

**PRR CHRONOLOGY**  
**1879**

**August 2006**

- Jan. 1, 1879           Columbia-Port Deposit and Columbia-Frederick ceded from Philadelphia Division to Frederick Division. (MB)
- Jan. 1, 1879           James McClintock Creighton named Manager of Empire Line, replacing General Manager of Empire Line Frank J. Firth, resigned; J.L. Gossler appointed to new post of Assistant General Freight Agent for New York & New England; Edward B. Taylor to Superintendent of West Pennsylvania Division, replacing Creighton; P.F. Smith to Superintendent of Bedford Division, replacing S.M. Prevost; J.B. Hutchinson from Assistant Superintendent of Philadelphia Division in charge of C&PD to Superintendent of Lewistown Division, replacing Taylor. (MB, AR)
- Jan. 1, 1879           Pennsylvania Company begins operating Indianapolis & Vincennes Railroad under lease of Dec. 28, 1878; D.W. Caldwell becomes General Manager of I&V. (Church, RyW)
- Jan. 1, 1879           GR&I takes possession of 11.5 miles of Allegan & South Eastern Railroad. (AR)
- Jan. 1, 1879           W.L. Baker named General Superintendent of Olean, Bradford & Warren Railway, replacing James D. Yeomans, resigned. (RRG)
- Jan. 1, 1879           Union Railway & Transit Company of St. Louis and Union Railway & Transit Company (Ill.) leased to St. Louis Bridge Company and Tunnel Railroad of St. Louis. (Church)
- Jan. 1, 1879           Government resumes specie payment for the first time since 1861; U.S. returns to the gold standard. (EAH)
- Jan. 2, 1879           Trains of New York & Greenwood Lake Railway, formerly Montclair Railway, begin running into Erie terminal at Pavonia Avenue instead of PRR Jersey City Terminal at Exchange Place; new track connection to Erie's Newark Branch built at West End and old Hudson Connecting Railroad track connecting it with New Jersey Midland Railway is removed in May. (Guide, RRG)
- Jan. 2, 1879           Severe blizzard blocks PRR between Altoona and Johnstown for several days. (Watkins)
- Jan. 9, 1879           A.J. Cassatt and J.N. McCullough attend Trunk Line meeting at Windsor

Hotel to discuss eastbound freight pool and rate cutting; little progress.  
(NYT)

- Jan. 10, 1879 Trunk Line meeting concludes, having settled eastbound percentages from St. Louis; Albert Fink says have established uniform rates on through export traffic to Atlantic ports, taking into account the fluctuation of ocean rates; 40 cents per cwt. for 4<sup>th</sup> class preserved; in fact, agreement falls apart immediately despite Fink's appeal for action. (NYT, RRG)
- Jan. 12, 1879 William Mattoon, railroad contractor who built St. Louis, Alton & Terre Haute Railroad and others, dies in Westfield, Mass., at 64. (RRG)
- Jan. 13, 1879 J. Edward Farnum elected Pres. of West Chester & Philadelphia Railroad, replacing Edward Hoopes. (MB)
- Jan. 13, 1879 PRR withdraws eastbound oil traffic from Philadelphia & Erie Railroad from Reading-LV-CNJ route via Harrisburg and Reading to LV-CNJ route via Sunbury, Hazleton and Allentown in retaliation for Gowen's attacks on PRR and grab for trunk line status. (AR)
- Jan. 13, 1879 Reading begins sending coal to CNJ's Port Johnston piers in Bayonne via Oreland, Jenkintown and North Pennsylvania Railroad. (Hare)
- Jan. 1879 PW&B Board orders survey between Elkton and Middletown. (RyW)
- Jan. 1879 New York, Lake Erie & Western Railroad, having changed to standard gauge, is now glutted with western traffic that once bypassed it and is short of rolling stock. (NYT)
- Jan. 1879 George S. Gatchell (1847-1909) named General Superintendent of Buffalo, New York & Philadelphia Railway, replacing William Robinson (1827?-1892), resigned for health. (RRG)
- Jan. 1879 Isaac Jones (1807-1879), Pittsburgh steelmaker and former Pres. of Pittsburgh & Steubenville Railroad, dies at age 73. (RRG)
- Jan. 16, 1879 Camden & Atlantic Railroad Board authorizes negotiations to acquire Philadelphia & Atlantic City Railway; authorizes contracting with Harlan & Hollingsworth for new iron ferry boat *Coopers Point*. (MB)
- Jan. 17, 1879 Pennsylvania Company leases North Western Ohio Railway retroactive to Jan. 1. (Church)
- Jan. 20, 1879 VP George B. Roberts writes to West Chester & Philadelphia Railroad offering to buy stock of West Chester Railroad or PRR will build its own line between Glen Loch and West Chester. (MB)

