traffic to PRR Centennial station doubles to 320,960. (GM)
- Aug. 1876** PRR begins converting 45 of 65 third class Centennial excursion cars to peach cars; were box cars with open window holes and board seats used between New York and Philadelphia; not successful and soon replaced by regular cars. (RRG)
- Aug. 1876** Junction & Breakwater Railroad offers to build to Rehoboth if Rehoboth Beach Association takes \$20,000 in stock. (RRG)
- Aug. 1876** Work resumes on lower end of Columbia & Port Deposit Railroad; track extended from Safe Harbor to Phytes Eddy (13 miles). (RRG)
- Aug. 1876** Alfred Lockhart of Angelica, N.Y., Pres. of Rochester, Nunda & Pennsylvania Railroad and National Bank of Angelica, suffers disastrous business failure because of his involvement in railroad. (RRG)
- Aug. 1876** Plans underway to merge Pittsburgh, Wheeling & Kentucky Railroad with Pittsburgh & Lake Erie Railroad. (RRG)
- Aug. 1876** J.P. Claybrook named receiver of Logansport, Crawfordsville & South Western Railway, replacing S.D. Schuyler, resigned. (RRG)
- Aug. 1876** New Grand Rapids Shops under construction. (RRG)
- Aug. 1876** Davenport & St. Paul Rail__ bondholders sue old company and stockholders in U.S. Circuit Court at Davenport to account for money received from sale of bonds; also to pay them \$1.255,000 face value of bonds and \$1 million in claims; charge money raised by fraud; \$2.4 million proceeds used in violation of contract; \$400,000 spent on another railroad, and no equipment bought except from AWestern Company@, of which Construction Company men were members.

(RRG - by 8/11)

- Aug. 17, 1876** Camden & Atlantic Railroad Board orders establishing platform at East Hammonton. (MB)
- Aug. 18, 1876** North Western Ohio Railway organized; G.W. Layng, Pres. (C&C, Church)
- Aug. 19, 1876** New York, Bay Ridge & Jamaica Railroad opens between 65th Street dock at Bay Ridge and Parkville Jct. with through service to Coney Island over Brooklyn, Bath & Coney Island Railroad.; boat connection to Rector Street; operated during summer resort season only. (NYTrib, Seyfried)
- Aug. 19, 1876** Centennial reduces Saturday admission to 25 cents through end of Sept.; brings out lower classes who are unaccustomed to train travel and are more difficult for PRR personnel to control. (GM)
- Aug. 22, 1876** Reading Pres. Gowen dissolves anthracite coal combination, accusing LV and its associated coal operators of exceeding June and July quotas; each of the anthracite railroads begins dumping coal on the market, and stock prices of anthracite roads begin falling; PRR is not much affected as most of its anthracite is shipped to the west and south. (PubLdgr, Schlegel)
- Aug. 22, 1876** __ Williams, General Accountant of Illinois Midland Railway, commits suicide at his home in Paris, Ill.; came from England the previous year; despondent over road's financial problems and constant fevers. (RRG)
- Aug. 24, 1876** New Jersey Day at Centennial; PRR handles 77 trains in and 76 trains out with a total of 27,107 passengers. (GM)
- Aug. 25, 1876** Railroad shares, particularly of anthracite roads, fall on New York Stock Exchange in reaction to break-up of coal combination. (EDJ)
- Aug. 29, 1876** Reading, DL&W, Pennsylvania Coal Company and D&H sell 500,000 tons of anthracite at open air auction in Hanover Square, New York, at below cost of production and \$2.10 per ton below old rate. (EDJ)
- Aug. 29, 1876** Union Railroad, Transfer & Stock Yard Company incorporated in Indiana to build stock yards and a belt line railroad at Indianapolis from Indianapolis, Cincinnati & Lafayette Railroad in north Indianapolis to CCC&I Railroad in Brightwood. (Church)
- Aug. 31, 1876** Contractor John B. Benedict begins work on Miami Valley Narrow

Gauge Railway (Cincinnati-Waynesville, Ohio) at Avondale, near Cincinnati. (RRG)

