

**PRR CHRONOLOGY**  
**1878**

**June 2006 Edition**

- Jan. 1, 1878 Samuel Spencer (1847-1906), Master of Transportation of Washington City, Virginia Midland & Great Southern Railroad, made General Superintendent of LIRR under Thomas Sharp, receiver, replacing A.R. Fiske. (Seyfried, Guide - verify)
- Jan. 1, 1878 Portion of Mansfield, Coldwater & Lake Michigan Railroad between Mansfield and Tiffin, Ohio, conveyed to North-western Ohio Railway. (RyW)
- Jan. 1, 1878 Post Office Dept. restores RPO's on NYC&HR between New York and Chicago and St. Louis. (RyW)
- Jan. 1, 1878 Workingmen's Mutual Beneficial Society formed on Northern Central Railway.
- Jan. 1, 1878 Separate Construction Dept. for New Jersey lines at Trenton under Ashbel Welch closed and all records transferred to the Real Estate Dept. at Philadelphia; Welch continues to receive a salary as President of the Belvidere-Delaware. (MB)
- Jan. 1, 1878 Reeseville renamed Berwyn and Penningtonville renamed Atglen on Philadelphia Division. (MB)
- Jan. 1, 1878 Knights of Labor, founded in Philadelphia in 1869 as a secret society, establishes a national organization; in the wake of the Great Strike, it becomes the dominant labor union of the 1880s. (Clements)
- Jan. 2, 1878 Bill introduced in Pennsylvania Senate for counties to offer reparations to persons whose property is destroyed in riots. (Watkins)
- Jan. 2, 1878 New York & Manhattan Beach Railway assumes operation of New York, Bay Ridge & Jamaica Railroad (Bay Ridge-New Lots Ave.) under lease of same date. (CorpHist - Val has lease date 1/1?)
- Jan. 2, 1878 Ship *Mercedita* leaves Philadelphia with 250 engineers, workers, tools, etc. employed by noted Pennsylvania contractors Philip Collins (1821?-1895) & Thomas Collins (1823?-1898) to locate and build the Madeira & Mamoré Railway in the Amazon basin of Bolivia and Brazil, taking over from a British syndicate; Camille d'Invilliers is Chief Engineer; project is backed by Franklin B. Gowen of the Reading. (RRG,

RyW, Schlegel)

- Jan. 4, 1878 Bill calling for general incorporation of pipelines introduced in Pennsylvania Legislature. (RyW)
- Jan. 4, 1878 East St. Louis Connecting Railway incorporated in interest of Wiggins Ferry Company. (Church)
- Jan. 7, 1878 Pennsylvania Supreme Court reverses judgement of Court of Quarter Sessions of Allegheny County against Gov. Hartranft for strike actions; rules state officials are beyond the reach of local courts and grand juries. (NYT)
- Jan. 8, 1878 Philadelphia Division Superintendent William F. Lockard sails for Europe for a rest. (RyW)
- Jan. 8, 1878 Bill introduced in Pennsylvania Senate appropriating \$615,000 for expenses of militia during strike. (NYT)
- Jan. 10, 1878 Trunk Lines hold meeting on eastbound rates at Albert Fink's office in New York; agree to keep up old rates and guard against cutting by midwestern lines; the westbound pool requires the NYC&HR, which has about half of the traffic (the PRR has about 15% and the B&O less than 2%), to turn over the excess to the other Trunks, meaning that its western connections, the Michigan Central, LS&MS and Canada Southern, lose traffic; they respond by taking westbound traffic from a non-competitive local points on the NYC&HR at a total that is below pool rates. (RRG, NYT)
- Jan. 10, 1878 Delaware Railroad Board authorizes PW&B to substitute steel for iron rails. (MB)
- Jan. 10, 1878 Bells Gap Railroad opens from Bell's Mills (Bellwood) on PRR main line to Lloydville. (Guide); most coal mined at Lloydville is used by PRR as fuel. (RRG)
- Jan. 10, 1878 NYC&HR agrees to run RPO's on regular Chicago trains in lieu of dedicated all-mail train. (RRG)
- Jan. 11, 1878 Gen. A.L. Pearson announces resignation as head of Pennsylvania National Guard, although says he is not resigning because of role in Pittsburgh riot. (NYT)
- Jan. 11, 1878 Pa. House rejects resolution offered by Rep. Long of Allegheny County calling for a joint committee to investigate the 1877 riots. (NYT)

- Jan. 13, 1878 *New York Times* announces that 18 claims for damages have been filed against PRR in U.S. Circuit Court in Philadelphia by out-of-state merchants, charging it could have prevented losses. (NYT)
- Jan. 14, 1878 U.S. Supreme Court rules state laws requiring equal accommodations in railroad cars are unconstitutional, opening way for Southern states to impose "Jim Crow" segregation; affects some branches of PRR operating in Virginia.
- Jan. 1878 PRR begins rerouting western freight destined for CNJ from Reading route via Harrisburg and Allentown to LV at Mount Carmel. (MinersJrnl 1/17/78 - verify)
- Jan. 1878 PRR begins surveying own line to Wilkes-Barre, Pa. (RRG)
- Jan. 1878 *Railroad Gazette* notes that there is little 4'-10" gauge track left; PFW&C, LS&MS and CCC&I have converted to 4'-9" or 4'-9-1/4"; NYC&HR has stopped replacing wide-tread wheels. (RRG)
- Jan. 16, 1878 Anthracite railroads finally succeed in establishing Anthracite Board of Control to divide traffic after mediation by E.C. Knight and concessions by F.B. Gowen; PRR is allotted 7-3/4% of tonnage. (Rdg AR, Schlegel)
- Jan. 16, 1878 Pa. House reverses itself and votes to reconsider resolution calling for investigation of 1877 riots. (NYT)
- Jan. 18, 1878 LS&MS experiments with electric-arc light at Cleveland shops. (RyW)
- Jan. 19, 1878 Rumors of a break in westbound pool rates; Grand Trunk Railway of Canada has made rates via Portland, Maine, at 5-20 cents below pool rates. (NYT)
- Jan. 21, 1878 Lake Erie & Louisville Railroad opens between St. Marys and Minster, Ohio; becomes part of the Lake Erie & Western Railroad. (Guide)
- Jan. 22, 1878 GR&I surrenders operation of former Mansfield, Coldwater & Lake Michigan Railroad between Monteith and Allegan.
- Jan. 22, 1878 Allegan & South Eastern Railroad incorporated in Mich. to assume portion of former Mansfield, Coldwater & Lake Michigan Railroad between Ohio state line and Allegan. (Church)
- Jan. 1878 American Bridge Company suspends work on Poughkeepsie Bridge; had built pier on west shore 20 feet above high water, and next pier 1 foot above high water. (ASCE)

- Jan. 1878 Jersey City-Danville, Va. sleeping car line extended to Atlanta via Richmond & Danville Railroad and Piedmont Air Line. (PassDept)
- Jan. 25, 1878 Articles of association for new Anthracite Board of Control signed in Gowen's office; A.J. Cassatt signs for PRR. (RyW)
- Jan. 25, 1878 Albert Fink is unsuccessful in getting Grand Trunk Railway of Canada to accept Boston pool rates. (NYT)
- Jan. 25, 1878 Pa. House passes resolution calling for a joint committee to investigate 1877 riots. (NYT)
- Jan. 26, 1878 Pres. Tom Scott testifies to House Committee on Pacific Railroads in favor of subsidy for Texas & Pacific Railway. (RyW)
- Jan. 26, 1878 Courts at Pittsburgh convict five rioters and acquit one. (NYT)
- Jan. 26, 1878 New York *Tribune* reporter acquires a blue card taken from a Red Line Transit Company bill of lading granting a 12% secret rebate; company later denies circulating such cards to shippers. (NYT)
- Jan. 30, 1878 Trunk Lines conclude two days of meetings at Brevoort House; Grand Trunk Railway finally accepts arbitration of Albert Fink in its dispute with the Boston & Albany Railroad over Boston rates. (RRG, NYT)
- Jan. 30, 1878 New York merchants protest rate cutting by Trunk Lines and discrimination against New York City in favor of Philadelphia and Baltimore. (NYT)
- Jan. 30, 1878 Pennsylvania free pipe line bill defeated in Senate by 27-19 vote through lobbying of PRR to protect its oil traffic; would have given pipe lines eminent domain powers to cross railroads. (NYT, RyW)
- Jan. 31, 1878 Collis P. Huntington attacks Tom Scott in his testimony before House Committee on Pacific Railroads; refers to his manipulations in Northern Central, Baltimore & Potomac, Delaware & Bound Brook Frog War, etc.; denies that Central Pacific and Southern Pacific are the same and will monopolize transcontinental traffic; against Scott's charge of unusually high cost of Central Pacific (which crosses the Sierras), Huntington cites the much higher cost per of the PRR (which carries many times the amount of traffic and occupies expensive urban real estate); says Scott's "whole life has been one long effort at combinations, rings and pools, and he never resorted to competition except where it was good for Scott." (NYT, RyW)
- Jan. 31, 1878 Delphos, Bluffton & Frankfort Railway incorporated in Ohio. (Church)

- Winter 1878 LIRR temporarily removes passenger trains from old LIRR Main Line between Long Island City and Jamaica in favor of Southern Railroad line. (Seyfried)
- Feb. 1, 1878 Tom Scott responds to Huntington's attacks by calling attention to Southern Pacific-Central Pacific monopoly in California; calls for aid for Texas & Pacific Railway as make-work project for unemployed and as frontier defense against Mexicans and Indians. (RyW)
- Feb. 1, 1878 Joint operation of Terre Haute & Indianapolis Railroad and Indianapolis & St. Louis Railroad ends; John E. Simpson named General Manager of Vandalia Lines; Joshua Staples Chief Engineer; I&StL through passenger trains removed from Terre Haute & Indianapolis. (AR, Church, Guide)
- Feb. 2, 1878 N.Y. Attorney-General sues LIRR to remove Thomas Sharp as receiver and force liquidation, claiming leases of Southern Railroad of Long Island and Flushing, North Shore & Central Railroad are illegal, were corrupt deals made by directors, and are constant drain on LIRR. (RRG, NYT)
- Feb. 2, 1878 Excursion with two trains of 10 cars each opens Philadelphia, Newtown & New York Railroad extension from Fox Chase to Newtown; revenue service begins Feb. 4; operated by PRR with through trains to West Philadelphia Station. (MB, PubLdgr)
- Feb. 3, 1878 Pennsylvania Legislature appoints joint committee to investigate riots of 1877. (Rept)
- Feb. 3, 1878 Baltimore-Weldon sleeping car line extended to Savannah via Atlantic Coast Line (seasonal). (PassDept)
- Feb. 5, 1878 Brownsville Railway sold at foreclosure after completing some grading between Mount Braddock and Brownsville, Pa. (C&C)
- Feb. 6, 1878 J.N. McCullough chairs meeting of midwestern connections of Trunk Lines at Grand Pacific Hotel at Chicago to try to divide their eastbound contracts with the Trunk Line pool; Albert Fink reads an agreement of the Trunk Line Executive Committee that no eastbound freight pass over the Trunk Lines without the western roads paying their full proportion of eastbound rates and ceasing to make contracts at below tariff rates or grant rebates; grants Fink full authority to carry out plan; midwestern roads approve restoration of eastbound rates voted by Trunk Lines at New York on Jan. 30; Grand Trunk Railway agrees to be bound by terms; however, LS&MS votes no and Canada Southern Railway abstains; non-cooperation of Vanderbilt lines defeats a settlement. (NYT, RRG)

- Feb. 6, 1878 Pennsylvania committee on 1877 riots begins hearings at Pittsburgh. (Rept)
- Feb. 7, 1878 Tom Scott testifies on behalf of Texas & Pacific Railway before Senate Committee on Pacific Railroads; says southern route must be independent of Central Pacific-Union Pacific route. (NYT)
- Feb. 1878 Tom Scott and Collis P. Huntington argue before House Committee holding hearings on Texas & Pacific Railway subsidy bill. (RRG)
- Feb. 11, 1878 Olean, Bradford & Warren Railway/Railroad opens between Olean and Bradford. Pa.; narrow gauge line; N.Y. and Pa. companies operated jointly under contract of Nov. 6, 1877; intermediate stations at Two Mile, Four Mile, Rock City, Knapps Creek, State Line, Bells Camp, Red Rock, Cillmor, Derrick City, Babcocks Mill, Foster Brook, and Tarport; operates two round trips by passenger train and two by mixed train between Olean and Bradford and one mixed train between Bradford and State Line; James D. Yeomans (1845-1906), Superintendent. (Val, Guide, RRG)
- Feb. 11, 1878 Lake Superior Transit Company incorporated to serve as pool for Lake Superior services and fleets of Erie & Western Transportation Company (Anchor Line), Union Steamboat Company (Erie) and Western Transit Company (NYC). (MB)
- Feb. 13, 1878 PRR rejects Andrew Carnegie's claim for \$23,641 compensation in the Longstreet Case; working behind the scenes, Carnegie had bought the 256 shares UNJ stock and 11 shares of Philadelphia & Trenton from both Longstreets for cash and free passes; all the remaining UNJ stockholders are eager to collect their guaranteed 10% a year for life, so the suit is dropped and the lease stands; PRR holds that Carnegie acted on his own and the railroad is not liable. (MB)
- Feb. 15, 1878 New westbound rates take effect. (RRG)
- Feb. 1878 New Jersey amends General Railroad Law to require companies to post bonds at rate of \$2,000 per mile to be returned as line opened, to discourage paper companies. (RRG)
- Feb. 1878 Charles R. Colwell elected Pres. of Philadelphia & Atlantic City Railway, replacing William Massey, resigned. (RRG)
- Feb. 1878 Work on Poughkeepsie Bridge suspended. (RyW - verify)
- Feb. 1878 PRR contracts to build connection between PC&StL Railway and Waynesburg & Washington Railroad at Washington. (RRG)