- Jan. 1879 At Trunk Line meeting, Albert Fink presents NYC&HR's demand that its share of westbound freight from New York be increased from 33% to 40%; Erie then says it too is entitled to 40%, and PRR and B&O say their shares are already too small. (NYT)
- Jan. 22, 1879 PRR Board authorizes creation of a Standing Committee on Insurance and an Insurance Dept. (not Bureau as earlier); orders trustees of insurance fund established in Dec. 1876 to turn over funds to new Insurance Committee. (MB)
- Jan. 22, 1879 PRR Board approves extension of Pittsburgh, Virginia & Charleston from Monongahela City to Charleston. (MB)
- Jan. 22, 1879 Brooklyn, Bath & Coney Island Railroad incorporated; reorganization under old name. (NYState)
- Jan. 22, 1879 Press reports that Vanderbilt is cutting eastbound fares from Chicago by \$1-3; Vanderbilt charges Erie and Atlantic & Great Western Railroad with making commission sales. (NYT)
- Jan. 23, 1879 Press reports rumors from Harrisburg that PRR is drafting a bill calling for a state appropriation to pay 1877 riot damages and are pressuring new Gov. Henry Martyn Hoyt (1830-1892) to appoint Matthew S. Quay (1833-1904), soon to be Republican Party boss of the state, as Secretary of the Commonwealth to facilitate it; Allegheny County and City of Pittsburgh are mortgaged to the hilt, and state lacks sufficient revenue; the PRR bill is greeted by a huge taxpayer backlash, although Allegheny County and Pittsburgh support it in hope of escaping liability. (NYT)
- Jan. 23, 1879 U.S. Senate begins debate on Reagan Bill to regulate railroads. (NYT)
- Jan. 23, 1879 Agreement signed between NY&LB, bondholders of New Jersey Southern Railroad, and Frederick W. Downer to lease reorganized NJS to NY&LB; cannot lease to CNJ directly because it is in receivership. (MB)
- Jan. 24, 1879 Uniontown Railway Company incorporated to build between Vances Mill and Hogsett Station, Pa. (C&C)
- Jan. 25, 1879 West Jersey Railroad Board declines Philadelphia & Atlantic City Railway's asking price of \$900,000, half in bonds and half in stock. (MB)
- Jan. 1879 Kings County Central Railroad (narrow gauge) abandoned for freight service. (Seyfried)
- Jan. 27, 1879 NY&LB Board approves lease of New Jersey Southern Railway over

objections of John Taylor Johnston. (MB)

- Jan. 27, 1879 N.Y. Supreme Court hears appeal of Augustus C. Brown vs. PRR to recover interest on CC&IC Railway bonds and reverse prior verdict in favor of PRR. (NYT)
- Jan. 28, 1879 Jersey City & Albany Railway companies of N.Y. and N.J. consolidated as Jersey City & Albany Railway Company of the States of New York & New Jersey. (GrnBk)
- Jan. 29, 1879 Only William K. Vanderbilt and J.H. Rutter show up for Trunk Line meeting and adjourn on grounds John W. Garrett is ill. (NYT)
- Jan. 29, 1879 Pa. Senate resolution orders Pa. Senators to vote for the Reagan Bill. (NYT)
- Jan. 30, 1879 William E. Lewis, et al., draw up articles of association for Chautauqua Lake Railroad Company of New York to hold portion of old Buffalo, Corry & Pittsburgh Railroad in New York State; does not take effect because of questionable legal status, and property later transferred to Dunkirk, Chautauqua Lake & Pittsburgh Railroad. (Val, C&C)
- Jan. 30, 1879 Gen. J.B. Sweitzer, the special master appointed to take testimony in the suits of the Commonwealth of Pa. vs. the PRR, United Pipe Lines, the LS&MS, the Atlantic & Great Western, and the Dunkirk, Allegheny Valley & Pittsburgh Railroad, opens investigation at the Girard House in Philadelphia; most witnesses testify that Standard Oil gets lower rates and that Tom Scott and A.J. Cassatt refuse other shippers a similar rate unless they ship as much as Standard Oil. (NYT)
- Jan. 30, 1879 About 100 workers from the Madeira & Mamore Railway arrive in Philadelphia in a destitute condition with tales of mistreatment and disease in the Amazon rain forest; next day, many camp out at offices of contractor P. & T. Collins, hoping to be paid. (PubLdgr)
- Feb. 1, 1879 Junction & Breakwater Railroad executes \$250,000 Second mortgage to Farmers Loan & Trust Company. (Digest)
- Feb. 1, 1879 Robert Ford appointed Superintendent of Bells Gap Railroad, replacing Joseph Ramsay, Jr. (1850-1916), resigned to join Pittsburgh, New Castle & Lake Erie Railroad; Ramsay achieves later fame as an officer under George J. Gould. (RRG)
- Feb. 1, 1879 Mail service extended over Olean, Bradford & Warren Railway between Olean and Bradford and the Kendall & Eldred Railroad between Bradford and Allegheny Bridge, N.Y. (RRG)