- Sep. 1, 1876** U.S. Circuit Court appoints **Richard J. Rees** receiver of **Illinois Midland Railway**, replacing **George Dole**, appointed by county court; **Rees** is an Englishman and represents **British bondholders**. (Church, RRG)
- Sep. 4, 1876** **Northern Central Railway** completes second track between **Selinsgrove** and **Sunbury**. (AR)
- Sep. 15, 1876** **PRR** cuts wages of passenger trainmen on **Pittsburgh Division**, and number of runs increases; under first-in-first-out rule, men must make one third more trips to make old wage level. (RyW)
- Sep. 15, 1876** Work begins on **Poughkeepsie Bridge**. (RRG)
- Sep. 15, 1876** **Special PC&StL Railway** stockholders meeting approves aid to **Ohio Central Railway** (formerly **Atlantic & Lake Erie Railway**) and **Cincinnati & Muskingum Valley Railway**. (RRG)
- Sep. 15, 1876** **Creditors** sign reorganization plan for **Chesapeake & Ohio Railroad**. (C&O)
- Sep. 1876** **PRR=s** traffic to **Centennial station** doubles again to **644,903**. (GM)
- Sep. 1876** **Peak month** for passenger traffic on **New York Division** because of **Centennial travel**; **1,009,440** passengers exclusive of students and commuters, far exceeding **Civil War peak**; **7:30 AM** train from **Jersey City** run in **5** or more sections of **10** cars each. (Watkins)
- Sep. 1876** **Altoona Shops** almost idle and many employees laid off. (RyW)
- Sep. 1876** **PRR** is having train crews sworn in as policemen under **1855 act** to deal with tramp nuisance so they can arrest hoboes and vagrants. (RyW)
- Sep. 1876** **Columbia & Port Deposit Railroad** completed to **Fishing Creek** but not opened. (RyW)
- Sep. 1876** **Frank J. Hecker** named Superintendent of **Detroit, Eel River & Illinois Railroad**, replacing **T.B. Sargeant**. (Guide)
- Sep. 1876** **Texas & Pacific Railway** calls for installments on stock; **20%** on **Oct. 5**, **25%** on **Oct. 25**, and **25%** on **Nov. 15**; most stockholders had been expecting to reap speculative profits and never expected to have to

pay full installments. (C&FC)

- Sep. 16, 1876 PRR opens new alignment at Sang Hollow. (RyW)
- Sep. 17, 1876 Hurricane floods West Jersey Railroad tracks in meadows in South Camden; Delaware Shore Railroad damaged at Paulsboro, Repaupo and Bridgeport damaged and service interrupted; Beach Drive at Cape May badly damaged. (MB)
- Sep. 18, 1876 Delaware Railroad Board authorizes new station at Harrington. (MB)
- Sep. 19, 1876 Traffic on PRR=s New York Division is 70 through passenger trains totaling 700 cars, 93 locals east of Trenton and 78 locals west of Trenton totaling 711 cars, 18 through freight trains totaling 493 cars, and 139 local freight and coal trains totaling 2,310 cars, or grand total of 398 trains and 4,214 cars. (RRG)
- Sep. 19, 1876 West Jersey service through South Camden restored. (MB)
- Sep. 19, 1876 Conveyance of property of former Chartiers Valley Railroad to Chartiers Railway completed, nine years after foreclosure sale and reorganization to complete title. (C&C)
- Sep. 20, 1876 On day before ANew York Day@ at Centennial, PRR handles 92 trains in and 87 out at Centennial grounds with total of 33, 763 passengers, most from New York Division. (GM)
- Sep. 21, 1876 "New York Day" at Centennial sets new record of 118,488 admissions; PRR handles 87 trains in and 86 out with total of 32,362 passengers; 345 cars arrive at Centennial Depot, 225 from Jersey City; New York Division carries 25,058 passengers. (GM, PubLdgr, RyW)
- Sep. 21, 1876 Camden & Atlantic Railroad Board authorizes purchasing land to enlarge terminal at Coopers Point, Camden. (MB)
- Sep. 22, 1876 Day of peak passenger traffic on New York Division; 265 trains, 1,406 cars, and 49,015 passengers; also 179 freight trains totaling 3,431 cars. (AR)
- Sep. 23, 1876 William H. Vanderbilt issues letter to *New York Times* stating that NYC&HR is sound and paying all dividends and that recent bear raids have no foundation. (RRG)
- Sep. 23, 1876 Week ending today is peak for travel on PRR=s New York Division;

- 249,697 passengers, of whom 90,706 go to Centennial; on Sep. 23, 4,000 pieces of baggage off-loaded at PRR=s Debrosses Street ferry terminal in New York. (RRG)
- Sep. 25, 1876 **Thirty-five commuters and property owners on Southern Railroad Company of Long Island meet at United States Hotel to protest poor service and mismanagement. (NYT)**
- Sep. 25, 1876 **New York & Sea Beach Railway incorporated in N.Y. to build line to Coney Island. (NYState)**
- Sep. 27, 1876 **Bridge No. 11 washed out at State Line on Bedford & Bridgeport Railroad. (AR)**
- Sep. 28, 1876 **APennsylvania Day@ at Centennial; record day for number of PRR passengers passing through Centennial station, 68,347; 99 trains arrive and 95 depart grounds; total attendance is 274,919; peak day for PRR travel from 16th & Market Streets, 28 trains, 332 cars and 15,994 passengers. (GM, Scharf)**
- Sep. 30, 1876 **Trunk Lines, including Grand Trunk, meet at New York, but Vanderbilts refuse to attend and continue their demand for equal rates to each of the big three ports. (TheRoad)**
- Sep. 30?, 1876 **Jersey City & Albany Railroad again suspends service for winter. (RyW)**
- Sep. 30, 1876 **Joseph Warner, editor of Buffalo *Courier* and one of projectors of Buffalo, New York & Philadelphia Railway, dies. (RRG)**
- Oct. 1, 1876 **E.M. Fuller resigns as Chief Engineer of PW&B. (RRG)**
- Oct. 2, 1876 **Another meeting of LIRR commuters and property owners held in New York to protest conditions under Poppenhusen management; complaints include refusal to honor tickets over all routes from New York, abandoning the Southern Railroad route between Jamaica and Springfield Jct., neglect of Rockaway and Hempstead Branches, and filthy conditions on Bushwick Branch; committee reports that they have been rebuffed by management. (NYT)**
- Oct. 2, 1876 **Joseph Lesley deeds property of former Toledo, Tiffin & Eastern Railroad to North Western Ohio Railway for \$900,000 in stock; operated by Pennsylvania Company effective Oct. 1. (Church)**
- Oct. 3, 1876 **Trenton Branch of Delaware & Bound Brook Railroad opens for revenue service between West Trenton and Warren Street. (SG -**

