

**PRR CHRONOLOGY
1877**

June 2006 Edition

- 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.**
- Jan. 1, 1877** **PRR Insurance Fund extended to cover all losses by fire instead of merely hazardous sites; annual appropriation of \$500,000 established. (MB)**
- Jan. 1, 1877** **General wage reduction of 10% implemented on Lines West.**
- Jan. 1, 1877** **All Trunk Lines except Erie raise eastbound grain rates by 5 cents per cwt., Chicago-New York. (NYT)**
- Jan. 1, 1877** **Mine fire closes Short Mountain Slope of Lykens Valley Coal Company; mine flooded to put out fire. (AR, RyW)**
- Jan. 1, 1877** **Northern Central Railway grants Tioga Railroad trackage rights between Tioga Railroad Jct. and Southport, N.Y., and between Tioga Jct. and Canandaigua, N.Y., under agreement of Oct. 2, 1875. (Val)**
- Jan. 1, 1877** **Toledo, Wabash & Western Railway reorganized as Wabash Railway; cancelled their obligation to guarantee one third of bonds of Union Bridge Company at Toledo. (Church)**
- Jan. 1, 1877** **Post Office extends mail service over LIRR from Valley Stream to Ocean House, over Summit Branch Railroad between Millersburg and Williamstown, and over South-Western Pennsylvania Railway between Southwest Jct. and Uniontown. (RRG)**
- Jan. 1, 1877** **U.S. Circuit Court for Southern District of Illinois issues foreclosure decree against Decatur, Mattoon & Sullivan Railroad, which owns half interest in Illinois Midland Railway line between Hervey City and Decatur Jct. (Church)**
- Jan. 1, 1877** **Mobile & Montgomery Railway passes under control of L&N. (RRG)**
- Jan. 1, 1877** **New Orleans, St. Louis & Chicago Railroad split into constituent parts with appointment of Junius B. Alexander as trustee of former New Orleans, Jackson & Great Northern Railroad between New**

Orleans and Canton; U.S. Court appoints R.P. Neely, already receiver of Mississippi Central Railroad, as receiver for line from Corbin, Miss., to Tennessee state line and from Kentucky state line to East Cairo as well; roads to be operated trustees of Consolidated mortgage in interest of Illinois Central Railroad. (Rept, RRG, ICC)

- Jan. 2, 1877** Trunk Lines increase eastbound passenger fare, Chicago-New York, from \$13 to \$18. (NYT)
- Jan. 2, 1877** PRR and B&O sign agreement covering gas coal traffic. (MB)
Jan. 3, 1877 PRR Road Committee receives letter from Joseph D. Potts on increasing PRR's oil traffic. (MB)
- Jan. 3, 1877** Brotherhood of Locomotive Engineers settle strike against Grand Trunk Railway of Canada by compromise. (NYT)
- Jan. 4, 1877** Cornelius Vanderbilt (1794-1877) dies at home in New York at 82; leaves bulk of his \$77+ million estate and control of the Vanderbilt lines to son William Henry Vanderbilt (1821-1885). (Lane)
- Jan. 4, 1877** Camden & Atlantic Railroad Board resolves to operate all trains on Atlantic Avenue this summer season, as stopping only at South Carolina Avenue station has proved unsatisfactory. (MB)
- Jan. 4, 1877** House subcommittee on Texas & Pacific Railway meets to make bill more acceptable to San Diego; dispatch to the *New York Times* reports that Tom Scott and Collis P. Huntington have compromised their differences and that the Southern Pacific Railroad its to build east from California and the Texas & Pacific Railway is to build west; both are hoping to ram a subsidy bill through during the lame duck session of Congress. (NYT)
- Jan. 5, 1877** While House subcommittee on Texas & Pacific Railway is not yet ready to report, they have drafted a compromise bill specifying everything but the meeting point with the Southern Pacific and the location of the San Diego Branch; government guarantees are to be limited to the section between Fort Worth, Texas, and Fort Yuma, Ariz. (NYT)
- Jan. 1877** Reading begins operating coal trains with own locomotives between Port Richmond and South Amboy over PRR due to ice in Delaware River; continues through April. (Rdg AR)
- Jan. 10, 1877** Shenandoah Valley Railroad surrenders temporary lease of Valley Railroad and withdraws trains; Valley Railroad begins running own trains between Harrisonburg and Staunton, Va. (RRG)

- Jan. 12, 1877** PRR signs new 4-year contract with Empire Transportation Company; Empire is to expand by building or contracting with refineries on the East Coast, whose oil it will ship over the PRR; PRR itself is not to provide capital for refineries, but is to have first right of purchase; Empire is to reimburse PRR for any losses in a rate war; Joseph D. Potts is alarmed by the Standard Oil Company's growth to near-monopoly of refining. (MB, Nevins)
- Jan. 1877** Through sleeping car between Baltimore and New Orleans established via Great Southern Mail Route through Lynchburg, Bristol and Chattanooga. (Guide - may have been earlier - note change of gauge at Lynchburg)
- Jan. 15, 1877** Thomas S. Fernon publishes last issue of *The Road*. (TheRoad)
- Jan. 15, 1877** PFW&C director Kent Jarvis dies of heart attack. (RRG)
- Jan. 1877** Olean Petroleum Company, Ltd., acquires other pipelines built by Empire Transportation Company. (Cards)
- Jan. 1877** District of Columbia sues to foreclose Alexandria & Washington Railroad in settlement of \$60,000 loaned to the company in the 1850s. (RRG)
- Jan.? 1877** John D. Rockefeller and Henry M. Flagler call on Tom Scott and A.J. Cassatt, informing them that they know all about the Empire Transportation Company's plans to move into refining and presenting an ultimatum that it withdraw immediately; Cassatt wavers and later talks to Potts about selling or leasing his refineries to Standard Oil or third parties; Potts refuses. (Nevins)
- Jan. 17, 1877** John Mather Wallis (1853-1912), a recent graduate of Stevens Institute of Technology joins PRR as machinist's apprentice at Baltimore shops of Northern Central Railway; recruited by Frank Thomson. (Wilson)
- Jan. 18, 1877** Camden & Atlantic Railroad Board authorizes applying for injunction to keep Philadelphia & Atlantic City Railway from laying track on Arctic Avenue in Atlantic City; consider building an extension along the Delaware River in Camden from Coopers Point to the West Jersey Ferry at Market Street. (MB)
- Jan. 18, 1877** Wilmington & Northern Railroad organized as successor to Wilmington & Reading Railroad. (RRG)

- Jan. 18, 1877** Tunnel on Marietta, Pittsburgh & Cleveland Railway near Newcomerstown caves in; 5 killed. (RRG)
- Jan. 20, 1877** Charles Collins, Chief Engineer of LS&MS, commits suicide in aftermath of Ashtabula bridge disaster. (RRG)
- Jan. 24, 1877** PRR Board approves location of Lancaster Cut-off; not built until 1883 because of poor business conditions; approves Empire Transportation Company's extension of pipelines into the Warren Oil Region and purchase of 200 new tank cars; declines contribution to North Eastern Soup Society operating soup kitchens in 19th Ward. (MB)
- Jan. 24, 1877** Rep. Lucius Q.C. Lamar (1825-1893) of the House Committee on Pacific Railroads issues full report on Texas & Pacific Railway recommending federal guarantee and reports bill to that effect, but fails to get it made the order of business for Feb. 3; by now, Southern support for the T&P is evaporating, particularly in Alabama, Georgia and Kentucky, as main connection is to be via St. Louis. (NYT)
- Jan. 25, 1877** Philadelphia & Atlantic City Railway files location of Pleasantville Branch. (NJCorp)
- Jan. 26, 1877** Pennsylvania Company grants trackage rights to Columbus & Toledo Railroad between Walbridge and Toledo. (MB)
- Jan. 29, 1877** New York & Manhattan Beach Railway agrees to build the portion of the Brooklyn & Rockaway Beach Railroad's line between Jefferson Street and East New York (2.77 miles) under the latter's charter in return for exclusive use. (Val)
- Jan. 29, 1877** Congress appoints an Electoral Commission, consisting of five members of each house and five Supreme Court Justices, to resolve the deadlocked presidential vote; the swing vote was to have gone to Justice David Davis, an independent, but because he was elected to the Senate, it went to Justice Joseph P. Bradley, former Camden & Amboy counsel and a Republican. (EAH)
- Early? 1877** Persons interested in Empire Transportation Company purchase Prentice oil refinery under construction at Constable Hook (Bayonne), N.J. (RyW)
- Feb. 1, 1877** George W. Ristine promoted to General Freight Agent of Empire Transportation Company, replacing William F. Griffiths, Jr., resigned. (RRG)

- Feb. 4, 1877** Trenton engine house near Clinton Street burns; eight locomotives and three cars destroyed or damaged. (SG, RRG)
- Feb. 5, 1877** Trustee Charles Moran files in U.S. Circuit Court at Cincinnati for injunction to restrain PC&StL Railway from canceling lease of Cincinnati & Muskingum Valley Railway. (RRG)
- Feb 5, 1877** Chester River Steamboat Company of Baltimore City contracts with Harlan & Hollingsworth for new steamboat *B.S. Ford*. (MB)
- Feb. 5, 1877** W.Va. act authorizes counties to dispose of railroad stock they have bought. (Church)
- Feb. 9, 1877** Electoral Commission give Florida vote to Hayes by strict party vote of 8-7, after Justice Joseph P. Bradley yields to party pressure; other states awarded to Hayes in the same manner, and he becomes known to his opponents as "Old Eight to Seven." (EAH)
- Feb. 10, 1877** First caisson for Poughkeepsie Bridge launched at Poughkeepsie. (RRG)
- Feb. 11, 1877** Letters to editor of *New York Times* criticize Poppenhusen family management of LIRR, including slow service, delays, and badly-scheduled ferry connections. (NYT)
- Feb. 12, 1877** Brotherhood of Locomotive Engineers strikes Boston & Maine Railroad over proposed 10% wage cut; strike is quickly broken. (Pinkerton, NYT)
- Feb. 12, 1877** New eastbound rates on export freight negotiated by Trunk Lines, including Grand Trunk Railway of Canada, in Chicago. (NYT)
- Feb. 13, 1877** City of Alexandria ordinance authorizes Alexandria & Washington Railroad to restore track on St. Asaph Street for passenger service only, with no freight carried south of Pendleton Street. (Digest)
- Feb. 14, 1877** PRR Board agrees to route some through New York-Philadelphia traffic over Philadelphia, Newtown & New York if it is completed to a junction with the Belvidere-Delaware and Mercer & Somerset; authorizes disposing of 40/93 interest in 286,000 acres of Alabama land associated with Mobile & Montgomery Railway. (MB)
- Feb. 14, 1877** West Virginia act authorizes transfer of Pittsburgh, Wheeling & Kentucky Railroad stock to Ohio and Brooke Counties to reimburse them for its debts and claims purchased by counties; counties may transfer their stock to any party that will build the road. (Church)

- Feb. 14, 1877** CNJ enters receivership; causes further decline in rail stocks; Francis S. Lathrop (1806-1882), a state Democratic political leader, appointed receiver. (WSG, RyW)
- Feb. 14, 1877** Sen. Stephen W. Dorsey (1842-1916) of Arkansas introduces compromise Texas & Pacific Railway bill similar to that introduced by Rep. Lamar in House. (NYT)
- Feb. 15, 1877** Camden & Atlantic Railroad Board authorizes establishment of a station at the Camden & Amboy crossing in Camden; reports that work of extending line down the beach at Atlantic City has been stopped by Mayor. (MB)
- Feb. 15, 1877** Kent County Railroad sold at foreclosure to trustees for bondholders at Chestertown for \$33,450. (Val, RRG)
- Feb. 1877** PRR to replace old wooden bridge over Passaic River at Centre Street, Newark, with iron span. (RRG)
- Feb.? 1877** Agreement for completion of Pittsburgh, Wheeling & Kentucky Railroad; local residents to subscribe for \$100,000 bonds at 90; Pennsylvania Company to subscribe for \$100,000 bonds at 90 payable in rails; old stock to be delivered to both parties *pro rata*. (Church)
- Feb. 1877** Charles F. Mayer (1832-1904), later Pres. of B&O, elected Pres. of Consolidation Coal Company; B&O men elected to Board; control of company shifts from New York to Baltimore; done to prevent diversion of traffic to PRR. (Consol)
- Feb. 16, 1877** Associates of the Jersey Company leased to United New Jersey Railroad & Canal Company retroactive to June 30, 1875, and all property and ferry rights assigned to PRR. (Val, C&C)
- Feb. 17, 1877** Bear raid by New York capitalists drives PRR price on Philadelphia Stock Exchange down to 40-7/8, stabilizes during following week at about 42; stock has fallen from 55 in 1876, a paper loss of \$61.5 million or 30%. (PubLdgr)
- Feb. 17, 1877** Cable-ferry for carrying railroad cars opens across Delaware River between point on Belvidere-Delaware River south of Riegelsville, N.J., and isolated railroad serving Durham Iron Works; operated until 1896. ; may have been for narrow gauge mine cars; later says ore loaded onto PRR on N.J. side. (Lee)
- Feb. 17, 1877** Eight spans of Sunbury & Lewistown Railway bridge over

Susquehanna River at Selinsgrove burned. (AR)

- Feb. 17, 1877** Lake Erie & Louisville Railway (Fremont-St. Marys, Ohio) sold at foreclosure to James B. Hodgskins for bondholders. (GrnBk)
- Feb. 17, 1877** New tariff of eastbound export freight rates expires by limitation as Trunk Lines are unable to negotiate an extension; leaves each road free to set its own rates on export freight. (NYT)
- Feb. 21, 1877** Shenandoah Valley Railroad Board votes to accept lease to Valley Railroad (B&O) pending a report by committee; influence of E.W. Clark & Co., which has no intention of letting the road fall under Baltimore control, results in committee rejecting lease.
- Feb. 23, 1877** Henry J. Southmayd, former Treasurer of New Jersey Railroad, dies at Jersey City at 65. (RRG)
- Feb. 26, 1877** Four southern Democrats and five Ohio Republicans meet in Washington to arrange a bargain in the 1876 election; Republicans promise non-interference in South, and Democrats promise no reprisals against southern Republicans. (Foner)
- Feb. 26, 1877** Bondholders of Mississippi Central Railroad and New Orleans, Jackson & Great Northern Railroad meet at Illinois Central Railroad office in New York to appoint purchasing committee. (NYT)
- Feb. 28, 1877** PRR Board writes off \$2.55 million in securities to suspense account until again have market value; largest item is \$1.16 million in Mississippi Central income bonds; advances \$500,000 to Northern Central to pay floating debt. (MB)
- Mar. 1, 1877** New York Supreme Court tries case of William A. Havemeyer and Henry O. Havemeyer vs. John C. Havemeyer and Henry Havemeyer over sale of control of LIRR to Poppenhusens. (NYT)
- Mar. 1, 1877** U.S. Supreme Court upholds state regulation of intrastate railroad rates in *Munn vs. Illinois*. (EAH)
- Mar. 1, 1877** Republican presidential candidate Rutherford B. Hayes leaves home in Columbus, Ohio, in Tom Scott's private car No. 120 *Pennsylvania* on rear of regular PRR train. (Withers)
- Mar. 1, 1877** George W. Cross named Western Superintendent of Empire Transportation Company, replacing George W. Ristine, promoted. (RRG)

- Mar. 2, 1877** Electoral Commission, voting along party lines, awards disputed electoral votes to Hayes giving him 185-184 victory; Congress proclaims Hayes President at 4:00 AM; Hayes receives confirmation of his election while en route to Washington in Tom Scott's private car *Pennsylvania*; historians claim Scott helped swing election by having Southern Congressmen who support Texas & Pacific back Hayes in hopes of getting federal subsidy, although the charge that Scott made Hayes president seems exaggerated, particularly as Hayes did not push a T&P subsidy; to further mollify Southern Democrats, Republicans agree to withdraw Federal troops from the South, appoint a Southerner to the Cabinet, and make appropriations for Southern internal improvements. (EAH, Withers - Scott's role is from C Vann Woodward)
- Mar. 3, 1877** South-West Pennsylvania Railway absorbs property of Uniontown & West Virginia Railroad, under construction between Uniontown and Oliphant, under agreement of Feb. 14, 1877. (Val)
- Mar. 3, 1877** President-elect Hayes, wishing to distance himself from the scandal-tainted Grant Administration and its earlier support of Radical Reconstruction, refuses to reappoint J. Donald Cameron as Secretary of War. (DAB)
- Mar. 4, 1877** Democrat John Rhoderic McPherson (1833-1897), who represents PRR interests in Hudson County and is the principal owner of the Harsimus Cove Abattoir, elected to first of three terms as U.S. Senator from N.J. (CongBio)
- Mar. 5, 1877** General Passenger Agent D.M. Boyd leaves for Florida for recuperation; health had collapsed because of overwork of dealing with Centennial traffic. (Guide)
- Mar. 5, 1877** J. Donald Cameron (1833-1918) elected U.S. Senator to fill seat vacated by his father Simon Cameron (1799-1889), who resigns so that family dynasty can continue; the younger Cameron serves for 20 years. (CongBio)
- Mar. 5, 1877** Bondholders of Mississippi Central Railroad and New Orleans, Jackson & Great Northern Railroad meet at Illinois Central office in New York to arrange terms of reorganization. (NYT)
- Mar. 6, 1877** Foreclosure proceedings begin under Rochester, Nunda & Pennsylvania Railroad First Mortgage; company surrenders all rights in Pennsylvania. (Corp Hist)
- Mar. 7, 1877** Delaware & Chesapeake Railway incorporated in Delaware for

- purpose of reorganizing Maryland & Delaware Railroad. (Val)
- Mar. 9, 1877** Ticket agents' meeting in St. Louis agrees to advance passenger fares by \$2.00. (NYT)
- Mar. 1877** Huntingdon & Broad Top Mountain opens extension of Sandy Run Branch 1.53 miles to Lane's mines. (AR, Val)
- Mar. 10, 1877** U.S. Circuit Court rules that *Maryland* is not a "ferry" in the traditional legal sense and therefore does not need to buy a license from the City of New York, which had opposed the line. (RyW)
- Mar. 11, 1877** Tom Scott writes to John B. Alley of the Toledo & Ann Arbor Railroad; when T&AA is done from crossing of Canada Southern Railway near Toledo to Ann Arbor, Pennsylvania Company will sell it the Toledo & State Line Railroad from the city line with grading done to the state line for \$80,000 of its First Mortgage bonds; if Pennsylvania Company can secure the Toledo & Woodville Railroad, it will grant T&AA trackage rights to Toledo depot. (MB)
- Mar. 12, 1877** John Wanamaker opens his "Grand Depot" as a full-fledged department store by moving his dry goods line into the former PRR freight station at 13th & Market Streets.
- Mar. 12, 1877** Trunk Lines advance westbound rates 50% on Chicago basis; first class from 50 cents to 75 cents per cwt.; fourth class from 30 cents to 35 cents per cwt. (NYT)
- Mar. 13, 1877** At annual meeting, PRR stockholders defeat William W. Hubbell's resolution that all profits over an 8% dividend be applied to buying back stock and bonds until total stock is no more than \$60 million. (MB)
- Mar. 14, 1877** PRR Board authorizes Columbia & Port Deposit Railroad and Mifflin & Centre County Railroad to pay their debts to PRR in stock. (MB)
- Mar. 14, 1877** Pennsylvania Company Finance Committee recommends reorganization; existing \$6,989,000 7% Gold Mortgage bonds to be cancelled and a new 6%, \$10 million bond issue created, of which \$5 million is to be given to PRR in return for the \$6,989,000 7% bonds; PRR is also to receive \$1,989,000 in Pennsylvania Company preferred stock; PRR is to sell Pennsylvania Company \$1,418,000 of special guaranteed stock of PFW&C in return for Pennsylvania Company 6% Currency bonds. (MB)
- Mar. 14, 1877** Lake Erie & Louisville Railroad incorporated as reorganization of

Lake Erie & Louisville Railway; James B. Hodgskins, Pres.; former receiver Isidore H. Burgoon (1839-) as General Superintendent; Adrian Iselin (1818-1905) and Calvin S. Brice (1845-1898), directors; becomes core of Lake Erie & Western Railway. (RRG, GrnBk)