- Feb. 1878 Caswell, Ind., renamed LeRoy on CC&IC. (Guide)
- Feb. 1878 Palace Stock Car Company has bought all 62 patents for feeding and watering livestock en route; has now introduced bill in Congress to unload and feed animals every 24 hours unless fed in motion as humane gesture. (RRG)
- Feb. 1878 Buffalo & Southwestern Railroad arranges with Erie Railway to run through service between Buffalo and Bradford, Pa., using car hoist at Dayton, N.Y. (RRG)
- Feb. 16, 1878 Representatives of New York Board of Trade and other mercantile organizations meet with William H. Vanderbilt at Grand Central Depot to express concerns over rate wars and port differentials drawing traffic away from New York; Vanderbilt promises to cooperate, but notes that the NYC&HR and Erie can't compete in Philadelphia or Baltimore, while the PRR and B&O can both compete in New York. (NYT)
- Feb. 20, 1878 Chicago papers report move to restore eastbound rates has been abandoned as traffic is increasing. (RRG)
- Feb. 21, 1878 House Committee on Pacific Railroads reports a bill for federal aid to the Texas & Pacific Railway and against the Southern Pacific as simply perpetuating the Central Pacific's monopoly of California traffic; minority issues report opposing all railroad subsidies. (RRG, RyW)
- Feb. 22, 1878 Greenback Labor Party formed at a national convention at Toledo; fusion of old farmer-oriented Greenback Party with labor elements energized by Great Strike; combines the old Greenback platform of inflation and paper money with labor demands for 8-hour day, etc. (Clements)
- Feb. 25, 1878 Pittsburgh, Wheeling & Kentucky Railroad opens between Wheeling Jct. and Wheeling; leased to Pittsburgh, Cincinnati & St. Louis Railway Company. (AR, Church, RRG)
- Feb. 1878 Pittsburgh, Kentucky & Wheeling Railroad extended one mile into City of Wheeling to depot. (RRG - in another issue says b. 3.5 mi in 1878)
- Feb. 27, 1878 Marine Railway incorporated in N.Y. to build line along the beach at Coney Island eastward from Manhattan Beach. (NYState)
- Feb. 1878 Marginal Railroad leased to Marine Railway; both lines at Manhattan Beach controlled by Austin Corbin. (Seyfried)
- Feb. 27, 1878 Central Mississippi Railroad and New Orleans, Jackson & Northern Railroad merged to form Chicago, St. Louis & New Orleans Railroad,

retroactive to Jan. 1; James C. Clarke, formerly with Northern Central Railway and later Pres. of Illinois Central Railroad, is named General Manager. (ICC, Corliss)

- Feb. 28, 1878 PRR denies rumors that Messrs. Derbyshire, Bacon and Shortridge are to be replaced as directors by New Yorkers. (NYT)
- Feb. 28, 1878 Supplement to charter of Poughkeepsie Bridge Company extends time for completion to Jan. 1, 1881. (PL)
- Feb. 28, 1878 Bland-Allison Act passes over veto of Pres. Hayes; calls for government to purchase \$2 million to \$4 million in silver each month in pre-war ratio of 16 to 1; Treasury Dept. defeats aim of inflationists by making minimum purchases; dispute over silver, which is the money of second-class countries, becomes a major political issue for the rest of the century; lack of stable currency or central bank causes periodic gold losses, gold panics and boom-and-bust economy with frequent periods of business failure and high unemployment. (EAH, JEH)
- Mar. 1, 1878 Pekin, Lincoln & Decatur Railroad replaces Indiana, Bloomington & Western Railway as lessee of Peoria & Springfield Railroad. (Church)
- Mar. 2, 1878 House Committee on Pacific Railroads favorably reports the Stephens Texas & Pacific Railway aid bill by 7-6, but full calendar means it is unlikely of passage this session; calls for only a 50-year guarantee of 5% interest on bonds to be issued at the rate of \$25-40,00 per mile depending upon difficulty of topography. (NYT)
- Mar. 3, 1878 Through Vandalia-Illinois Central service between St. Louis and Chicago via Effingham discontinued and replaced with Illinois Central-Wabash service via Tolono. (AR, Guide, RRG)
- Mar. 7, 1878 J.N. McCullough chairs meeting on apportioning eastbound traffic and setting eastbound rates at Windsor House in New York; adopt report of Trunk Line Commissioner Albert Fink and Western Commissioner N. Guilford on through rates and vote to advance eastbound rates to 30 cents on Mar. 11. (RRG, NYT)
- Mar. 9, 1878 Old 1838 New Jersey Railroad bridge over Raritan River at New Brunswick destroyed by fire while being removed for replacement by new seven-span, double track iron truss bridge designed by Joseph M. Wilson; PRR detours trains on Bound Brook Route between Elizabeth and North Penn Jct.; local trains use a stagecoach portage. (RRG, C&C)
- Mar. 11, 1878 Trunk Lines begin apportioning eastbound freight. (RRG)



- Mar. 11, 1878 N.Y. Superior Court orders new trial in LIRR case of Havemeyer vs. Havemeyer; sets aside lower court award of \$70,000 to plaintiffs. (NYT)
- Mar. 12, 1878 PRR annual meeting held in Musical Fund Hall at 8<sup>th</sup> & Locust Streets; in annual report, Pres. Scott urges a program to reduce the debt rate on leased lines to 4% and eventually pay off the bonds of leased lines leaving the PRR in possession; recommends the creation of a trust fund to buy up the securities of subsidiaries whose interest and/or dividends are guaranteed by the PRR and remove them from general circulation, thus decreasing burden of cash payments of guarantees; money is to be borrowed from stockholders at interest by giving using a portion of the dividend money for which the stockholders are to receive scrip; a seven-man committee headed by Daniel Steinmetz is appointed to investigate company finances and consider the plan for such a trust; Scott is also questioned about his \$24,000 salary; other stockholders issue denunciations of contracts with Adams Express Company and Empire Line. (MB, AR, RRG, RyW)
- Mar. 12, 1878 Peninsula Railroad Company incorporated in Virginia and vested with the franchises of the earlier New York & Norfolk Railroad, the North & South Railroad and the Eastern Shore Railroad (Va.); plans to extend from Pocomoke City to Cherrystone Point opposite Norfolk. (Val, C&C)
- Mar. 13, 1878 New York, Woodhaven & Rockaway Railroad Board adopts standard gauge instead of 3'-6". (CorpHist)
- Mar. 13, 1878 PRR Board creates standing Committee on Supplies. (MB)
- Mar. 13, 1878 Pennsylvania Company Board authorizes sale of four drawing room cars to be sent to Pullman's for rebuilding. (MB)
- Mar. 14, 1878 Temporary trestle over Raritan River at New Brunswick opens at 2:10 PM; designed by W.H. Brown, Engineer of Maintenance of Way and built in 67 hours. (RRG)
- Mar. 1878 N.J. Court of Chancery dismisses Longstreet Suit to void PRR lease of United New Jersey Railroad & Canal Company. (RRG)
- Mar. 1878 N.Y. Attorney General drops suit against LIRR consolidation. (RRG)
- Mar. 1878 Maryland Legislature abolishes 20% tax on B&O Washington Branch passenger fares, retroactive to July 1872, when PRR began competing and B&O stopped paying tax. (Harwood)
- Mar. 1878 D.V. Ahl offers to sell Harrisburg & Potomac Railroad to Cumberland Valley Railroad for \$350,000; not accepted. (Watts)

- Mar. 1878 Gauge of Cleveland, Mount Vernon & Delaware Railroad changed from 4'-10" to 4'-9". (RRG, AR)
- Mar. 1878 Marietta, Pittsburgh & Cleveland Railway completes Tunnel No. 4 after two years of work; is 1,010 feet long through soft clay. (RRG)
- Mar. 26, 1878 Ohio Central Railway, whose bonds are partly owned by Pennsylvania Company, sold at foreclosure; portion between Toledo and Central City (Heath) reorganized as Ohio Central Railroad ; portion from Heath to Grosvenor reorganized as Columbus & Sundry Creek Valley Railroad; both eventually become the Toledo & Ohio Central Railway, part of the NYC system. (AR, GrnBk)
- Mar. 1878 Toledo City Council fails to override Mayor's veto of ordinance for sale of Toledo & Woodville Railroad to Pennsylvania Company for \$225,000. (RRG)
- Mar. 1878 Eel River Railroad making effort to build shops at Logansport. (RRG)
- Mar. 16, 1878 N.Y. Attorney-General announces he will discontinue suit to remove Thomas Sharp as receiver of LIRR, saying he was misled; petitions from nearly all stock and bondholders call for Sharp's retention. (NYT)
- Mar. 17, 1878 Minority of House Committee on Pacific Railroads issues report against Texas & Pacific Railway; notes federal government is to guarantee 5% on T&P bonds while own bond interest is 4-1/2% and falling; says Southern Pacific has more incentive to complete line; includes bill permitting SP to meet T&P on the Rio Grande or east thereof, giving the SP the route in Arizona and New Mexico in return for government oversight of rates. (NYT)
- Mar. 19, 1878 Railroads hold another meeting in Chicago on eastbound rates; disputes arise over traffic through Milwaukee and no agreement reached; rates fall as low as 20 cents per cwt. (RRG)
- Mar. 19, 1878 Senate Committee on Railroads reports a bill for federal bond guarantee for the Texas & Pacific, but full calendar precludes any action this session. (NYT)
- Mar. 19, 1878 United New Jersey Railroad & Canal Company Board authorizes straightening Bergen Hill Cut in Jersey City. (MB)
- Mar. 20, 1878 Danville, Hazleton & Wilkesbarre Railroad sold at foreclosure for \$400,000 to bondholders. (Val, RRG)
- Mar. 21, 1878 Camden & Atlantic Railroad Board authorizes naming four new Woodruff

parlor cars now under construction. (MB)

- Mar. 22, 1878 VP A.J. Cassatt, Franklin B. Gowen of the Reading and strike leader Robert Ammon testify before the Pennsylvania committee investigating the 1877 riots at Philadelphia; Ammon refuses to name names. (Rept)
- Mar. 22, 1878 Terre Haute & Indianapolis Railroad contracts with Janney Car Coupling Company for use of couplers. (MB)
- Mar. 1878 William D. Judson, ex-Pres. of Chicago, Danville & Vincennes Railroad, now Chicago & Eastern Illinois Railroad, files for bankruptcy; his holdings of \$1 million having been wiped out by foreclosure sale. (RRG)
- Mar. 1878 LIRR announces new and faster trains for summer travel; will also sell commutation tickets for one and three months instead of one year to encourage people to build summer homes on Long Island. (RRG)
- Mar. 23, 1878 Pres. Scott testifies before the committee investigating the 1877 riots; says strike was a planned conspiracy, and wage cut was only used as an excuse. (Rept)
- Mar. 23, 1878 Before Attorney-General can move to discontinue suit to remove Thomas Sharp as LIRR receiver, Hermann C. Poppenhusen applies to N.Y. Supreme Court to order Sharp let him examine the LIRR books, even though he owns only 10 shares; forces Court to postpone discontinuance order for three weeks. (NYT)
- Mar. 25, 1878 At adjourned PRR annual meeting, committee reports on subsidiary leases, car trusts, Empire Line and Adams Express contract; finds that number of officers and their salaries are not excessive; only two short lines have been leased since May 15, 1874; no PRR officers now have an interest in Adams Express Company; endorses creation of trust; 78% of stockholders approve management suggestion for a trust to regularly buy up securities of PRR subsidiaries in public hands and hold in trust for PRR stockholders, reducing the need to pay interest and dividends in cash; a minority report by Thomas Potter states priority should be maximizing dividends. (MB, AR)
- Mar. 26, 1878 Western railroads meet on eastbound rate question at Grand Pacific Hotel in Chicago; arbitrators assign percentages of eastbound traffic from Chicago: Michigan Central 32%, LS&MS 27%, PFW&C 24%, B&O 10%, PC&StL 7%; from Cincinnati: Michigan Central 35%, PC&StL 20%, A&GW 20%, CCC&I 20%, CH&D 5%; from Louisville: JM&I 45%, O&M 31%, Louisville, Cincinnati & Lexington 24%; from Indianapolis: CCC&I 40%, PC&StL 26%, Indianapolis, Cincinnati & Lafayette 17%, Indianapolis, Peru & Chicago 17%. (RRG)