verify - not in AR)

- Oct. 3, 1876** Reading stock hits low of 19-7/8, having dropped from 44 over the course of the week. (RRG)
- Oct. 4, 1876** Philadelphia, Newtown & New York Railroad sold at foreclosure to bondholders for \$10,000. (MB)
- Oct. 5, 1876** John Taylor Johnston resigns as CNJ Pres. and Edward C. Knight of Philadelphia elected in bid to avert bankruptcy; PRR alumnus Robert E. Ricker resigns as CNJ Superintendent; Ricker forms a railway supply business in 1877 and later works on several western railroads. (RRG)
- Oct. 5, 1876** Lease of Toledo & Woodville Railroad direct to Pennsylvania Company drawn up this date; blocked by suit brought by City of Toledo. (Church)
- Oct. 7, 1876** F.B. Wallace and other LIRR officers and stockholders sue LIRR and Conrad Poppenhusen in N.Y. Supreme Court to block consummation of leases. (NYT)
- Oct. 1876** Depression enters deepest phase.
- Oct. 9, 1876** PRR Road Committee refers request of Isabella Furnace Company (not Carnegie) for reduced rates on coke to A.J. Cassatt. (MB)
- Oct. 9, 1876** Bellaire & South Western Railway files for extension from Woodsfield to Athens, Ohio. (Church)
- Oct. 10, 1876** Southern Railway Security Company stockholders meet at New York to consider financial condition of company; company makes last effort to sell preferred stock to stockholders to pay off \$600,000 of funded and floating debt coming due; otherwise will sell all stocks which are pledged as collateral for debts; have lost \$2.4 million on sale of R&D and Mobile & Montgomery to PRR; have also sold 10,265 shares of East Tennessee, Virginia & Georgia to A. Iselin & Co. and lost Memphis & Charleston lease; holdings now reduced to: Richmond & Petersburg, Wilmington, Columbia & Augusta; North Eastern Railroad, and Cheraw & Darlington, which later become parts of Atlantic Coast Line. (Hoffman, RyW, TheRoad)
- Oct. 10, 1876** Pennsylvania Company Executive Committee declines further investment in St. Louis Stock Yards and will sell 400 of its 800 shares back to Samuel W. Allerton at 25 cents on the dollar; authorizes temporary agreement to operate North Western Ohio Railway

retroactive to Oct. 1. (MB)

- Oct. 11, 1876** Sir Henry Whatley Tyler (1827-1908), a British railway expert, becomes Pres. of the faltering Grand Trunk Railway of Canada; begins aggressive drive to overhaul the property and extend to Chicago independent of Vanderbilt lines. (Currie)
- Oct. 12, 1876** Pennsylvania Company authorizes closing accounts for advances made to Peninsular Railway except for \$1,000 received from sale of collaterals; agree to Receiver Melville E. Ingalls's reorganization plan for Indianapolis, Lafayette & Chicago Railroad; note have received letter from Henry S. McComb demanding return of 5,000 shares of Southern Railroad Association. (MB)
- Oct. 15, 1876** Pennsylvania Company Board authorizes extension of Massillon & Cleveland Railroad into Massillon Coal Field. (MB)
- Oct. 1876** Traffic to PRR Centennial station peaks at 861,688 passengers. (GM)
- Oct. 1876** Backers of Marietta, Pittsburgh & Cleveland Railway inspect Valley Railroad between Canal Dover and Cleveland with idea of aiding it. (RRG)
- Oct. 1876** Texas & Pacific Railway is locating on both sides of the Colorado River at Fort Yuma and resurveying between Fort Yuma and San Diego. (RRG)
- Oct. 16, 1876** NY&LB Board issues 20,000 shares to liquidate \$697,000 advances made by CNJ at par and approves formal lease to CNJ; Richard J. Dobbins and Franklin A. Comly of Philadelphia elected directors, replacing Adam Norrie and James Boorman Johnston of Boorman, Johnston & Co., resigned. (MB)
- Oct. 16, 1876** Miami Valley Narrow Gauge Railway renamed Miami Valley Railway; to build between Cincinnati and Xenia. (Church)
- Oct. 17, 1876** Hon. William Stewart (1810?-1876), projector of New Castle & Franklin Railroad, dies at Mercer, Pa., at 65. (RRG)
- Oct. 19, 1876** AMaryland & Delaware Day@ at Centennial; maximum number of PRR trains to and from grounds, 245, although only 55,768 passengers; 17,465 passengers loaded between 4:20 and 6:00 PM; this was the highest traffic density yet handled in U.S. (GM)
- Oct. 19, 1876** Erie Railway announces it will consolidate its fast freight lines, the Diamond Line, the Commercial Express Line, and the Erie &