- Mar. 1877 LIRR abandons use of Southern Railroad of Long Island station at Jamaica in favor of its own.
- Mar. 1877 PRR and New York & New England Railroad establish freight line to Boston via train ferry *Maryland* and Willimantic. (RRG)
- Mar. 15, 1877 William H. Vanderbilt refuses to allow LS&MS to advance fares until he has an agreement with the Erie. (NYT)
- Mar. 15, 1877 Brotherhood of Locomotive Engineers demands Reading grant 20% increase effective Apr. 1. (Rdg)
- Mar. 1877 Post Office Dept. orders fast mail wagons to run between Philadelphia and Lamokin Jct. and switch mail to Philadelphia & Baltimore Central Railroad rather than pay high charges demanded by PW&B. (RRG)
- Mar. 1877 Pittsburgh, Virginia & Charleston Railway begins surveying between Monongahela City and Brownsville on both banks of the river. (RRG)
- Mar. 17, 1877 Movement to raise passenger fares breaks up on Vanderbilt's refusal to agree; PRR, B&O and Michigan Central Railroad restore fares to \$18. (NYT)
- Mar. 17, 1877 New Orleans, Jackson & Great Northern Railroad sold at foreclosure to bondholders for \$1,105,000; sale is in interest of Illinois Central, ending McComb-PRR group interest. (RRG)
- Mar. 17, 1877 Red Star Line steamship *Rusland* (formerly *Kenilworth*) runs aground on the beach at Long Branch, N.J., a total loss; International Navigation Company suspends Antwerp-Philadelphia service to transfer *Vaderland* and *Nederland* to New York run to maintain mail contract. (Flayhart)
- Mar. 19, 1877 Gen. Daniel Butterfield (1831-1901), a Civil War veteran best known as the composer of ATaps,@ writes to PRR proposing to operate an AAnnex@ ferry line between Exchange Place, Jersey City, and Fulton Street, Brooklyn, bypassing congestion in Manhattan. (MB)
- Mar. 19, 1877 Gang from New York, Bay Ridge & Jamaica Railroad attempts to remove part of Prospect Park & Coney Island Railroad at Parkville

to build crossing; PP&CI on spot and one side tries to undermine it, while the other shovels the dirt back; police finally restore order and serve injunction against crossing. (NYT)

- Mar. 20, 1877** **Pennsylvania passes law equalizing taxes on all corporations based on capital stock. (Watkins)**
- Mar. 21, 1877** **New York, Bay Ridge & Jamaica Railroad and Prospect Park & Coney Island Railroad settle dispute and proceed to construct crossing at Parkville. (NYT)**
- Mar. 21, 1877** **New York, Woodhaven & Rockaway Railroad incorporated in New York to build narrow gauge line from Long Island City to Rockaway Beach via Glendale and Woodhaven. (Val)**
- Mar. 23, 1877** ***Railroad Gazette* reports that Benjamin E. Smith, Pres. of CC&IC Railway and of Columbus & Hocking Valley Railroad has received a contract to build a railroad in South America. (RRG)**
- Mar. 24, 1877** **New York, Woodhaven & Rockaway Railroad organized; D.D. Conover, Pres. (C&C)**
- Mar. 24, 1877** **Allegheny Valley Railroad agrees to contribute to expenses of PRR experiments with Dudley's Dynograph on effects of grades and curvature. (MB)**
- Mar. 26, 1877** **Brooklyn City Council orders LIRR to extend fences along tracks on Atlantic Avenue from Fort Greene Place east to city line and provide flagmen at major cross streets, after which it may run steam trains at any speed. (NYT)**
- Mar. 26, 1877** **E.B. Hinsdale reports to LIRR Board on negotiations for restoring steam service to Flatbush Avenue; Charlick had made some progress in this area and had located a depot at Flatbush Avenue; notes that the New York & Manhattan Beach Railway may make better offer for Atlantic Avenue line; Board authorizes double track of steel rails between Flatbush Avenue and East New York and single track to Jamaica. (MB)**
- Mar. 26, 1877** **LIRR leases portion of Atlantic Avenue Railroad of Brooklyn from Flatbush Avenue to Jamaica for 99 years, effective July 1, 1877, for a percentage of the gross receipts on a sliding scale. (MB, Val)**
- Mar. 27, 1877** **Reading Pres. Gowen launches a pre-emptive attack on Brotherhood of Locomotive Engineers, demanding all Reading engineers quit union or lose jobs; in return, company offers to establish own insurance**

fund. (Rdg, Schlegel)

- Mar. 28, 1877** PRR Board approves plan for consolidating the debt of the Pennsylvania Company into a new \$10 million 6% mortgage payable in currency, replacing the old \$6.99 million 7% first mortgage payable in gold; authorizes subscription of \$125,000 to Martins Creek Railroad and \$20,000 to Harmony Township Railroad to build a branch from Martins Creek, Pa., into the Slate Belt at Bangor. (MB)
- Mar. 28, 1877** PRR Board authorizes VP Edmund Smith to return to London and secure a house to act as general agent for PRR as London Joint Stock Bank only acts as a disbursing agent. (MB)
- Mar. 28, 1877** PRR officials meet at Altoona to fix standard plan for box cars for both Lines East and Lines West. (RRG)
- Mar. 29, 1877** Anthracite coal roads fail to reach agreement for restoring combination. (Schlegel)
- Mar. 1877** Once it becomes clear that Tom Scott will support the Empire Transportation Company, the Standard Oil Company cancels its 1875 contract with PRR and begins boycott of the Empire Line; Standard cuts price of kerosene in all markets reached by Empire and closes its Pittsburgh refineries in favor of Cleveland to avoid shipping on PRR; price war between Empire Line and Standard Oil is accompanied by a new trunk-line rate war in New York-Chicago territory; as PRR cuts rates in frantic bid to hold traffic, Standard Oil demands other railroads match those low rates. (Nevins, RRG)
- Mar. 1877** PFW&C opens free reading room and library for employees in Crestline station. (RyW)
- Mar. 30, 1877** William H. Vanderbilt publicly accuses B&O of cutting rates and says NYC&HR will cut eastbound rates to minimum. (NYT)
- Mar. 31, 1877** Pres. Scott, William H. Vanderbilt and Hugh J. Jewett hold secret meeting at Grand Central Depot to form alliance against B&O; eastbound export freight rates cut to new low. (NYT)
- Mar. 31, 1877** Rumors of new rate war cause PRR to fall to 38-1/4 on Philadelphia Stock Exchange, lowest since the Panic of 1873. (NYT)
- Mar. 31, 1877** RF&P abrogates contract with Potomac Steamboat Company; surrenders steamboat stock and establishes through day and night trains; opposed by Robinson family, which owns steamboat line and wants independent connection with B&O. (Mordecai, RyW)

- Mar. 31, 1877** Trustees turn over property of former New Orleans, Jackson & Great Northern Railroad to purchasing committee. (ICC)
- Apr. 1, 1877** PRR resumes direct operation of Washington Street Grain Elevator in Philadelphia when old lease expires. (AR)
- Apr. 1, 1877** Construction of Philadelphia & Atlantic City Railway begins from both ends.
- Apr. 1, 1877** Cincinnati & Indiana Railroad and Indianapolis, Cincinnati & Lafayette Railroad fail to pay interest on bonds of Cincinnati Street Connection Track. (Church)
- Apr. 2, 1877** Pres. Tom Scott writes an open letter to John W. Garrett denying that the other Trunk Lines have made an alliance against the B&O. (NYT)
- Apr. 2, 1877** In its frantic bid to secure oil, Empire Transportation contracts with Henry G. Ohlen to carry oil to New York for 8 cents less than cost of transportation; Potts also tries to secure oil from independent refineries, but never has more capacity than 4,000 bbl. per day, while Standard Oil has five times as much. (Nevins)
- Apr. 2, 1877** At Shenandoah Valley Railroad annual meeting, Pres. Milnes reports that Valley Railroad refuses to honor lease made in 1876; accepts subscription of \$75,000 from Berkeley County to build branch from Charlestown to Martinsburg. (Hildebrand)
- Apr. 3, 1877** David M. Boyd, Jr. (1840?-1877), first PRR General Passenger Agent, dies at Jacksonville, Fla. at 37. (MB)
- Apr. 3, 1877** Reading establishes life insurance and accident insurance funds with matching contributions by company. (Rdg)
- Apr. 4, 1877** American Steamship Company of Philadelphia stockholders meet and accept proposition of PRR to accept 5,000 shares of stock at par in payment of debt of \$500,000 owed PRR. (NYT)
- Apr. 4, 1877** Atlanta & Charlotte Air-Line Railway organized as reorganization of Atlanta & Richmond Air-Line Railway, eliminating interest held by Richmond & Danville Railroad, but both continue to operate as "Piedmont Air Line." (Harrison)
- Apr. 5, 1877** Pres. Scott and VP Cassatt attend meeting at Brevoort House in New York, where new Trunk Line contract of PRR, NYC&HR, B&O and Erie ends rate war of 1876-1877; as a compromise agrees to equalize

the combined rail-ocean rates for the ports of New York, Philadelphia and Baltimore, assuming lower rail rates to the southern ports will be offset by lower shipping rates from New York; differentials are reduced to a fixed 3 cents per cwt. to Baltimore and 2 cents to Philadelphia eastbound and 8 cents and 6 cents westbound instead of a flat percentage; differentials are not proportional to distance as in Dec. 1876 agreement; this satisfies the objections of New York merchants who had suffered the diversion of traffic under the previous arrangement; this systems of differential rates remains in place until overturned by a federal court in Feb. 1962. (RyW, NYT, RRG)

- Apr. 5, 1877 Anthracite coal companies agree to quotas for new combine; PRR is not a party; agreement is not successful. (NYT, Jones)**
- Apr. 6, 1877 Chicago-New York fourth-class rate raised to 35 cents per cwt. under new Trunk Line compact. (NYT)**
- Apr. 9, 1877 Chicago-New York limited passenger fare raised to \$20. (NYT)**
- Apr. 9, 1877 PRR Road Committee appoints subcommittee to investigate John R. McPherson's plan to feed and water livestock in transit while in cars; Sen. McPherson operates the Harsimus Cove Stock Yard. (MB)**
- Apr. 10, 1877 John Reilly returns to PRR as Superintendent of Transportation after Congressional term expires and fails to win reelection in 1876; Persifor F. Smith, who had been acting Superintendent of Transportation, transferred to special duty. (AR, CongBio)**
- Apr. 11, 1877 PRR names L.P. Farmer General Passenger Agent, replacing D.M. Boyd, deceased; Farmer had been Boyd's assistant since 1872 and had served on Bellefontaine Railroad, Indianapolis & St. Louis Railroad, and Missouri Pacific. (MB, RRG)**
- Apr. 11, 1877 PRR learns that Reading is shipping petroleum over the Junction Railroad and PRR tracks from Belmont to Gibsons Point refinery in competition with PRR; imposes a charge of \$20.00 per car for use of tracks between 34th Street and Haverford Avenue. (Casebook)**
- Apr. 11, 1877 Ross Winans (1796-1877), formerly of B&O, dies in Baltimore at 81.**
- Apr. 11, 1877 Secretary of War George W. McCray (1835-1890) grants both Southern Pacific Railroad and Texas & Pacific Railway right to cross Fort Yuma reservation. (Evans)**
- Apr. 12, 1877 In an open letter, John W. Garrett denies he is cutting rates already.**

(NYT)

- Apr. 14, 1877** Brotherhood of Locomotive Engineers strikes Reading over union-busting tactics and failure to secure a 20% increase and company life insurance plan; strike is lost within a week. (RRG, Schlegel)
- Apr. 14, 1876** Selinsgrove bridge over Susquehanna River reopens. (AR)
- Apr. 14, 1877** Pennsylvania Company Executive Committee authorizes notifying Canada Southern Railway that if balance of overdue rent is not paid by May 1, it will cut off use of Toledo & State Line Railroad; authorizes contracting with any party who will build a grain elevator at Toledo. (MB)
- Apr. 14, 1877** At 10:00 PM, LIRR contractors begin laying steam street track in Atlantic Avenue from Classon Avenue to Flatbush Avenue; completed overnight on Sunday morning to avoid injunction. (NYT, RRG)
- ca. Apr. 1877** Empire Transportation Company builds two iron box cars at shops of Murray, Dougal & Co. at Milton, Pa., one on the La Mothe patent and one on the Kimball patent. (RyW)
- Apr. 1877** Toledo, Canada Southern & Detroit Railway refuses to honor guarantee of one third bonds of Union Bridge Company at Toledo. (Church)
- Apr. 16, 1877** Property owners on Atlantic Avenue in Brooklyn apply for injunction against LIRR; construction continues eastward from Classon Avenue to East New York, and is completed by Apr. 19. (NYT)
- Apr. 16, 1877** Columbia & Port Deposit Railroad Board authorizes operation by PRR. (RRG)
- Apr. 16, 1877** *New York Times* reports that B&O is undercutting rates on evidence of recent grain sales at 60 cents per bu. at Baltimore. (NYT)
- Apr. 17, 1877** Special train carrying Tom Scott opens Columbia & Port Deposit Railroad over entire length between Columbia and Port Deposit. (RyW)
- Apr. 17, 1877** Reading awards higher pay to engineers and firemen who did not strike. (Rdg)
- Apr. 1877** Class "I" "Modoc" 2-8-0's taken off pusher assignments between Altoona and Gallitzin as regular locomotives are sufficient for this service. (RyW)

- Apr. 1877** W.R. Shelby named VP and Treasurer of GR&I. (Guide)
- Apr. 19, 1877** Camden & Atlantic Railroad Board authorizes contracting for from four to six Woodruff parlor cars this season. (MB)
- Apr. 19, 1877** Philadelphia & Cape May Short Line Railway incorporated in N.J. by Charles K. Landis to build narrow-gauge line between Camden and Atlantic City via Vineland. (NJCorp)
- Apr. 21, 1877** New York court grants injunction against LIRR laying heavy steam rail in Atlantic Avenue, although the work has already been completed. (NYT)
- Apr. 21, 1877** PRR stock falls to new low of 303 in bear raid; stocks of leased lines fall 5% to 15%; United New Jersey Railroad & Canal Company falls to 119-1/2, down 13 in one week. (NYT, RRG)
- Apr. 22, 1877** Pioneer civil engineer James P. Kirkwood (1807-1877) dies at Brooklyn, N.Y. (RRG)
- Apr. 23, 1877** LIRR stops work on its Atlantic Avenue track. (NYT)
- Apr. 24, 1877** Federal troops leave New Orleans, ending military occupation of South and completing the return of pre-war elites to power. (EAH)
- Apr. 25, 1877** After meeting with all sides in case, attorney-general withdraws injunction against construction of LIRR steam track in Atlantic Avenue. (NYT)
- Apr. 25, 1877** Wilmington & Western Railroad sold at foreclosure at Wilmington for \$5,000 in separate parcels for Pennsylvania and Delaware. (ICC, RRG)
- Apr. 26, 1877** Work resumes on LIRR line in Atlantic Avenue after injunction modified to permit construction but not operation. (NYT)
- Apr. 26, 1877** Missouri Legislature instructs its Congressional delegation to vote for Texas & Pacific Railway bill. (NYT)
- Apr. 27, 1877** West Jersey Railroad Board reports a decision in case of Thomas, Porter & Chew vs. West Jersey Railroad in U.S. Circuit Court. (MB)
- Apr. 27, 1877** Southern Pacific Railroad excursion train from San Francisco arrives at Pilot Knob on the Colorado River; revenue service begins Apr. 30. (RRG)

- Apr. 28, 1877** Atlantic Avenue Railroad sells Flatbush Avenue terminal to LIRR.
- Apr. 28, 1877** Tom Scott makes proposition to RF&P Pres. John M. Robinson; PRR will cooperate in interchange with RF&P and will not seek competing lines nor Virginia legislation harmful to RF&P. (Mordecai)
- Apr. 29, 1877** William H. Vanderbilt, J.N. McCullough, John King of B&O and others meet at Chicago; raise 4th class rate to 40 cents per cwt. but don't raise eastbound grain rate; McCullough talks to Vanderbilt about the new fast train established by the Wabash, but Vanderbilt refuses to deny Wabash the use of the Canada Southern Railway; McCullough threatens to put on a fast train over PRR. (NYT)
- Apr. 30, 1877** NYC&HR cuts time between New York and Chicago to improve service to Omaha gateway; Pennsylvania Company matches cut; NYC&HR then threatens to slash New York-Chicago fare from \$22 to \$15; schedules lengthened again at end of summer.
- Spring 1877** Pennsylvania Company completes negotiations to complete Pittsburgh, Wheeling & Kentucky Railroad; PW&K is to issue \$200,000 in bonds, of which Pennsylvania Company is to take half; stock and claims held by Ohio and Brooke Counties, amounting to \$380,000, to be surrendered to bondholders. (Church)
- Spring?? 1877** PRR and RF&P establish night train, *New York & Richmond Express* with New York-Richmond, New York-Atlanta, and Baltimore-Richmond sleeping cars; first through day train carries Boston-Savannah sleeping car. (Mordecai - verify - must be later, no bridge at Charleston til late in year)
- May 1, 1877** PRR Board cuts annual dividend rate from 8% to 6% because of deepening depression and pledges that remaining surplus be used to reduce the company's liabilities; changes dividend payment from semi-annual to quarterly; pays 1-1/2%; authorizes American Steamship Company to charter two British vessels needed to maintain a weekly line. (MB)
- May 1, 1877** Meeting to establish Pennsylvania Railroad Branch of the YMCA of Philadelphia held at residence of William W. Wimer, Freight Agent at Philadelphia, at 116 N. 16th Street, Philadelphia; temporary organization established, and Chief Engineer William H. Brown assigned to design building, but PRR's losses later in year prevent full organization. (Wilson)
- May 1, 1877** East leg of wye connection to East Brandywine & Waynesburg

Railroad opens east of Downingtown. (AR)

- May 1, 1877** **Pennsylvania Company evicts Canada Southern Railway from Toledo & State Line Railroad. (MB)**
- May 1, 1877** **Toledo, Peoria & Warsaw Railway refuses to carry cars of Illinois Midland Railway between Farmville and Peoria because is owed \$20,000; Illinois Midland pays part of sum, and connection restored. (RRG)**
- May 1877** **Standard Oil Company makes contract for shipping over B&O and reopens Pittsburgh refineries. (Nevins)**
- May 1877** **Injunction stops Pittsburgh, Titusville & Buffalo Railway from removing third rail from Union & Titusville Railroad to prevent its use by Atlantic & Great Western Railroad. (RRG)**
- May 2, 1877** **PRR stock is at 35-7/8 after reduction of dividend rate. (RRG)**
- May 2, 1877** **General Manager Frank Thomson reports to VP George B. Roberts that they close the portion of the Pennsylvania & Delaware Railway below Landenberg. (MB)**
- May 2, 1877** **Queen Annes & Kent Railroad Company as Reorganized organized at Centreville under auspices of PW&B. (Val,)**
- May 4, 1877** **Second caisson for Poughkeepsie Bridge launched. (RRG)**
- May 5, 1877** **Summit Branch Railroad orders Lykens Valley and Short Mountain mines pumped out and reopened. (RyW)**
- May 7, 1877** **A local property owner files for injunction to bar LIRR steam operation on Atlantic Avenue in Brooklyn. (NYT)**
- May 7, 1877** **United New Jersey Railroad & Canal Company Board approves construction of direct line between Marion (Jersey City) and East Newark; approves sale of Delaware & Raritan Canal barge *Morris*. (MB)**
- May 7, 1877** **PRR Road Committee reports traffic contract with Summit Branch Railroad. (MB)**
- May 7, 1877** **Rochester, Nunda & Pennsylvania Railroad in New York sold at foreclosure to George Jerome, Franklin D. Lake and Charles W. Leavitt for \$5,000; 20 miles completed but never opened; unfinished portion in Pennsylvania had been abandoned; portion in McKean**

County, Pa. later sold and reorganized out of PRR system as New York, Ridgway & Pittsburgh Railroad on May 5, 1880, but is not finished. (Val, RRG)

- May 8, 1877** City of Steubenville authorizes borrowing \$30,000 to pay off bonds issued for Steubenville & Indiana Railroad stock in 1851, which fall due on July 1, 1877. (Church)
- May 9, 1877** PRR Board authorizes straightening main line between Marion Station (Jersey City) and East Newark; authorizes advance to Trenton Horse Railroad to rebuild its line and extend from Warren Street to Bank Street and back to main line, also to Belvidere-Delaware depot. (MB)
- May 10, 1877** Trunk Lines begin three days of meetings at Brevoort House in New York to try to get midwestern lines to raise eastbound rates. (NYT)
- May 10, 1877** International Exhibit opens in Art Gallery, Main Building and Horticultural Hall of 1876 Centennial, a condensed version of the World's Fair. (Rdg)
- May 13, 1877** Railroad between Hervey City and Decatur Jct., Ill., sold in foreclosure of Decatur, Mattoon & Sullivan Railroad, half interest each to Louis Genis and George L. Ingersoll. (Church, ICC)
- May 14, 1877** Local court refuses to grant injunction vs. LIRR steam operation on Atlantic Avenue. (NYT)
- May 14, 1877** Second VP Edmund Smith again arrives in London to select a general agent for PRR as London Joint Stock Bank can only act as disbursing agent for interest and dividends. (MB)
- May 14, 1877** Toledo, Peoria & Warsaw Railway, Wabash Railway and Canada Southern Railway establish fast train between from Burlington to New York, bypassing Chicago and putting passengers in New York 9 hours ahead of Trunk Lines via Chicago though it is 100 miles longer, touching off brief rate war; TP&W and Wabash recently came under same management; previously, CB&Q business for PRR was routed over Indianapolis, Bloomington & Western Railway to Indianapolis; Pres. Tom Scott demands this train be withdrawn. (Guide, RRG, RyW, NYT)
- May 14, 1877** Petersburg Railroad (Va.) enters receivership. (ICC)
- May 15, 1877** General Manager Frank Thomson calls general meeting of all General Superintendents and Division Superintendents of Lines East

held at West Philadelphia to consider number and types of printed forms; meeting analyses forms used by each department. (AR)