- Feb. 1, 1879 VP George B. Roberts notes project for new railroad between Grand Haven, Mich., and Toledo via Allegan and Monteith that will use Allegan & South Eastern Railroad. (MB)
- Feb. 1, 1879 W.J. Brimson resigns as Superintendent of Logansport, Crawfordsville & South Western Railway; replaced by receiver J.P. Claybrook. (RRG)
- Feb. 3, 1879 Trunk Line Association fails to hold scheduled meeting. (NYT)
- Feb. 3, 1879 Ashbel Welch elected Pres. of Belvidere-Delaware Railroad and Flemington Railroad & Transportation Company, replacing Charles Sitgreaves (1803-1878), deceased. (Lee - this is annual meeting, may have been elect. earlier in 1878)
- Feb. 3, 1879 Bill introduced in Pa. House by Speaker Henry M. Long of Allegheny County to appoint a commission to estimate cost of 1877 strike damage and appropriate \$4 million to pay damages; Allegheny County is to pay remaining \$1.33 million. (RyW, NYT)
- Feb. 4, 1879 Delaware Shore Railroad reopens over whole length after devastation of hurricane of Oct. 1878. (PubLdgr)
- Feb. 5, 1879 LIRR defaults on rent of Central Railroad of Long Island. (RyW)
- Feb. 5, 1879 New York & Coney Island Railroad incorporated in N.Y. to build railroad on Coney Island from terminus of Prospect Park & Coney Island Railroad to steamboat dock at Nortons Point at the western end of the island. (NYState)
- Feb. 5, 1879 William Massey agrees with Camden & Atlantic Railroad to turn over a controlling interest in Philadelphia & Atlantic City Railway. (MB)
- Feb. 5, 1879 Bill introduced in Pa. House to ban rebates and long-haul-short-haul discrimination. (RyW)
- Feb. 5, 1879 Pittsburgh Riot Claims bill reported from Pa. House Ways & Means Committee. (NYT)
- Feb. 5, 1879 *New York Times* reports rumors of compromise between Tom Scott and Collis P. Huntington to divide the route of the Texas & Pacific Railway. (NYT)
- Feb. 6, 1879 Camden & Atlantic Railroad Board reports are negotiating with Atlantic City Horse Railroad for purchase of its franchises for \$6,000; appoints committee on negotiations with Philadelphia & Atlantic City Railway. (MB)

- Feb. 6, 1879 Henry Roe Campbell (1807-1879), pioneer civil engineer and inventor of the 4-4-0 type steam locomotive, dies at Woodbury, N.J. (PWSchopp)
- Feb. 7, 1879 Midwestern railroad general managers end three-day meeting at Chicago without accomplishing anything; Trunk Line Association declines to meet because of illness of John W. Garrett; eastbound rate-cutting intensifies. (NYT)
- Feb. 7, 1879 New York, West Shore & Chicago Railroad sold at foreclosure in New York for \$35,000; only property is a partly-completed tunnel at West Point and a depot site in Hoboken. (RRG, RyW, GrnBk - Martin says acquired by Gen. William L. Burt, Pres. of Boston, Hoosac Tunnel & Western as link to south but Burt dies before being able to carry out plans)
- Feb. 8, 1879 PRR tests passenger train with steam heat at Altoona; supplied from boiler in baggage car. (RyW)
- Feb. 8, 1879 Pioneer locomotive builder Andrew M. Eastwick (1810-1879) dies of pneumonia at his home in Darby at 69. (RRG)
- Feb. 10, 1879 PRR cancels lease of Pennsylvania & Delaware Railroad because of operating losses; Delaware Western Railroad begins operating portion between Landenberg and Pomeroy, and Landenberg-Delaware City portion taken out of service. (Val, Guide - local paper of 4/79 notes is tri-weekly service to Del. City)
- Feb. 10, 1879 PRR Road Committee reports that it is inexpedient to accept Sen. John R. McPherson's patent stock car proposition. (MB)
- Feb. 10, 1879 Connection between Reading's Port Richmond Branch and North Pennsylvania Railroad opens at Fairhill Jct. in North Philadelphia; New York-bound coal routed this way instead of via Oreland. (Hare)
- Feb. 10, 1879 Pittsburgh & Lake Erie Railroad opens for freight service. (RyW)
- Feb. 11, 1879 Hearing held in Queens County Court on suit of widow of Alexander T. Stewart vs. LIRR to show cause why it should not be ousted from possession of Stewart Railroad. (NYT)
- Feb. 11, 1879 Albert Fink formally announces that the westbound freight pool percentages will remain the same as in 1878; NYC&HR had been demanding an increase in share from 33% to 40%; Fink had proposed 36% for NYC&HR, 31% for Erie, 25% for PRR, and 8% for B&O, taking from Erie and B&O to give to NYC&HR; Fink then leaves for Washington in a special car attached to the *Washington Limited Express* to testify against