**Milwaukee Line into the Erie & North Shore Line, effective Dec. 1.
(RRG)**

- Oct. 1876** **Detroit, Eel River & Illinois Railroad is trying to extend east of Butler to connect with Chicago & Canada Southern Railway. (RRG)**
- Oct. 23, 1876** **Centennial excursion from New Holland, Pa., is first train over East Brandywine & Waynesburg Railroad extension between Waynesburg and New Holland; 9 cars drawn by 2 locomotives. (CCHS)**
- Oct. 23, 1876** **Brotherhood of Locomotive Engineers stages successful two-day strike against CNJ. (EDJ)**
- Oct. 23, 1876** **Indianapolis City Council reconsiders subscription of \$500,000 to Union Railroad, Transfer & Stock Yard Company. (RRG)**
- Oct. 24, 1876** **Day of PRR=s greatest receipts from Centennial traffic; 48,700 passengers carried. (RyW)**
- Oct. 24, 1876** **Brotherhood of Locomotive Engineers wins two-day strike against CNJ. (EDJ)**
- Oct. 24, 1876** **LIRR extends Jan. 1867 lease of Atlantic Avenue Railroad Company of Brooklyn from Jamaica to East New York for seven years. (MB)**
- Oct. 24, 1876** **New York & Manhattan Beach Railway incorporated in New York to build narrow gauge line from East New York to Manhattan Beach. (Val)**
- Oct. 25, 1876** **South Mountain Railroad relets contract between Harrisburg and Hamburg and prepares to resume work. (RyW)**
- Oct. 26, 1876** **AOhio Merchants= Day@ at Centennial; PRR handles 105 trains in and 98 out at grounds with total of 35,735 passengers. (GM)**
- Oct. 26, 1876** **Grand Trunk Railway of Canada, Great Western Railway of Canada, Canada Southern Railway, Michigan Central Railroad and LS&MS meet at New York in attempt to agree to higher eastbound rates. (TheRoad)**
- Oct. 27, 1876** **New record of 51,414 passengers on New York Division. (RyW)**
- Oct. 27, 1876** **Trunk Line meeting at home of William H. Vanderbilt; NYC&HR still refuses to make concessions. (TheRoad)**
- Oct 31, 1876** **Trunk Line presidents begin two day meeting in New York; William**

H. Vanderbilt concedes 2-cent differential to Philadelphia and 2-1/2-cents to Baltimore, but offer is not accepted. (RyW)

- Fall 1876** **Andrews & Morgan of Buffalo begin construction of 10,000-bbl. oil refinery adjoining that of Sone & Fleming Manufacturing Co., Ltd., at Greenpoint (Brooklyn); allied with Empire Transportation Company. (RyW)**
- Fall 1876** **Frederick Prentice begins building 20,000-lb. oil refinery at Bergen Point (Bayonne), N.J. (RyW)**
- Fall 1876** **Illinois Central Railroad discovers H.S. McComb has misappropriated \$600,000 in connection with New Orleans, St. Louis & Chicago Railroad. (Stover)**
- Nov. 1, 1876** **Pennsylvania Company adopts new bylaws and organization. (MB)**
- Nov. 1, 1876** **Pennsylvania Company subleases Steubenville Extension of PRR to PC&StL under agreement of Oct. 24. (Church)**
- Nov. 1, 1876** **Philadelphia, Newtown & New York Railroad reorganized by bondholders under same name; P.A.B Widener elected Pres. (MB)**
- Nov. 3, 1876** **Parker & Karns City Railroad (narrow gauge) begins operating into West Pennsylvania station at Butler, Pa. (AR)**
- Nov. 1, 1876** **First Northern Central Railway grain elevator (500,000 bushels) opens at Canton, Baltimore; leased to Israel M. Parr & Son; new Canton warehouse opens. (AR)**
- Nov. 5, 1876** **E.J. Peck, former Pres. of Terre Haute & Indianapolis Railroad, dies at Indianapolis. (RRG)**
- Nov. 7, 1876** **Democrat Samuel J. Tilden (1814-1886) beats Republican Rutherford B. Hayes (1822-1893) by 250,000-vote margin in popular vote, but vote counts in Florida, Louisiana, South Carolina and Oregon are disputed by Republicans; Republicans keep 38-36 majority in Senate, and Democrats gain 153-140 majority in House. (EAH, Shifflet)**
- Nov. 8, 1876** **Day of maximum passenger travel on PRR Grand Division; on Philadelphia Division 124 trains, 629 cars, and 26,603 passengers; on Middle Division, 37 trains, 262 cars, and 11,679 passengers; on Pittsburgh Division, 70 trains, 339 cars, and 12,991 passengers; also 86 freight trains and 2,236 cars on Philadelphia Division, 42 freight trains and 1,879 cars on Middle Division, and 63 freight trains and 1,641 cars on Pittsburgh Division. (AR)**