- May 15, 1877** E.B. Westfall named Superintendent of Middle Division of P&E, replacing Edmund L. Tyler resigned to be VP & Superintendent of Mobile & Montgomery Railroad; Joseph Crawford to Superintendent of Danville, Hazleton & Wilkesbarre Railroad and Assistant Superintendent of Shamokin Division, replacing Westfall. (AR, RRG)
- May 15, 1877** VP George B. Roberts writes to Pennsylvania & Delaware Railway reporting large losses, particularly on the portion in Delaware, and asking a renegotiation of the lease. (MB)
- May 15, 1877** New Castle & Wilmington Railroad and New Castle & Frenchtown Turnpike & Railroad Company (NC&F) merged into PW&B under agreement of Mar. 28, 1877. (Val)
- May 15, 1877** South Mountain Iron Company sold at foreclosure at Philadelphia for \$10,000 to Thomas Kennedy of Cumberland Valley Railroad, which owns all of its bonds. (RRG, Watts - check in Rdg)
- May 1877** LIRR begins AScoot@ service around the fish-tail on the east end of Long Island between Greenport and Sag Harbor. (Seyfried)
- May 1877** Camden & Atlantic Railroad is now running trains to Atlantic City on Saturdays and Mondays non-stop in 1:30; to start daily train on June 1. (RRG)
- May 1877** War between Empire Transportation Company and Standard Oil Company reaches peak; Empire has the lead in tank cars with 1,500 and superior terminal in the National Storage Company at Jersey City; Standard has 600 new tank cars for use on Erie and NYC&HR systems. (RyW)
- May 1877** Claim that Trunk Line contract signed in Chicago to negotiate pooling westbound competitive freight includes agreement to make a further 10% wage cut; Scott denies this in his post-strike testimony. (Rept, Foner)
- May 1877** J.M. Toucey and William Buchanan of NYC&HR form Toucey & Buchanan Interlocking Switch Company to manufacture patent interlocking plants. (RRG)
- May 1877** Michigan Legislature defeats Granger bill to repeal special charters of LS&MS and Michigan Central Railroad. (RyW)

- May 16, 1877** Property of former New Orleans, Jackson & Great Northern Railroad sold at foreclosure and reorganized as New Orleans, Jackson & Northern Railroad, whose articles are filed in Mar. 1878. (ICC)
- May 17, 1877** Ex-Pres. Grant embarks on round-the-world tour on American Line steamship *Indiana*; boards off New Castle to avoid crush at Philadelphia pier. (PubLdgr, Flayhart)
- May 17, 1877** Collings Road station renamed Collingswood on Camden & Atlantic Railroad . (MB)
- May 17, 1877** Potomac Railroad (Brooke-Quantico) leased to RF&P. (Harrison)
- May 17, 1877** Duquesne Inclined Plane opens at the south end of the Point Bridge at Pittsburgh. (RRG)
- May 17, 1877** Court orders sale of Illinois Extension of Indianapolis, Bloomington & Western Railway. (NYT)
- May 18, 1877** PRR Board imposes 10% wage cut on all officers and employees earning more than 104 per hour (\$1 per day), effective June 1. (MB)
- May 18, 1877** LIRR Board appoints committee to consider purchasing stock of New York & Flushing Railroad and land north of ferry at Long Island City from Poppenhusens. (MB)
- May 19, 1877** Matthew Baird (1817-1877), retired head of Baldwin Locomotive Works, dies at Philadelphia at age 61. (RRG)
- May 20, 1877** PRR establishes 29-hour Chicago-New York train, *Pacific Express*, leaving Chicago at 4:45 PM., in response to new Wabash Railway train; this breaks agreement with Michigan Central Railroad and LS&MS against fast trains; they threaten to cut Chicago fare to \$15. (RRG, RyW, NYT)
- May 20, 1877** Trunk Line general freight agents are working on details of a pool for westbound freight from New York; 33% each for NYC&HR and Erie, 25% for PRR, and 9% for B&O, but still no permanent agreement. (NYT)
- May 21, 1877** Gardiner D. Hubbard and Thomas A. Watson, assistants to Alexander Graham Bell, demonstrate telephone at Altoona Shops; becomes first railroad telephone installation and grows into the world's largest private telephone system. (Mutual)
- May 21, 1877** Southwark Railroad Company merged into PW&B under agreement

of Mar. 28, 1877. (Val)

- May 22, 1877** Having learned of impending PRR wage cut, Brotherhood of Locomotive Engineers holds protest meeting at Newark, N.J. (NYT)
- May 22, 1877** Northern Central Railway votes 10% wage cut on all persons making over 10 cents an hour, effective June 1. (AR)
- May 22, 1877** New York Stock Exchange suspends trading in PFW&C shares because the company has not notified it of the betterment stock issued to PRR; reinstated next day on condition of notifying exchange of all future issues. (NYT)
- May 23, 1877** PRR reorganizes Legal Dept. to cut salaries in outlying districts. (MB)
- May 23, 1877** LIRR Board resolves to purchase land north of Long Island City for \$287,500 and stock of New York & Flushing Railroad for \$200,000. (MB)
- May 23, 1877** Pennsylvania Company Executive Committee offers to allow Canada Southern Railway to resume using the Toledo & State Line Railroad providing it promises to make regular monthly payments. (MB)
- May 23, 1877** E.B. Westfall named Superintendent of Middle Division of Philadelphia & Erie Grand Division; Joseph Crawford named Superintendent of Danville, Hazleton & Wilkesbarre, Lewisburg, Centre & Spruce Creek, and Shamokin Division of Northern Central Railway, replacing Westfall. (MB)
- May 23, 1877** Southern Pacific Railroad opens for revenue service to a point on the Colorado River opposite Fort Yuma. (Evans)
- May 24, 1877** Having learned of pending wage cut, Brotherhood of Locomotive Engineers meet at Jersey City and appoint a committee to meet with management; some will accept 5% cut, but majority vows to strike if cut is 10%. (NYT)
- May 24, 1877** PRR contracts for new Rockville Bridge with Delaware Bridge Company. (RyW)
- May 25, 1877** West Jersey Railroad Board authorizes operation of Philadelphia-New Castle-Cape May steamboat this season. (MB)
- May 26, 1877** Northern Central Railway issues \$1 million in Consolidated General Mortgage bonds to retire floating debt. (AR)

- May 27, 1877** **Havana renamed Westwood on GR&I. (Guide)**
- May 28, 1877** **Brotherhood of Locomotive Firemen & Enginemen holds secret meetings at Jersey City and Newark; only minority is in favor of strike; after CNJ strike in 1876, N.J. Legislature passed law making it a criminal offense for crews to abandon their trains on the road. (NYT)**
- May 29, 1877** **Second property owner files in City Court for injunction to bar LIRR steam operation on Atlantic Avenue in Brooklyn. (NYT)**
- May 29, 1877** **TH&I Joint Executive Committee rejects Illinois Central Railroad demand to pool business at Mattoon, Effingham and Vandalia; Executive Committee to correct imbalance of traffic on two roads. (MB)**
- May 30, 1877** **Other trunk lines suspend proposed cut in New York-Chicago fare to \$15 at last minute; was to counter competition from PRR's fast train; PRR objects to Wabash Railway's connection with Toledo, Peoria & Warsaw Railway, which gives it faster time to Burlington than PRR's via Chicago. (RRG)**
- May 31, 1877** **Philadelphia ordinance grants River Front Railroad right to lay track on Delaware Avenue from Dock to Shackamaxon Street, on Beach Street to junction with Reading, and on Cumberland Street, Richmond Street & Lehigh Avenue to line of Philadelphia & Trenton Railroad. (Digest)**
- May 31, 1877** **Delaware Western Railroad organized as successor to Wilmington & Western Railroad. (RRG)**
- May 31, 1877** **Texas & Pacific Railway reports that it has reduced its debt to the California & Texas Railway Construction Company from \$9.1 million to under \$1 million. (RRG/AR)**
- June 1, 1877** **PRR 10% wage cut voted May 18 goes into effect; means a 19% reduction from 1873 wages and 27% for shopmen and trackmen; Pennsylvania Company (and PC&StL?) also cuts all wages over 10 cents an hour by 10%. (MB)**
- June 1, 1877** **PRR's New York freight handlers strike to protest wage cut; lasts til end of the month when accept compromise of 14 cents per hour. (PubLdgr)**
- June 1, 1877** **Joseph T. Richards named Principal Assistant Engineer of Maintenance of Way of United New Jersey Grand Division, replacing**

G.D. Howell, dismissed. (Watkins)

- June 1, 1877** Camden & Atlantic Railroad begins running weekend round trip between Camden and Atlantic City in 1:30. (RyW)
- June 1, 1877** Commissioners of Brooke County, W.Va., agree to transfer their \$122,694 in stock and debt of Pittsburgh, Wheeling & Kentucky Railroad to William Thaw, John Bayha and William P. Hubbard, trustees for First Mortgage bondholders. (Church)
- June 1, 1877** Date set for establishing westbound Trunk Line pool passes with no action. (RRG)
- June 1, 1877** Special master reports to court against granting application to removed Gen. George B. Wright as receiver of Indianapolis, Bloomington & Western Railway. (NYT)
- June 2, 1877** Trainmen of PFW&C meet at Dietrich's Hall in Allegheny City to protest cuts; organize Trainmen's Union, an oath-bound organization; Robert Adams Ammon (1852?-1915), a young n'ere-dowell and the son of a prosperous local insurance agent who has been a freight brakeman on the PFW&C for about nine months and before that ran a hotel at Collinwood, Ohio, and sold insurance, is the first to enroll and becomes the union's main organizer; the object is to organize all the skilled engine and train employees of the Trunk Lines and call a single, paralyzing strike so that the companies could not hire replacements; the strike is later set for June 27. (Rept, Bruce)
- June 2, 1877** LS&MS cuts eastbound limited Chicago-New York fare from \$18 to \$15 after Tom Scott refuses to drop fast train, and other Trunk Lines follow; westbound fare remains \$20. (NYT, RRG)
- June 2, 1877** Memphis & Charleston Railroad leased to East Tennessee, Virginia & Georgia Railroad. (Harrison)
- June 3, 1877** Sleeping car line established between Philadelphia and New Orleans via (PassDept - Richmond & Danville Railroad - What about gauge diff - this is probably the car via the Great Southern Mail Route through Lynchburg, Bristol and Chattanooga, see 1/77)
- June 1877** Both PRR and NYC&HR now run Chicago-New York train in 24:45; Wabash Railway runs New York-St. Louis in 35:00 vs. 34:30 for PRR. (RRG)
- June 4, 1877** Reading discontinues use of Centennial Station on Junction Railroad and uses its old Belmont station. (Rdg)

- June 4, 1877** Grievance committee representing engine and train employees meets Pres. Scott in his office to protest wage cuts; also want regular assignments instead of first-in-first-out rule; end to classification of pay based on efficiency and length of service; Scott talks them into accepting cuts on grounds company is not making any money and promises to raise wages when money permits. (Foner has 6/2? - Rept does not give date)
- June 4, 1877** Robert Ammon leaves Allegheny on organizing mission; in the next three weeks, Ammon enrolls thousands on PFW&C, LS&MS, Panhandle, Cleveland & Pittsburgh, B&O, etc. (Rept, Bruce)
- June 4, 1877** Commissioners of Ohio County, W.Va., agree to transfer their \$256,744 in stock and debt of the Pittsburgh, Wheeling & Kentucky Railroad to William Thaw, John Bayha and William P. Hubbard as trustees for First Mortgage bondholders, to be distributed to bondholders pro rata on completion of road. (Church)
- June 5, 1877** First caisson of Poughkeepsie Bridge anchored in place and filling begins. (RRG)
- June 6, 1877** PRR Board approves Second VP Edmund Smith's choice of Thomas Wilde Powell, senior partner in Haseltine, Powell & Co., to be PRR's general agent in London. (MB)
- June 8, 1877** At the Brevoort House, Trunk Lines sign formal agreement to pool all westbound freight from New York; Erie and NYC to get 33%, PRR 25% and B&O 9%, effective July 1; agreement establishes Trunk Line Association under leadership of Albert Fink (1827-1897), former VP of Louisville & Nashville, as Trunk Line Commissioner; Fink had been passing through New York en route to a European vacation, but was pressured into serving as a consultant to the deliberations and then chosen Commissioner. (NYT, ASCE41, Gilchrist)
- June 9, 1877** Piedmont Air Line (Richmond & Danville system) establishes two round trips of a fast mail between New York and New Orleans in 60:00. (NYT)
- June 10, 1877** LS&MS puts on a 28:35 Chicago-New York train to match PRR, arriving at 7:00 PM; PRR revises schedule to leave Chicago at 4:40 PM and arriving at 6:55 PM; PRR maintains right to run in faster time because its line is shorter by 122 miles. (NYT)
- June 10, 1877** PRR establishes new record 24:00 schedule between Cincinnati and New York, leaving at 7:00 PM. (NYT)

- June 10, 1877** **Wabash Railway establishes fast train on 35:00 schedule from St. Louis to New York, leaving at 7:00 AM; Vanderbilt lines establish competing train on 34:25 schedule. (NYT)**
- June 10, 1877** **Atlantic Coast Line establishes fast mail between New York and New Orleans via Columbia in 62:00. (RyW)**
- June 11, 1877** **Brooke County, W.Va., agrees to sell stock in Pittsburgh, Wheeling & Kentucky Railroad. (Church)**
- June 13, 1877** **PRR Board revises refunding plan for Pennsylvania Company, reducing new bond issue from \$10 million to \$7 million; declines request of William W. Wimer for contribution to PRR Branch of YMCA of Philadelphia but does grant use of rooms in West Philadelphia formerly used by General Agent; donates \$300 to PRR Employees' Library & Reading Room at West Philadelphia. (MB)**
- June 13,1877** **Trunk Lines conclude two days of meeting in New York to restore rates and abolish fast trains without resolution. (RRG)**
- June 13, 1877** **Marietta, Cleveland & Pittsburgh Railway sold at foreclosure at Cambridge to Cyrus W. Field, Isaac Morton and John Patton for bondholders for \$200,000; bondholders are negotiating for merger with Cleveland, Tuscarawas Valley & Wheeling Railway, later a part of the B&O. (Church, RRG , C&C)**
- June 13, 1877** **Agreement among creditors for reorganization of Toledo, Peoria & Warsaw Railway. (Church)**
- June 14, 1877** **South Mountain Iron Company sold at foreclosure; railroad sold to Thomas A. Kennedy of the Cumberland Valley Railroad. (Rdg CorpHist)**
- June 14, 1877** **South Mountain Iron Company at Pine Grove, Cumberland County, Pa., sold at foreclosure to Jackson Fuller (-1904) acting as agent for Jay Cooke. (Watts - get correct data from Rdg)**
- June 14, 1877** **Robert M. Shoemaker elected Pres. of Cincinnati, Richmond & Chicago Railroad, replacing F.H. Short. (MB)**
- June 15, 1877** **English stockholders meet at City Terminus Hotel in London; called by VP Edmund Smith to allay rumors that have been circulated for about a year, particularly by the London *Daily Telegraph*, damaging the company's credit; Henry Crosfield, principal auditor of London & North Western Railway, also speaks; he endorses soundness of PRR and requests that the PRR provide regular monthly and annual**

reports of traffic and expenses for publication in the UK, and that it either revise the form of its accounts in line with British practice, particularly regarding the income from subsidiaries, or produce such forms for British use only, and issue reports for all PRR system companies in same format and for common fiscal year. (MB, Rept)

- June 15, 1877** Trunk Lines agree to restore old rates, effective June 18, and timetable of May 14 and drop fast Chicago-New York trains on June 25, but that any road may make same New York-St. Louis time as PRR. (NYT, RRG)
- June 1877** National Bank of the State of Missouri closes; largest business failure at St. Louis in depression thus far; most money not loaned to individual officers was loaned to James B. Eads's ventures; officers of bank are later indicted for malfeasance, but as Eads is not a director, he escapes. (Jackson)
- June 17, 1877** LIRR begins operating summer-only Sunday morning paper train to Greenport and Sag Harbor for Union News Company to supply summer vacationers. (NYT)
- June 18, 1877** City Court denies injunction against LIRR steam operation in Atlantic Avenue in suit brought by a property owner. (NYT)
- June 18, 1877** Trunk Lines restore old Chicago-New York fare. (RRG)
- June 18, 1877** PRR cuts Altoona Shops to 8-hour days. (RyW)
- June 19, 1877** William H. Vanderbilt elected Pres. of NYC&HR in place of Cornelius Vanderbilt, deceased. (AR)
- June 19, 1877** New York Supreme Court hears suit of Augustus C. Brown, bondholder of CC&IC vs. PRR to compel it to pay coupons; Brown bought \$3,000 in bonds believing them to have PRR guarantee; no decision announced. (RRG, NYT)
- June 19, 1877** Austin Corbin incorporates Marginal Railroad to build a waterfront line at Manhattan Beach. (NYState, Seyfried)
- June 20, 1877** Delaware Railroad Board authorizes survey between Dover and Rehoboth by E.Q. Sewell. (MB)
- June 20, 1877** Bear raid by New York and London capitalists creates panic in B&O stock at Baltimore; drops from 93-3/4 to 80 on rumors of falsified annual reports; recovers next day; has been selling at 190-195 last year. (NYT)

- June 21, 1877** Camden & Atlantic Railroad Board authorizes double track on Atlantic Avenue between Pennsylvania Avenue and Massachusetts Avenue. (MB)
- June 21, 1877** Ten members of the Molly Maguires, an alleged secret society dedicated to private vengeance on behalf of Irish mine workers, hanged, six at Pottsville and four at Mauch Chunk, for murders of officials or members of rival gangs; prosecution and anti-Molly hysteria orchestrated by Franklin B. Gowen, in part to tar miners' union; ten others later hanged between 1877 and 1879 and 26 sentenced to prison. (Schlegel, Broehl)
- June 22, 1877** Jersey City & Albany Railroad property in N.J. sold at foreclosure to Delos E. Culver for bondholders; not operated since Sep. 1876. (RRG)
- June 23, 1877** Court denies Attorney-General's request for injunction against LIRR steam operation in Atlantic Avenue, Brooklyn. (NYT)
- June 23, 1877** Last run of fast trains on PRR and NYC&HR, Chicago to New York. (RRG)
- June 24, 1877** B&O resumes running one round trip from Baltimore into B&P station in Washington via Potomac Jct. near Bennings; all other Virginia Midland trains run only as far as B&P station. (Guide)
- June 24, 1877** PFW&C agents catch up with Ammon and fire him; about 40 members of Trainmen's Union leave Allegheny City to alert locals that strike is to begin June 27 at noon. (Rept)
- June 25, 1877** Deputation from Trainmen's Union presents demands to Pittsburgh officials of PRR system and ask for passes to Philadelphia to see Pres. Scott; PRR denies request and begins firing members of committee and about 300 others. (Rept)
- June 25, 1877** Indianapolis & Vincennes Railroad orders all salaries and wages cut by 10%. (MB)
- June 25, 1877** Trunk Lines reestablish timetable in effect before May 14, ending fast trains. (RyW)
- June 25, 1877** Pennsylvania Company transfers 5,091 shares of Louisville Bridge Company to PRR, giving it about 14,000 shares. (StkLdgr)
- June 26, 1877** In evening, PC&StL members of the Trainmen's Union meet in Pittsburgh and split over whether or not to proceed with strike;

meeting breaks up in discord, partly through the work of company spies and infiltrators; last trains out carry suborned union members who are to say there will be no strike at Pittsburgh; with their plans known, plan for strike collapses. (Rept)