- the Reagan Bill. (NYT)
- Feb. 11, 1879 William P. Shinn of Lines West testifies for PRR against Reagan Interstate Commerce Bill to Senate committee; Chauncey M. Depew appears for NYC&HR. (RyW, NYT)
- Feb. 11, 1879 Sen. J. Donald Cameron introduces joint resolution calling for a committee consisting of two Senators, two Representatives, and five commissioners appointed by Pres. Hayes to examine entire issue of rail and water rates over summer recess. (NYT)
- Feb. 11, 1879 Pennsylvania Company Executive Committee declines offer of Terre Haute & Indianapolis Railroad to furnish 300 to 500 cars for seaboard trade; say terminals not all developed and don't want foreign cars earning mileage on PRR lines; agrees to furnish 13 of pool of 50 cars to run between South Bend and southwestern points via Indianapolis & Vincennes Railroad. (MB)
- Feb. 12, 1879 Canal Dept. (Del. & Raritan) reorganized under a General Superintendent, C.B. Rossell, reporting directly to President; Francis B. Stevens named Superintendent of Steam Towing and John G. Garrettson Superintendent of Barges & Schooners. (MB)
- Feb. 12, 1879 PRR Board grants Altoona Library Association \$500 plus a room in the shops; appoints W.W. Curtin Clerk of the Insurance Dept.; authorizes sale of Pullman Palace Car Company stock and bonds held by PRR. (MB)
- Feb. 12, 1879 LS&MS shuts Chautauqua Lake Railroad out of its depot at Brocton for failure to pay its one-third share of expenses. (NYT)
- Feb. 15, 1879 CNJ receiver Francis S. Lathrop elected a director of NY&LB, replacing Franklin A. Comly, resigned. (MB)
- Feb. 1879 Queens County Court orders LIRR Receiver Sharp to surrender portion of Flushing, North Shore & Central Railroad between Hinsdale (Floral Park) and Babylon, as no trains run over it for some time. (NYT)
- Feb. 1879 Kings County Central Railroad bankrupt. (Seyfried)
- Feb. 1879 Camden & Atlantic Railroad begins running Saturday express to Atlantic City for winter visitors. (RyW)
- Feb. 1879 Northern Central Railway opens Canton No. 3 grain elevator at Baltimore; 750,000 bu., owned by Baltimore Elevator Company and built on old, little-used coal pier at Lower Canton. (AR)