- Nov. 8, 1876** Day of maximum passenger travel on Philadelphia & Erie Grand Division; 15 trains, 130 cars, and 4,537 passengers; also 26 freight trains and 1,059 cars. (AR)
- Nov. 8, 1876** New York & Manhattan Beach Railway organized; Austin Corbin, Pres.; Isaac D. Barton, General Manager; plan is to build around the east side of Brooklyn to Long Island City; to be narrow gauge. (C&C, RRG)
- Nov. 8, 1876** PRR Board declines to advance funds to complete Dresden Branch of Cleveland, Mt. Vernon & Delaware; agrees to sell Huntingdon & Broad Top Mountain 400 tons of old rails to extend Sandy Run Branch to coal fields, to be paid for by levy of 2 cents per ton on coal shipped over PRR. (MB)
- Nov. 9, 1876** APhiladelphia Day@ at Centennial; PRR handles 74 trains in and 75 out with total of 46,495 passengers. (GM)
- Nov. 9, 1876** Columbus & Toledo Railroad obtains joint use of Pennsylvania Company tracks between Walbridge and Toledo and use of Toledo terminals. (Church)
- Nov. 10, 1876** Centennial Exposition closes; total inbound and outbound Centennial traffic to grounds, May 10 to Nov. 10, is 22,372 trains, 141,264 cars, and 2,612,213 passengers; West Philadelphia station handles 20,231 trains, 127,296 cars, and 2,343,499 passengers; 35,712 pieces of baggage handled inbound and 55,658 pieces outbound and Centennial and 259,293 pieces inbound and 239,874 outbound at West Philadelphia; amount of baggage exceeded capacity of West Philadelphia station and PRR was obliged to store it in the old departing station; only 26 pieces of baggage lost. (GM, AR)
- Nov. 11, 1876** PRR reopens freight agency at Centennial to handle removal of exhibits and buildings; remains open into 1877; 1,841 car loads of exhibits are removed by the end of the year. (GM)
- Nov. 11, 1876** Northern Central Railway agrees to operate portion of Elmira State Line Railroad between State Line Jct. and northern terminus (0.3 miles); NC lays third rail for 6'-0" gauge to junction with Erie near Elmira. (Val, AR)
- Nov. 14, 1876** A.B. Stone of New York elected Pres. of Poughkeepsie Bridge Company, replacing John F. Winslow, resigned; Stone is also Pres. of American Bridge Company of Chicago. (RRG)

- Nov. 1876** New York Supreme Court denies motion to continue temporary injunction against LIRR completing leases of Flushing, North Shore & Central Railroad and Southern Railroad Company of Long Island. (RRG - pre 11/17)
- Nov. 1876** Austin Corbin acquires New York, Bay Ridge & Jamaica Railroad and Glendale & East River Railroad. (Seyfried)
- Nov. 1876** Pennsylvania Transportation Company enters receivership; Herman Haupt resigns as Chief Engineer; Pres. Henry Harley arrested on charge of issuing bogus certificate representing non-existent stored oil. (RRG)
- Nov. 17, 1876** U.S. Circuit Court denies DL&W plea for preliminary injunction against Hudson Tunnel Railroad. (RyW)
- Nov. 17, 1876** Ohio & Mississippi Railroad enters receivership. (TheRoad)
- Nov. 18, 1876** Meeting of Florida lines at Jesup, Ga., agrees to run a line of through sleepers between Jacksonville and Louisville same as last year; to put on New York-Jacksonville express via Atlantic Coast Line running in 58:00. (RRG)
- Nov. 22, 1876** Belmont Avenue station in Philadelphia renamed Girard Avenue. (MB)
- Nov. 22, 1876** PRR Board refuses to make further subscription to Southern Railway Security Company to enable it to pay its floating debt. (MB)
- Nov. 24, 1876** U.S. Circuit Court at Indianapolis grants decree of foreclosure against old Cincinnati, Logansport & Chicago Railway portion of CC&IC on suit of J.F.D. Lanier, trustee. (RRG)
- Nov. 25, 1876** Last run of PRR *Limited Fast Mail*. (RyW - verify)
- Nov. 25, 1876** Ticket office opens at Warren Street Station, Trenton, previously a simple platform. (SG)
- Nov. 25, 1876** South-West Pennsylvania Railway opens between (Mt. Braddock) and Uniontown. (AR, Val)
- Nov, 25, 1876** PRR extends practice of identifying entire freight train crews by "cabin car" rather than assigning engineer and fireman to a particular locomotive from Middle Division to entire main line; crews working out of Philadelphia, Harrisburg, Altoona and Pittsburgh run on a first-in-first-out basis; plan is generally disliked by employees.