- June 26, 1877** **George Jerome, et al., convey property of former Rochester, Nunda & Pennsylvania Railroad to Rochester, Nunda & Pittsburgh Railroad. (Val)**
- June 27, 1877** **Rochester, Nunda & Pittsburgh Railroad incorporated (filing date) in New York as reorganization of Rochester, Nunda & Pennsylvania Railroad. (Val)**
- June 27, 1877** **Marietta & Cincinnati Railroad enters receivership. (ICC)**
- June 27, 1877** **Hermann C. Poppenhusen resigns as VP & Treasurer of LIRR; Elizur B. Hinsdale elected VP. (MB)**
- June 27, 1877** **Strike of about 200 Trainmen's Union members at Allegheny on the PFW&C fizzles; broken up by police when attempt to block trains; Trainmen's Union at Allegheny holds its last meeting until it responds to subsequent strike; requests meeting with Layng, Barrett, John Scott and Pitcairn, which is refused. (Rept, Bruce)**
- June 27, 1877** **PRR Board approves contract dated June 12 with Gen. Daniel Butterfield for operation of ferry from PRR terminal in Jersey City to foot of Fulton Street, Brooklyn, eliminating need for transfers across Manhattan; incorporated separately in N.J. as "Brooklyn Annex". (MB) (EFrancis says service began 8/8/77! RRG has about that time - WSG says 8/10 - PRR AR says arrangement made in 7/77 - first notice in NYT is 10/2 Tues)**
- June 27, 1877** **PRR Board hears report on coal lands; between 1863 and 1872 Shamokin Valley & Pottsville had purchased additional coal land for \$1.3 million; PRR buys additional land in same area for \$1.14 million, and both groups leased to Mineral Railroad & Mining Company for operation. (MB)**
- June 28, 1877** **LIRR opens new track of Atlantic Avenue Railroad in center of Atlantic Avenue, Brooklyn; resumes steam train operation to new temporary depot at Flatbush Avenue in downtown Brooklyn; special excursion runs to laying of cornerstone of Episcopal Cathedral of the Incarnation at Garden City. (RRG, Seyfried)**
- June 29, 1877** **First excursion train operates over Austin Corbin's New York & Manhattan Beach Railway between East New York and Manhattan**

Beach. (Seyfried)

- June 29, 1877** West Jersey Railroad Board authorizes chartering steamboat *Keypoint* from Potomac Steamboat Company for Philadelphia-New Castle-Cape May service. (MB)
- June 30, 1877** Adolph Poppenhusen elected Pres. of LIRR, replacing David N. Ropes, resigned. (MB)
- June 30, 1877** Large number of LIRR employees discharged and salaries of officials cut by up to 33%. (NYT)
- June 30, 1877** In year ending this date, Empire Transportation Company has moved 2,971,337 bbls. of petroleum by rail and 2,337,04 bbl. in its over 500 miles of pipelines; also 1,524,111 tons of merchandise freight via Empire Line. (MB)
- July 1, 1877** Trunk Line westbound freight pool becomes effective at New York; traffic is divided on the basis of actual volume with the NYC&HR and Erie allowed 33% each, the PRR 25% and the B&O 9%; Albert Fink, formerly of the Louisville & Nashville, is named Commissioner of Trunk Line Association at New York to enforce the pool; western lines appoint an Executive Committee to maintain eastbound rates; western companies that do not maintain rates are to be charged full local rates by Trunk Lines; however, there was no legal way to enforce this provision. (RyW, NYT)
- July 1, 1877** Eastbound rates from Chicago cut from 40 cents to 35 cents per cwt. (RRG)
- July 1, 1877** Railroads cut car service charges; causes Empire Transportation Company to cut charges by equal amount, offsetting gain from increased rates. (MB)
- July 1, 1877** Erie Railway, Terre Haute & Indianapolis Railroad, NYC&HR, Michigan Central Railroad and LS&MS impose a 10% reduction in all wages and salaries; B&O hesitates to make cut. (RRG, Mott, Bruce, Foner)
- July 1, 1877** Former U.S. Senator John Scott (1824-1896) named PRR General Counsel at Pittsburgh, and Wayne MacVeagh (1834-1917) named General Counsel at Philadelphia. (MB)
- July 1, 1877** Columbia & Port Deposit Railroad opens for revenue service over whole length, forming a low-grade alternative to the Northern Central; leased to PRR and operated at cost as part of Philadelphia

Division, effective July 1 under agreement of June 13, 1877; stations at: Washington, Safe Harbor, McCalls Frerry, Peach Bottom, Conowingo, Octoraro, Port Deposit. (AR, RRG, Val - parts opened earlier; according to RRG, portion b. in 1877 is Conewago-Peach Bottom)

- July 1, 1877** PRR assumes operation of Columbia & Port Deposit Railroad under agreement of June 13, 1877; operated as part of Philadelphia Division under J.B. Hutchinson, Assistant Superintendent; PW&B ends operation of portion between Port Deposit and Octoraro. (Val)
- July 1, 1877** Work begins on new double-track Rockville Bridge. (AR)
- July 1, 1877** Clam Lake renamed Cadillac; Linden renamed Haring on GR&I. (Guide)
- July 1, 1877** Illinois Central Railroad begins operating Gilman, Clinton & Springfield Railroad. (RRG)
- July 1877** Purchasers of Marietta, Pittsburgh & Cleveland Railway appoint S.C. Baldwin, formerly Superintendent of Peninsula Division of Chicago & North Western Railway, as Manager. (RRG)
- July 2, 1877** LIRR resumes regular revenue steam service between Jamaica and Flatbush Avenue, Brooklyn under lease of Mar. 26, 1877. (Seyfried)
- July 2, 1877** Baltimore-Harrisburg section added to *Niagara Express* westbound. (Guide)
- July 2, 1877** Empire Transportation Company withdraws from Indianapolis & St. Louis Railroad, Fort Wayne, Jackson & Saginaw Railroad, Indianapolis, Cincinnati & Lafayette Railroad, and Indianapolis, Bloomington & Western Railway; agrees to reach St. Louis over the Wabash Railway and Peoria over the Toledo, Peoria & Warsaw Railway (i.e. was forced off these NYC affiliated lines as a result of NYC siding with Standard Oil). (RyW)
- July 2, 1877** Union Express Company agrees to operate over Cleveland & Pittsburgh Railroad. (MB)
- July 2, 1877** GR&I inaugurates two through trains for summer vacation travel between Cincinnati and Petoskey; sleepers on night train. (Guide)
- July 2, 1877** Texas & Pacific Railway reports \$8.47 million of \$9.13 million of debt of California & Texas Railway Construction Company has been paid. (NYT)

- July 3, 1877** PW&B resumes tri-weekly, summer-only Philadelphia-New Castle-Cape May excursion service with steamer *Keyport* instead of *Richard Stockton*; last trip Aug. 31. (BaltAm)
- July 5, 1877** Pennsylvania Company issues \$3.2 million 6% Secured loan, backed by PFW&C special stock at 80. (MB)
- July 6, 1877** Detroit, Eel River & Illinois Railroad sold at foreclosure at Logansport to James F. Joy and Elijah Smith, Trustees, for bondholders for \$750,000. (passes to Wabash interests?) (Church, RRG)
- July 7, 1877** Philadelphia & Atlantic City Railway (3'-6" narrow gauge) opens with directors excursion between Camden and Atlantic City; Theodore Frelinghuysen Wurts (1844-1911) is consulting engineer; rails are not joined until 5:25 PM; ferry terminal is at foot of Bulson Street, Camden, where freight station is former Board of Finance Building from Centennial; other Centennial buildings used as stations or the Atlantic City Excursion House are the Centennial Commissioners' Building, the La Fayette Restaurant, the Centennial Bank Building, and the car annex of Machinery Hall; Atlantic City station is a former Centennial building; steamboat *Pilot Boy* runs between Bulson Street and Chestnut Street, Philadelphia. (RyW, RRG)
- July 10, 1877** Residents of Bryn Mawr petition PRR complaining of "tramps", the contemporary term for the homeless unemployed, on PRR property. (MB)
- July 11, 1877** Freight agents of western railroads meet at Chicago; appoint committee to report on Trunk Line pool and how to handle westbound freight. (RyW)
- July 11, 1877** Philadelphia & Atlantic City Railway files location of Excursion House Branch from Thorofare to beach south of Florida Avenue and Arctic Avenue & Absecon Inlet Branch on Arctic Avenue and between Vermont & New Hampshire Avenues to Inlet, both in Atlantic City. (Rdg)
- July 11, 1877** B&O Board approves 10% wage cut effective July 16, for all employees and officers making over \$1 per day. (Pinkerton)
- July 13, 1877** Edward W. Gilman sues in Supreme Court of Queens County for separate receiver for Far Rockaway Branch Railroad, merged into South Side Railroad Company of Long Island in 1872, after default on

bonds. (NYT)

- July 1877** James Mulry and Samuel R. Smith assign their 1874 judgment vs. LIRR to Paul Lichtenstein for \$65,610. (NYT)
- July 1877** PRR begins straightening Bergen Hill Cut. (RRG)
- July 1877** Delaware Railroad completes preliminary survey for direct line between Dover and Rehoboth Beach. (RyW)
- July 1877** Clam Lake, Mich., renamed Cadillac; Linden renamed Haring on GR&I. (Guide)
- July 1877** Last contracts made for carrying freight at 1876 rate war prices expire. (RRG)
- July 1877** Competition in Standard Oil-Empire Line war slackens somewhat on rails and on Lake boats but remains high on pipelines; overall, oil traffic is way up and being diverted from PRR; New York's oil exports have doubled, while Philadelphia's have fallen by 30%. (MB, RRG)
- July 1877** Private Columbus banking house of Bartlit & Smith fails because of Benjamin E. Smith's involvement in railroads. (Lee/Columbus)
- July 1877** Chicago & Springfield Railroad incorporated as reorganization of Gilman, Clinton & Springfield Railroad. (RRG, Poors)
- July 1877** Western & Atlantic Railroad arranges for through sleeping car between Philadelphia and New Orleans via Lynchburg, Knoxville and Atlanta, running through in 63:00; connects at Columbus, Ga., with fast train via Atlantic Coast Line and Augusta. (RRG)
- July 16, 1877** B&O imposes second 10% wage cut in eight months; first stoppage occurs at Camden Jct., Baltimore, just before noon and is soon broken by police; in evening strikers blockade B&O at Martinsburg, W.Va., and seize shops there; blockades of freight trains also established at Cumberland, Keyser and Grafton; B&O VP John King calls for W.Va. Gov. Henry M. Matthews (1834-1884) to send militia. (RyW, Bruce, Dacus)
- July 16, 1877** Supt. Robert Pitcairn of Pittsburgh Division orders double-heading all eastbound through freights from Pittsburgh to Derry, effective July 19, with trains filled out to 36 cars as often as possible; all freight locomotives to be turned at Derry; two trains each on Union Line and National Line are to run through to Altoona with 36 cars and pushers

between Pittsburgh and Derry and between Conemaugh and Altoona; double-headers had been used on fast freight and some coal trains, but by making the practice universal, the PRR plans to dispense with half its freight conductors and brakemen and make those who stay work harder; Pitcairn plans to discharge the younger and single men and retain older men with families; traffic had fallen off so much in two weeks that only 18 of 26 crews have work. (RyW, Rept, Bruce)

- July 16, 1877** Pennsylvania Governor John F. Hartranft (1830-1889) leaves Philadelphia for a vacation in California on Tom Scott's private car. (Rept, Bruce)
- July 16, 1877** Robert Ammon, having been discharged by PFW&C, leaves Allegheny for new job at Parker City in the Oil Region. (Rept)
- July 16, 1877** Ivy Ledbetter Lee (1877-1934) inventor of modern corporate publicity and consultant to PRR and the Rockefellers, born at Cedartown, Ga. (NYT)
- July 16, 1877** South Mountain Railway & Mining Company incorporated in Pa. as reorganization of South Mountain Iron Company. (Rdg CorpHist)
- July 17, 1877** Great Strike draws first blood when local militia fatally wound one striker at Martinsburg, then disperse; strikers continue to hold freight trains but let mail and passengers pass. (Bruce)
- July 18, 1877** Wheeling militia arrives in Martinsburg; Gov. H.M. Mathews asks for federal troops; Pres. Hayes orders 300 troops from Fort McHenry; B&O strikers establish blockade at Newark, Ohio. (RyW, Bruce)
- July 18, 1877** Trainmen's Union, noting the B&O strikes, summons Robert Ammon back to Allegheny. (Rept)
- July 18, 1877** New York, Bay Ride & Jamaica Railroad opens 3'-0" gauge line between Bay Ridge (65th Street) and junction with New York & Manhattan Beach Railway at New Lots; New York & Manhattan Beach Railway opens for revenue service from New Lots to East New York and from Manhattan Beach Jct. on New York, Bay Ridge & Jamaica to Manhattan Beach; each operated by own organization; Austin Corbin's Manhattan Beach Hotel opens. (Val, RRG, Seyfried)
- July 18, 1877** Portion of Glendale & East River Railroad opens between Jefferson Street and Cooper Avenue (1.59 miles); built under charter of Brooklyn & Rockaway Beach Railroad by New York & Manhattan Beach Railway; this portion later becomes part of Brooklyn trolley

system. (C&C)

July 18, 1877

Delphos & Kokomo Railway incorporated. (Church)

July 19, 1877

Federal troops arrive in Martinsburg and break blockade without bloodshed, but strike spreads to Keyser, Cumberland and Grafton and non-railroad workers join harassment of trains; strike meetings held at East St. Louis & Vincennes on Ohio & Mississippi Railroad.. (RyW, Bruce)

July 19, 1877

Robert Ammon arrives in Pittsburgh at 7:13 AM; Superintendent Pitcairn leaves for a vacation in Long Branch with his family on the *Day Express*; PRR strike begins at Pittsburgh at 8:40 AM in response to the double-heading order; a crowd of 20-25 trainmen blocks switches and prevents trains from moving; crowd swells as more trains arrive; at about 11:00 AM, David M. Watt, Chief Clerk to Superintendent Pitcairn, calls on Mayor W.C. McCarthy to ask for police and is told that city has been forced to lay off nearly half of police force; mayor refuses to go but tells Watt to find some of the laid-off police and pay them himself; Watt proceeds to 28th Street with 10 men, but about 12:30 PM, Watt is beaten when he tries to open a switch; his assailant is arrested and take to jail; Watt alerts Pitcairn, who detrains at Lewistown and returns on the *Fast Line*, arriving at 11:25 PM; Watt asks Mayor McCarthy for 50 more police, but gets 6, and with these goes to Torrens to try to start stock trains; by 4:00 PM, a second blockade is established at Torrens; Watt then goes to Mayor McCarthy to ask for 150 police but finds he has gone home; his clerk advises they don't have police to spare and to see Sheriff R.H. Fife, who is discovered to be out of town; by evening, strikers establish a freight blockade on PRR main line at 28th Street roundhouse; freight cars backed up between Pittsburgh and East Liberty; Mayor McCarthy, like many Pittsburghers, resents the PRR; in later testimony, he calls PRR officials *Aimperious and dictatorial* and says they could have broken the strike on the 19th, but called for troops. (Rept, Bruce, RyW, Pinkerton)

July 19, 1877

News of strike first telegraphed to VP Cassatt in Philadelphia at 2:00 PM in a message addressed to General Manager Thomson; Cassatt is ranking officer on duty at Philadelphia; Scott is attending a dinner with his daughter's family at Andalusia, Roberts is ill at summer home in Cape May, and Frank Thomson is in Long Branch; Cassatt orders more crews to be called out, thinking the strike will quickly fold, then goes home to ACheswold; upon returning in the evening, he learns that no trains have been able to move and leaves for Pittsburgh at 8:30 PM in General Manager's car; Adjutant-General James W. Latta (1839-1922) of the state militia is summoned from a

Grand Army of the Republic meeting at 9:30 to come to West Philadelphia station; after 10:00 PM, Charles E. Pugh arrives at Andalusia to summon Pres. Scott, and he hurries to the West Philadelphia station, where he meets with Adjutant General Latta; after 11:00 PM, Latta leaves for Harrisburg on the special train of General Superintendent Gardner, who is going home to Altoona. (Rept, Bruce, Davis, RyW; Pinkerton, Dacus)

- July 19, 1877** About 10:30, Watt and PRR lawyer John Scott find Sheriff Fife at home; the three then go to the outer depot near 26th Street, where they find Gen. A.L. Pearson, who had been asked by Adjutant General Latta to investigate. (Rept)
- July 19, 1877** Meeting of Trainmen's Union held in Pittsburgh at Phoenix Hall at night; demand rescind wage cut and double-heading order, amnesty for all strikers, abolition of grading wages for each trade by skill and seniority, and provision of assigned firemen on all engines, including yard service, instead of first-in-first-out system; other craft unions in county proffer aid. (RyW, Dacus)
- July 19, 1877** One striker repeats a story to the local Pittsburgh papers that when VP Cassatt and General Manager Frank Thomson were at the Altoona Shops recently, Cassatt advised against any further reduction, saying the men cannot buy any butter for their bread; to which Thomson replied, Butter! What do they want with butter, let them make dip; Thomson makes the cuts; while the quote strongly suggests it was inspired by a similar statement attributed to Marie Antoinette, it shows the depth of rank-and-file resentment over Thomson's drive for standardization and efficiency. (Rept)
- July 19, 1877** PRR firemen and brakemen hold secret meeting in West Philadelphia at night to consider actions at Pittsburgh. (PubLdgr)
- July 20, 1877** Maryland Gov. John Lee Carroll (1830-1911) orders two militia regiments from Baltimore to Cumberland to break blockade there; troops are attacked while marching to Camden Station and open fire; 11 civilians killed, none of them railroad strikers, and militia is prevented from leaving; mob lays siege to Camden Station and tries to burn it; Baltimore Division Superintendent George C. Wilkins keeps strike from spreading to Northern Central Railway; Gov. Carroll calls for federal troops; at 11:30 PM, Pres. Hayes orders three companies from New York under Gen. Winfield Scott Hancock to Baltimore; strike spreads to Erie at Hornellsville, N.Y. (AR, RyW, Bruce, Foner)

July 20, 1877 In the morning, Pres. Scott telegraphs Mayor William S. Stokely, who is vacationing at Long Branch; he returns on first available train; extra police ordered to West Philadelphia station house at 39th & Lancaster to be ready; at 2:15 PM, VP John P. Green receives a dispatch from Pittsburgh that the 18th Regiment under Col. P.N. Guthrie has arrived at East Liberty, confronting about 300 strikers. (PubLdgr)

July 20, 1877 At Pittsburgh, Sheriff R.H. Fife visits strike headquarters at 28th Street, where crowd has grown to about 200, augmented by mill and factory workers; Fife is shouted down; at about 1:00 AM, Fife goes to telegraph Gov. Hartranft and other officials for state aid without having taken the usual step of calling a posse; labor supporters charge that General Counsel John Scott composes the telegrams, and they are thus illegitimate, but investigation fails to prove this; telegram reaches Adjutant-General Latta at Lancaster en route to Harrisburg at 1:49; at 2:35 AM, Latta, still at Lancaster, orders Major-General A.L. Pearson to send 18th Regiment based in Pittsburgh to the scene of the blockade; militia is to assemble at Union Depot at 7:00 AM; en route to Harrisburg, Latta composes a proclamation to go out over the governor's signature and at Harrisburg gives it to the governor's private secretary Chester N. Farr to finish; Latta wires Gov. Hartranft at Omaha at 4:00 AM, and the proclamation is issued after 8:00; Pittsburghers believe the proclamation was written by the PRR, since Hartranft is absent, and is illegal. (Rept, Pinkerton, Dacus)

July 20, 1877 In morning, Adjutant-General Latta's telegram reaches Gov. John F. Hartranft on the Union Pacific at Antelope, noting that he has called out Gen. Pearson; Hartranft replies upon reaching Cheyenne at 1:30 ordering Latta to protect the B&O and go to Pittsburgh in person; Hartranft sends a second telegram from Laramie at 5:20. (Rept)

July 20, 1877 Second blockade established at Allegheny; Pittsburgh calls out 14th and 18th Regiments of militia at 6:30 AM, but they sympathize with strikers and are ineffective in opening railroad; VP A.J. Cassatt arrives in Pittsburgh in morning and confers with David A. Stewart, Pres. of the Pittsburgh Locomotive Works, a former Lines West official and a nephew of Tom Scott; Stewart informs Cassatt that Pittsburgh is short of police and suggests PRR approach Mayor McCarthy and offer to pay to rehire police; McCarthy, still incensed that the militia has been called, refuses to meet with Cassatt; at 1:58 PM, Gen. Pearson wires Adjutant-General Latta that the 18th Regiment are posted at East Liberty and Torrens and the 14th & 19th Regiments are to be posted between the Union Depot and East Liberty; upon receipt of the message, Latta leaves Harrisburg for Pittsburgh on the *Fast Line*; strike spreads to PFW&C at 3:30 PM;

around 4:00 PM, Cassatt, Thaw and John Scott confer with Gen. Pearson at Union Depot; as Pittsburghers, Thaw and Scott don't want to force the issue, but Cassatt wants to take possession of the yards at once; 19th Regiment is recalled to station as inadequate; Cassatt suggests bringing troops from Philadelphia; at 5:00 PM, Pearson wires Latta that no one from the 14th Regiment has reported and only 50 from the 19th and 150 from the 18th; and Cassatt is calling for Philadelphia troops who will not fraternize with the strikers; in early evening, Cassatt, Pitcairn and Gardner meet with delegation from Brotherhood of Locomotive Engineers, who stand pat on demands, including rescinding wage cut and double-heading order, rehiring strikers and eliminating classification of conductors and engineers; Cassatt tells Pitcairn to have no further talks; Cassatt goes to roundhouse and persuades some crews to be ready to go out; after 5:30 PM, Gen. Pearson again wires Latta that he has only 230 men to face 4,000 to 5,000 strikers and sympathizers and calls for 2,000 more troops; receiving the message at McVeytown, Latta calls out all five divisions of the militia and orders First Division of Philadelphia troops under Gen. Robert M. Brinton to Pittsburgh; by 9:00 PM, a huge crowd of sympathizers gathers near 28th Street; Latta arrives in Pittsburgh before midnight;. (Rept, RyW, Bruce, Dacus)