- Feb. 1879 Dunkirk, Allegheny Valley & Pittsburgh Railroad is negotiating to lay third rail for 3'-0" gauge between Warren and Titusville. (RRG)
- Feb. 1879 Test Dept. replaces old Fairbanks testing machine with new machine of 100,000-lbs. capacity from Riehle Brothers. (CMP)
- Feb. 19, 1879 Eastern Shore Railroad sold at foreclosure to William L. Schaeffer, William C. Longstreth and John Taylor Gause for Second Mortgage bondholders at Princess Anne for \$5. (RRG, Val)
- Feb. 21, 1879 In oil investigation, John D. Rockefeller testifies that Tom Scott and A.J. Cassatt own no Standard Oil Company stock and receive no dividends or rebates. (NYT)
- Feb. 21, 1879 Senate Commerce Committee passes bill on transporting livestock sponsored by Sen. John R. McPherson; livestock must not be carried in railroad cars more than 28 hours at a time, but may be carried for 60 hours if fed and watered in cars (McPherson and his friends having controlled all the patents for this); also calls for federal inspection at major ports. (NYT)
- Feb. 22, 1879 PRR announces it will ban Philadelphia & Reading locomotives from middle section of Junction Railroad between 34<sup>th</sup> & Market Streets on Monday, on grounds that neither Reading nor PW&B allow PRR locomotives on their lines; PRR insists on moving Reading cars through its yards with its own locomotives, at a charge to the Reading, interfering with the movement of through cars between the B&O and the Bound Brook Route; George B. Roberts notes, "There are so many clouds around that we propose to see where we stand." (Casebook, RRG, PubLdgr)
- Feb. 24, 1879 PRR blockades a Reading coal train trying to use middle of Junction Railroad until they can attach a PRR locomotive. (NYT)
- Feb. 24, 1879 Pittsburgh & Lake Erie Railroad opens for revenue passenger service between Pittsburgh and Youngstown. (RRG - RyW has 2/25 - 24 is Mon.)
- Feb. 26, 1879 Thomas T. Firth relieved as head of Insurance Fund; made registrar of Consolidated Mortgage bonds. (Watkins)
- Feb. 27, 1879 Northern Central Railway stockholders defeat minority motion for an independent investigating committee and another calling for banning all operating officers or PRR officers from Board. (AR)
- Feb. 28, 1879 New York Legislature appoints committee headed by Alonzo Barton Hepburn (1846-1922) to hear complaints of New York Chamber of Commerce against the behavior of the trunk lines, particularly the NYC&HR and Erie; especially rebates and favoritism to certain shippers,

particularly the Standard Oil Company.

- Feb. 28, 1879 Edward C. Knight transfers one share of Junction Railroad stock to Francis S. Lathrop, receiver of CNJ, to permit him to sue in U.S. courts as interstate dispute. (Casebook)
- Early 1879 Test Dept. begins tests on wearing power of steel rails; faced with unsatisfactory wear, PRR asks for carbon content to be increased from 0.3% to 0.5%. (CMP)
- Mar. 1, 1879 New freight steamship line begins weekly sailings between Baltimore and Liverpool in connection with Northern Central Railway. (AR)
- Mar. 1, 1879 William D. Bishop (1827-1904) resigns as first Pres. of New Haven for health and replaced by George H. Watrous (1839?-1889). (AR)
- Mar. 2, 1879 Albert Fink revises percentages of westbound freight pool: NYC&HR to be cut from 36% to 33-1/4% and to get high-value freight; Erie to be increased from 31% to 33-1/4% but to get low-value freight; PRR to be same at 25% and B&O at 8-1/2%. (RRG)
- Mar. 3, 1879 Edward C. Knight transfers one share of Junction Railroad stock to Lewis H. Taylor (1811-1908), a CNJ director and proprietor of the Taylor Iron Works at High Bridge, N.J., to permit bringing suit in U.S. courts. (Casebook)
- Mar. 5, 1879 Trunk Line representatives and Commissioner Fink meet at Philadelphia to consider pooling westbound freight from Boston, Philadelphia and Baltimore as well as New York; agree in principle, with percentages to be established by Fink. (NYT)
- Mar. 5, 1879 Pittsburgh Riot Claims bill sent back to committee for amendment. (NYT)
- Mar. 5, 1879 Grand Rapids & Indiana Railroad leases Allegan & South Eastern Railroad (Monteith-Allegan, with unfinished portion between Monteith and Ohio state line), retroactive to Jan. 1. (Church)
- Mar. 6, 1879 Rep. E.W. Davis of Philadelphia reports revised Pittsburgh Riot Claims bill to House. (NYT)
- Mar. 6, 1879 Oil investigation resumes at Philadelphia; PRR Secretary Joseph Lesley claims he can't find original contract with South Improvement Company; Comptroller Robert W. Downing is unable to remember anything about rebates and says vouchers don't include the name of the party receiving the rebate. (NYT)