- Mar. 27, 1878 PRR Treasurer Bayard Butler resigns in failing health effective Apr. 1; replaced by John D. Taylor, pro-tem. (MB)
- Mar. 27, 1878 Two day meeting at Chicago on eastbound rates concludes with approving differentials between Chicago, St. Louis, Indianapolis and Cincinnati; grain rate set at 25 cents and other low-rate items at 30 cents. (RRG)
- Mar. 31, 1878 Baltimore & Potomac installs Toucey & Buchanan interlocking tower at Fulton Jct. in Baltimore. (RyW)
- Apr. 1, 1878 Erie & Western Transportation Company names John E. Payne Eastern Manager at Philadelphia; E.T. Evans Western Manager at Buffalo. (MB)
- Apr. 1, 1878 Ashtabula, Youngstown & Pittsburgh Railroad defaults on interest payments. (Church)
- Apr. 1, 1878 Peoria, Pekin & Jacksonville Railroad enters receivership; John Allen appointed receiver. (Church)
- Apr. 1, 1878 Michigan Central Railroad resumes dividend payments. (RRG)
- Apr. 2, 1878 Chesapeake & Ohio Railroad sold at foreclosure to bondholders' committee. (C&O)
- Apr. 3, 1878 New York & Manhattan Beach Railway leases Glendale & East River Railroad, running from Jefferson Street to Quay Street on East River in Greenpoint. (Val)
- Apr. 3, 1878 Shenandoah Valley Railroad executes new contract to John Satterlee & Co. of New York to complete its road from the Potomac to the C&O at Waynesboro, Va.; a branch from Charlestown to Martinsburg is to connect with Martinsburg & Potomac Railroad. (Hildebrand).
- Apr. 4, 1878 Kendall & Eldred Railroad incorporated in Pa. to build a narrow gauge railroad between Kendall and Eldred in the Branford oil region; established by George B. Gates of Buffalo, Charles S. Cary of Olean, and others associated with the Olean, Bradford & Warren Railroad. (CorpHist, Hilton)
- Apr. 5, 1878 Delaware & Chesapeake Railway incorporated in Maryland for purpose of reorganizing Maryland & Delaware Railroad. (Val)
- Apr. 5, 1878 Monmouth Park race track near Long Branch, N.J., sold at foreclosure of Second and Third mortgages for \$9,655 to syndicate of leading New York horse breeders associated with the American Jockey Club, including

David Dunham Withers (1822-1892), August Belmont (1813-1890), Pierre Lorillard (1833-1901), George L. Lorillard (d. 1886), James Gordon Bennett (1841-1918) and George Peabody Wetmore (1846-1921); sale is subject to immediate payment of \$40,000 First mortgage; syndicate hopes to upgrade track and rehabilitate its public image. (NYT)

- Apr. 8, 1878 PRR leases Greenwich wharf No. 1 in South Philadelphia to Summit Branch Railroad. (MB)
- Apr. 8, 1878 A committee of the New York Produce Exchange has entered 39 suits in N.Y. Supreme Court for total claims of \$68,198 vs. PRR for losses in Pittsburgh Riot. (NYT)
- Apr. 8, 1878 Work resumes on Poughkeepsie Bridge after contract with American Bridge Company renegotiated. (RRG)
- Apr. 8, 1878 PRR and DL&W agree for reduced through rates for PRR coal (from Nanticoke mines of Susquehanna Coal Co.) and iron ore over Lackawanna & Bloomsburg Railroad. (MB)
- Apr. 9, 1878 Special directors trip run over Glendale & East River Railroad between Quay Street in Greenpoint and Jefferson Street in Bushwick (2.7 miles), where it connects with the old Brooklyn & Rockaway Beach Railroad track to East New York; revenue service begins May 16. (NYT)
- Apr. 9, 1878 Adolph Poppenhusen leaves LIRR Board; Egisto P. Fabbri, S.M. Felton, Chester Griswold and William Richardson elected directors. (MB)
- Apr. 10, 1878 PRR Board agrees to sell Dr. John W. Taylor lots Nos. 69-79 at Bryn Mawr for \$1,500, or about half the going rate, providing his young ladies' seminary (Bryn Mawr College) is completed in 7 years; decline John M. Pomeroy's Delaware City Land Company's offer of land for a terminal. (MB)
- Apr. 10, 1878 John D. Taylor elected PRR Treasurer, replacing Bayard Butler, retired for health. (AR)
- Apr. 10, 1878 Pennsylvania Company and Ashtabula, Youngstown & Pittsburgh Railroad agree to reduce rent for rolling stock furnished by Pennsylvania Company from 10% to 8%; cancel Pennsylvania Company guarantee of AY&P bonds, which had expired on Jan. 1, 1877. (Church)
- Apr. 11, 1878 N.Y. Supreme Court denies stay in case of Havemeyer vs. Havemeyer over sale of LIRR to Poppenhusens. (NYT)
- Apr. 11, 1878 Creditors of Eastern Shore Railroad meet in Philadelphia and arrange for

foreclosure and reorganization. (RRG)

- Apr. 11, 1878 U.S. Circuit Court dismisses Newport & Cincinnati Bridge Company's suit against government for \$350,000 in extra costs caused by last minute change in plans; ruling upheld by Supreme Court on appeal in 1881. (Church)
- Apr. 15, 1878 West Chester & Philadelphia Railroad authorizes Eames Vacuum Brake Company to equip one locomotive. (MB)
- Apr. 15, 1878 Wilmington, Columbia & Augusta Railroad, a former Southern Railway Security Company property, enters receivership and surrenders lease of Wilmington & Weldon Railroad. (Hoffman)
- Apr. 1878 Prospect Park & Coney Island Railroad double-tracked between Coney Island Bridge and Parkville Jct. (Seyfried)
- Apr. 1878 PW&B Superintendent H.F. Kenney institutes a system of box lunches on *Washington Limited Express* based on study of European practice; orders are placed on leaving terminals and delivered with tableware in wicker hampers at Wilmington, avoiding meal stop. (Guide)
- Apr. 1878 Pittsburgh, Titusville & Buffalo Railway now supplies one train of fuel coal daily to Grand Trunk Railway of Canada and two to NYC&HR; is to shift through freight north of Oil City from route via Titusville, Corry and Brocton to River Division via Irvineton and Buffalo & Southwestern Railroad; Pittsburgh-Titusville sleeping car to be extended to Buffalo. (RRG)
- Apr. 1878 International Navigation Company (Red Star Line) purchases Cunard steamship *Java*, renamed *Zeeland*. (Flayhart)
- Apr. 1878 Newport, Ind., renamed Fountain City on Cincinnati, Richmond & Fort Wayne. (Guide)
- Apr. 16, 1878 Individual coal operators testify to Pennsylvania House Judiciary Committee against a pending bill barring rate discrimination; say will serve to drive through traffic to NYC&HR, Erie and B&O; Pennsylvania coal needs rebates to compete in some markets. (NYT)
- Apr. 17, 1878 Philadelphia & Atlantic City Railway files location of Mississippi Avenue Branch in Atlantic City, running from near Thorofare down Mississippi Avenue to beach. (Rdg)
- Apr. 17, 1878 State of Ohio passes law permitting cities owning railroads to sell them; aimed at Toledo & Woodville Railroad. (Church)

- Apr. 17, 1878 House Committee on Pacific Railroads reports Alexander H. Stephens's bill for Texas & Pacific Railway guarantee. (NYT)
- Apr. 19, 1878 Philadelphia & Atlantic City Railway files location of Mississippi Avenue Branch in Atlantic City. (NJCorp)
- Apr. 19, 1878 Former Buffalo, Corry & Pittsburgh Railroad property, held by Danford N. Barney, et al., as individuals, sold again to James C. Fargo, Ashbel H. Barney and Nelson Beardsley for \$75,000 under foreclosure of mortgage given by William Phillips to Danford N. Barney, et al. on Oct. 7, 1873. (Val, C&C, RRG)
- Apr. 22, 1878 Atlantic City City Council approves extension of Philadelphia & Atlantic City Railway down Mississippi Avenue to ocean. (RyW)
- Apr. 22, 1878 In riot damage test case of J. Sherman Hall vs. PRR before U.S. Circuit Court in Philadelphia, case is about to go to jury when Wayne MacVeagh make a surprise demurrer to plaintiff's evidence (admitting its truth but claiming it is insufficient proof); this allows the judge to decide the case, and the jury is dismissed. (NYT)
- Apr. 23, 1878 Philadelphia & Atlantic City Railway completes branch down Mississippi Avenue to ocean in Atlantic City after mini-"Frog War" with Camden & Atlantic over crossing its line in Atlantic Avenue. (RyW - C&C implies was built in sections with last part in 1892)
- Apr. 24, 1878 Pennsylvania Company agrees to sell entire capital stock of Toledo & State Line Railroad to John B. Alley to be merged with Toledo & Ann Arbor Railroad; Pennsylvania Company to be paid in \$80,000 bonds of merged company; lease of Toledo & State Line to Pennsylvania Company cancelled. (MB, AR, Church)
- Apr. 24, 1878 Erie Railway Company sold at foreclosure. (ICC)
- Apr. 25, 1878 John Chamberlain's Club House at West End, Long Branch, the fanciest gambling den at the resort, is sold at foreclosure. (NYT)
- Apr. 27, 1878 New York, Lake Erie & Western Railroad incorporated as reorganization of Erie Railway; Hugh J. Jewett, Pres. (ICC, RRG)
- Apr. 29, 1878 Central Improvement Company agrees to settle its claim with Shenandoah Valley Railroad on First Mortgage bonds issued to it at \$15,000 per mile; \$250,000 bonds to carry interest from Apr. 1, 1879, and \$379,224 bonds to carry interest from Mar. 30, 1890; total claim with interest, \$791,338. (CorpHist)

Apr. 30, 1878 Pennsylvania House passes free pipeline bill that would grant pipelines powers of eminent domain to cross railroads. (NYT)

Spring 1878 Camden & Atlantic Railroad installs train order semaphores at all telegraph stations. (AR)

Spring 1878 Thomas Moore, a coal operator at McKeesport who has made a contract to supply Philadelphia Gas Works, is told by B&O that PRR and B&O have agreed that no coal is to be shipped from the Pittsburgh & Connellsville Railroad to tidewater points between Cape Cod and Delaware Bay for three years and all gas coal for that territory must come from Westmoreland County or W.Va.; B&O raises Moore's rate by \$1 a ton, and PRR refuses to give him a rate at any price, which eventually drives him into bankruptcy; Philadelphia Gas Works ends up paying \$1 per ton more for coal from the Westmoreland Coal Company and Penn Gas Coal Company. (NYT)

May 1, 1878 Sunbury, Hazleton & Wilkesbarre Railroad organized as reorganization of Danville, Hazleton & Wilkesbarre Railroad; Isaac Eyre, Pres. (C&C)

May 1, 1878 Brownsville Railway Company reorganized under same name. (Val)

May 1, 1878 Pennsylvania Company ceases operation of Toledo & State Line Railroad; becomes part of Ann Arbor Railroad system (Church)

May 2, 1878 Pennsylvania committee investigating riots of 1877 holds final day of hearings at Harrisburg. (Rept)

May 2, 1878 White Water Valley Railroad sold at foreclosure at Connersville, Ind., for \$25,000. (RRG)

May 3, 1878 New permanent iron bridge over Raritan River at New Brunswick opens, replacing temporary trestle; PRR had detoured over Delaware & Bound Brook during construction. (WSG says 5/3!, RW says "to open" 5/15 - PRR AR says 1879!)

May 3, 1878 Last boats pass locks at Queens Run Dam on West Branch Canal.

May 3, 1878 PRR begins new round of cutting eastbound rates from Chicago; grain rate from 25 cents to 20 cents. (NYT)

May 4, 1878 West Jersey Railroad establishes express train running between Camden and Cape May in two hours. (RyW, PubLdgr)

May 1878 Chester River Steamboat Company of Baltimore City sells steamboat *Chester*. (MB)



- May 6, 1878 Railroads leading east from St. Louis cut eastbound grain rate from 41 cents to 35 cents and 4<sup>th</sup> class rate from 35 cents to 29 cents. (NYT)
- May 8, 1878 On report of Committee on Supplies, PRR Board reorganizes Purchasing Dept., centralizing all purchases under Purchasing Agent with less oversight by the committee. (MB)
- May 8, 1878 Bondholders of Southern Railroad Company of Long Island meet and appoint committee to prepare reorganization plan. (RRG)
- May 10, 1878 Westbound *Fast Line* combined from two sections into a single section of 13 cars at Altoona and drawn over Pittsburgh Division by Class C No. 654 in 3:25. (RRG)
- May 11, 1878 Pennsylvania Company agrees that Piers Nos. 4, 5 & 38 N.R., now owned by PRR and occupied by Union Line and Empire Line, are to be operated as PRR depots under PRR General Manager, retroactive to Jan. 1, 1878. (MB)
- May 14, 1878 PRR and B&O begin granting secret rebates of 13 cents per cwt. on eastbound traffic shipped to Baltimore and Philadelphia. (NYT)
- May 14, 1878 Senate Committee on Pacific Railroads begins hearings on dispute between Southern Pacific Railroad and Texas & Pacific Railway over right to extend through Fort Yuma military reservation. (NYT)
- May 15, 1878 Entire line of New York & Manhattan Beach Railway system from Greenpoint to Manhattan Beach and Bay Ridge to Manhattan Beach opens for 1878 summer season with special press excursion from Pier No. 8, N.R., via Greenpoint for opening of Manhattan Beach Hotel; double track completed between 65<sup>th</sup> Street and Manhattan Beach; boat service operates from East 23<sup>rd</sup> Street to Greenpoint and steamboat *Thomas Collyer* operates between Pier No. 1 and Bay Ridge. (NYT, Seyfried)
- May 15, 1878 Permanent iron bridge opens across Raritan River at New Brunswick. (RyW)
- May 15, 1878 Buffalo & Southwestern Railroad begins running most traffic to and from Dunkirk, Allegheny Valley & Pittsburgh Railroad (NYC&HR) at Falconer Jct. three miles east of Jamestown, then to Irvineton on the Pittsburgh, Titusville & Buffalo Railway and thence to Oil City and connection with Allegheny Valley Railroad; B&S will only run locals to Jamestown; NYC&HR hopes to close B&S to Erie oil traffic to Buffalo. (RRG)
- May 15, 1878 Ohio Board of Public Works resumes operation of Ohio Canals.