July 20, 1877

In Philadelphia, Pres. Scott, Charles E. Pugh, Mayor Stokely, and others confer into the evening; Gen. Brinton is informed of Latta's telegram at 6:00 PM and also receives a message from Tom Scott and goes to West Philadelphia station; around 9:00 PM, he receives Adjutant-General Latta's order to go to Pittsburgh; at 9:30 PM, Scott, Brinton, and others learn of violence at Baltimore; at 10:15, PRR posts a bulletin claiming most of the crowds at Pittsburgh are not PRR employees. (Rept, PubLdgr, Bruce, Dacus)

July 20, 1877

Company K of 10th Regiment transported over Waynesburg & Washington Railroad on flat cars from end of track at Banetown to Washington en route to Pittsburgh; first public use of W&W narrow gauge line. (Koehler)

July 21, 1877

At 1:00 AM, Gen. Robert M. Brinton calls on all stragglers to report for duty at West Philadelphia station by 9:00 AM; militia arrives in small groups, as many are away for the summer, and are sent as soon as a trainload accumulates, so that units are scattered; first 600 militia assemble by 2:00 AM and depart, picking up two Gatling guns and ammunition at Harrisburg; by 3:00 AM, three trains of militia have dispatched for Pittsburgh, including portions of the 1st Regiment under Col. R. Dale Benson, the 2nd Regiment under Lt. Col. Gorgas, the 3rd Regiment under Col. George R. Snowden, the 6th Regiment under Col. Maxwell, the Weccacoe Legion, the

Washington Grays, the State Fencibles, the Black Hussars, the First City Troop under City Postmaster Col. A. Loudon Snowden, a fixture at PRR stockholders' meetings, and the Keystone Battery; the Gray Invincibles, an African American regiment, is ordered back to its armory after engineers refuse to move them; Pres. Scott returns to his country house near Lansdowne at 3:00 AM, and Mayor Stokely and other officers leave at 4:00 AM; Scott and John P. Green return at 10:00 AM. (Rept, PubLdgr, NYT)

- July 21, 1877 At 2:00 AM, 19th Regiment sent to 28th Street; at 4:00 AM, 14th Regiment ordered to a point higher up the hill at the 28th Street crossing; make several futile attempts to clear crossing, but many soldiers fraternize with mob. (Rept)
- July 21, 1887 In evening, crowd gathers at Harrisburg to block trains carrying ammunition to Pittsburgh but is drawn off by a ruse of the police. (Rept)
- July 21, 1877 Strike begins at Altoona at 11:00 AM; around 5:00 PM, a train carrying additional Philadelphia militia to Pittsburgh stoned at Altoona; this train sets out 8 cars of troops at Walls, as engineer refuses to carry them further. (NYT, Pinkerton)
- July 21, 1877 Gen. H.S. Huidekoper of the 7th Division based at Meadville, who is in Chicago attending the U.S. Court, leaves for Pittsburgh at 8:00 AM; travels with J.D. Layng, who is returning home to Sewickley in his office car. (Rept)
- July 21, 1877 At noon, James P. Barr, editor of the *Pittsburgh Post*, telegraphs Pres. Scott to come and negotiate with strikers personally; Scott replies in negative at 4:00 PM, by which time, events have reached a point of no return. (Rept)
- July 21, 1877 By 1:45 PM, Adjutant-General Latta and 600 Philadelphia troops led by Gen. Robert M. Brinton arrive in Pittsburgh with two Gatling guns and are served sandwiches and coffee at Union Depot; William Thaw, a Pittsburgh native, pleads with Cassatt and Brinton to hold off until Monday, when many factory workers, who work half-days on Saturday, will be at work, but Cassatt says matter is in hands of military and promises (erroneously) that they have crews ready to go once the tracks are cleared; at 3:30 PM, troops and officials march to 28th Street, where Sheriff Fife reads riot act and tries to serve arrest warrants to no effect; Cassatt and Pitcairn return to Union Depot; Philadelphia units are the 1st Regiment at the head, the 3rd Regiment, the Weccaco Legion, the Washington Grays, and elements of the State Fencibles and Black Hussars; troops take up formation to clear tracks

at 28th Street and form a hollow square; harassed and stoned by mob composed mostly of industrial workers idled by the weekend; around 5:00 PM Philadelphia militia, responding to provocations and apparently without orders, suddenly fires on mob, killing at least 10 outright, including bystanders, and wounding 60-70; fire is indiscriminate and partly directed to top of hill, which is crowded with bystanders; Cassatt views shooting from cupola of shops; Cassatt and Pitcairn then go to Union Depot; Pittsburgh militia deserts; enraged at being attacked by foreign troops, the mob arms itself from local gun shops and besieges militia, who, at Cassatt's suggestion, had retreated into the lower roundhouse at 26th Street; mob then rolls burning oil and coke cars against building; at about 11:00 PM, Pittsburgh militia units are told to disband and return home; several news services report that Sheriff Fife is killed in the affray, but he simply goes home and spends the next few days hiding in the Court House; Gen. Pearson, whom many falsely believe gave the order to fire but was actually in the telegraph office of the Outer Depot when the shooting began, finally makes his way back to the depot about 10:00 PM, where Latta relieves him of command. (Rept, RyW, PubLdgr, Bruce)

- July 21, 1877** In evening, Gov. Hartranft wires Adjutant-General Latta from Ogden that he will take the first train east, then goes to Salt Lake City to wait, while his family proceeds to California; at 9:00 PM receives a telegram about the shooting and at midnight leaves on a special train to Chicago. (Rept)
- July 21, 1877** Philadelphia & Atlantic City Railway begins regular revenue service between Bulson Street, Camden, and Atlantic City; begins rate war with Camden & Atlantic Railroad; ferry runs from Bulson Street to Pier 8 above Walnut Street wharf; company builds excursion house on ocean between Florida & Texas Avenues served by rail spur; wrecked by storm before finished; stations are: Oakland, Linden, Dentedale, Magnolia, Somerville, Laurel, White Horse, Clementon, Albion, Tansboro, Williamstown Jct., Cedar Brook, Blue Anchor, Winslow, Hammonton, Da Costa, Elwood, Egg Harbor, Cologne, Pomona, Pleasantville and Atlantic City; run three round trips, fastest in 2:45 vs. 1:30 on Camden & Atlantic Railroad . (RRG, HistAtCo)
- July 21, 1877** Militia units from Rochester and Elmira arrive in Hornellsville, but generally sympathize with strikers, who continue to harass trains. (Mott, Foner)
- July 21, 1877** Strikers blockade PFW&C at Fort Wayne. (Dacus)

- July 21, 1877** Workingmen's Party of the United States, an amalgamation of Marxist and Lassallean socialists whose leaders are predominantly immigrants from the German and Austro-Hungarian Empires, holds mass meetings in Chicago in support of the strike; one of their most charismatic speakers is Albert R. Parsons (1848-1887), a former Texas scalawag, who is later hanged in the aftermath of the 1886 Haymarket Affair; the Party hopes to channel the various spontaneous uprisings; however, the preaching of class warfare and the waving of red flags serve to convince the propertied classes that they are facing a real revolutionary conspiracy and fix their resolve to crush it by force without the usual constitutional niceties; Tom Scott, for one, seems to think the situation is a replay of the spring of 1861. (Foner, Rept)
- July 21, 1877** Mass meeting at East St. Louis at 8:00 PM appoints Executive Committee from different railroads to coordinate strike activity. (Dacus)
- July 21, 1877** West Shore Hudson River Railroad (inc. Oct. 28, 1867) and Hudson River West Shore Railroad (inc. Sep. 16, 1867) merged into New York, West Shore & Chicago Railroad. (GrnBk)
- July 22, 1877** At 1:00 AM, Cassatt and other officials leave Union Depot for Monongahela House; Gen. Pearson arrives later; at 1:30 AM, fire alarms sound in Pittsburgh as mob sets fire to stalled trains in attempt to force militia out of roundhouse; around 7:30 AM, Philadelphia militia burned out of 26th Street roundhouse; breaks out firing, eventually using the Gatling guns to clear streets; after being refused shelter at the Arsenal, militia eventually retreats 12 miles up the west bank of the Allegheny River and encamps on the grounds of the Claremont hospital and poorhouse, leaving 4 soldiers dead or dying and about 12 wounded and an unknown number of civilian casualties; mob continues to pillage and burn all PRR property in central Pittsburgh, including Union Depot, 26th Street roundhouse, and all rolling stock idled in yards by the strike; includes 104 locomotives, 46 passenger cars, and 506 freight cars of Lines East, plus 20 passenger and 861 freight cars of Lines West; the coroner later reports a total of 4 soldiers and 20 civilians dead, most killed during the breakout and retreat from the roundhouse, and, contrary to rumor, no women and children killed; however, rioters may have been buried without notifying the coroner; estimated total cost of strike damage, \$5 million; shocked by the scale of the destruction, leading citizens form a 25-man Committee of Safety headed by Gen. James S. Negley; Union Depot fired about 3:00 PM and collapses about 4:30; grain elevator fired about 5:20 and collapses about 8:30; about 6:00 PM, a citizens committee foils attempt to burn Duquesne

Depot, ending riot and fires; PRR sues Allegheny County and collects \$1.6 million in damages in 1879; Cassatt remains in Pittsburgh and at 8:00 PM manages to procure food to be sent to the militia, who have not eaten since arriving at Pittsburgh. (Rept, AR, RyW, PubLdgr, Dacus, Pinkerton)

July 22, 1877

Gen. Huidekoper arrives at Pittsburgh just before dawn; in early morning goes by boat with ammunition taken from the cellars of the Union Depot before it was burned; orders his troops to remain at Greenville, Pa., because of blockade on Erie & Pittsburgh Railroad; his 8 companies at Greenville have only 14 rounds and those that came down Allegheny Valley Railroad have none; around noon, A.J. Cassatt leaves the Monongahela House for J. D. Layng's house in Allegheny City, where he, William Thaw and J.N. McCullough meet with Bishop Tuigg and other civic leaders who ask them to make some concessions, which they decline; at 3:00 PM, Gen. Huidekoper leaves for Greenville via Cleveland. (Rept, PubLdgr)

July 22, 1877

In afternoon, Robert Ammon takes control of dispatcher's office of Eastern Division of PFW&C at Allegheny and directs passenger traffic; works with cooperation of J.D. Layng, whom strikers generally respect; strikers guard rolling stock from mob. (Rept. Dacus, Foner)

July 22, 1877

All 9,800 men and officers of Pennsylvania National Guard called out; Adjutant General Latta asks for federal troops, followed in the evening by a wire from Gov. Hartranft in Wyoming; at Altoona in morning, mobs prevent trainload of militia, including elements of the 1st Regiment, the State Fencibles and the elite First City Troop, from moving westward and shops closed; militia leaves for Philadelphia in evening; loyal shop workers sworn in as special police; in morning, strike spreads to Middle Division; around 2:00 PM strikers blockade PRR at Columbia; at Harrisburg, a mass meeting held at 7:00 PM, and strikers stop an eastbound passenger train; at Philadelphia, police and Mayor William S. Stokely break up most mobs before they can coalesce; strike spreads to Columbus, Ohio, and Fort Wayne, Ind. (also strikes at Johnstown and Harrisburg; fear of violence at Jersey City) (Rept, RyW, PubLdgr, NYT, Bruce, Foner)

July 22, 1877

In morning, 500 small arms and 2,000 rounds of ammunition received at West Philadelphia station; at 4:00 PM, Philadelphia Mayor William S. Stokely issues proclamation banning public gatherings; at 6:00 PM, strike becomes effective; employees hold four closed meetings at 35th Street & Haverford Road; at 8:00 PM, an attempt to move an oil train from Mantua to Point Breeze refineries is thwarted by a blockade at Callowhill Street. (PubLdgr)

- July 22, 1877** After dark, trains stopped in West Philadelphia; police charge drives crowds from hill west of 32nd Street Station, and a cordon is established stretching as far north as Callowhill Street. (PubLdgr, Pinkerton)
- July 22, 1877** At midnight, Adjutant-General Latta and other officials arrive at Beaver by boat, hoping to return east via Erie, but Erie & Pittsburgh Railroad is blocked; Latta and other officials take carriages back to Allegheny and go back to Harrisburg via Western Pennsylvania Railroad. (Rept)
- July 22, 1877** Susquehanna Coal Company and others in Wyoming Valley suspend because of railroad strikes. (PubLdgr)
- July 22, 1877** Mob in Reading blockades Reading tracks and just before midnight burns the Lebanon Valley bridge to prevent troops from being sent to Pittsburgh by that route; Reading actions led primarily by men discharged in aftermath of Brotherhood of Locomotive Engineers strike earlier in year. (Schlegel, Rept)
- July 22, 1877** Little Miami Railroad and Cincinnati, Hamilton & Dayton Railroad rescind wage cut, lessening impact of strike at Cincinnati. (Dacus)
- July 22, 1877** PC&StL Railway and Bee Line closed at Indianapolis. (Dacus)
- July 22, 1877** Strike spreads to LS&MS, Ohio & Mississippi Railroad, Wabash Railway; CCC&I Railway, PC&StL Railway, Indianapolis & St. Louis Railroad, and Vandalia Line. (RyW)
- July 22, 1877** Strike begins at Buffalo, where Erie employees induce those of the LS&MS to quit. (Pinkerton)
- July 22, 1877** Employees of Vandalia Line at Terre Haute ask Pres. McKean for 15% increase of wages. (Dacus)
- July 22, 1877** Strike comes to St. Louis with mass meeting at Stock Yards.
- July 22, 1877** Workers in East St. Louis strike all railroads entering the city. (Foner)
- July 22, 1877** During the day, Pres. Hayes meets with the cabinet; in evening, Pres. Hayes agrees to send federal troops to Philadelphia and other points to protect federal arsenals but not to interfere in strikes without requests from state authorities. (RyW, Bruce)

- July 22, 1877** Workingmen's Party of the U.S. sends letters from its Chicago headquarters calling for members to aid strikers and for government ownership of all railroads and telegraph lines and the 8-hour day; in the afternoon, Workingmen's Party holds a rally in Cincinnati. (Foner)
- July 22, 1877** Delaware Shore Railroad begins Sunday service between Woodbury and Penns Grove, N.J.
- July 23, 1877** In morning, Mayor Stokely orders all available police to the West Philadelphia station by noon; in afternoon, 600 policemen are distributed along line from Market Street to Mantua; some militia turned back at Altoona arrive in Philadelphia on morning train. (PubLdgr)
- July 23, 1877** At 10:30 AM, an eight-car oil train burned on Junction Railroad track near South Street Bridge in West Philadelphia in vain attempt to divert police so mob can storm PRR station; one iron tank car explodes in fireball; in evening, Mayor William S. Stokely has police clear West Philadelphia yards with liberal use of nightsticks; U.S. marines then set up picket lines around yards; strike spreads to most roads in Cincinnati, Cleveland and Indianapolis; Cleveland & Pittsburgh stops all service voluntarily; military guard placed around PRR property in West Philadelphia. (Bruce, Scharf, RyW)
- July 23, 1877** Pres. Hayes issues proclamation at 1:00 PM ordering Pennsylvania crowds to disperse by noon next day; Pres. Scott bombards Hayes with dispatches demanding that the federal government reopen the railroads, sending them by his private secretary in a special car. (NYT, Dacus)
- July 23, 1877** 125 Marines from Baltimore arrive in Philadelphia around 1:00 PM, having marched from Grays Ferry to avoid the burning oil train; Gen. Winfield Scott Hancock arrives around 2:00 PM and confers with Pres. Scott; another 500 U.S. troops arrive from New York at midnight; artillery stationed at 40th & Lancaster Avenue. (PubLdgr)
- July 23, 1877** Strike spreads to Marietta, Pa.; at night, men strike at Sunbury. (Dacus, PubLdgr)
- July 23, 1877** At Harrisburg, strikers call for dismissal of General Manager Frank Thomson but are willing to compromise other issues; in late afternoon, strikers capture 33 members of the elite First City Troop, who had been turned back the previous day at Altoona; they are stripped of their arms, paraded through town by young boys who have taken their weapons, and later released to make their way back

to Philadelphia; in late evening, the mayor, sheriff and a citizens committee restore order in Harrisburg. (PubLdgr, Pinkerton)

- July 23, 1877** While detours in effect, a passenger train is wrecked on Western Pennsylvania Division, killing four passengers. (AR)
- July 23, 1877** Avoiding orders to return to Pittsburgh, Philadelphia militia withdraws from Claremont to Blairsville; 14th & 19th Regiments of local militia reassemble; Cassatt leaves for Philadelphia in morning; Superintendent Pitcairn goes to Blairsville to manage operations over Western Pennsylvania Division; in evening, strikers issue statement placing blame on Pres. Scott for refusing to negotiate; Pittsburgh City Council meets at 10:00 AM. (Rept, PubLdgr, Bruce)
- July 23, 1877** Strike spreads to engine & train service employees of Allegheny Valley Railroad at Pittsburgh. (Rept)
- July 23, 1877** Gov. Hartranft leaves Chicago on No. 4. (Rept)
- July 23, 1877** PRR stock bottoms at a new low of 26, almost half of par, then rises slightly. (PubLdgr)
- July 23, 1877** Mobs drive off militia at LS&MS roundhouse at Buffalo, then clash with reinforcements coming from Westfield near Tift Farm. (RyW, Pinkerton)
- July 23, 1877** At night, at Reading, in attempting to clear idled trains, 4th Regiment under Gen. Frank Reeder makes the mistake of marching though a narrow railroad cut along the line of 7th Street; are pelted with rocks from above and fire blindly, killing 11 and wounding 27, most of whom are bystanders, including wounding 7 city police who are trying to keep order and citizens going about their business in the neighborhood. (Rept, RyW, Pinkerton, Schlegel)
- July 23, 1877** Brooklyn militia arrives at Hornellsville and expels strikers from railroad property. (NYT)
- July 23, 1877** Strikes spread to Rochester, Toledo, Indianapolis and Terre Haute. (Foner)
- July 23, 1877** Ohio & Mississippi Railroad blockaded at Cincinnati; most other railroads operate passenger trains, though freight is stopped; employees of most railroads protect property; Vandalia men stop all freight traffic at Terre Haute; Terre Haute shops closed; strike spreads to Indianapolis and East St. Louis on Vandalia Line. (Dacus)

- July 23, 1877** **Strike begins at Chicago in evening among switchmen of Michigan Central Railroad. (Dacus)**
- July 23, 1877** **Strikers at East St. Louis occupy Relay Depot and forbid any freight trains to leave the city; Gen. John Pope dispatches six companies of regulars from Ft. Leavenworth for St. Louis. (Foner)**
- July 23, 1877** **Firemen and brakemen of Terre Haute & Indianapolis Railroad, St. Louis, Alton & Terre Haute Railroad, and Wabash Railway strike at East St. Louis. (RRG)**
- July 23, 1877** **At Indianapolis, Federal Judge Walter Q. Graham swears in marshals and creates a citizens' committee of 200 to break strike. (Foner)**
- July 23, 1877** **Workingmen's Party holds mass meetings in St. Louis, Chicago and San Francisco in support of strikers; the San Francisco meeting spins out of control of its organizers and turns into a mob assault on the city's Chinese population. (Foner)**
- July 24, 1877** **Another detachment of U.S. troops and 400 Marines arrive in Philadelphia to protect railroad property; at 11:00 AM, Pres. Scott meets with military leaders to plan to reopen railroad; about 7,000 troops and police are now available for riot duty; attempt to hold workingmen's meeting at Christian Street broken up by police; at 1:00 PM, Gen. Hancock makes a show of force by parading his artillery from the West Philadelphia station up to Callowhill Street and back down the east bank of the Schuylkill; three freight trains dispatched from Philadelphia on New York Division at 3:00 PM; about the same time, Fairmount Park police break up a crowd of about 500 having a baseball game on the bluff overlooking the PRR yards; PRR stops accepting westbound through freight at Jersey City. (RyW, NYT, Bruce, Scharf, Pinkerton, Dacus)**
- July 24, 1877** **Gov. Hartranft arrives in Allegheny from the west; at Ammon's insistence, he addresses the Allegheny strikers from the platform of his car before being allowed to proceed. (Pinkerton, Dacus, Foner)**
- July 24, 1877** **At Pittsburgh, people begin returning some looted goods. (Rept)**
- July 24, 1877** **At Reading, 16th Regiment arrives from Montgomery County and faces off against Easton Grays when the latter threatens to start shooting again; in afternoon, all militia ordered out of town; 300 U.S. troops arrive in evening (Brks&SchJrnl)**
- July 24, 1877** **LIRR General Manager E.B. Hinsdale meets with committee of engineers who protest against proposed cuts and delays in paying**