(CCHS)

- Nov. 26, 1876** Railroads make major schedule adjustments arranged through General Time Convention; most services curtailed except seasonal runs to Southern resorts; PRR night train between Chicago and Cincinnati rerouted via Ridgeville and Richmond; day train stays on old route via Kokomo and Richmond.
- Nov. 26, 1876** PC&StL Railway withdraws all but one mixed train over CC&IC from Richmond to Logansport; all traffic to go via Bradford because of foreclosure proceedings on section between Richmond and New Castle. (RRG)
- Nov. 27, 1876** All PRR special Centennial passengers trains withdrawn. (RRG)
- Nov. 27, 1876** Hanover renamed Kensington on Cleveland & Pittsburgh Railroad; Dunbar renamed Boynton on Tyrone & Clearfield Railroad. (Guide)
- Nov. 28, 1876** Philadelphia, Newtown & New York Railroad reincorporated under same name. (Rdg Corp Hist)
- Nov. 30, 1876** Inspection train carries PRR officers over East Brandywine & Waynesburg Railroad between Waynesburg and New Holland, Pa.; PRR accepts road from contractors. (CCHS)
- Dec. 2, 1876** David N. Ropes of South Orange, N.J., elected Pres. of LIRR, replacing Conrad Poppensusen, resigned; Executive Committee informs Board of project to run steam trains on Atlantic Avenue and appoints special committee. (MB)
- Dec. 2, 1876** Commissioners to condemn land under DL&W yards for Hudson Tunnel Railroad hold organization meeting; view land on Dec. 6. (NYTrib)
- Dec. 3, 1876** PRR discontinues use of Long Bridge by B&O and connection with its Alexandria Branch; three round trips of Virginia Midland now run from Alexandria to B&P Station in Washington; Virginia Midland establishes through Boston-Danville sleeping car; B&O cuts service on Alexandria Branch to a single round trip. (Guide)
- Dec. 3?, 1876** Boston-Washington sleeping car added to overnight train via train ferry *Maryland*; through Boston-Richmond car added to day train. (RRG)
- Dec. 3, 1876** Erie & Chicago passenger line of Erie Railway transferred from LS&MS route via Cleveland and Shelby Jct. to PFW&C via

Mansfield. (Guide)

- Dec. 4, 1876** **Wilmington & Reading Railroad sold at foreclosure at Philadelphia to bondholders. (RRG)**
- Dec. 5, 1876** **Atlanta & Richmond Air Line Railroad sold at foreclosure to Moses Taylor, et al., for first mortgage bondholders for \$16 million; temporarily breaks through line to Atlanta, and passengers have to change at Charlotte. (RRG, Harrison)**
- Dec. 6, 1876** **Two sets of presidential electoral votes submitted from the disputed states; in South, Republicans disqualify sufficient Democratic votes; in Oregon, Democratic governor illegally certifies a Democratic elector instead of a Republican one. (EAH)**
- Dec. 8, 1876** **East Brandywine & Waynesburg Railroad opens for regular revenue service between Waynesburg and New Holland, Pa. (AR, CCHS)**
- Dec. 9, 1876** **Southern Railway Security Company posts notice of sale of remaining assets: 6,871 shares of Richmond & Petersburg, 2,952 shares of Wilmington, Columbia & Augusta, 9,129 shares of Northeastern Railroad of North Carolina, 4,513 shares of Cheraw & Darlington, 13,024 shares of Charlotte, Columbia & Augusta; 10 shares of South Carolina Central, \$600,000 Income bonds and \$11,000 First Mortgage bonds of Wilmington, Columbia & Augusta; no purchasers until 1878. (Hoffman, RyW)**
- Dec. 11, 1876** **NYC&HR establishes *Special St. Louis Express* running through in 36:00 via LS&MS and Toledo, Wabash & Western Railway; also a fast train connecting with it running Cleveland-St. Louis via CCC&I and Vandalia Line. (RRG)**
- Dec. 13, 1876** **PRR Board changes name of Hestonville station to 52nd Street. (MB)**
- Dec. 13, 1876** **RF&P Board agrees to reasonable through rates with northern and southern connections; authorizes purchasing own boat for Washington-Quantico service and ending contract with Potomac Steamboat Company. (RRG)**
- Dec. 13, 1876** **Cincinnati authorizes Little Miami Railroad to build second track in Fulton Avenue. (Church)**
- Dec. 14, 1876** **House refuses to concur in amending Post Office bill of last session to restore fast mail trains. (NYT)**
- Dec. 15, 1876** **Reading begins running 30 coal trains daily over PRR to South**