- May 1878 N.J. Attorney-General dissolves Charles K. Landis's Philadelphia & Cape May Short Line Railway for failure to post surety with state as required by recent amendment to General Railroad Law. (RRG)
- May 1878 Baltimore, Philadelphia & New York Railroad sold at foreclosure to Henry Algernon du Pont (1838-1926) and others for \$75; only owns a small amount of right of way; was to have been merged with Wilmington & Reading Railroad. (RRG)
- May 1878 Work begins on extending Mont Alto Railroad to Waynesboro, in part to interfere with Harrisburg & Potomac Railroad. (RyW, Watts)
- May 1878 Bells Gap Railroad to be extended five miles from Lloydville. (RRG)
- May 1878 Pennsylvania Railroad Company (Md.) begins grading extension of PRR's Bedford Division from State Line to Cumberland; City of Cumberland subscribes \$65,000. (RRG)
- May 1878 Mail service extended from Uniontown to Oliphant Furnace on South-West Pennsylvania Railway. (RRG)
- May 1878 Troy, Pa., renamed Summerville on Low Grade Line. (Guide)
- May 16, 1878 Chicago roads cut eastbound rates to 20 cents for grain and 25 cents for 4<sup>th</sup> class freight. (NYT)
- May 16, 1878 Bondholders of Ashtabula, Youngstown & Pittsburgh Railroad sign reorganization plan calling for foreclosure sale. (Church)
- May 17, 1878 Toledo City Council passes ordinance providing for sale of Toledo & Woodville Railroad at not less than 50% of cost; vetoed by mayor. (Church)
- May 19, 1878 Future PRR VP George Duncanson Young (1878-1955) born at Washington, D.C. (WwasW)
- May 1878 PRR experiments with carbon-arc lighting at West Philadelphia station. (wk. pre 5/25) (RyW)
- May 22, 1878 James S. Swartz deeds bulkhead between Piers No. 4 & 5, North River, New York, to William H. Wilson for PRR. (Val)
- May 22, 1878 PRR Board agrees to exchange its \$250,000 of Shenandoah Valley First Mortgage Bonds for Second Mortgage Bonds to help finance its completion to Waynesboro, providing exchange not take place until last 18 miles are under construction, when First Mortgage Bonds will be used

- to pay contractors. (MB)
- May 22, 1878 PRR Board orders termination of agreement with William P. Clyde & Co. of 1874 regarding New York-Philadelphia rates via canal and via outside route. (MB)
- May 22, 1878 An Anderson refrigeration car belonging to Red Line Transit Company arrives in Philadelphia with 114 quarters of beef from Chicago in 64 hours; runs via LS&MS, NYC&HR, LV and Reading. (RRG)
- May 22, 1878 Gov. John F. Hartranft calls for a commission to investigate the oil trade in place of hasty rate legislation that might drive trade out of the state. (NYT)
- May 22, 1878 Sen. Lucius Q. C. Lamar makes speech in favor of Texas & Pacific Railway subsidy bill. (NYT)
- May 23, 1878 Pennsylvania legislative committee issues report on 1877 riots; apportions blame among labor agitators, intransigent capitalists and incompetent militia; censures Pittsburgh officials for not dispersing crowds earlier. (Rept)
- May 23, 1878 Pennsylvania Company authorizes negotiations with Cincinnati, Hamilton & Dayton Railroad for repayment to P Co. and GR&I of CH&D's share of deficit of Cincinnati, Richmond & Fort Wayne Railroad for second half of 1877; orders 87 Union Line butter & egg cars destroyed by fire rebuilt as full refrigerator cars; resolves to pay only the one-third of rent of St. Louis, Vandalia & Terre Haute Railroad required by lease of PFW&C and declines request of Indianapolis & St. Louis Railroad to pay its obligations; awards \$500 to Dispatcher W.F. Ross of Allegheny City for special services during strikes of 1875 and 1877. (MB)
- May 23, 1878 Pa. House indefinitely postpones Senate resolution calling for a commission to investigate abuses by Standard Oil Company and the railroads. (NYT)
- May 24, 1878 Pennsylvania Company authorizes relocating Erie & Pittsburgh Railroad along canal towpath from a point north of Espyville to a point north of Croke's. (MB)
- May 27, 1878 LIRR opens connection from its main line at Floral Park to former Central Railroad at New Hyde Park Road, Stewart Manor; most Hempstead service rerouted to this line from old line via Mineola; ex-Flushing & North Side station at Long Island City vacated in favor of LIRR station; ex-LIRR branch between Hempstead Crossing and Hempstead abandoned in favor of ex-Central branch between same points. (Seyfried - also says

Hempstead Branch abnd. 1876)

- May 28, 1878 Toledo & State Line Railroad merged (?) into Toledo & Ann Arbor Railroad and becomes part of later Ann Arbor Railroad.
- May 31, 1878 Sunbury, Hazleton & Wilkesbarre Railroad Company incorporated (filing date) as reorganization of Danville, Hazleton & Wilkesbarre Railroad. (Val)
- June 1, 1878 First VP George B. Roberts begins four-month leave for health. (MB)
- June 1, 1878 Cleveland, Columbus, Cincinnati & Indianapolis Railway and Pennsylvania Company as lessee of PFW&C refuse to make up further deficiencies of the Indianapolis, Cincinnati & Lafayette Railroad under guarantee of lease of St. Louis, Alton & Terre Haute Railroad of 1867 unless minimum earnings per year reduced from \$450,000 to \$300,000; St. Louis, Alton & Terre Haute then sues to force payment of rent. (Church, AR)
- June 1, 1878 Clifford Stanley Sims (1868- ) named Secretary of Pennsylvania Company, replacing C.P. Mackie, resigned; General Agent at Pittsburgh B.H. Rubie named General Agent for Northern Business; John S. Davison named Local Freight Agent at Pittsburgh. (MB)
- June 3, 1878 North Pennsylvania Railroad and CNJ establish train leaving Philadelphia at 7:45 AM making run to New York in 2:00; also one seasonal round trip between Philadelphia and Long Branch running via Elizabethport. (Guide)
- June 4, 1878 South Mountain Railroad sold at foreclosure; mostly graded between Harrisburg and Hamburg, Pa.; never completed. (RyW)
- June 5, 1878 Metropolitan Elevated Railroad opens on 6th Avenue from Rector Street to 59<sup>th</sup> Street (Central Park) in New York. (RTinNYC)
- June 6, 1878 Oil Producers' Union first notices problems in tank car distributions to independents in favor of Standard Oil Company; leads to movement for legal action against collusion between Standard Oil and the railroads. (NYT)
- June 8, 1878 Friends of the measure secure U.S. Senate postponement of Texas & Pacific Railway aid bill until beginning of next session. (NYT, RyW)
- June 8, 1878 Senate Committee reports bill granting Southern Pacific Railroad the right to build through the Fort Yuma military reservation, a victory for Huntington. (NYT)

- June 8, 1878 Allegheny Valley Railroad ceases operation of Buffalo, Corry & Pittsburgh Railroad after A.H. Barney, trustee for Wells, Fargo & Co., levies an execution on all 144 AV cars used on BC&P; all trains withdrawn; Wells, Fargo holds mortgage, and foreclosure sale failed to satisfy all its claims; AV's access to Buffalo now over Buffalo & Southwestern via Oil City, Irvineton and Falconers. (RRG, C&C, NYT)
- June 10, 1878 Group of residents go to New York to get A.H. Barney to resume service of Buffalo, Corry & Pittsburgh Railroad; Barney agrees to sell it for \$75,000; William H. Vanderbilt agrees to purchase it if PRR will take a half interest and AV will guarantee traffic; committee then goes to Philadelphia to see Tom Scott. (RRG)
- June 11, 1878 Eastbound freight compact expires; leaders of Trunk Lines and midwestern roads meet at Windsor Hotel in New York and appoint a committee to consider renewal. (NYT)
- June 12, 1878 PRR Board approves straightening main line between Menlo Park and Metuchen, N.J. and through Bergen Hill Cut at Jersey City. (MB)
- June 12, 1878 Trunk Line meeting breaks up in acrimony; Western Commissioner Guildford, who had been unable to stop rate-cutting, offers to resign; question of percentages in eastbound pool is referred to the Executive Committee, which deadlocks; Melville E. Ingalls moves that the eastbound pool be dissolved and the meeting adjourn *sine die*; westbound pool is to be maintained. (NYT)
- June 15, 1878 Single-ended steamboat *J.A. Stevens* of Brooklyn Annex sinks off slip at Jewell's Wharf, Brooklyn, after colliding with two barges, the first on entering slip, and the second immediately upon backing out; was to have been replaced by new *Annex No. 2*. (NYT)
- June 1878 PRR enlarges Experimental Dept. at Altoona; PRR Mechanical Engineer John B. Collin (1830-1886) and John W. Cloud of Motive Power Department leave for Europe to study railroad practices; return with much useful information, particularly on the management of large terminals; find British freight terminals much superior to those in U.S. (RRG, )
- June 1878 Wilmington shipbuilders Harlan & Hollingsworth, which owns a majority of First Mortgage bonds, and Anthony Reybold file bill of foreclosure against Eastern Shore Railroad on behalf of bondholders. (RyW - late in month)
- June 1878 Control of Olean, Bradford & Warren Railway of Pennsylvania sold to owners of Olean, Bradford & Warren Railroad of N.Y., who are also interested in Buffalo, New York & Philadelphia Railway. (RRG)

- June 19, 1878 Peninsula Railroad Company organized at Accomac Court House; William Painter, Pres. (Val, C&C)
- June 19, 1878 Michigan Lake Shore Railroad sold at foreclosure at Allegan to J.W. Converse of Boston and J.H. Wade of Cleveland for bondholders, eliminating Pennsylvania Company interest. (RRG- RyW has 5/11, ICC has 9/27)
- June 19, 1878 National Narrow Gauge Railroad Convention convenes in St. Louis to promote narrow gauge railroads. (RRG)
- June 24, 1878 Toledo City Council passes ordinance for sale of Toledo & Woodville Railroad at public auction over Mayor's veto; price to be not less than 50% of amount paid by city for construction. (Church)
- June 24, 1878 William H. Vanderbilt moves to exercise control of Michigan Central Railroad, whose stock he has owned for about a year; Vanderbilt slate elected to Board, and old directors, including James F. Joy, removed; William H. Vanderbilt elected Pres., replacing Samuel Sloan; leading NYC&HR men installed as officers and directors, as Vanderbilt moves to consolidate the family holdings after the Commodore's death; William L. Scott of Erie remains the only non-Vanderbilt director. (AR, RRG)
- June 25, 1878 Bondholders of Southern Railroad Company of Long Island approve reorganization plan calling for foreclosure under Second and Third mortgage and lease of reorganized company to LIRR. (NYT)
- June 25, 1878 Andrew R. Culver holds auction sale of his 3,739 shares of Prospect Park & Coney Island Railroad, saying he is tired of being harassed by Brooklyn politicians; when there are no bids over 50%, Culver buys back the shares. (NYT)
- June 25, 1878 Brooklyn, Flatbush & Coney Island Railroad (Brighton Beach Line) opens between Classon Avenue and Brighton Beach. (RRG)
- June 26, 1878 PRR Board approves organization of first PRR police force; to have 200 policemen in Pennsylvania; 100 on permanent duty and 100 auxiliaries who can be mobilized in time of trouble. (MB)
- June 26, 1878 PRR Board votes against extension of Trenton Horse Railroad approved in 1877 because of poor business conditions. (MB)
- June 28, 1878 Junction & Breakwater Railroad opens between Lewes and Rehoboth Camp Meeting Grounds for resort traffic.