- wages; agrees to postpone cuts for the time being. (Dacus)
- July 24, 1877** Adams Express Company informs Treasury Dept. that it will not transport money packages between New York and Washington. (Dacus)
- July 24, 1877** Trainmen strike at Sunbury and close shops, but without violence; in the evening, strikers at Altoona stone a train carrying troops to Pittsburgh. (Dacus)
- July 24, 1877** Police charge clears yards at East Buffalo; William H. Vanderbilt has LS&MS passenger trains stopped at Erie rather than provoke situation at Buffalo; strikers then ask Pres. Hayes to keep road open for mails. (Pinkerton)
- July 24, 1877** Strikers close Fort Wayne Shops; 200 special police sworn in. (Dacus)
- July 24, 1877** At Chicago, all Michigan Central employees join strike, and most freight on railroads there blockaded; embargo placed on traffic at St. Louis; all traffic blockaded at Terre Haute; strikers present demands to Pres. Hughart of GR&I. (RyW, Bruce, Pinkerton, Dacus)
- July 24, 1877** At Indianapolis, strikers take possession of Union Depot and stop all but mail traffic; most roads closed at Terre Haute and limited to a single daily mail car. (Dacus)
- July 24, 1877** At Louisville, L&N Railroad agrees to rescind wage cuts; African American sewer workers strike for an increase in pay and parade through town breaking windows until dispersed by police and citizens' committee. (Dacus, Foner)
- July 24, 1877** At Chicago, strike spreads to Michigan Central Railroad shops and then to all railroads and to other industries; Mayor Monroe Heath mobilizes militia, GAR veterans and citizens' committees; in evening, another Workingmen's Party rally is broken up by a police charge. (Pinkerton, Foner)
- July 24, 1877** At St. Louis, Workingmen's Party calls for general strike to obtain 8-hour day and end to child labor; business and professional leaders form a Committee of Public Safety; federal troops under Gen. Jefferson C. Davis (1828-1879) arrive in evening. (Foner)
- July 24, 1877** Freight agents of western railroads meet at Niagara Falls to hear report on Trunk Line pool. (RyW)
- July 25, 1877** Firemen on PRR New York Division meet with Superintendent

George W. Barker at 3:00 PM and vote not to strike; at night, a squad of soldiers stoned at Harrisburg; a strikers meeting at East Liberty telegraphs its old demands to Pres. Tom Scott; Scott replies that he will be glad to meet with a delegation once the property is restored; strike spreads to PRR at Elmira. (RyW)

- July 25, 1877** Pres. Tom Scott telegraphs editor James P. Barr asking if Pittsburgh citizens can now protect PRR property; Barr replies that the city is quiet and suggests arbitration, so that both sides can save face; Scott replies that the government must offer protection first. (Rept)
- July 25, 1877** Rally held by Workingmen's Party of the United States in Tompkins Square in New York City draws 20,000 but is controlled by police and military. (Foner)
- July 25, 1877** CNJ struck by freight handlers and brakemen at 4:00 AM at Jersey City, Elizabethport, and Phillipsburg, where strikers barricade the line and only let mail pass; prevent all interchange of traffic between Pennsylvania and New Jersey roads, including Bel-Del; Belvidere Division freight men join strike and all coal trains stopped; strike spreads to DL&W at Scranton, where all trains stopped. (WSG)
- July 25, 1877** Firemen of DL&W strike at Scranton, causing suspension of coal mining. (Rept)
- July 25, 1877** All railroad workers and miners at Wilkes-Barre strike. (Dacus)
- July 25, 1877** Miners at Shamokin strike, but citizens committee restores order. (NYT)
- July 25, 1877** When Gov. Hartranft arrives in Harrisburg en route to Philadelphia, he learns of strike at Scranton. (Rept)
- July 25, 1877** Tracks at Reading cleared by men working under protection of Reading's feared Coal & Iron Police, a private force organized by the Pinkerton detective agency as part of the campaign against the Molly Maguires. (Pinkerton)
- July 25, 1877** Erie Railway settles strike on basis of retaining 10% cut but reinstating strikers. (Mott)
- July 25, 1877** Strike spreads to Detroit; VP A.J. Cassatt returns to Philadelphia at 9:00 AM and confers with Pres. Scott; train with bodies of four Philadelphia militiamen killed at Pittsburgh arrives at 10:10; Gov. Hartranft arrives in Philadelphia from West at 4:00 PM and confers with Pres. Tom Scott, Mayor Stokely, Frank Thomson, and others;

begins planning a movement by militia and regular Army to Pittsburgh to reopen PRR. (PubLdgr, Bruce)

- July 25, 1877** Tom Scott writes letter to New York *Herald* in response to an interview with Grand Chief Engineer P.M. Arthur charging that if Scott had gone to Pittsburgh, the riot would have been averted; Scott denies any responsibility and notes that less than 5% of Pittsburgh rioters are PRR employees. (Dacus)
- July 25, 1877** Sheriff Fife deputizes Gen. James S. Negley, who has formed a citizens committee of several hundred men; Superintendent Pitcairn returns to Pittsburgh. (Rept)
- July 25, 1877** Three cars of Philadelphia & Atlantic City Railway excursion train derail near Tansboro; brakeman killed and 10 passengers injured; caused by shoddy construction of road, which deters people from using it. (RRG, Boyer)
- July 25, 1877** Ohio Gov. Thomas L. Young (1832-1888) issues proclamation calling on citizens to form volunteer police forces; large meeting held in evening at Crestline; PFW&C service cut to a single train; strikers at Columbus hold peaceful meeting at Union Depot; freight trains stopped on GR&I and Cincinnati, Richmond & Fort Wayne; late at night, PFW&C strikers appoint own officers to run Western Division. (Dacus)
- July 25, 1877** All employees of Illinois Midland Railway strike for back pay. (RRG)
- July 25, 1877** Strike spreads throughout Chicago with clashes between crowds and police; crowds trying to shut down United States Rolling Stock Company are beaten back by police, as are others attacking the Chicago & North Western depot; strikers at St. Louis come close to achieving first U.S. general strike by forcing closure of most businesses; strikers again parade through Louisville, also closing many businesses; at Cincinnati, Mayor R.H. Moore orders police and citizens' committees to disperse and arrest strikers and guard railroad property. (Foner)
- July 25, 1877** Strikers at East St. Louis begin stopping passenger trains. (Dacus)
- July 25, 1877** Cabinet meeting decides to treat strikes as an armed insurrection; additional troops posted to guard B&O; Gen. Schofield arrives and has long meeting with Pres. Hayes and cabinet; federal troops on duty in the South are ordered north to augment forces there; cabinet agrees to Gov. Hartranft's plan to reopen PRR main line using a large force of federal and state troops. (Dacus)

- July 25, 1877** Pres. Hayes dispatches six companies of troops to Chicago; on request of Judge Walter Q. Gresham, also dispatches troops to Indianapolis, although no violence has been reported there. (Foner)
- July 1877** GR&I employees remain working despite inducements of factory workers at Grand Rapids to strike.
- July 26, 1877** Police and mob clash at 4th & Berks Streets in Philadelphia; a 17-year old boy killed. (Scharf, Dacus)
- July 26, 1877** 700 U.S. troops leave Washington to assist Gov. Hartranft's expedition to open the PRR line to Pittsburgh; with regrouped militia units and three batteries of U.S. regulars, brings total force to about 2,000. (Pinkerton)
- July 26, 1877** A.J. Cassatt's home at ACheswold@ and Frank Thomson's home at Bryn Mawr (?) under guard because of threats. (PubLdgr)
- July 26, 1877** Gov. Hartranft orders all militia stragglers and deserters to report for duty or be dishonorably discharged; militia are to move in compact bodies and only fire if crowds fail to disperse; Hartranft and staff leave Philadelphia at 3:30 PM, using a PRR office car as a mobile command post; collect a total force of 3,000 federal troops and 6,000 militia; pass through Harrisburg en route to Pittsburgh; Hartranft's train carries two detectives disguised as tramps who go among crowds at stops to eavesdrop; train advances on a block system, not proceeding until it is known the block ahead is clear; as a precaution, two detachments precede train through Allegheny Tunnel; Middle Division reopened; freight trains resume running from Columbia into Harrisburg; (PubLdgr, NYT, Dacus, Foner)
- July 26, 1877** At Johnstown, mill workers stone trains carrying Gov. Hartranft and troops to Pittsburgh; last train carrying U.S. forces under Col. Hamilton is derailed by tampered switch west of Johnstown; soldiers fan out and capture about 55 men, who are taken to Pittsburgh as prisoners as soon as the wreck is cleared. (Rept, Pinkerton)
- July 26, 1877** At Allegheny, Robert Ammon is hooted down when he suggests moving out some freight cars stored out on line with needed food and coal, ending his role in the strike; the same Trainmen's Union meeting appoints a committee of nine to meet with citizens at Mayor Phillips's office, where they repeat their demands for a raise and end to classifications. (Rept)
- July 26, 1877** B&O strikers at Baltimore present terms for settling strike, including

rescinding the 10% cut and some work rules changes. (Foner)

- July 26, 1877** Employees of Lackawanna Iron & Coal Company join strike at Scranton for; Mayor R.H. McKune swears in citizens committee as special police. (Rept)
- July 26, 1877** DL&W engineers join strike. (RRG)
- July 26, 1877** Erie Railway settles with strikers by agreeing to restore wages of trackmen, but not firemen and brakemen, and take back all strikers. (Foner)
- July 26, 1877** All railroads at Buffalo reopened. (Dacus)
- July 26, 1877** In early morning, Pres. Hayes approves use of six companies of U.S. 9th Infantry stationed at Rock Island against Chicago rioters; Chicago police and militia mount a major offensive in street fighting on Halsted Street on the West Side; reinforced by 9th Infantry and veterans of Indian wars from Dakota Territory later in day; hit-and-run battles continue on West Side and in Stock Yards district during day, with a total of 18 killed; [strike spreads to anthracite miners at Scranton?]; lines reopened at Indianapolis. (RyW, Bruce, Foner)
- July 26, 1877** Railroads stop most trains at East St. Louis. (Dacus)
- July 26, 1877** Robert S. Van Rensselaer, former General Superintendent of Camden & Amboy, dies at South Amboy. (Guide)
- July 27, 1877** B&O officials reject strikers' offer. (Foner)
- July 27, 1877** Gov. Hartranft and forces arrive at Altoona in morning, where Hartranft orders Gen. Brinton, who had withdrawn to Blairsville, to return to Pittsburgh. (Foner)
- July 27, 1877** Superintendent Pitcairn meets with delegation of employees and again rejects their demands for a 20% raise and end to double-heading. (Rept)
- July 27, 1877** Gen. H.S. Huidekoper finally assembles his division at Franklin, Pa., and leaves for Pittsburgh. (Rept)
- July 27, 1877** 200 regulars arrive at Indianapolis, breaking strike there without violence; strike leaders arrested. (Foner)
- July 27, 1877** Strikers on CC&IC Railway hold peaceful rally at Goodale Park in Columbus; Ohio Gov. Young withdraws militia from Newark and

Columbus. (Dacus)

- July 27, 1877** **PC&StL Railway General Manager Caldwell promises to pay for time lost to strike to all men who return; most men at Columbus agree to resume, but Caldwell will not until he has protection from the authorities. (RyW)**
- July 27, 1877** **Strikers on PFW&C at Allegheny inform company they will not interfere if company can get men to run passenger and freight trains. (RyW)**
- July 27, 1877** **General strike at St. Louis broken by police and a citizen militia with mass arrests; strike broken at Toledo and Chicago. (Foner)**
- July 28, 1877** **Third and Fourth Regiments of New Jersey Militia under Gen. William J. Sewell, who as a Captain had led a charge at Chancellorsville, arrive in Phillipsburg to break blockade and secure bridges. (EDJ)**
- July 28, 1877** **Workingmen's Party delegation delivers a petition to Mayor Stokely questioning his right to ban their meetings; call for Aone big union@ and a labor government to regulate wages. (NYT)**
- July 28, 1877** **Gov. John F. Hartranft arrives in Pittsburgh with 3,000 troops at 6:00 AM; refuses to meet with strikers; in afternoon, Pres. Scott announces PRR is open as far west as Altoona and Kane on P&E; expect to complete restoration of Lines East by July 29 and Lines West on July 30. (RyW, Dacus, Foner)**
- July 28, 1877** **Freight begins running again west from Buffalo on Michigan Central and LS&MS; on B&O, freight trains resume between Cumberland and Baltimore under protection of U.S. troops; PC&StL Railway reopened as far west as Indianapolis; Little Miami, Illinois Midland, and Terre Haute & Logansport reopened; engineers strike Vandalia Line at midnight. (RyW)**
- July 28, 1877** **Traffic restored at Columbus and Terre Haute; federal troops arrive at Terre Haute: Chicago finally pacified by police and military occupation. (Dacus, Foner)**
- July 28, 1877** **Mayor and sheriff's posse fail in attempt to reopen line at Fort Wayne; Superintendent Gorham commandeers a locomotive and tries to haul away two Palace cars being used by strikers as a headquarters, but his men are surrounded and forced to flee. (RyW, Dacus)**

- July 28, 1877** Federal troops clear tracks at East St. Louis and occupy Relay Depot. (Dacus)
- July 28, 1877** All miners of Delaware & Hudson Canal Company in Lackawanna Valley strike. (Pinkerton)
- July 29, 1877** Freights begin moving east from Pittsburgh, detouring over West Penn; at East St. Louis, the last attempt to enforce the freight blockade is broken with mass arrests; Altoona Shops reopen. (AR, Foner)
- July 29, 1877** Coal strike spreads to encompass most of Northern Anthracite Field. (Pinkerton)
- July 29, 1877** NYC&HR posts ultimatum for all strikers to return to work on July 30 or lose their jobs. (Foner)
- July 1877** LS&MS changes gauge from 4'-9-1/2" to 4'-8-1/2" between Buffalo and Cleveland. (RRG)
- July? 1877** NY Supreme Court dismisses Brown Suit against CC&IC Railway on grounds that individual bondholders cannot sue. (RRG - verify)
- July 30, 1877** West Albany Shop strikers return to work; strike ends on NYC&HR; 800 Pennsylvania militia ordered to Easton; DL&W railroad strikers return to work, but coal strike continues in Northern Field. (RyW, Rept, Foner)
- July 30, 1877** Mob leaders arrested at Harrisburg. (NYT)
- July 30, 1877** Robert Ammon arrested; later released on \$1,500 bail, but never brought to trial. (Rept, Foner)
- July 30, 1877** Lackawanna & Bloomsburg Railroad reports its tracks blockaded at Plymouth, near Wilkes-Barre, and calls for troops from Pittsburgh. (NYT)
- July 30, 1877** Vandalia strikers return to work at Terre Haute. (Foner)
- July 31, 1877** PRR resumes normal service through Pittsburgh.
- July 31, 1877** Reading and B&O resume normal operations. (Foner)
- July 31, 1877** Strikers stop pumps at Susquehanna Coal Company mines at Nanticoke; Mayor McKune of Scranton calls for militia. (Rept)

- July 31, 1877** Strike ends on LS&MS Buffalo Division; five companies of Ohio militia sent to Columbus; three strike leaders at Terre Haute arrested by U.S. marshals and sent to Indianapolis. (RyW)
- July 31, 1877** Delaware Western Railroad companies of Pennsylvania and Delaware consolidated under agreement of June 28, 1877. (ICC)
- July 31, 1877** Pres. Hayes holds last cabinet meeting to deal with strike; telegram from Tom Scott calling for continued military occupation lest strike should resume is ignored. (Foner)
- Aug. 1, 1877** LIRR cuts wages of conductors and engineers making over \$100 per month by 10%. (NYT)
- Aug. 1, 1877** PRR passes semiannual dividend because of losses in Pittsburgh riot; Board also commends Philadelphia Mayor William S. Stokley for his prompt protection of company's property and thanks all employees who remained loyal. (MB)
- Aug. 1, 1877** Pennsylvania Company issues \$7 million, 6% bond issue to redeem old 7% Gold Mortgage bonds; all held by PRR. (MB)
- Aug. 1, 1877** William H. Vanderbilt announces resumption of normal service and a distribution of \$100,000 fund among loyal workers. (Foner)
- Aug. 1, 1877** B&O cancels Adams Express contract and begins conducting its own express business. (RRG)
- Aug. 1, 1877** North Fayette Railroad incorporated in Pa. to build coal railroad in North Fayette Township, Allegheny County. (ICC)
- Aug. 1, 1877** Strikers on PFW&C at Fort Wayne return to work. (RRG)
- Aug. 1, 1887** Striking miners and mill workers close the Lackawanna Coal & Iron Company and DL&W car shops at Scranton; Mayor McKune mobbed and beaten before being rescued by posse led by W.W. Scranton and other company officials, who fire into crowd, killing four. (Rept, Pinkerton)
- Aug. 2, 1877** PRR stock hits a new low of 24-5/8 in wake of passed dividend; less than half par and lowest ever recorded; rises to about 29 by Sep. (PubLdgr)
- Aug. 2, 1877** Gen. Brinton arrives at Scranton with 3,000 troops from Pittsburgh to restore order, having earlier taken about 100 prisoners from strikers blocking the tracks at Plymouth. (Rept, Pinkerton, RRG)

- Aug. 2, 1877** **Blockades on PC&StL Railway at Newark and Columbus broken. (RRG)**
- Aug. 2, 1877** **Adjutant-General Townsend grants Southern Pacific Railroad right of way through Fort Yuma, and it begins to construct Colorado River Bridge. (NYT)**
- Aug. 3, 1877** **LS&MS resumes freight service to Buffalo. (Pinkerton)**
- Aug. 3, 1877** **William B. Ogden (1805-1877), leading Chicago capitalist and former Pres. of Chicago & North Western Railway, dies at his home at Fordham Heights, N.Y. at age 72. (C&NW, RRG)**
- Aug. 4, 1877** **Pres. Scott issues circular thanking employees who remained loyal during strike and promises they will share in prosperity when it returns; Board issues thanks to Philadelphia Mayor William S. Stokely for preserving order during the strike. (RyW)**
- Aug. 4, 1877** **Gov. Hartranft issues thanks to militia and condolences to families of those killed. (NYT)**
- Aug. 5, 1877** **Philadelphia militia returning from Pittsburgh ordered at Harrisburg to proceed to Scranton to oppose striking miners; most troops return to Philadelphia. (Scharf)**
- Aug. 5, 1877** **Chief Signal Officer Gen. Albert J. Meyer (1829-1880) reports to Pres. Hayes that peace has been restored everywhere. (Foner)**
- Aug. 6, 1877** **Trail run of new Amotor@ for LIRR rapid transit service on Atlantic Avenue, will draw two cars; LIRR to run 60 locals per day. (NYT)**
- Aug. 6, 1877** **Philadelphia & Chester County Railroad sold at foreclosure to Joseph Crawford for bondholders for \$100 on contractors lien to Joshua G. Allen; no part completed. (RRG, Val)**
- Aug. 6, 1877** **PW&B purchases control of Queen Annes & Kent Railroad for \$60,000. (RRG, RyW)**
- Aug. 7, 1877** **PRR officials, including Pres. Scott and General Superintendent G. Clinton Gardner, view scenes of devastation at Pittsburgh and approve plans for rebuilding. (RyW)**
- Aug. 8, 1877** **Waynesburg & Washington Railroad begins first public passenger service between Washington and Banetown in gondola car. (Koehler)**

- Aug. 9, 1877** Shenandoah Valley Railroad Board authorizes employing engineer to locate Martinsburg Branch, which is to connect with Martinsburg & Potomac Railroad. (Hildebrand)
- Aug. 12, 1877** Queen Anne & Kent Railroad abandons lease of Townsend Branch of Delaware Railroad. (Val)
- Aug. 12, 1877** Andrew Carnegie, Thomas M. Carnegie and Henry Phipps, Jr., form Lucy Furnace Company to operate furnace at 51st Street, Pittsburgh on Allegheny Valley Railroad. (StdHistPitts)
- Aug. 13, 1877** Tom Scott writes a public letter published in the Sep./Oct issue of the *North American Review* suggesting that railroad property be defended by the federal government without the involvement of the states. (RRG)
- Aug. 13, 1877** Three-day strike of trainmen breaks out on Western Division of P&E over firing of a freight conductor; all strikers replaced. (AR, RRG)
- Aug. 13, 1877** Lewisburg, Centre & Spruce Creek Railroad extended from Laurelton to Spring Mills (Rising Springs), Pa. (Guide); partly graded between Spring Mills and Tyrone.
- Aug. 13, 1877** LIRR establishes rapid transit service between Flatbush Avenue and East New York on Atlantic Avenue line; service every half hour at flat 5 cent fare. (Seyfried, RRG)
- Aug. 13, 1877** Chauncey Rose (1794-1877) founder of Terre Haute & Indianapolis Railroad, dies at Terre Haute at age 83. (RRG)
- Aug. 15, 1877** PRR begins operation of Tyrone & Clearfield Railway Company under new 99-year lease of this date, replacing an earlier lease of Apr. 1, 1867. (C&C)
- Aug. 1877** PRR begins pressuring Empire Transportation Company to sell out to end war with Standard Oil; choice is between selling or raising capital to equal that of Standard Oil; Empire then begins negotiating for the sale of its refineries and pipelines. (MB)
- Aug. 1877** A.J. Cassatt makes two trips to Cleveland to meet with Standard Oil officials and arrange truce in oil war; amounts to PRR surrender; Standard insists that Empire Transportation Company get out of refining. (Nevins)
- Aug. 1877** PRR completes new iron drawbridge over Passaic River at Centre Street, Newark. (RRG, AR)