Amboy with its own engines when Port Richmond is frozen in under PRR trackage rights; PRR only provides conductor and brakemen. (AR, EDJ, WSG - AR has no date)

- Dec. 1876 PRR makes big layoffs with end of Centennial traffic. (RRG)
- Dec. 1876 Columbia & Port Deposit Railroad extended from Phytes Eddy four miles south and also four miles north from P&BC Jct., but not opened. (RRG)
- Dec. 1876 Parties interested in the Reading secure control of Jersey Shore, Pine Creek & Buffalo Railway; to extend from Williamsport to Port Alleghany on Buffalo, New York & Philadelphia Railway; would give Reading a trunk line outlet to the Great Lakes. (RRG)
- Dec. 16, 1876 Trunk Lines sign agreement at New York ending 1876 rate war; compromise calls for Trunk Lines to set westbound rates and western lines the eastbound rates; rates are to be equal from all western points to all points in Europe regardless of port; this is a sop to the Vanderbilts, although lower shipping costs via New York mean lower rail rates to other ports; local traffic not for export is to be carried to Philadelphia at 10% less than to New York and 13% less to Baltimore; PRR and B&O also agree to settle all traffic disputes involving them alone. (MB, RyW, RRG)
- Dec. 17, 1876 Jersey City-Lynchburg sleeping car line extended to Boston-Danville via Virginia Midland. (PassDept - what route?)
- Dec. 18, 1876 PRR restores facilities for Post Office Dept. on regular trains and one special 4:00 AM train from New York to Philadelphia; runs are New York-St. Louis (8:30 AM), Philadelphia-Washington, and Pittsburgh-Cincinnati; runs about four hours slower than old *Limited Fast Mail*; a second RPO leaves New York at 6:00 PM; new mail trains simply put RPOs on fastest existing trains, not all-mail trains. (RyW, RRG)
- Dec. 18, 1876 New sleeping car line established between New York and Jacksonville, Fla., in 68:00. (RyW - verify)
- Dec. 20, 1876 Gen. John Ross (1810?-1876), former Superintendent of Allegheny Portage Railroad, dies at McVeytown at 66. (RRG)
- Dec. 20, 1876 U.S. Circuit Court rules in case of Junius B. Alexander, trustee for Illinois Central Railroad, vs. New Orleans, St. Louis & Chicago Railroad that trustees are to retain possession and arrange for sale. (NYT)

- Dec. 20, 1876** Illinois Central Railroad buys off H.S. McComb by paying his \$150,000 for unpaid coupons of _____. (Stover)
- Dec. 21, 1876** Camden & Atlantic Railroad Board authorizes grading line to Great Egg Harbor Inlet at south end of Absecon Island; project is delayed by depression. (MB)
- Dec. 23, 1876** Logan renamed Fowler on Bald Eagle Valley Branch; Buffalo renamed Lane on Western Pennsylvania Division. (MB)
- Dec. 26, 1876** New York Supreme Court removes New York State Loan & Trust Company as Trustee of Rochester, Nunda & Pennsylvania Railroad First Mortgage and replaces with Charles L. Bingham. (CorpHist)
- Dec. 27, 1876** PRR Finance Committee recommends that PRR become its own insurer by enlarging the Insurance Fund and allowing insurance policies to expire. (MB)
- Dec. 27, 1876** PRR Board congratulates Transportation Dept. for handling unprecedented Centennial traffic without loss of life; awards bonuses totaling \$29,850 to specific officers and men for extraordinary service. (MB)
- Dec. 28, 1876** PRR issues circular thanking all employees for their effort in moving the Centennial traffic. (RyW)
- Dec. 28, 1876** Allegheny City ordinance provides for new PFW&C station. (MB)
- Dec. 1876?** Trustees and receiver of CC&IC Railway begin suit vs. PRR in U.S. Circuit Court at Indianapolis to enforce payment of guarantee on bonds. (RRG)
- Dec. 29, 1876** LS&MS bridge at Ashtabula, Ohio, collapses under the weight of a moving passenger train, which falls 70 feet to frozen creek; first locomotive gets across safely; 70 killed. (RRG, Shaw)
- Dec. 29, 1876** Brotherhood of Locomotive Engineers strikes financially ailing Grand Trunk Railway of Canada, stopping all traffic west of Montreal. (Foner)
- Dec. 30, 1876** Samuel M. Felton, Trustee, surrenders operation of Philadelphia & Baltimore Central Railroad in Pennsylvania to company. (Val)
- Dec. 30, 1876** Anthracite coal operators meet at Mauch Chunk in failed attempt to form a new coal combination. (RyW)