- June 29, 1878 Kings County Central Railroad, 3'-0" gauge, opens from Prospect Park, Brooklyn, to point on New York & Manhattan Beach Railway (3.25 miles); operated by NY&MB. (RRG, NYState, Seyfried)
- June 29, 1878 Monmouth Park at Oceanport, N.J., opens for season under new management; Monmouth Park Railroad opens private spur from NY&LB to rear of grandstand; used for special trains during racing season; New Jersey Southern Railroad, which carries large numbers of patrons via its Sandy Hook steamboats, builds boardwalk on the half mile between its Oceanport station and grandstand. (NYTrib, NYT, RyW)
- June 29, 1878 Southbound *Southern Express* derailed by sabotage on PW&B at Claymont, Del.; engine crew and two tramps killed. (NYT)
- June 29, 1878 PW&B resumes tri-weekly, summer-only Philadelphia-New Castle-Cape May excursion service with steamer *Richard Stockton*. (BaltAm)
- June 29, 1878 Chesapeake & Ohio Railroad reorganized as Chesapeake & Ohio Railway; property conveyed on July 1. (C&O)
- June 30, 1878 PRR establishes fast morning train leaving Philadelphia at 7:35 for New York, running through in 1:54; consist is 4-5 cars, including one parlor. (RRG, PubLdgr)
- June 30, 1878 B&O supports William H. Vanderbilt's views on the necessity of pooling freight but charges him with rate-cutting. (NYT)
- July 1, 1878 J.L. Morrow appointed Superintendent of LIRR's Atlantic Division. (RRG)
- July 1, 1878 Brooklyn, Flatbush & Coney Island Railroad (Brighton Beach Line) officially opens from Flatbush Avenue & Empire Boulevard to Brighton Beach; Brighton Beach Hotel opens on Coney Island; full revenue service begins July 2. (NYT)
- July 1, 1878 Philadelphia & Atlantic City Railway defaults on interest. (RRG)
- July 1, 1878 Tom Scott, returning to Philadelphia, also endorses pooling freight. (NYT)
- July 1, 1878 Harley J. Brown, a former PW&B baggage master who had been laid off three years ago, is arrested and confesses to wrecking the *Southern Express* at Claymont; had placed obstructions on track hoping to be rehired as a hero for stopping a local passenger train, but he forgot about the express; Brown is sentenced to five years in prison and a \$4,000 fine on Dec. 9. (NYT)

July 1, 1878 Indianapolis & St. Louis Railroad defaults on interest. (RRG)

July 1, 1878 St. Louis Tunnel Railroad sold at foreclosure to bondholders for \$450,000. (Church)

July 1, 1878 W.F. Merrill named Chief Engineer & Superintendent of Toledo, Peoria & Warsaw Railway, replacing F.N. Finney. (RRG)

July? 1878 Kendall & Eldred Railroad opens between Eldred and Rixford, 4 miles. (RRG)

July 2, 1878 Trunk Lines, meeting at Chicago, fail to agree to raise rates, which have fallen to 15 cents per cwt.; New York merchants hold meeting denouncing Vanderbilt for agreeing to differentials and pooling as diverting trade from the city. (NYT)

July 2, 1878 Special RF&P stockholders' meeting orders Pres. Robinson to reestablish contract with Potomac Steamboat Company and restore daily line via Quantico; move is opposed by Virginia Board of Public Works. (Mordecai)

July 3, 1878 Trunk Lines meeting at Chicago raise eastbound rates slightly; 4<sup>th</sup> class to 18 cents and grain to 16 cents. (NYT)

July 3, 1878 Island Heights Association incorporated in N.J. to develop Christian resort near Toms River. (NJCorp)

July 4, 1878 Pittsburgh & Lake Erie Railroad opens between Youngstown and Beaver Falls. (RyW - RRG has 7/3)

July 5, 1878 LIRR VP Elizur B. Hinsdale proposes new \$1.5 million bond issue to retire \$1 million floating debt, plus \$225,000 cost of rebuilding old Brooklyn & Jamaica Railroad and \$205,000 for Brooklyn terminal. (MB)

July 6, 1878 Tom Scott and H.B. Hurlburt (?), trustees, file to foreclose mortgage on Indianapolis & St. Louis Railroad. (RRG)

July 9, 1878 PRR Board approves sale of stock in Lewistown & Kishacoquillas Turnpike Road Company; authorizes sale to Drexel & Co. of \$841,000 United New Jersey 30-year, 6% gold bonds at 104 in currency. (MB)

July 9, 1878 Stockholders of Empire Transportation vote to sell all remaining assets, valued at \$1 million to Erie & Western Transportation Company in return for bonds; don't want to distribute stocks from Treasury at current low prices; as a result, the Erie & Western survives as a reincarnation of the Empire Transportation Company for the rest of the century. (MB, RyW)



- July 10, 1878 Two-day conference of Vanderbilt lines concludes at Saratoga, N.Y.; agree to end competition between Michigan Central Railroad and LS&MS; William H. Vanderbilt offers to leave division of Michigan Central traffic between Great Western Railway and Canada Southern Railway to arbitration of Tom Scott. (RRG)
- July 13, 1878 Philadelphia & Atlantic City Railway enters receivership; Charles R. Colwell appointed receiver on suit of William Massey; at recent first excursion of season, Massey berates leaders of Atlantic City as greedy for free passes and for deserting P&AC and tells them they will have only one railroad next year. (RRG - RyW has 7/15)
- ca. July 15., 1878 Marine Railway opens between Manhattan Beach and Port Breeze Pavilion at extreme east end of Coney Island (1.6 miles); trains run every half hour for 10 cents per round trip. (NYT)
- July 1878 Kendall & Eldred Railroad (narrow gauge) is now open between Kendall (Tarport) and Rixford. (RyW - verify)
- July 1878 Trunk Line meeting at Saratoga cuts oil rate to 80 cents a barrel for Standard Oil and \$1.445 for independents.
- July 17, 1878 Second Narrow Gauge Railroad Convention convenes in Cincinnati. (RRG)
- July 18, 1878 Ashbel H. Barney, James C. Fargo and Nelson Beardsley convey property of Buffalo, Corry & Pittsburgh Railroad to William E. Lewis of Cleveland for \$75,000, after plan to sell to Mr. A.H. Buttman of Boston Refining Company for same amount falls through; Lewis operates the line as an individual. (C&C, RRG)
- July 18, 1878 Lake Erie & Louisville Railroad opens for revenue service between St. Marys and Celina, Ohio. (RyW)
- July 20, 1878 PRR places two locomotives with 66" drivers on Jersey City-Philadelphia run. (RyW)
- July 21, 1878 Representatives of Grand Trunk Railway of Canada and Canada Southern Railway meet at Saratoga with Tom Scott as arbitrator; he later awards Grand Trunk 60% of Michigan Central through passenger traffic and Canada Southern 40%; through freight divided 55%-45%. (RRG)
- July 21, 1878 London *Observer* that John W. Garrett is meeting with officials of the Grand Trunk Railway of Canada to allow Grand Trunk to enter Chicago on rails of B&O to counteract Vanderbilt's control of the Canada Southern

Railway. (NYT)

- July 22, 1878 South-West Pennsylvania Railway service between Uniontown and Oliphant, Pa., first shown in *Official Guide*; opened in 1877. (Guide)
- July 23, 1878 Tom Scott, William H. Vanderbilt, A.J. Cassatt, and J.H. Rutter meet in Scott's parlor at the United States Hotel at Saratoga to discuss Trunk Line matters; in afternoon, John King of B&O arrives, and Vanderbilt, who later denies he was ever at the meeting, goes for a drive. (NYT)
- July 24, 1878 Formal meetings of Trunk Line officers, now including Hugh J. Jewett of the Erie, begin at Saratoga. (NYT)
- July 25, 1878 Delaware & Chesapeake Railway organized as successor to Maryland & Delaware Railroad; William T. Hart, Pres. (MB)
- July 29, 1878 Future PRR VP Francis Jacob ("Frank") Fell, Jr. (1878-1961) born at Philadelphia.
- July 30, 1878 Kendall & Eldred Railroad (narrow gauge) formally opens for revenue service over whole length of 15 miles between Kendall (Tarport) and Eldred. (RRG)
- Aug. 1, 1878 PRR assumes operation of Pemberton & New York Railroad (Pemberton Jct.-Whitings) from New Jersey Southern Railroad; Isacc S. Buckelew appointed separate receiver on suit of PRR, which guarantees bonds; with NJS forms through route between Camden and Long Branch. (RRG, Baer/Coxey)
- Aug. 1, 1878 Pullman "hotel" cars with compartments and dining facilities first placed on PRR's Jersey City-St. Louis run via Vandalia Line, running on the *Fast Line* westbound and *Day Express* eastbound; cars are *Brevoort*, *Clarendon*, *Lindell*, *Brunswick*, *Westminster* and *Brighton*. (RyW, Guide)
- Aug. 1, 1878 Trunk Lines raise Chicago-New York rates to 27 cents for 4<sup>th</sup> class and 22 cents for grain. (NYT)
- Aug. 1, 1878 LS&MS begins operating into Michigan Central depot at Detroit, marking integration of Vanderbilt lines. (RyW)
- Aug. 2, 1878 Gen. Augustus L. Roumfort (1797?-1878), first Superintendent of PRR's Eastern Division, dies at Harrisburg at age 81. (RRG)
- Aug. 1878 Press reports that Rochester, Nunda & Pennsylvania Railroad has been sold to New York, Lake Erie & Western Railroad who are to operate portion between Mount Morris and Nunda, built several years ago, but

never opened. (RRG)

- Aug. 6, 1878 Brooklyn, Flatbush & Coney Island Railroad opens extension north from Flatbush Avenue to LIRR at Atlantic & Franklin Avenues; begins through service over LIRR to Long Island City. (Seyfried, RRG, AART)
- Aug. 7, 1878 Westbound express No. 6 and eastbound freight 1<sup>st</sup> No. 13, both running late, collide head-on one mile west of Mingo Jct., Ohio; 15 killed outright and over 40 injured; freight had failed to wait for meet; wreck takes place only a few hundred feet from where J.N. McCullough was injured a few years earlier. (NYT)
- Aug. 15, 1878 Camden & Atlantic Railroad Board authorizes new turntable at Coopers Point. (MB)
- Aug. 1878 Camden & Atlantic Railroad decides to build double track from Camden to Haddonfield. (RRG)
- Aug. 1878 PRR completes new iron bridge over Monongahela River at Port Perry. (RRG)
- Aug. 1878 Track of Waynesburg & Washington Railroad extended 0.5 mile to junction with B&O in Washington. (RRG)
- Aug. 16, 1878 Pennsylvania Company Executive Committee decides it is unwise to proceed with relocating Erie & Pittsburgh Railroad along canal at this time; recommends lease of Indianapolis & Vincennes Railroad to bring it under P Co. accounting. (MB)
- Aug. 16, 1878 Argument begins before Justice John Marshall Harlan (1833-1911) at Newport, R.I., in case of PC&StL Railway vs. the CC&IC Railway, Roosevelt and Fosdick. (NYT)
- Aug. 17, 1878 Toledo & Woodville Railroad sold at auction by City of Toledo over veto of mayor to North Western Ohio Railway for \$231,500, placing entire Toledo Branch under one company. (C&C, Church)
- Aug. 17, 1878 Jersey City & Albany Railroad sold at foreclosure and portions in each state reorganized into separate Jersey City & Albany Railway Companies of N.Y. and N.J. (GrnBk)
- Aug. 19, 1878 Brooklyn, Flatbush & Coney Island Railroad begins through summer service between LIRR's Flatbush Avenue terminal and Brighton Beach, replacing service from Long Island City. (Seyfried, ARRT)
- Aug. 20, 1878 Five-day Trunk Line conference begins at Saratoga, N.Y.; A.J. Cassatt and

- J.N. McCullough represent PRR; William H. Vanderbilt presents demands for an end to advertising, city ticket offices except those in stations, and commission agents (all the things that permit other railroads to compete at New York). (NYT)
- Aug. 21, 1878 Trunk Line Association adopts resolution against commissions but only “recommends” against employing outside agencies as demanded by Vanderbilt. (NYT)
- Aug. 22, 1878 Midwestern connections and affiliates of the Trunk Lines form Western Executive Committee; Grand Trunk Railway of Canada, Great Western Railway, and Canada Southern Railway are admitted to membership. (NYT, Gilchrist)
- Aug. 23, 1878 At Trunk Line meeting at Saratoga, committee on eastbound pooling is not yet ready to report; meeting passes resolution in favor of eastbound pooling; Western Executive Committee raises Chicago-New York livestock rates to 60 cents per cwt. (NYT)
- Aug. 24, 1878 Trunk Line meeting at Saratoga concludes; receives report on livestock business from arbitrator; fixes net rates on dressed meet at 50 cents above cattle rates; Grand Trunk Railway of Canada agrees to divide Boston livestock business with NYC&HR; most contested points settled by compromise. (NYT, RRG)
- Aug. 24, 1878 Ashtabula, Youngstown & Pittsburgh Railroad sold at foreclosure at Youngstown to J.N. Hutchinson, J. N. Du Barry, W.S. Bissell and William Mullins for \$600,000. (Church)
- Aug. 25, 1878 Pennsylvania brings *quo warranto* proceedings against United Pipe Lines for refusing to serve certain independent shippers. (NYT)
- Aug. 26, 1878 New York Elevated Railway opens 3rd Avenue el from South Ferry to 42nd Street with spur to Grand Central Station. (Cunningham)
- Aug. 1878 Hudson Tunnel Railroad begins to dig tunnel under Hudson River from Jersey City after settling damage lawsuits.
- Aug.? 1878 PRR introduces new conductor's uniforms with leather shoulder bags with a locked compartment into which to drop tickets to prevent pilferage; system is strongly disliked and is soon abandoned. (Lee/Warren Jrnl.)
- Aug. 28, 1878 Bondholders of Illinois & St. Louis Bridge Company sign reorganization agreement under J.S. Morgan & Co. (Church)
- Aug. 30, 1878 Last run of steamer *Richard Stockton* in PW&B summer excursion service

between Philadelphia, New Castle and Cape May. (BaltAm)