- Aug. 1877** **Ohio County, W.Va., votes in favor of taking \$50,000 bonds of Pittsburgh, Wheeling & Kentucky Railroad; Brooke County votes against; opens way to complete line. (RRG)**
- Aug. 16, 1877** **Oliver H. Payne wires John D. Rockefeller and Henry M. Flagler that Joseph D. Potts will have his Philadelphia refinery running in about two weeks; Tom Scott is anxious to settle and Standard should move quickly. (Nevins)**
- Aug. 17, 1877** **PRR Board approves \$348,000 for emergency cleanup and repairs at Pittsburgh; adopts standard claim form for shippers whose freight was destroyed; adopts suggestion of British stockholders for revising form of accounts in annual reports. (MB)**
- Aug. 17, 1877** **PRR publishes circular noting that the question of liability is being investigated by lawyers and informing all those who have lost freight during the strike that they must sue Allegheny County individually but send information to PRR freight agents. (RyW, NYT)**
- Aug. 1877** **Depression begins easing.**
- Aug. 1877** **PRR builds open air observation car to be used on Horseshoe Curve. (RyW)**
- Aug. 1877** **PRR experiments with an early type of lower quadrant semaphore signal at Shady Side and at several locations on the Middle and Philadelphia Divisions; signals are mounted on the regular block towers. (RyW)**
- Aug. 21, 1877** **Committee of PRR directors meets with a committee from the Philadelphia Maritime Exchange regarding claims for losses in strike; merchants want to collect from PRR rather than endure a long suit against Allegheny County. (RyW)**
- Aug. 21, 1877** **PFW&C restores pay cut retroactive to Aug. 1. (RRG)**
- Aug. 21, 1877** **Pennsylvania Company agrees to complete Pittsburgh, Wheeling & Kentucky Railroad in return for \$100,000 of its bonds. (Church)**
- Aug. 22, 1877** **LIRR executes revised lease of Flushing, North Shore & Central Railroad and Southern Railroad Company of Long Island. (MB)**
- Aug. 22, 1877** **Camden & Atlantic Railroad Board authorizes cutting fares to \$1.50 or \$2.00 excursion to equal Philadelphia & Atlantic City Railway. (MB, RRG)**

- Aug. 23, 1877** **Mississippi Central Railroad (Canton-East Cairo) sold at foreclosure for \$425,000; sale wipes out Consolidated and Income bonds. (RRG)**
- Aug. 24, 1877** **PRR Road Committee tables letter from Gatling Gun Company offering its product to PRR as an aid in labor relations. (MB)**
- Aug. 1877** **Thirty-one locomotives sent from the Philadelphia Division to the Pittsburgh Division to replace those lost in strike. (RyW)**
- Aug. 28, 1877** **Freight detours over West Penn end. (AR)**
- Aug. 28, 1877** **Mansfield, Coldwater & Lake Michigan Railroad sold at foreclosure to Joseph Lesley for PRR for \$500,000 in its bonds. (Church)**
- Aug. 30, 1877** **Philadelphia merchants appoint a committee to negotiate with PRR for losses caused by destruction of freight during strike, providing all claims paid within two years. (NYT)**
- Aug. 30, 1877** **Hempfield Railroad (Wheeling to Washington, Pa.) sold at foreclosure for \$4,100 to B&O. (NYT)**
- Aug. 31, 1877** **West Jersey Railroad Board authorizes seeking reduction of rent on R.D. Wood & Co. Branch to Maurice River at Millville. (MB)**
- Sep. 1, 1877** **LIRR passes interest on Smithtown & Port Jefferson Railroad bonds. (MB)**
- Sep. 1, 1877** **Rochester, Nunda & Pittsburgh Railroad creates first mortgage on portion of line between Mount Morris to Ross's Jct. (Corp Hist)**
- Sep. 1, 1877** **Alvin Adams (1804-1877), founder of Adams Express Company, dies at Watertown, Mass. (NYT)**
- Sep. 2, 1877** **Camden & Atlantic Railroad and Philadelphia & Atlantic City Railway begin offering 50-cent excursion tickets to Atlantic City; 104 carloads (8,000 people) carried at this fare on Camden & Atlantic and 42 cars (3,500 people) on Philadelphia & Atlantic City. (RyW)**
- Sep. 3, 1877** **Committee reports to Philadelphia Maritime Exchange on meeting with PRR on riot losses; merchants refuse to accept PRR's assertions but agree to join with it in suing Allegheny County, providing PRR guarantees they will be paid within two years. (RyW)**
- Sep. 3, 1877** **Atlantic City ordinance imposes penalties for use of track in Atlantic Avenue between Indiana and Arkansas Avenues. (MB)**

- Sep. 3, 1877** Secretary of War George W. McCray revokes permission for Southern Pacific Railroad to cross Fort Yuma until both Southern Pacific and Texas & Pacific Railway can be heard. (NYT)
- Sep. 4, 1877** PRR Road Committee discusses a scheme presented by A.J. Cassatt to investigate the value of the Empire Transportation Company property. (MB)
- Sep. 4, 1877** James F. Secor files bill in Circuit Court to foreclose separate Toledo, Peoria & Warsaw Railway mortgage on Burlington Branch. (RRG)
- Sep. 6, 1877** Massachusetts Railroad Commissioner Charles Francis Adams, Jr., publishes a letter in *The Nation* on preventing strikes; urges companies to offer own benevolent and life insurance associations and pension plans modeled on French plans. (RRG, RyW)
- Sep. 6, 1877** War Dept. modifies order to permit Southern Pacific Railroad to continue working within Fort Yuma reservation to maintain its track. (Evans)
- Sep. 10, 1877** PRR proposes that neither it nor merchants who lost goods in riots waive any of their rights; PRR will bear legal costs but if no settlement by Oct. 1, 1878, merchants may employ own counsel. (RyW)
- Sep. 10, 1877** New Pittsburgh Union Depot opens. (RyW - prob. without shed)
- Sep. 10, 1877** Montour Railroad incorporated in Pa. to build coal mine railroad southwest of Pittsburgh. (ICC)
- Sep. 11, 1877** Pittsburgh Chamber of Commerce learns that Pres. Scott has agreed to end rate discriminations against Pittsburgh; promises that rates to Pittsburgh will always be 30-40% lower than to points beyond; i.e., promise covers westbound rates that are less important than eastbound. (RRG)
- Sep. 11, 1877** Trustees of Consolidated mortgage turn over property of former Mississippi Central Railroad to purchasing committee. (ICC)
- Sep. 12, 1877** PRR Board authorizes a new \$5 million issue of Consol Bonds; discharges special committee on employees' fund of 1875 and appoints new 5-member committee to consider fund only for benefit of engine & train service employees. (MB)
- Sep. 12, 1877** Narrow-gauge Ligonier Valley Railroad connected to PRR at

Latrobe. (AR)

- Sep. 13, 1877** PRR Road Committee continues to debate value of Empire Transportation Company with Joseph D. Potts, Henry H. Houston, and William Thaw of Empire Line present. (MB)
- Sep. 14, 1877** PRR Road Committee makes report to Board on Empire Transportation Company. (MB)
- Sep. 15, 1877** Last trip of summer-only GR&I day train between Cincinnati and Petoskey. (Guide)
- Sep. 1877** John D. Rockefeller and Henry M. Flagler of Standard Oil meet with Pres. Tom Scott at St. George Hotel in Philadelphia; agree that the Empire Transportation Company should get out of refining; Joseph D. Potts refuses and demands others buy him out, which they agree to; Rockefeller proposes taking only refineries, but Scott demands they also take pipelines, harbor barges, and terminals; Scott then signs; in fact, barges and terminals are not included in final deal. (Nevins, Chernow)
- Sep. 1877** Because of the rate war between Empire Transportation Company and Standard Oil, petroleum exports are up 42% in first nine months of 1877. (RRG)
- Sep. 1877** LIRR closes Lockwood's Grove station in Far Rockaway and ends passenger service on spur; used for freight until at least the mid-1920s. (Seyfried)
- Sep. 1877** PRR has plans to build a new roundhouse at 28th Street in Pittsburgh and a half-roundhouse at 23rd Street on site of old Denny mansion destroyed in riot; will move most repairs to Altoona. (RRG)
- Sep. 1877** PRR is experimenting with new flashing red and white tail light on cabin cars linked to flash with revolution of car wheels, thus indicating speed. (RyW)
- Sep. 1877** *Railroad Gazette* reports that PRR will build its own line from State Line into Cumberland, Md., to avoid use of Cumberland & Pennsylvania Railroad; the C&P is controlled by Consolidation Coal Company, which has been purchased by B&O to prevent diversion of traffic to PRR. (RRG, RRH)
- Sep. 1877** CCC&I Railway is changing gauge from 4'-9-1/2" to 4'-8-1/2". (RRG)
- Sep. 16, 1877** New York & New England Railroad opens between Franklin, Mass.,

and Providence, R.I. (Guide)

- Sep. 17, 1877** PRR Board approves purchase of transportation assets of the Empire Transportation Company, excluding the Erie & Western Transportation Company. (MB)
- Sep. 17, 1877** Philadelphia merchants refuse to put suits for riot damage in hands of PRR without guarantee they will be paid within two years. (RyW)
- Sep. 18, 1877** H.H. and Jonathan Longstreet, the last two dissident United New Jersey stockholders, attempt to enforce the 1873 decree of the N.J. Court of Errors & Appeals invalidating the lease to the PRR and bring suit to force the PRR to give up the lease; PRR's chief lawyer in New Jersey, Edward T. Green (1837-1896), advises that the lease is unenforceable under New Jersey law and PRR General Solicitor W.J. Howard concurs; this creates a crisis for the PRR as the loss of the New Jersey lines will cripple the PRR and cause its securities to collapse. (MB, BdF)
- Sep. 19, 1877** Toucey & Buchanan interlocking machine installed at new "FJ" Tower, Frankford, Pa., junction of Connecting Railway and Philadelphia & Trenton. (, AR)
- Sep. 20, 1877** Last Philadelphia regiment returns to city. (Scharf)
- Sep. 21, 1877** Capt. Charles A. Woolsey (1809-1877), Superintendent of Jersey City ferries since Nov. 15, 1846, dies at Jersey City; father had run a single periauger on same route; replaced by son Capt. Charles W. Woolsey. (RRG)
- Sep. 25, 1877** Egisto P. Fabbri of Drexel, Morgan & Co. informs John W. Garrett that PRR has called on them for a loan of \$600,000 or \$700,000 to cover its losses in Empire war and strike. (Nevins)
- Sep. 26, 1877** PRR Board authorizes exchange of \$457,484 in California & Texas Railway Construction Company notes for Texas & Pacific Railway Consols at 75. (MB)
- Sep. 26, 1877** At Trunk Line meeting, both John W. Garrett and William H. Vanderbilt withdraw their claims for a higher percentage of freight in interest of harmony. (RyW)
- Sep. 27, 1877** Merchants and public officials give banquet to New York Division Superintendent George W. Barker at Jersey City for his actions in preventing a strike there; present him with a clock and two candelabra. (RRG)

- Sep. 27, 1877** **Stockholders of Philadelphia, Newtown & New York Railroad approve completion of line between Fox Chase and Newtown. (MB)**
- Sep. 27, 1877** **Olean, Bradford & Warren Railway incorporated in Pa. to build narrow gauge line from Olean to Bradford. (C&C)**
- Sep. 27, 1877** **Gen. A.L. Pearson, commander of militia, arrested for murder in Pittsburgh and released on \$10,000 bail. (NYT)**
- Sep. 27, 1877** **Carnegie's Lucy Furnace No. 2 at 51st Street, Pittsburgh, placed in blast. (StdHistPitts)**
- Sep. 28, 1877** **New York merchants meet at Produce Exchange and accept terms for prosecuting riot claims similar to those approved at Philadelphia. (NYT)**
- Sep. 30, 1877** **Southern Pacific Railroad completes bridge over Colorado River into Arizona, as army has too few soldiers at Fort Yuma to stop them. (NYT)**
- Oct. 1, 1877** **LIRR defaults on New York & Rockaway bond interest; rumor Conrad Poppenhusen has failed; Poppenhusen has obtained judgments for \$374,307 for money loaned to Southern Railroad Company of Long Island and \$410,090 for money loaned to Flushing, North Shore & Central Railroad. (MB, NYT)**
- Oct. 1, 1877** **Pennsylvania Company leases Pittsburgh grain elevator to Central Elevator Company. (MB)**
- Oct. 1, 1877** **Ashtabula, Youngstown & Pittsburgh Railroad defaults on First Mortgage bonds. (RRG)**
- Oct. 2, 1877** **Conrad Poppenhusen assigns his claims against the Southern Railroad Company of Long Island to Clement M. Cumming, who next day assigns them to James Hood Wright (1836-1894) of Drexel, Morgan & Co. (NYT)**
- Oct. 2, 1877** **Worcester & Somerset Railroad sold at foreclosure for \$4,600 to George A. Rahm; property is not conveyed by court until 1881. (Val, RRG)**
- Oct. 1877** **Union Railroad, Transfer & Stock Yard Company opens 10 miles of belt line part way around Indianapolis from [Indianapolis, Cincinnati & Lafayette Railroad in north Indianapolis to] CCC&I Railroad in Brightwood to Indianapolis, Bloomington & Western Railway. (Church, RRG)**

- Oct. 4, 1877** Tropical storm strikes lower Delaware Valley causing floods and washouts; three separate washouts cut Pennsylvania & Delaware Railway between Newark, Del., and Avondale, Pa.; service south of Landenburg, Pa., suspended and not restored until Dec. (AR, WilmEvryEvng)
- Oct. 5, 1877** Thomas R. Sharp (1834-), Master of Transportation of B&O, elected Pres. of LIRR, replacing Adolph Poppenhusen, resigned; Adolph was son of Conrad Poppenhusen; company has two and a half months wages in arrears. (MB, RyW)
- Oct. 6, 1877** At Trunk Line meeting in New York, Grand Trunk Railway of Canada signs pooling agreement. (RyW)
- Oct. 6, 1877** PRR served with writs in the Longstreet Case four days before United New Jersey dividend to be paid. (MB, BdF)
- Oct. 6, 1877** Pittsburgh, Wheeling & Kentucky Railroad issues \$200,000 First Mortgage bonds to finance completion. (Church)
- Oct. 8, 1877** General Solicitor Howard advises Pres. Scott not to pay the United New Jersey dividend until the Longstreet Case is settled; Scott disagrees, realizing the action will cause a panic; Howard then suggests that the best course might be for some PRR stockholders to sue to stop dividend so as to appear that management is not involved. (Mb, BdF)
- Oct. 1877** Pennsylvania Company adopts the Janney coupler and Cummings buffer as its passenger car standard. (RyW)
- Oct. 9, 1877** Dissident PRR stockholders prompted by PRR General Solicitor W.J. Howard file in Philadelphia courts to block payment of 10% United New Jersey dividend next day on ground lease is of dubious legality under N.J. court rulings; Howard had neglected to inform Scott or other officials of his action. (MB, BdF)
- Oct. 9, 1877** United New Jersey stock falls from 123-1/2 to 115 in heavy trading on news of lawsuit. (PubLdgr)
- Oct. 9, 1877** Pres. Hayes grants Southern Pacific Railroad right to run over Colorado River bridge and to build east through Arizona after meeting with Collis P. Huntington the previous day; in return, Huntington promises to build across Arizona without subsidy. (Evans, Grodinsky)

- Oct. 10, 1877** PRR pays United New Jersey dividend; UNJ stock rallies, but drifts downward to 112 by end of month. (PubLdgr)
- Oct. 10, 1877** PRR Board approves \$300 gift for library purposes to Pittsburgh railroad YMCA if will form permanent organization like that at West Philadelphia. (MB)
- Oct. 10, 1877** Waynesburg & Washington Railroad places first passenger car in service, running to end of track. (Koehler)
- Oct. 10, 1877** Directors of North Western Ohio Railway change southern terminus from Tiffin to Mansfield. (Church)
- Oct. 12, 1877** Philadelphia & Cape May Short Line Railway files map for narrow-gauge line between Camden and Atlantic City via Vineland. (NJCorp)
- Oct. 13, 1877** Paul Lichtenstein assigns \$55,000 judgement vs. LIRR to James Hood Wright of Drexel, Morgan & Co. for \$66,621. (NYT)
- Oct. 13, 1877** LIRR employees ask Pres. Sharp for two months wages in arrears; are owed for two an a half months. (NYT)
- Oct. 15, 1877** Philadelphia & Cape May Short Line Railway, a 3'-6" gauge line being promoted by Charles K. Landis of Vineland breaks ground at Vineland and Newfield. (NYT, RRG)
- Oct. 1877** Price of United New Jersey Railroad & Canal Company falls from 127 to 113 on rumors of PRR breaking lease. (RRG)
- Oct. 16, 1877** Trunk Line presidents meet at Windsor Hotel in New York; argue over percentages for pooling traffic. (NYT)
- Oct. 16, 1877** Striking anthracite miners of DL&W and Delaware & Hudson vote to return to work at old rates, ending the Great Strike in Pennsylvania. (NYT)
- Oct. 17, 1877** Empire Transportation Company stockholders meet; in two contracts sell to John F. Freeman, William Rockefeller, George F. Chester, George H. Vilas and Jabez A. Bostwick (Standard Oil interests) its 16/25 interest in Sone & Fleming Manufacturing Company, Limited (Brooklyn refinery) and all stock of Philadelphia Refining Company for \$501,652 and all stock of Empire Pipe Company (Pa.) and Olean Petroleum Company, Ltd. (N.Y.) for \$1.09 million cash; both purchases retroactive to Oct. 1. (MB)
- Oct. 17, 1877** PRR purchases rail transportation facilities of Empire

Transportation Company for \$2.5 million in cash and \$2.1 million in bonds secured by purchased property; most of the purchase money is borrowed from Standard Oil; property purchased includes 3,406 freight cars of "Empire Line," 1,308 oil tank cars of "Green Line," Piers 4, 5 & 38 in New York, the Baltimore depot, shops, and offices; Empire Line becomes independent unit in PRR Freight Dept.; Empire Transportation Company stockholders retain ownership of Erie & Western Transportation Company (Anchor Line), Great Lakes properties and all liquid assets; Erie & Western Transportation Company stock to be given to Empire stockholders in ration of one share for every two of Empire; Potts announces terms to his stockholders and blames Scott for deserting him; in evening, Scott, Cassatt, Rockefeller and Flagler meet it Potts's office to sign final papers; after showing everyone out, Potts is said to have broken down and cried. (MB, RyW, Nevins)

- Oct. 17, 1877 PRR installs new officers of Empire Line: Frank J. Firth General Manager; George M. Ball Eastern Superintendent at Philadelphia; George W. Cross Western Agent at Cleveland; W.J. Brundred General Agent of Green Line. (MB)
- Oct. 17, 1877 Pres. Tom Scott agrees to proposition of William Rockefeller of Standard Oil Company; 63% of total crude oil output to be shipped to New York, with one third each or 21% by PRR, NYC&HR and Erie; PRR to also receive 26% of total trade for shipment to Philadelphia and Baltimore, while B&O gets 11%; Standard Oil to guarantee PRR's percentages and ship not less than 2 million bbls. a year over PRR; Standard is to receive an exclusive 10% rebate unless some other shipper sends an equal volume of oil. (RyW)
- Oct. 17, 1877 Standard Oil Company buys Columbia Conduit Company from David Hostetter and H.L. Taylor for \$1.05 million. (Nevins)
- Oct. 17, 1877 Trunk Lines conclude three days of negotiations at New York on allotment of westbound freight and eastbound rates. (RRG)
- Oct. 17, 1877 Shippers claiming loss for Pittsburgh Riots meet at Produce Exchange in New York; reject PRR terms and call for bringing suits against PRR and Allegheny County in New York courts. (RRG)
- Oct. 17, 1877 James Hood Wright of Drexel, Morgan & Co., which has acquired most judgments against LIRR, applies for receiver. (NYT)
- Oct. 17, 1877 Olean, Bradford & Warren Railroad incorporated in New York to build narrow gauge line between Olean and Bradford. (Val)