- Mar. 6, 1879 H. Bartels of the Prussian State Railways writes thank-you letter to PRR for cooperation in researching his book; has published a second book on U.S. railroads in Prussia in which he recommends PRR organization as a model for changes in the Prussian State Railways. (MB, RRG)
- Mar. 8, 1879 A.J. Cassatt testifies in oil investigation on Empire Line war of 1877. (NYT)
- Mar. 10, 1879 A.J. Cassatt concludes testimony on relations between PRR and Standard Oil Company; denies there is any understanding among the Trunk Lines to divide oil traffic; Standard Oil guarantees the PRR a percentage of the trade without a formal agreement with the other lines. (NYT)
- Mar. 10, 1879 Henry Hall, foreman of Harrisburg roundhouse, dies at 62; had started with Philadelphia & Columbia Railroad in 1835. (RRG)
- Mar. 11, 1879 At annual meeting, dissident stockholders pass resolutions calling for further salary cuts, 10% for all officers making \$1,200-\$2,000, 20% for those making \$2,000-\$4,000, and 30% for those over \$4,000; the PRR to do its own express, parlor and sleeping car business and end contracts with Adams and Pullman; produce a full report on all officers earning over \$1,000 per year; end issue of free passes except to employees on official business; curtail operation of special trains for officers and directors and expenses of offices in New York, Philadelphia and Pittsburgh; distribute annual report before annual meeting and limit attendance at meeting to *bona fide* stockholders. (AR)
- Mar. 11, 1879 Stockholders' committee appointed at last meeting recommends re-election of existing directors as usual but balks at electing Vice Presidents to Board, particularly Edmund Smith, who stands accused of taking a gift of \$3,000 in Pennsylvania Canal Company bonds in the purchase of the Nicholas Rope coal tract near Shamokin from PRR director William Anspach. (AR, NYT)
- Mar. 12, 1879 Two day regular meeting of Division Superintendents; discuss color blindness problem and hear presentation by Dr. William Thomson of Philadelphia; appoint committee to devise a more permanent organization for sharing technical information among Superintendents and another on color blindness and deafness. (ATO)
- Mar. 12, 1879 Railroads of the Bound Brook Route (CNJ, North Pennsylvania and Reading), which claim to have takes 40% of freight traffic, charge PRR with rate-cutting on New York-Philadelphia route and slash rates in response. (NYT)
- Mar. 13, 1879 Cape May Passenger Railway files map for line from turnpike road to Excursion House. (NJCorp)

- Mar. 1879 PRR is testing new car heater designed by John B. Collin; distributes heat from a stove via hot water pipes around the outside walls. (NYT)
- Mar. 1879 PRR surveys own line between Long Branch and Sea Girt, running east of NY&LB south of Asbury Park and west of NY&LB between Long Branch and Asbury Park; CNJ had refused use of NY&LB this season but later comes to terms. (WSG)
- Mar. 1879 Mail service extended over Pennsylvania & Delaware Railroad between Pomeroy and Landenberg. (RRG)
- Mar. 1879 A.K. Warren, builder and director of old Buffalo, Corry & Pittsburgh Railroad, leaves Mayville, N.Y., to engage in mining in Colorado. (RRG)
- Mar 1879 Bellaire & South Western Railway makes contract for extension from Jacobsburg to Armstrongs Mills, 20 miles. (RRG)
- Mar. 1879 North German Lloyd liquidates capital account of Steamship Company, Letter B, operating from Baltimore and in which B&O is interested, because of depression and falling off of immigration; B&O loses \$295,102. (AR)
- Mar. 1879 New Haven contracts with Boston & New York Air Line Railroad to pool earnings retroactive to Feb. 1. (AR)
- Mar. 1879 Future Chief Mechanical Engineer Alfred W. Gibbs (1856-1922) joins PRR as special apprentice at Altoona after graduating from Stevens Institute of Technology. (PRRBio, NYT obit)
- Mar. 17, 1879 New York, Woodhaven & Rockaway Railroad signs construction contract to Benjamin E. Smith of Columbus, Ohio. (Val)
- Mar. 17, 1879 General Passenger & Ticket Agents Association renamed National Association of General Passenger & Ticket Agents. (RRG)
- Mar. 18, 1879 PRR Finance Committee clears VP Edmund Smith of charges he personally received bonds given in payment for two Shamokin coal tracts but find him guilty of "grave error"; Smith had acted on instructions of J. Edgar Thomson to buy the Nicholas Rope Tract from William Anspach, a PRR director, but had improperly accepted a gift of \$3,000 in Pennsylvania Canal Company bonds, which he later returned. (MB, NYT)
- Mar. 1879 Depression of 1870s bottoms out after record 65-month contraction; three-year expansion begins. (NBER)