- Aug. 30, 1878 West Jersey Railroad Board notes bankruptcy of Bridgeton & Port Norris Railroad and takes steps to protect rails leased to it by West Jersey. (MB)
- Sep. 1, 1878 New St. Louis eastbound livestock pool divisions take effect: Vandalia, 23-1/2%; Indianapolis & St. Louis, 23-1/2%; Wabash, 22%, Chicago & Alton, 20%; Ohio & Mississippi, 11%. (RRG)
- Sep. 5, 1878 J.N. McCullough chairs Trunk Line meeting at Chicago to consider pooling eastbound freight. (RRG)
- Sep. 6, 1878 Trunk Lines decide to begin pooling eastbound freight at Chicago, St. Louis, Cincinnati, Louisville, Indianapolis and Peoria. (RRG)
- Sep. 8, 1878 James H. Caldwell and others complain to Pa. Secretary of Internal Affairs William McCandless regarding discrimination by large oil companies and railroads. (RRG)
- Sep. 12, 1878 Secretary of Internal Affairs William McCandless orders his assistant James Atwell to investigate charges brought by Oil Region producers against the railroads and Standard Oil Company. (NYT)
- Sep. 1878 William E. Lewis begins operating former Buffalo, Corry & Pittsburgh Railroad as "Chautauqua Lake Railroad"; G.F. Lewis of Meadville is Pres. and William E. Lewis Treasurer; trains now run between Brocton and Corry via Mayville (verify); to begin replacing 56-lb. rail with 60-lb. (RRG, RyW)
- Sep. 1878 PRR begins issuing numbered badges to conductors, trainmen and gatemen so that passengers may make complaints against individuals. (RyW)
- Sep. 19, 1878 Camden & Atlantic Railroad Board authorizes Westinghouse air brake on all locomotives and cars; applies air brakes to about half of cars and locomotives. (MB, AR)
- Sep. 19, 1878 James Atwell begins investigation at Titusville into charges brought by independent oil producers of collusion between Standard Oil Company and the railroads; representatives of railroads and Standard Oil fail to answer subpoenas; witnesses say PRR has threatened to cut off all traffic with the Buffalo, New York & Philadelphia Railway if it allows non-Standard Oil to be shipped. (NYT, RRG)
- Sep. 20, 1878 RF&P stockholders oust old Board and Pres. John M. Robinson; elect Robert Ould Pres. and order him to restore day train to running with a boat

- connection from Quantico instead of all-rail by PRR. (RRG)
- Sep. 24, 1878 Jersey City & Albany Railway incorporated in N.J. as reorganization of Jersey City & Albany Railroad in that state; no service for two years. (GrnBk, RRG)
- Sep. 25, 1878 Chartered steamship *British Empire* makes first sailing for American Line; turns to chartered British ships as American flag vessels were unprofitable without postal subsidy. (Flayhart)
- Sep. 26, 1878 George W. Barker (1828-1878), Superintendent of New York Division, dies at Jersey City of Bright's Disease; credited with keeping division loyal during 1877 strike. (AR, RRG)
- Sep. 26, 1878 Reading and CNJ agree with Equitable Petroleum Company, Ltd., which is to build a pipeline from Bradford and Williamsport. (Rdg)
- Sep. 27, 1878 Former Michigan Lake Shore Railroad conveyed to Grand Haven Railroad; eventually becomes part of Pere Marquette Railroad system. (ICC)
- Sep. 30, 1878 Kings County Central Railroad ends passenger service for season; not reopened in 1879. (Seyfried)
- Sep. 30, 1878 Genesee Valley Canal abandoned between Rochester and Olean. (RochHist)
- Oct. 1, 1878 C.J. Hepburn named General Superintendent of Pittsburgh, Titusville & Buffalo Railway, replacing David McCargo of Allegheny Valley Railroad. (RyW)
- Oct. 2, 1878 "A Southern Man" writes to *New York Times* calling Tom Scott a Radical Republican and stating that almost no Southerners consider the Texas & Pacific Railway a "Southern" road. (NYT)
- Oct. 1878 PRR acquires Empire Building at 243 S. 4th Street and incorporates it into adjoining General Office Building.
- Oct. 1878 Court lifts Pennsylvania Company injunction against Sharpsville Railroad crossing Erie & Pittsburgh Railroad at Sharpsville to reach new Sharon Extension of Atlantic & Great Western Railroad. (RRG)
- Oct. 5, 1878 Montclair & Greenwood Lake Railway sold at foreclosure (Minor)
- Oct. 6, 1878 Protesters place placards along LIRR tracks in Atlantic Avenue with names of 17 people killed in accidents since return of steam operation;

“first year’s crop of murders.” (NYT)

- Oct. 7, 1878 Brooklyn Mayor Howell presents letter to Board of Aldermen complaining of many accidents on LIRR tracks in Atlantic Avenue; aldermen present petitions from constituents for ban on steam operation; Mayor appoints committee to study issue. (NYT)
- Oct. 7, 1878 Pa. Deputy Attorney General Lyman D. Gilbert applies to Pa. Supreme Court for leave to file suit against United Pipe Lines, PRR, Allegheny Valley Railroad, Pittsburgh, Titusville & Buffalo Railway, LS&MS and A&GW for discriminating in favor of Standard Oil Company; Pres Scott in letter to stockholders denies PRR is member of any oil combination and states that any dissatisfied shippers have recourse to courts. (NYT, RyW)
- Oct. 9, 1878 Pres. Tom Scott attends last Board meeting before his illness. (MB)
- Oct. 9, 1878 PRR Board votes to create "Trust of 1878" effective Nov. 1; \$50,000 per month and any excess profits to be placed in trust to purchasing stocks and bonds of leased lines, which reduces the amount of dividends and interest to be paid in cash to outside parties; instead, dividends and interest are to accumulate in fund for further purchases; Trust of 1878 functions until 1955. (MB)
- Oct. 9, 1878 PFW&C operates directors' special train of baggage and two business cars from Pittsburgh to Chicago in 11:15, vs. 18:28 for fastest scheduled train; includes 25 stops, which are required by state law for grade crossings. (RRG, Guide)
- Oct. 11, 1878 Ashtabula & Pittsburgh Railway incorporated as reorganization of Ashtabula, Youngstown & Pittsburgh Railroad; Warren Packard of Warren, Ohio, Pres. (Church, RyW)
- Oct. 11, 1878 Two-day meeting of Trunk Lines concludes at Chicago, having made progress on apportioning eastbound traffic at Peoria, Indianapolis and Louisville; because VP John King of B&O is not present, there are no discussions of percentages at Chicago and Cincinnati. (RRG)
- Oct. 12, 1878 Indianapolis & Vincennes Railroad authorizes settlement with Gen. Ambrose E. Burnside, who hold title to right of way in Morgan and Knox Counties and has \$41,720 claim against company for advances on construction. (MB)
- Oct. 12, 1878 Jersey City & Albany Railroad (N.Y.) reorganized as Jersey City & Albany Railway (N.Y.). (NYState)
- Oct. 14, 1878 Brooklyn committee reports on LIRR tracks in Atlantic Avenue, including

a letter from Thomas Sharp promising to put gates at all street and pedestrian crossings, end use of soft coal, and install inter-track fences at stations within 60 days; committee calls for reduction in speed. (NYT)

- Oct. 14, 1878 Secretary of Internal Affairs William McCandless reports to Attorney-General Lear on oil investigation, finding the allegations of the oil producers unproved and no dispute than cannot be resolved by regular use of courts; rumors say that his assistant James Atwell took the report to Tom Scott for his approval before filing it. (NYT)
- Oct. 15, 1878 James McCrea appointed Superintendent of New York Division replacing George W. Barker, deceased; Sutherland M. Prevost to Superintendent of Middle Division, replacing McCrea. (MB)
- Oct. 15, 1878 Thomas A. Edison forms Edison Electric Light Company with financing by J.P. Morgan. (Clements)
- Oct. 1878 Pres. Tom Scott suffers a stroke, possibly related to a concussion he had received ca. 1855 when thrown from a locomotive; leaves him with slurred speech and partly paralyzed on left side with a limp requiring him to walk using an umbrella as a cane; following the defeats of the Empire War, the Great Strike, and the Texas & Pacific subsidy battle, the once-ebullient Scott's career is at an end. (RRG, WSG 1880)
- Oct. 1878 PRR sends three new, improved Class I "Modoc" 2-8-0's (later Class H1), Nos. 228, 233 and 322, from Altoona to Philadelphia Division. (RyW)
- Oct. 1878 Allegheny Valley Railroad compromises with Pittsburgh, Titusville & Buffalo Railway; AV to give all Buffalo business to PT&B; for few weeks was diverted via Philadelphia & Erie Railroad to Buffalo & Southwestern Railroad. (RRG)
- Oct. 1878 Anthracite coal combination again breaks up on refusal of Lehigh Valley to extend agreement. (Schlegel)
- Oct. 17, 1878 Meeting held at Babylon, N.Y., in favor of Austin Corbin's scheme to build a narrow gauge line alongside LIRR from East New York to Babylon. (RyW)
- Oct. 17, 1878 Pa. Supreme Court allows Attorney-General Lear to file bills charging conspiracy in the oil trade and sets Nov. 4 for hearing. (NYT)
- Oct. 17, 1878 British bondholders acting through Solon Humphreys file to foreclose St. Louis Bridge Company. (RyW)
- Oct. 18, 1878 U.S. Circuit Court at Hartford grants New York & New England Railroad



- possession of Hartford, Providence & Fishkill Railroad. (RyW)
- Oct. 19, 1878 Titusville & Petroleum Centre Railroad, incomplete railroad between Titusville and Pioneer, sold at foreclosure at Franklin. (Val, CorpHist)
- Oct. 19, 1878 Secretary of Internal Affairs McCandless hanged in effigy in the Oil Regions. (NYT)
- Oct. 19, 1878 Benjamin H. Latrobe (1807-1878), Chief Engineer of B&O, dies in Baltimore. (RRG)
- Oct. 20, 1878 16-lever Toucey & Buchanan interlocking plant placed in service at East Liberty, Pa., at confluence of separate freight and passenger tracks from Pittsburgh. (RRG)
- Oct. 21, 1878 New PRR freight station at 31st & Market in West Philadelphia opens. (AR)
- Oct. 21, 1878 West Chester & Philadelphia Railroad authorizes Westinghouse to equip one train with automatic air brakes. (MB)
- Oct. 23, 1878 Hurricane and storm surge causes extensive damage in lower Delaware Valley and Chesapeake Bay areas; storm peaks in early morning of Oct. 23; Delaware River ferries suspend; \$25,000 damage to PRR station and cars at West Philadelphia; new engine house at Paoli wrecked by wind; portions of Pennsylvania & Delaware Railway at Delaware City and in White Clay Creek valley washed out; as line is not profitable, no repairs are made and service in Delaware is suspended. (Val, )
- Oct. 23, 1878 Regular PRR Board meeting cancelled for lack of a quorum, probably because of storm and illness of Pres. Scott. (MB)
- Oct. 25, 1878 St. Louis, Alton & Terre Haute Railroad files suits vs. Indianapolis & St. Louis Railroad and the other companies owning I&StL securities to enforce existing lease or surrender property; secures injunction against I&StL paying interest or refunds to other defendants. (NYT)
- Oct. 28, 1878 PRR Board grants Pres. Tom Scott indefinite leave to travel to Europe for health; Scott ceases attending Board meetings, and VP George B. Roberts presides thereafter. (MB)
- Oct. 28, 1878 PRR Board ends quarterly payment of dividends and returns to semi-annual payments; 2% paid Nov. 1, first dividend since May 1877. (MB)
- Oct. 28, 1878 St. Louis, Alton & Terre Haute Railroad serves injunction on Indianapolis & St. Louis Railroad to block it from paying its share of the I&StL interest

- due Nov. 1; CCC&I Railway will guarantee its share. (RRG)
- Oct. 29, 1878 Indianapolis roads agree to pool eastbound freight; CCC&I Railway 35%, PC&StL Railway 32%, Indianapolis, Peru & Chicago 17%, Indianapolis, Cincinnati & Lafayette 10%, and Cincinnati, Hamilton & Indianapolis 6%. (RRG)
- Oct. 30, 1878 Philadelphia papers report that Pres. Tom Scott has been confined to bed for some days with "a severe cold," and that VP George B. Roberts has taken over his duties. (PubLdgr)
- Oct. 30, 1878 Indianapolis, Bloomington & Western Railway sold at foreclosure at Bloomington to bondholders for \$1 million. (NYT)
- Fall 1878 E.W. Clark & Co. cements control of Shenandoah Valley Railroad by buying interest of PRR and Central Improvement Company.
- Nov. 1, 1878 New York & New England Railroad absorbs Hartford, Providence & Fishkill Railroad; new divisional structure. (Guide)
- Nov. 1, 1878 New York & Greenwood Lake Railway incorporated as reorganization of Montclair & Greenwood Lake Railway. (Minor)
- Nov. 1, 1878 Indianapolis & St. Louis Railroad passes interest because of suit brought by St. Louis, Alton & Terre Haute Railroad. (NYT)
- Nov. 1, 1878 Turner faction of bondholders files to have foreclosure sale of Indianapolis, Bloomington & Western Railway set aside. (NYT)
- Nov. 2, 1878 PRR, Richmond & Danville, and William P. Clyde & Co. place their 13,024 shares of Charlotte, Columbia & Augusta Railroad in pool with Joseph N. Du Barry as trustee ( ); CC&A thus comes under control of the Clyde Syndicate and the R&D; executes through traffic contract with PRR and R&D; loss of connection causes the Walters-Newcomer Syndicate (the nascent Atlantic Coast Line) to turn in the direction of Florida. (Hoffman, AR)
- Nov. 4, 1878 Pres. Tom Scott and family sail from Philadelphia for Antwerp on Red Star liner *Switzerland* for recuperation; first ever vacation and first trip to Europe since 1873; Scott claims to have wanted not to go, but was pressured by his doctors and PRR to keep him away from business; perhaps remembering his befriending young Andrew Carnegie and David McCargo, Scott takes as his private secretary Augustus Dowdell, a young telegrapher who had kept a line open to Scott from Pittsburgh during the Great Strike until being driven out of the depot by fire. (PubLdgr, RyW)