- Oct. 17, 1877** **Delphos, Bluffton & Frankfort Railroad incorporated in Indiana. (Church)**
- Oct. 19, 1877** **Gov. Hartranft informs Pres. Hayes that federal troops can be withdrawn from Pennsylvania, mostly from the anthracite coal fields. (Foner)**
- Oct. 20, 1877** **LIRR requests appointment of Thomas R. Sharp as receiver; report that August Belmont has sued for \$6,000 for company's failure to pay Smithtown & Port Jefferson Railroad interest. (MB)**
- Oct. 20, 1877** **James Hood Wright petitions for appointment of receiver for Southern Railroad Company of Long Island. (NYT)**
- Oct. 20, 1877** **Olean, Bradford & Warren Railroad organized at Olean. (Val)**
- Oct. 22, 1877** **PRR Road Committee refuses to pass on request from Edgar Thomson Steel Company, Ltd., for special rates on materials and products; refers to regular traffic officers. (MB)**
- Oct. 22, 1877** **Philadelphia & Chester County Railroad reorganized under same name. (Val)**
- Oct. 23, 1877** **Thomas R. Sharp appointed receiver of LIRR on suit of James Hood Wright against the company; represents Drexel, Morgan & Co., the major creditor of the Poppenhusens. (CorpHist, Seyfried)**
- Oct. 23, 1877** **Personal property of South Mountain Railroad sold at Lebanon. (RRG)**
- Oct. 24, 1877** **PRR Board rejects Carnegie's request for a comprehensive long-term rate contract for his Edgar Thomson Steel Works. (MB)**
- Oct. 24, 1877** **General Solicitor W.J. Howard resigns for inadvertently embarrassing the management by advising stockholders to sue in the Longstreet Case; General Counsel and former U.S. Senator John Scott named General Solicitor. (MB)**
- Oct. 24, 1877** **Pres. Tom Scott denies granting a 50 cent rebate to the Standard Oil Company. (NYT)**
- Oct. 24, 1877** **"Southern Railway Time Convention" holds first meeting at Barnum's Hotel, Baltimore; H.F. Kenney of PW&B elected Pres.; maintains an organization parallel to the national General Time Convention.**

- Oct. 24, 1877** First trials of rioters begin in Criminal Court at Pittsburgh. (NYT)
- Oct. 25, 1877** Charles D. Freeman elected Pres. of Camden & Atlantic Railroad, replacing John Lucas, who declines reelection. (MB)
- Oct. 29, 1877** Sen. Newton Booth (1825-1892) of California introduces bill calling for forfeiture of railroad land grants where companies have failed to build. (NYT)
- Oct. 30, 1877** Last federal troops leave Scranton. (Foner)
- Oct. 30, 1877** Allegheny County Grand Jury subpoenas Gov. Hartranft, Gen. Brinton, and Adjutant-General Latta in murder case vs. Gen. Pearson; Hartranft ignores summons on grounds of executive privilege. (NYT)
- Oct. 31, 1877** PRR Board passes second quarterly dividend in a row; stock remains stable around 29. (RRG, PubLdgr)
- Oct. 31, 1877** Southern Railroad Company of Long Island enters receivership; Thomas R. Sharp and Frederick D. Tappan appointed receivers on application of James Hood Wright of Drexel, Morgan & Co. (CorpHist, NYT)
- Oct. 31, 1877** Dorchester & Delaware Railroad stops operating the Dorchester Branch of the Delaware Railroad (its extension in Delaware). (Val)
- Fall 1877** Good grain harvest in Midwest and high demand in Europe caused by Russo-Turkish War boosts Trunk Line traffic, reversing the slump of 1876. (Strike Rept)
- Nov. 1, 1877** NYC&HR and LS&MS raise wages 5%, eliminating half the cut of July 1. (RRG)
- Nov. 1, 1877** Erie & Western Transportation Company placed under own offices and separated from Empire Transportation Company. (MB)
- Nov. 1, 1877** South-West Pennsylvania Railway opens between Uniontown and Oliphant, Pa. (Val - first shows in Guide as 7/22/78)
- Nov. 1, 1877** Last spike driven on Waynesburg & Washington Railroad (narrow gauge) near Waynesburg. (Koehler)
- Nov. 1, 1877** General Solicitor John Scott moves from Pittsburgh to Philadelphia to head PRR's Legal Dept. (MB)

- Nov. 2, 1877** LIRR begins discharging employees; National Bank of the State of New York forecloses mortgage on Hunters Point land owned by LIRR and Conrad Poppenhusen. (NYT)
- Nov. 2, 1877** Maryland & Delaware Railroad orders line between Easton and Oxford to be restored to running order. (RyW)
- Nov. 2, 1877** Waynesburg & Washington Railroad opens for regular revenue passenger service between Washington and Waynesburg, Pa. (Koehler)
- Nov.? 1877** Hudson Tunnel Railroad finally compromises suits with DL&W and Jersey Shore Improvement Company. (RRG)
- Nov. 1877** LS&MS converted from 4'-9-1/2" gauge to 4'-8-1/2". (RyW)
- Nov. 6, 1877** Property of former Mississippi Central Railroad reorganized as Central Mississippi Railroad under control of Illinois Central Railroad. (ICC)
- Nov. 8, 1877** Allegheny County Grand Jury ignores murder indictment against Gen. Pearson. (NYT)
- Nov. 9, 1877** United New Jersey Railroad & Canal Company Board agrees to sale of cattle boat *Colden*. (MB)
- Nov. 11, 1877** B&O discontinues operation of through car connections with Washington City, Virginia Midland & Great Southern Railroad via its Alexandria Branch and B&P station; Alexandria Branch service reduced to one mixed train which is soon discontinued; at same time, Virginia Midland establishes a through Jersey City-Lynchburg sleeping car via the PRR. (Guide)
- Nov. 11, 1877** Philadelphia-New Orleans sleeping car line cut to Washington-New Orleans, connecting with New York-Lynchburg sleeper. (PassDept)
- Nov. 12, 1877** Reeseville renamed Berwyn on Philadelphia Division. (MB - Rd. Comm)
- Nov. 12, 1877** William J. Sewell reports to West Jersey that Harlan & Hollingsworth is building a new boat for the Delaware River Steam Boat Company, which it controls and building a wharf adjacent to West Jersey's wharf at Cape May; urges run *Robert F. Stockton* in competition and up river to Bordentown after summer season is over. (MB)

- Nov. 14, 1877** PRR Board declines to aid International Navigation Company to buy two additional ships; votes total of \$3,000 to certain employees who rendered conspicuous service during the Great Strike. (MB)
- Nov. 15, 1877** Port Perry Branch opens from main line at Brinton's to north end of Monongahela River bridge at Port Perry. (AR)
- Nov. 1877** Now 43 Class AI@ AModoc@ 2-8-0's on Philadelphia Division. (RyW)
- ca. Nov. 1877** LIRR Receiver Sharp stops service on former (?) Central Railroad of Long Island route between Hempstead Crossing and Babylon and all service on the Woodside Branch. (Seyfried - NYT announces 11/30 that will abnd Flushng-Creedmoor and Garden City-Babylon)
- Nov. 1877** PRR announces it will double-track line between Sunbury and Williamsport. (RRG)
- Nov. 1877** Pittsburgh, Wheeling & Kentucky Railroad completes one track between Hollidays Cove and Wellsburg. (RRG)
- Nov. 1877** NYC&HR establishes office for Red & White Lines in Philadelphia; freight is routed over Lehigh Valley and North Pennsylvania railroads via either the Allentown or Bound Brook Routes. (RRG)
- Nov. 1877** State of Texas sues in Harrison County District Court to have Texas & Pacific Railway charter and land grant annulled because of failure to complete line. (RRG)
- Nov. 16, 1877** Joshua Twing Brooks (1840-1901) named Associate General Counsel and placed in charge of Lines West Legal Dept. office at Pittsburgh, replacing John Scott, transferred to Philadelphia. (MB)
- Nov. 17, 1877** Conrad Poppenhusen declares bankruptcy with assets of \$7.3 million and liabilities of \$3.5 million; creditors, of whom the largest is Drexel, Morgan & Co. hold as collateral railroad notes that cost Poppenhusen \$6.67 million; Poppenhusen had also sunk about \$5 million of own funds in railroads; railroad income had fallen in depression despite ending ruinous competition and consolidating services; Poppenhusen has been ill in Germany for most of the last 18 months. (NYT)
- Nov. 17, 1877** Narrow-gauge Ligonier Valley Railroad completed between PRR at Latrobe and Ligonier, Pa.; used for coal; later give access to vacation homes of Mellon family, which controls it. (ARJ)
- Nov. 19, 1877** Allegheny County Grand Jury makes report on riots to Court of Quarter Sessions blaming military incompetence and PRR officials

ignoring local advice and insisting on clearing tracks; say can't determine who actually wrote the governor's order calling out the militia while he was in the West. (NYT)

- Nov. 21, 1877** Florence Adele Vanderbilt (1854-1952), daughter of William Henry Vanderbilt, marries Hamilton McKown Twombly (1849-1910) of Boston; Twombly is one of the few members of the third generation of the House of Vanderbilt with a head for business and becomes an important advisor to his father-in-law and a major factor in the NYC&HR. (Vndrblt)
- Nov. 23, 1877** Philadelphia & Atlantic City Railway files location of Somers Point Branch. (NJCorp)
- Nov. 23, 1877** Jersey City & Albany Railroad's property in N.Y. sold at foreclosure; operation by New Jersey Midland Railway ends. (ICC)
- Nov. 1877** Union Railroad, Transfer & Stock Yard Company extends Indianapolis belt line an additional 4 miles from Brightwood to North Indianapolis on Indianapolis, Cincinnati & Lafayette Railroad. (RRG - check map)
- Nov. 26, 1877** Penningtonville renamed Atglen on Philadelphia Division. (MB - Rd Comm)
- Nov. 27, 1877** Pittsburgh & Chicago RPO established, making complete RPO service on PRR between New York and Chicago. (Kay)
- Nov. 28, 1877** PRR Board approves changes in annual reports in line with recommendations of British stockholders; all PRR companies are to observe the same fiscal year and make uniform reports; for accounting purposes companies are to be divided into Lines East, headed by PRR, and Lines West, headed by Pennsylvania Company; each company is to submit an income statement, a balance sheet, and a profit & loss statement to the one above it in the pyramid. (MB)
- Nov. 28, 1877** Joseph Lesley conveys portion of former Mansfield, Coldwater & Lake Michigan Railroad between Toledo Jct. and Tiffin to North Western Ohio Railway. (Church)
- Nov. 30, 1877** Pennsylvania Company contracts with Janney Car Coupling Company for use of patent couplers at \$10 per passenger car. (MB)
- Late 1877** Bellaire & South Western Railway completed from Bellaire to Wegee Mills. (RRG)

- Dec. 1, 1877** **New double-track iron bridge opens over Susquehanna River at Rockville, eliminating last section of single track and last wooden bridge between Harrisburg and Pittsburgh; built by Delaware Bridge Company at cost of \$326,614. (AR, RyW says finished 11/18)**
- Dec. 1, 1877** **PRR opens line relocation between Ronks and Big Conestoga Creek on Philadelphia Division. (AR)**
- Dec. 1, 1877** **PRR closes Renovo Hotel and replaces with a restaurant; unprofitable as most guests are PRR workers boarding at low rates. (MB)**
- Dec. 1, 1877** **Lessee of Ohio Canals surrenders lease to state; canals operated by state receiver to May 15, 1878. (NYT,)**
- Dec. 1, 1877** **Cincinnati, Hamilton & Dayton Railroad fails to pay its share of defaulted coupons of Cincinnati, Richmond & Fort Wayne Railroad; continues into 1878; arrears made up by PRR.**
- Dec. 1877** **Work resumes on South Mountain Railroad between Jonestown and Fredericksburg, Pa. (RyW)**
- Dec. 4, 1877** **Eel River Railroad (Logansport-Butler) incorporated in Indiana as reorganization of Detroit, Eel River & Illinois Railroad. (Church)**
- Dec. 5, 1877** **Pennsylvania Company Board authorizes reduction of gauge from 4'-10" to 4'-9". (MB)**
- Dec. 6, 1877** ***New York Times* reports that Tom Scott has accepted that he cannot get a Texas & Pacific bond guarantee from Congress and will reduce his demand to a guarantee of \$15,000 per mile on the part actually to be constructed. (NYT)**
- Dec. 6, 1877** **Dayton, Covington & Toledo Railroad incorporated. (Church)**
- Dec. 7, 1877** **Rep. Alexander H. Stephens (1812-1883) of Georgia (and former Confederate VP) introduces Texas & Pacific Railway subsidy bill reducing subsidy to \$25,000 per mile and eliminating branches to Mississippi River but retaining branch to San Diego. (NYT)**
- Dec. 10, 1877** **Eel River Railroad organized; C.H. Buhl Pres. (Church, C&C)**
- Dec. 10, 1877** **Sen. John W. Johnston (1818-1889) of Virginia introduces new Texas & Pacific Railway subsidy bill. (NYT)**
- Dec. 12, 1877** **PRR Board adopts organization for Empire Line as autonomous unit retroactive to Oct. 18; headed by its own General Manager, Frank J.**

Firth, with George M. Ball Eastern Superintendent at Philadelphia and George W. Cross as Western Superintendent at Cleveland. (MB)

- Dec. 13, 1877** Meeting of heads of anthracite coal roads in New York attempts to raise prices and stabilize trade; Tom Scott attends, making it first time that PRR takes part in anthracite combinations; meetings continue into 1878 as companies dicker over percentage of traffic each is to be allotted. (Schlegel)
- Dec. 13, 1877** Allegan & South Eastern Railroad organized in Michigan to take over portion of Mansfield, Coldwater & Lake Michigan Railroad between Allegan and Monteith. (filed 1/22/78) (GR&I AR says all prop. to Ohio line; partly graded east to Amboy Twp.) FILED 1/22/1878!!
- Dec. 14, 1877** Tiffin & North Western Railroad incorporated in Ohio in interest of PRR to acquire roadbed of former Mansfield, Coldwater & Lake Michigan Railroad between Tiffin and Michigan state line. (Church)
- Dec. 15, 1877** Cumberland, Md., voters authorize subscription of \$65,000 or half cost of APennsylvania Railroad Company in Maryland,@ which is to build from Pennsylvania state line into Cumberland. (RyW)
- Dec. 1877** Olean, Bradford & Warren Railroad completed from Olean to Pennsylvania state line; not opened; Olean, Bradford & Warren Railway completed from Erie Railway near Bradford to Tarport. (RRG)
- Dec. 17, 1877** Officers of PRR, Pennsylvania Company and Pittsburgh, Chicago & St. Louis meet at Philadelphia and agree to readjust debt of PC&StL.
- Dec. 18, 1877** Committee of Superintendents studying use of forms recommends standardization throughout Lines East; 738 of 1,815 forms abolished. (AR)
- Dec. 18, 1877** Joint conference committee of Pennsylvania Company and PC&StL Railway meets at Philadelphia; Pennsylvania Company agrees to surrender to PC&StL \$3.28 million in bills payable and \$2.5 million in Second Mortgage bonds with coupons; Pennsylvania Company is to retain \$2.5 million Second Mortgage bonds; PC&StL is to revalue its subsidiary companies and write off losses; Pennsylvania Company is to write off 50% of the value of its holdings of Indianapolis & St. Louis Railroad, GR&I, St. Louis, Vandalia & Terre Haute Railroad, \$54,000of Union Bridge Company bonds, and \$19,000 in Gilman, Clinton & Springfield; \$23,000 Cairo & Vincennes bonds to be revalued to 30%; \$34,200 Indianapolis, Cincinnati & Lafayette Railroad bonds reduced from 50% to 40%, and Shenango Valley &

- Alliance Railroad written off as worthless. (MB)**
- Dec. 19, 1877** **Delaware Railroad Board authorizes substitution of steel rails at option of PW&B after two years delay. (MB)**
- Dec. 20, 1877** **Camden & Atlantic Railroad Board authorizes purchase of new ferry boat. (MB)**
- Dec. 20, 1877** **Portion of Maryland & Delaware Railroad in Maryland sold at foreclosure to bondholders at Easton for \$94,200. (RRG)**
- Dec. 23, 1877** **108-car train sent over Indianapolis Belt Railway from Brightwood on the Bee Line to the grain elevator at the stock yards. (RRG)**
- Dec. 25, 1877** **PRR gives Christmas presents of gold watches and cash to employees who showed conspicuous loyalty during the strike. (RyW)**
- Dec. 27, 1877** **Employees and citizens at Columbia, Pa., give banquet to Philadelphia Division Superintendent William F. Lockhard, who is about to leave for a rest in Europe. (RyW)**
- Dec. 27, 1877** **Delaware Shore Railroad enters receivership; Thomas L. Ogden named receiver. (RRG)**
- Dec. 28, 1877** **Cincinnati ordinance grants Little Miami Railroad permission to run passenger trains from current depot at Front & Kilgour Streets on Front Street to the public landing between Broadway and Sycamore Street. (Church)**
- Dec. 28, 1877** **L.A. Milbank appointed receiver of Anderson, Lebanon & St. Louis Railroad. (NYT)**
- Dec. 28, 1877** **Ashley River Railroad completes bridge at Charleston, S.C., permitting through service from North as far as Savannah, Ga.; through Jersey City-Savannah Pullman service established, changing trucks at Wilmington, N.C. (RRG, Hoffman)**
- Dec. 1877** **Stockholders of Elkton & Massey Railroad vote to dissolve and return subscriptions; no work done other than survey. (RRG)**
- Dec. 29, 1877** **Adjutant-General James W. Latta issues his annual report covering his actions during the riots. (NYT)**
- Dec. 30, 1877** **Robert Ammon leaves Pittsburgh for New York City. (Rept)**
- Dec. 31, 1877** **Because of rate wars and strike, PRR floating debt is now \$1.5**

- million; floating debt of Pennsylvania Company is \$2,993,700. (AR)
- 1877 New car trust created to build 1,000 box cars for PC&StL Railway. (AR)
- 1877 LIRR double tracked between East New York and Woodhaven. (C&C - ca. 1877)
- 1877 PRR continues work on new Bergen Hill Cut at Jersey City. (AR)
- 1877 New brick station built at Rahway, N.J. (AR)
- 1877 PRR begins replacing old 1838 Raritan River Bridge at New Brunswick with 7-span, double-track iron deck truss with swing span over Delaware & Raritan Canal. (C&C)
- 1877 Philadelphia, Newtown & New York Railroad reorganized with Gen. William Painter as Pres. (RyW)
- 1877 PRR finally completes a Centennial Station@ at 32nd & Market Street in West Philadelphia. (AR)
- 1877 PRR builds new float bridge at Navy Yard property at foot of Washington Avenue for floating cars to and from Camden. (AR)
- 1877 PRR opens line relocation between Eagle and Green Tree and third track between Berwyn and Malvern on Philadelphia Division. (AR)
- 1877 Adams Express warehouse built at Calvert Station, Baltimore. (AR)
- 1877 Baltimore & Potomac Railroad completes a coaling station at the portal of the B&P Tunnel near Boundary Avenue. (AR)
- 1877 South draw span of Long Bridge (123') replaced by 176' Howe truss draw. (Wilson)
- 1877 PRR builds first large, three-span stone arch bridge (No. 11) over Little Juniata River east of Altoona, replacing an iron truss bridge. (AR)
- 1877 In rebuilding at Pittsburgh, two south tracks reserved for passenger trains between Pittsburgh and East Liberty; northern two tracks for freight; new interlocking tower built at East Liberty. (AR)
- 1877 At Pittsburgh, PRR builds new transfer station at 26th Street and rebuilds 28th Street roundhouse. (AR)

- 1877** Increase in coal traffic shipped from mines of Northwest Mining & Exchange Company over Philadelphia & Erie Railroad, Daguscahonda Railroad, and Dunkirk, Allegheny Valley & Pittsburgh Railroad to Buffalo and Canada. (AR)
- 1877** Sharpsville Railroad opens from Sharpsville for two miles through coal fields to Carbon Coal Company Jct. (RRG)
- 1877** PRR begins first experimental use of Janney automatic coupler for passenger cars. (C&C)
- 1877** Pennsylvania Canal Company abandons Juniata Division Canal between Petersburg and Huntingdon.
- 1877** Thomas Rodd named Principal Assistant Engineer of Pennsylvania Company. (MB)
- 1877** Steamer *B.S. Ford* built by Harlan & Hollingsworth for Chester River Steamboat Company. (Stanton)
- 1877** Benjamin E. Smith, Pres. of CC&IC Railway, issues \$36,000 of Columbus & Indianapolis Central Railway Second Mortgage bonds without authority; owners later sue for foreclosure in 1891. (Church)