- ca. 1876 **General Manager Frank Thomson takes up subject of railroad disability plans with Charles Francis Adams, who had written on the subject in *The Nation*; implementation blocked by depression. (did article appear in 1876?)**
- 1876 **General Manager Frank Thomson begins considering insurance fund for employees; not implemented for 10 years because of depression. (AR)**
- 1876 **PRR stock price peaks at 58-3/8 in recovery from 1873.**
- 1876 **General Manager Frank Thomson=s "Standard" track of 67-lb. steel rail, full ballast, ditching, and rail splice completed on Middle and Pittsburgh Divisions and nearly completed on Philadelphia and New York Divisions. (AR)**
- 1876 **PRR completes relaying main line with 67-lb. steel rails between Jersey City and Pittsburgh; all wooden splices on New York Division replaced with iron. (AR)**
- 1876 **First Chemical Laboratory opens at Altoona. (AR)**
- 1876 **Pullman=s Palace Car Company places hotel cars *Windsor, Marlborough, Buckingham, Viceroy, Rossmore* and *President* on *Pacific Express* westbound and *Atlantic Express* eastbound. (RyW)**
- 1876 **PRR builds 1,000 15-ton coal cars financed by Car Trust of Pennsylvania. (AR)**
- 1876 **LIRR builds second track on Flushing, North Shore & Central route between Woodside and Winfield Jct., making three tracks counting LIRR Main Line. (Seyfried)**
- 1876 **Western Union Telegraph Company lays trunk cable under Hudson River between Cortlandt Street and Exchange Place, Jersey City.**
- 1876 **Old stations located between tracks at South Elizabeth and Rahway removed; new station built at South Elizabeth south of tracks. (AR)**
- 1876 **West Jersey Ferry Company opens new ferry house at Camden to serve Centennial traffic; first at Camden with clock tower. (Boyer)**
- 1876 **West Jersey Railroad completes replacing 45-lb. rail with 60-lb. rail and builds track pans at Millville (prob. before summer season); cuts running time of Camden-Cape May expresses from 2:36 to 2:15.**

- 1876** Camden & Atlantic Railroad builds new wharf at Inlet at Atlantic City. (AR)
- 1876** Camden & Atlantic Railroad begins laying 60-lb. steel rail. (AR)
- 1876** West Chester & Philadelphia Railroad completes new station at Swarthmore, Pa. (After 10/7 - RyW)
- 1876** PRR eliminates reverse curve at junction with East Brandywine & Waynesburg Railroad east of Downingtown. (AR)
- 1876** Third track opens between Thorndale and Caln, Pa. (AR- prob. ca. 7/76)
- 1876** New station opens at Mount Joy, Pa. (AR)
- 1876** Fourth track opens between Baldwin Tower (Steelton) and Harrisburg. (AR)
- 1876** PRR moves freight interchange with Northern Central Railway from Marysville to Rockville. (AR)
- 1876** Summit Branch Railroad at Williamstown, Pa., buys majority of bonds of Lykens Valley Coal Company. (RyW)
- 1876** South-West Pennsylvania Railway resumes construction between Uniontown and Fairchance originally begun by Uniontown & West Virginia Railroad and discontinued in 1873. (Val)
- 1876** Allegheny Valley Railroad converts 44-stall engine house at Verona to car shop. (C&C)
- 1876** N.Y. act authorizes City of Rochester to exchange railroad mortgage bonds for Second Mortgage bonds on section between Ross=s and Sonyea. (PL, ch. 377)
- 1876** Richmond Shops open; jointly owned by CStL&P and Cincinnati, Richmond & Fort Wayne. (C&C)
- 1876** PC&StL Railway builds street track in Eggleston Avenue, Cincinnati, between Pearl Street and Broadway. (Church)
- 1876** Atlantic & Great Western Railroad builds steam hoist at Urbana, Ohio, for transfer to CC&IC; at request of Erie Railway, switches Chicago passenger connection from B&O to PFW&C at Mansfield. (RRG)

- Late 1876** GR&I completes six-stall roundhouse and car shop on south side of Grand Rapids; most locomotive work done at Fort Wayne Shops of PFW&C.
- 1876** Dock No. 3 opens at Ashtabula.
- 1876** GR&I begins relaying main line with steel rails; 1.67 miles laid in 1876.
- 1876** GR&I dredges channel between Crooked Lake and Cheboygan to improve steamer connections at Petoskey.
- 1876** Anderson, Lebanon & St. Louis Railroad opens between Noblesville and Anderson, Ind. (Church)
- 1876** J.P. Morgan and Solon Humphreys, receivers of Illinois & St. Louis Bridge Company, arrange pool with Wiggins Ferry Company where bridge takes 75% and ferry 25% of all earnings up to \$400,000 and bridge route proportionally more of any amount over that. (Jackson)
- 1876** Garretts begin buying major interest in Consolidation Coal Company, largest producer in Cumberland, Md., field, from New York investors to prevent diversion of its traffic to PRR; Robert Garrett elected to Board. (Consol)
- winter 1876-77** New rate war.
- winter 1876-77** President Scott, W.H. Vanderbilt of NYC, J.W. Garrett of B&O, and Morris K. Jesup of Erie supply funds to International Committee of YMCA to promote Railroad Departments.
- 1876** Natural gas discovered at Eaton, Ind., near Muncie, by men boring for coal. (Vexler)