- Nov. 5, 1878 Democrats win control of both houses of Congress for first time since 1858; 14 members of Greenback-Labor Party elected to Congress. (Clements)
- Nov. 5, 1878 William J. Sewell elected to New Jersey State Senate from Camden County. (RRG)
- Nov. 6, 1878 Pres. Scott concludes is in interest of Pennsylvania Company to sell the portion of Mansfield, Coldwater & Lake Michigan Railroad between Tiffin and Monteith; lumber trade can be routed via GR&I and PFW&C. (MB)
- Nov. 6, 1878 Pennsylvania Company Board hears report that the Chicago & Lake Huron Railroad (formerly the Peninsular Railway) has been ruined by mismanagement of receiver William L. Bancroft and it should consider its investment lost; the C&LH eventually becomes part of the Grand Trunk Western Railway. (MB)
- Nov. 7, 1878 Subcommittee of Railroad Committee of Philadelphia City Council meets on removal of freight tracks from Market Street to elevated in center of Market Street to 15<sup>th</sup> Street; although not introduced by PRR, engineer Samuel Kneass is present with plans. (RyW)
- Nov. 8, 1878 Subcommittee of Philadelphia City Council Committee on Railroads meets to consider plan of PRR to build elevated railroad in Market Street between 15<sup>th</sup> Street and Schuylkill River for freight traffic; Strickland Kneass of PRR says PRR will pay all costs and new line will relieve city of cost of City Railroad, which has not paid expenses since building of City Hall ended freight service to 13<sup>th</sup> Street; elevated will only occupy 26 feet in center of street; matter is referred to whole committee to hear objections of property owners. (PubLdgr)
- Nov. 8, 1878 U.S. Circuit Court rules that \$100,000 bonds issued by town of York for subscription to Rochester, Nunda & Pennsylvania Railroad in 1872 are valid. (NYT)
- Nov. 9, 1878 Fire destroys 35 acres of Cape May resort district, including Congress Hall, Ocean House, Centre House, Atlantic Hotel and Columbia House; West Jersey Railroad's Stockton House and Sea Breeze Excursion House are spared; fire contributes to Cape May's falling behind other New Jersey resorts that are closer to major cities. (Alexander, Francis).
- Nov. 8, 1878 Trunk Lines and western connections begin two days of meetings at Windsor Hotel at call of Trunk Line Commissioner Albert Fink; J.N. McCullough presides; western roads, including PFW&C, LS&MS, et al., remain deadlocked on percentages for eastbound pooling. (NYT)

- Nov. 11, 1878 Ashtabula & Pittsburgh Railway passenger service extended two miles from Ashtabula to Harbor station.
- Nov. 11, 1878 Pennsylvania withdraws motion for special hearing in oil discrimination suits; in return, oil companies and railroads agree to file answers and let case go to a special master for taking testimony. (NYT)
- Nov. 11, 1878 Norman B. Judd (1815-1878), Congressman and director of PFW&C, dies at Chicago. (RRG)
- Nov. 13, 1878 Philadelphia papers try to quell rumors that Tom Scott is seriously ill, claiming that it is only a cold complicated by overwork, that his only complaint is weakness, and that his mind is unimpaired. (PubLdgr)
- Nov. 13, 1878 Tide-Water Pipe Company, Limited, organized as Pennsylvania limited partnership to build long-distance pipeline from oil regions in defiance of Standard Oil interests; Reading puts up 40% of capital in return for carrying crude oil from Williamsport to Philadelphia and New York. (TWOC)
- Nov. 15, 1878 Creditors of Charles J. Pusey, promoter of Sodus Point & Southern Railroad, meet in Rochester; he has debts of \$574,328. (RRG)
- Nov. 1878 LIRR "White Line" torn up through Corona and Flushing Meadows. (Seyfried)
- Nov. 1878 Philadelphia & Trenton Railroad opens branch on Tioga Street to Delaware River in North Philadelphia; later sold to Kensington & Tacony Railroad. (Val)
- Nov. 1878 Toucey & Buchanan Interlocking Switch Company completes new interlocking plant at B&P Junction, Baltimore. (RyW)
- Nov. 1878 Petroleum discovered on south end of Marietta, Pittsburgh & Cleveland Railway. (RRG)
- Nov. 1878 GR&I reported grading branch from Petoskey six miles eastwardly to Crooked Lake. (RRG)
- Nov. 18, 1878 Western railroads, meeting at New York, agree to abide by decision of Trunk Lines in setting percentages for eastbound freight pool. (NYT)
- Nov. 18, 1878 Mont Alto Railroad extension opens between Mont Alto Jct. and Nunnery, Pa.; preempts route of Harrisburg & Potomac Railroad. (Guide)

- Nov. 19, 1878 Southern Pacific Railroad begins building east through Arizona following line originally surveyed by Texas & Pacific Railway. (Evans)
- Nov. 19, 1878 Cornelius K. Garrison (1809-1885), Pres. of Missouri Pacific Railway, elected Pres. of Wabash Railway after purchases control, replacing James A. Roosevelt. (RRG)
- Nov. 21, 1878 Ashtabula & Pittsburgh Railway leased to Pennsylvania Company retroactive to Aug. 1, 1878. (Church)
- Nov. 21, 1878 Rate war between PC&StL Railway and Atlantic & Great Western Railroad ends and old rates restored; A&GW had demanded \$2 less on Cincinnati-New York traffic; then Bee Line demanded same; A&GW cut fare to as low as \$1; PC&StL never went under \$8 but still did most of the business. (RyW)
- Nov. 22, 1878 Cincinnati roads agree to eastbound freight pool, effective Dec. 1; PC&StL to get 24%, CCC&I Railway 24%, Marietta & Cincinnati 22%, Atlantic & Great Western 18%, and Cincinnati, Hamilton & Dayton Railroad 12%. (RRG)
- Nov. 22, 1878 Columbus & Sunday Creek Valley Railroad incorporated in Ohio as reorganization of that part of the former Ohio Central Railway between Central City (Heath) and Grosvenor. (GrnBk)
- Nov. 23, 1878 Trunk Lines and western connections finally in principal to pool eastbound freight from Chicago; however, rate cutting continues. (NYT)
- Nov. 23, 1878 PRR signs agreement with the narrow-gauge Pittsburgh, New Castle & Lake Erie Railroad (later Pittsburgh & Western) permitting installation of third rail on Western Pennsylvania main line between Pine Creek and Willow Grove near Allegheny. (MB)
- Nov. 25, 1878 PRR Road Committee hears reports on running local passenger service between West Philadelphia and Girard Point for International Navigation Company and on use of the old Western Division Canal towpath through the tunnel between Bow and Saltsburg. (MB)
- Nov. 25, 1878 New westbound rates take effect, even lower than those of last winter. (RRG)
- Nov. 25, 1878 Eastbound rates officially raised by 5-10 cents per cwt.; 4<sup>th</sup> Class rate to 40 cents; however, rate cutting continues. (NYT)
- Nov. 25, 1878 Conrad Poppenhusen, returning to Hamburg, survives the sinking of the Hamburg-American Line steamship *Pomerania* in the English Channel.

(PubLdgr)

- Nov. 26, 1878 PRR Subcommittee on Insurance reports that PRR should also self-insure non-hazardous properties and goods in transit. (MB)
- Nov. 26, 1878 Equitable Petroleum Company, Ltd., assigns its traffic contract with the Reading and CNJ to the Tide-Water Pipe Company, Ltd. (Rdg)
- Nov. 27, 1878 PRR Board approves creation of Insurance Bureau, reporting to Board, effective Jan. 1, 1879; authorizes refunding of Jeffersonville, Madison & Indianapolis to relieve Pennsylvania Company of continuing annual losses; lease to Pennsylvania Company to be cancelled and replaced by an operating contract with rent equal to actual net earnings less fixed charges instead of 7% dividend. (MB)
- Nov. 27, 1878 PRR Board declines to establish passenger service between West Philadelphia and Girard Point and League Island as requested by International Navigation Company. (MB)
- Nov. 28, 1878 Eastern Railroad of Long Island organized by Austin Corbin to build a narrow gauge line from New Lots on the New York & Manhattan Beach Railway to Babylon via Woodhaven and Jamaica with a branch to Rockaway Beach, parallel to LIRR; Isaac D. Barton, Pres.; charter inactive after 1884. (MB, RyW)
- Nov. 29, 1878 Cape May Passenger Railway files map for line from steamboat landing along shore front to Cape Avenue at Cape May Point. (NJCorp)
- Nov. 29, 1878 Titusville & Oil City Railway organized at Pittsburgh by purchasers of Titusville & Petroleum Centre Railroad. (Val)
- Nov. 29, 1878 Pennsylvania Company Executive Committee authorizes contract with Philadelphia Bridge Company to rebuild Maumee River bridge in iron. (MB)
- Nov. 30, 1878 Bridgeton & Port Norris Railroad sold at foreclosure. (RRG)
- Nov. 30, 1878 Allegheny Valley Railroad gets injunction against A.H. Barney, receiver, and D.N. Barney for damages in seizure of its 144 cars used on Buffalo, Corry & Pittsburgh Railroad. (NYT)
- Nov. 30, 1878 William E. Lewis organizes Chautauqua Lake Railroad Company of New York to operate portion of former Buffalo, Corry & Pittsburgh Railroad in New York State; not filed until Jan. 30, 1879. (C&C)
- Nov. 30, 1878 Genesee Valley Canal abandoned; later becomes right-of-way for PRR's

Rochester Branch.

- Fall 1878 Japanese ambassador applies to Tom Scott for an engineer to visit Japan and introduce American practices; Scott recommends Joseph Ury Crawford (1842-1924), then an engineer on the California Division of the Texas & Pacific Railway. (RyW)
- Late 1878 Reading begins shipping coal in own cars with PRR locomotives between Richmond Jct. and South Amboy. (AR)
- Ca. Dec. 1, 1878 Jersey City-Atlanta sleeping car line via Richmond & Danville Railroad extended to Savannah. (RRG)
- Dec. 3, 1878 Vandalia Line and Wabash Railway continue eastbound passenger rate war out of St. Louis by selling \$20 New York tickets with a \$10 rebate; Vandalia Line is selling local tickets to Philadelphia via Buffalo and LV Railroad for \$10. (NYT)
- Dec. 4, 1878 Convention held at New Orleans in support of Texas & Pacific Railway subsidy; some Texas delegates later charge that Tom Scott's agents have packed the delegation and majority opinion in Texas no longer favors the T&P. (NYT)
- Dec. 5, 1878 Trunk Lines meeting at Windsor Hotel in New York agree to renew 1877 westbound freight pool for five years from Jan. 1, 1879; George B. Roberts and A.J. Cassatt represent PRR; grant Albert Fink increased powers as arbitrator to set percentages; Fink's salary increased from \$12,000 to \$20,000. (RyW, NYT)
- Dec. 5, 1878 Anthracite Board of Control meets at New York and agrees to increase December production by 1 million tons; Lehigh Valley operators demand a greater share of market, DL&W and Delaware & Hudson Railroad refuse to concede; meeting breaks up without signing a new agreement for 1879. (NYT)
- Dec. 6, 1878 Jury awards \$30,505 to Henrietta Havemeyer, daughter of the late Albert Havemeyer, in family suit vs. John C. Havemeyer and Henry Havemeyer over sale of LIRR to Poppenhusens; Superior Court refuses to set aside as excessive on Dec. 11. (NYT)
- Dec. 6, 1878 California constitutional convention rejects a resolution that it instruct its Congressional delegation to vote for the Stephens Texas & Pacific Railway subsidy bill. (NYT)
- Dec. 7, 1878 First Blue Star Line freighter *Devonshire* leaves Girard Point terminal for Liverpool; Blue Star Line is organized with chartered vessels by Clement A. Griscom because American Steamship Company of Philadelphia

cannot handle all freight offered; Blue Star Line is to specialize in shipping fresh beef to Britain in compartments cooled by ice water; seven vessels, *Devonshire*, *Costello*, *Naples*, *Timour*, *Suez*, *Antonio* and *Athens* are to provide weekly service, to be expanded to tri-weekly with an additional six vessels on March 1, 1879. (PubLdgr)

- Dec. 7, 1878 Pittsburgh & Chicago Railway, a predecessor of the Pittsburg, Lisbon & Western, incorporated in Pa.; some work done by New Jersey Construction Company. (ICC)
- Dec. 8, 1878 North track of new iron truss bridge opens over Brandywine Creek at Downingtown.
- Dec. 9, 1878 Lorenzo A. Sykes (1805-1878), former Chief Engineer of New Jersey Railroad and Superintendent of Delaware & Hudson Canal, dies at Orange, N.J. (RRG)
- Dec. 10, 1878 PRR Subcommittee on Insurance makes second report on creating a Standing Committee on Insurance and an Insurance Bureau. (MB)
- Dec. 10, 1878 First Tiffany refrigerator car arrives in Philadelphia from Kansas City with 32 dressed bees via Canada Southern Railway and Reading; car had been invented in Chicago. (RyW)
- Dec. 10, 1878 Henry Wells (1805-1878), founder of American Express Company and Wells, Fargo & Co., dies at Glasgow, Scotland. (RRG)
- Dec. 11, 1878 U.S. House passes bill introduced by Rep. John H. Reagan (1818-1905) of Texas by vote of 139-104; would outlaw pooling, rebates, long-haul-short-haul rate discrimination, and breaking bulk for purpose of deliberately hindering through shipments. (NYT, Haney)
- Dec. 11, 1878 Louis Genis appointed receiver of Illinois Midland Railway, replacing Richard J. Rees, who resigns at request of bondholders. (Church, RRG)
- Dec. 11, 1878 Future PRR Comptroller Ralph C. Miller (1878-1945) born at Zanesville, Ohio. (MB)
- Dec. 11, 1878 Pennsylvania Company Board approves exchanging \$7 million 6% Mortgage bonds of Aug. 1877 held by PRR for an equal amount of 6% Judgement bonds. (MB)
- Dec. 12, 1878 Floods in Susquehanna watershed damage Pennsylvania Canal. (AR)
- Dec. 12, 1878 Foreclosure proceedings begun against Anderson, Lebanon & St. Louis Railroad; James A. Larned appointed receiver. (Church)