- Mar. 19, 1879 Pa. House goes into Committee of the Whole to debate Pittsburgh Riot Claims bill; Speaker Henry M. Long of Allegheny County makes long speech on the history of the riots in support of bill, but public opinion has turned against it; opposition first developed in the Oil Regions, led by Rep. Lewis Emery, Jr. (1839-1924), an independent oil operator, and Charles S. Wolfe, an anti-Cameron Republican from Union County; a Citizens' Tax-Protective Committee formed in Philadelphia, starts a petition drive against bill and hires detectives to shadow legislators looking for any signs of impropriety or bribery; Franklin B. Gowen, anxious to strike back at PRR, helps supply Pinkerton detectives. (NYT, Schlegel)
- Mar. 20, 1879 Camden & Atlantic Railroad Board informed of conditional agreement with William Massey to buy Philadelphia & Atlantic City Railway; also will have majority of Williamstown Railroad bonds within a few days; accept new Atlantic City ordinance; set Atlantic City fare as \$1.25 one-way and \$2.00 excursion. (MB)
- Mar. 20, 1879 Rep. Mapes from the Oil Regions makes major speech against the Pittsburgh Riot Claims bill, asking why parts of the state that remained peaceable should be taxed to pay claims; during debate, charges are first made that corrupt means are being used to force passage of bill. (NYT)
- Mar. 21, 1879 A.J. Cassatt testifies in Pa. Supreme Court in Standard Oil case that he never suspected that any officers of PRR received any advantages from Standard Oil. (RyW)
- Mar. 22, 1879 Boston Commercial Club holds dinner for G. Clinton Gardner. (RyW)
- Mar. 1879 Erie & Pittsburgh Railroad takes up connection with Sharpsville Railroad at Sharpsville, isolating it and blocking its access to the canal; supposedly done to stop it from shipping coal to Cleveland over Mahoning Coal Railroad. (RRG)
- Mar. 26, 1879 PRR Board declines to take further action on stockholders' report, saying that Finance Committee action ends matter; Vice Presidents remain on Board; authorizes foreclosure of Bedford & Bridgeport mortgage. (MB)
- Mar. 27, 1879 PRR "Modoc" locomotive No. 327 runs Harrisburg to Philadelphia with 138 loaded cars, including 110 box cars and 27 coal cars. (RRG)
- Mar. 27, 1879 *Ayrshire*, first boat of Northern Central Railway's Baltimore-Liverpool line, arrives in Baltimore with consignments for Peter Wright & Sons. (RyW)
- Mar. 27, 1879 Pittsburgh, Wheeling & Kentucky Railroad Board authorizes extension

from Wheeling to Benwood, W.Va.; start of construction is delayed until 1882 by B&O's refusal to grant crossing of its line. (Church)

- Mar. 27, 1879      Vandalia Line and Wabash Railway quit eastbound St. Louis pool. (NYT)
- Mar. 29, 1879      PRR director and flour merchant Alexander J. Derbyshire (1808-1879) dies in Philadelphia at age 71. (RRG)
- Mar. 30, 1879      International Navigation Company (Red Star Line) steamer *Belgenland* leaves Antwerp on maiden voyage to Philadelphia; larger than previous Red Star Line ships with capacity of 150 first class and 1,000 steerage; after demonstration run, placed on Antwerp-New York route. (Flayhart)
- Mar. 30, 1879      Sharpsville Railroad opens temporary running arrangement through Erie & Pittsburgh Railroad yard. (RRG)
- Mar. 31, 1879      Pemberton & New York Railroad (Whitings-Pemberton Jct.) sold at foreclosure to Edward T. Green for PRR, detaching it from New Jersey Southern Railroad system; New Jersey Southern also sold to its First Mortgage bondholders and soon passes into CNJ system. (RRG, C&C)
- Apr. 1, 1879      G. Clinton Gardner resigns as General Superintendent of PRR Grand Division to become Manager of Troy & Greenfield (Hoosac Tunnel Route); unable to continue strenuous pace of PRR job; replaced by Charles E. Pugh; O.E. McClellan named General Agent at Philadelphia, replacing Pugh; W.J. Latta named Superintendent of Washington Street Grain Elevator, replacing McClellan. (Wilson, MB, RyW)
- Apr. 1, 1879      Junction Railroad changes basis of rates from per car to per ton or per capita; is about 71.5% of old rate. (Casebook)
- Apr. 1, 1879      Ashtabula & Pittsburgh Railway completes new 80 x 800 coal dock at Ashtabula Harbor. (RyW)
- Apr. 1879      New Pullman hotel cars *Brevoort*, *Clarendon*, *Lindell*, *Brunswick*, *Westminster* and *Brighton* placed on New York-St. Louis run, running on the *Fast Line* westbound and *Day Express* eastbound. (RyW)
- Apr. 3, 1879      Closing papers signed in Cleveland for sale of Chautauqua Lake Railroad by William E. Lewis, sole proprietor, to New York banker Archer M. Martin of Perkins, Livingston, Post & Co., New York bankers, and Charles S. Hinchman of Philadelphia for \$130,000. (RRG, RyW, NYT)
- Apr. 3, 1879      Pa. House defeats an amendment to Riot Claims Bill that would reduce appropriation from \$4 million to \$3 million by vote of 103-92; protests coming in from all sides against resulting increase in taxes; bill's

supporters had hoped to trade votes from southern border counties by linking it to another bill to pay claims arising out of Lee's invasion of 1863; supporters of Border Claims Bill balk at magnitude of sum involved in riot claims; Border Claims bill is filibustered to death. (NYT)