- Dec. 13, 1878 Andrew Carnegie, Benjamin E. Smith, Andrew J. Preston, et al., appeal court award of \$306,206 in suit brought by Morris K. Jesup vs. Davenport Railway Construction Company; say that they don't have enough money for sureties, that Jesup made \$105,000 on sale of collaterals, and neglected to get judgements against William R. Fosdick and Tom Scott, and others, which would have spread the payment over a greater number of defendants. (NYT)
- Dec. 13, 1878 Sen. John Brown Gordon (1832-1904) introduces amendment to National Railroad Bill to create a National Board of Commissioners to locate a "National Railway Company" line from Boston through New York City to Council Bluffs, to cost no more than \$15,000 per mile of single track. (NYT)
- Dec. 14, 1878 William H. Vanderbilt contracts with John C. Seager, a British ship broker resident at New York to establish the "Unicorn Line" of 14 grain steamships to operate between the NYC&HR's new grain elevator at 65<sup>th</sup> Street in New York City and various European ports, although some ships are apparently chartered for only one trip; NYC&HR had previously relied upon pre-existing infrastructure associated with Erie Canal for shipping grain and is now obliged to build its own elevator. (NYT)
- Dec. 1878 New abattoir opens at Girard Point; built by Samuel W. Allerton, Nelson Morris (1838-1907) and John B. Sherman for the Blue Star Line beef trade to Britain. (RyW, PubLdgr)
- Dec. 1878 Rumors B&O is seeking to make connection with CNJ-North Penn New Line at Philadelphia, and that the PW&B, while officially neutral, is secretly sympathetic to the B&O. (NYT, RyW)
- Dec. 1878 RF&P announces its intention of reestablishing a boat connection between Washington and Quantico and of building a train ferry capable of delivering two sleeping cars to and from the B&O at Shepherds Point. (RyW)
- Dec. 1878 Miami Valley Railway discontinues construction without any part having been completed.
- Dec. 1878 GR&I establishes employees' rest house and reading room at Petoskey. (RRG)
- Dec. 1878 Newton, Md., renamed Pocomoke City on Worcester & Somerset Railroad. (Guide)
- Dec. 16, 1878 Northern Central Railway opens new 600 x 70 freight pier at Canton. (RyW)

- Dec. 17, 1878 Greenbacks and gold at par for first time since 1862. (EAH)
- Dec. 18, 1878 Trunk Lines and Western Executive Committee begin two-day meeting at Chicago on eastbound freight pool; appoint Joint Executive Committee of eastern and western roads with Albert Fink as permanent Chairman; PRR had heretofore resisted use of arbitration to fix pool percentages; Committee decides to pool all freight eastbound from Chicago and restore rates. (NYT, RyW)
- Dec. 18, 1878 Tunnel Railroad of St. Louis incorporated in Missouri as reorganization of St. Louis Tunnel Railroad. (Church)
- Dec. 19, 1878 Trunk Line meeting concludes; eastbound Chicago freight pool is to be on same basis as those from Indianapolis, Cincinnati, St. Louis and Peoria, effective immediately; rates of Nov. 25 are restored; pool percentages are: Michigan Central, 32%; LS&MS, 27%; PFW&C, 26%; PC&StL, 7%; B&O 10%, which makes 102% in all, because of Vanderbilt lines refusal to yield. (NYT)
- Dec. 20, 1878 Illinois & St. Louis Bridge Company (Eads Bridge) sold at foreclosure for \$2 million, vs. \$10 million cost, and reorganized as St. Louis Bridge Company; Solon Humphreys, Pres. (Church, RyW)
- Dec. 21, 1878 Pennsylvania Company Finance Committee declines offer of M.E. Ingalls to purchase P Co's. bonds of Indianapolis, Cincinnati & Lafayette Railroad (par value \$357,000) for \$50,000. (MB)
- Dec. 23, 1878 Titusville & Oil City Railway incorporated in Pa.; reorganization of Titusville & Petroleum Centre Railroad (uncompleted railroad, Titusville-Pioneer). (Val)
- Dec. 23, 1878 Joseph Lesley conveys disconnected portion of former Mansfield, Coldwater & Lake Michigan Railroad between Allegan and Monteith, Mich., to new Allegan & South Eastern Railroad for \$250,000 in stock; portion from Tiffin to Michigan state line to Tiffin & North Western Railroad for \$500,000 in stock. (Church)
- Dec. 23, 1878 Allegan & South Eastern Railroad organized. (Church)
- Dec. 23, 1878 Tiffin & North Western Railroad organized. (Church)
- Dec. 23, 1878 Court confirms sale of Indianapolis, Bloomington & Western Railroad. (NYT)
- Dec. 24, 1878 In suit of St. Louis, Alton & Terre Haute Railroad vs. Indianapolis & St.

- Louis Railroad, U.S. Circuit Court orders that earnings of StLA&TH be applied to pay interest. (RRG)
- Dec. 27, 1878 Foreclosure decree issued for Southern Railroad of Long Island under Second mortgage as per reorganization plan. (RyW)
- Dec. 27, 1878 Eastern Railroad Company of Long Island incorporated in N.Y. in interest of Austin Corbin and New York & Manhattan Beach Railway to build a narrow-gauge line eastward from East New York through Jamaica to Babylon. (NYState)
- Dec. 27, 1878 Anthracite Control Association adjourns *sine die* because of the absence of LV representatives; breaks up combination. (RyW)
- Dec. 27, 1878 West Jersey Railroad Board notes recent fire at Cape May that has destroyed 2,000 hotel rooms; orders 100 single rooms for young men built at the Stockton House as a separate building fronting George Street. (MB)
- Dec. 27, 1878 Pennsylvania Company Executive Committee approves proposed sale of Ohio Central Railway from PC&StL Railway crossing to Marietta & Cincinnati Railroad in Athens County to syndicate headed by Henry A.V. Post. (MB)
- Dec. 27, 1878 Daniel Craig McCallum (1815-1878), former head of U.S. Military Railroads, dies at Brooklyn, N.Y. (RRG)
- Dec. 28, 1878 *New York Times* reports that surveys to link the Reading and the North Pennsylvania Railroad at Philadelphia are complete and that B&O, CNJ and Reading will contest PRR's control of the center portion of the Junction Railroad. (NYT)
- Dec. 28, 1878 Col. Mapleson's 240-member opera company leaves New York on a two-month tour east of the Mississippi in a train of palace cars chartered from the PRR for \$15,000. (RyW)
- Dec. 28 1878 Pennsylvania Company leases of Indianapolis & Vincennes effective Jan. 1, 1879; Pennsylvania Company agrees to pay net earnings to I&V to meet fixed charges instead of previous arrangement under which PRR guaranteed 7% interest. (Church)
- Dec. 31, 1878 PRR contract with William P. Clyde & Co. (Clyde Line) covering rates between New York and Philadelphia by both canal and outside routes expires. (MB)
- Dec. 31, 1878 First standard-gauge freight train leaves Buffalo for Jersey City over Erie, after it completes laying a third rail on its main line. (RRG)

- 1878 PRR and Allegheny County lobby for state Railroad Riots Act, by which state is to assume liabilities for damage at Pittsburgh; charges of bribery are made, and Reading Pres. Gowen uses Pinkerton detectives to investigate PRR tactics; special committee brings indictments of lobbyist William H. Kemble of Philadelphia and four assistants, and bill killed. (Schlegel - rept is PaLegDoc, 1879 V:32 - NYT says Kemble was once State Treasurer and was convicted of bribing members to vote for bill, which would have given \$3 million to PRR)
- c. 1878 Central Railroad Extension Company abandons line between Babylon and Babylon Dock (C&C - Seyfried says service abnd 1874)
- 1878 First in-first out system of crew assignments implemented on Pittsburgh Division. (AR implies this was date implemented on ALL divisions - Bruce implies this antedates 1877 strike!)
- 1878 PRR adopts the Janney coupler and platform as passenger car standard and equips 389 cars. (RyW, - before July)
- 1878 PRR places floating equipment under Motive Power Dept. and has most repair work done in company shops.
- 1878 Mutual Benefit Association of the Cleveland & Pittsburgh Railroad Employees formed.
- 1878 Plans for Filbert Street Extension revised to eliminate curves; requires new bridge over Schuylkill River. (Jct Casebook)
- 1878 Erie Railway (?) establishes Brooklyn Annex ferry between Jersey City and Fulton Street, Brooklyn, in competition with PRR. (RRG)
- 1878 Camden & Atlantic Railroad builds float bridges at Coopers Point, Camden for interchanging cars with Reading by car float. (AR)
- 1878 Camden & Atlantic Railroad builds new station at Winslow Jct. on New Jersey Southern Railroad. (AR)
- 1878 West Jersey Railroad completes relaying Camden to Cape May with steel or heavy iron rail.
- 1878 Philadelphia, Newtown & New York Railroad resurveys extension from Newtown to join Mercer & Somerset Railroad in N.J.; lawsuit blocks its laying tracks on Kensington & Oxford Turnpike, which it had bought for that purpose, south of the Connecting Railway to Lehigh Avenue. (MB/AR)

- 1878 Northern Central Railway ships 14.5 million bushels of grain to Baltimore, up from only 4.8 million bushels in 1876; B&O's Baltimore grain traffic has remained flat. (RRG)
- 1878 Baltimore & Canandaigua RPO cut to Baltimore & Williamsport RPO. (Kay)
- 1878 Pennsylvania Company completes relaying Eastern Division of PFW&C with steel rails. (AR)
- 1878 Sharpsville Railroad extended from Bethel to Carbon, Pa. (2.1 miles). (Church)
- 1878 Carbon Mine Branch of Sharpsville Railroad (0.3 mile) opens. (Church)
- 1878 Ashtabula & Pittsburgh Railway lays first steel rails. (AR)
- 1878 New York & Manhattan Beach Railway Board orders double tracking of entire road.
- 1878 PRR completes 18-stall passenger roundhouse at 33<sup>rd</sup> Street and shops at 28<sup>th</sup> Street, Pittsburgh. (AR)
- 1878 PRR rebuilds and reconfigures Pittsburgh yards so eastbound freight uses the yard between 28<sup>th</sup> & 33<sup>rd</sup> Streets and westbound freight uses yard between 14<sup>th</sup> & 28<sup>th</sup> Street; there is sufficient elevation at 28<sup>th</sup> Street to allow both yards to be switched by gravity; westbound passenger cars are sorted for PFW&C or PC&StL Railway by flying switch outside depot. (AR, RyW)
- 1878 Installation of steel rails completed between Pittsburgh and Columbus. (AR)
- 1878 Cleveland & Pittsburgh Railroad purchases Collins dock property at Cleveland. (AR)
- 1878 Bellaire & South Western Railway extended from Wegee's Mill to Jacobsburg, Ohio. (RRG)
- 1878 NYC&HR limits its cooperative fast freight lines (Red, White, and Blue) to eastbound traffic and Merchants Despatch to westbound traffic on all Vanderbilt lines and their connections; NYC&HR and related railroads had purchased Merchants Despatch from American Express Company a few years ago. (RyW)

- 1878 Cincinnati & Muskingum Valley Railway changes gauge from 4'-10" to 4'-9". (AR)
- 1878 GR&I changes gauge from 4'-9-1/4" to 4'-9" to equal PRR. (AR)
- 1878 GR&I begins giving track prizes like PRR's. (RyW, AR)
- 1878 GR&I installs Janney coupler and platform on 11 passenger cars. (AR)
- 1878 Presbyterians build summer resort on Little Traverse Bay; Baptists at Charlevoix, Mich. (AR)
- 1878 Group of wealthy families of Lansing buys land at Harbor Point near Petoskey for exclusive summer colony. (AR)
- 1878 Terre Haute & Indianapolis Railroad begins equipping passenger cars with Janney coupler. (AR)
- 1878 St. Louis, Vandalia & Terre Haute Railroad opens new Relay Passenger Station at east end of Eads Bridge in East St. Louis. (AR)
- 1878 William T. Walters, Benjamin F. Newcomer and Henry B. Plant form a new syndicate and acquire the following assets formerly held by the Southern Railway Security Company: 6,871 shares of Richmond & Petersburg Railroad; 9,129 shares of Northeastern Railroad of South Carolina; 4,513 shares of Cheraw & Darlington Railroad; and 33 shares and \$5,500 in bonds of the Wilmington, Columbia & Augusta Railroad; these with their other holdings in the Wilmington & Weldon, form the nucleus of the Atlantic Coast Line. (Hoffman)