- Apr. 4, 1879 LIRR Board hears report on contract to be made with David P. Dey, CNJ and New York, Lake Erie & Western Railroad; Dey to operate boats from CNJ and Erie terminals in Jersey City to LIRR at Long Island City and to Brooklyn. (MB)
- Apr. 4, 1879 CNJ Receiver F.S. Lathrop and Lewis H. Taylor, with support of B&O and Reading, sue PRR in U.S. Circuit Court for interfering with free movement of cars over the Junction Railroad and demanding they provide equal locomotive service to all; Reading gives stock to two out-of-state friends to get case into federal court. (Casebook, NYT)
- Apr. 7, 1879 Pioneer civil engineer William H. Swift (1800-1879) dies in New York at 79; Pres. of PW&B in 1849-51. (RRG)
- Apr. 8, 1879 Anthony J. Drexel (1826-1893) elected LIRR director, reflecting Morgan influence. (MB)
- Apr. 8, 1879 Sen. Samuel J. Kirkwood (1813-1894) of Iowa introduces a bill calling for the creation of a "National Railway Company of the United States" and a National Board of Commissioners of Interstate Transportation; to build railroad from Boston via New York to Council Bluffs with unlimited number of branches; rates to be fixed by federal government with prohibitions on pooling or combination with other railroads. (NYT)
- Apr. 9, 1879 Pa. House votes to postpone 1877 Riot Claims Bill indefinitely by vote of 103-95; on same day, Rep. Charles S. Wolfe announces he has proof of members being offered \$500 to \$1,000 to vote for bill, and House appoints a committee to investigate. (NYT)
- Apr. 10, 1879 Two-day Trunk Line conference held at Windsor Hotel in New York to deal with rate-cutting concludes; George B. Roberts and A.J. Cassatt represent PRR; Albert Fink reports on eastbound pooling, including divisions to Philadelphia, Baltimore and Boston; Executive Committee recommends the creation of a Joint Executive Committee with midwestern lines and proposed at Chicago in Dec. 1878; meeting runs to 2:00 AM on Apr. 11, when statement is released saying that Trunk Lines won't accept less than 25 cents per cwt. for 4<sup>th</sup> Class; permit only representatives of Trunk Lines at seaboard points to establish tariffs. (RRG, NYT)
- Apr. 12, 1879 Delaware Bay & Cape May Railroad incorporated in N.J.; files map for line from turnpike road to Cape May Excursion House. (NJCorp -

supersedes Cape May Passenger Railway?)

- Apr. 12, 1879 Titusville & Petroleum Centre Railriad sold under attachment for debt at Petroleum Centre to receiver of Pennsylvania Transportation Company for \$3,066; graded but no rails. (RRG, RyW)
- Apr. 15, 1879 CNJ Receiver Francis S. Lathrop writes to PRR Board demanding the PRR haul B&O cars over the Junction Railroad or will sue; B&O VP William Keyser writes similar letter next day. (MB)
- Apr. 15, 1879 LIRR Board authorizes purchase of railroad and rolling stock of Central Railroad Company of Long Island if it can be had for \$80,000 in Second Mortgage bonds. (MB)
- Apr. 1879 West Jersey Railroad building branch (Delaware Bay & Cape May Railroad) of three miles from Cape May to Cape May Point, now only served by horse cars. (RRG)
- Apr. 1879 Reading builds branch from Harrisburg into Pennsylvania Steel Company plant at Baldwin (Steelton), ending PRR monopoly there. (RyW, Rdg AR)
- Apr. 1879 PRR is beautifying Horseshoe Curve, sodding banks, building flower beds and a fountain in center and a Swiss chalet for track watchmen; is also installing a tower with electric-arc floodlights; is to run open-air observation cars between Altoona and Cresson in summer. (RyW)
- Apr. 1879 Receiver of Illinois Midland Railway has arranged for Pekin, Lincoln & Decatur Railroad to operate through freight and passenger service between Decatur and Peoria, while it operates only one mixed train. (RRG)
- Apr. 1879 Recent meeting at Fifth Avenue Hotel fails to achieve combination of oil producers and refiners, including Standard Oil Company. (NYT)
- Apr. 1879 Lewis Emery, Jr., has introduced bill in Pa. House to bar railroad rate discrimination and rebates, particularly in oil trade. (NYT)
- Apr. 16, 1879 Pennsylvania Company Executive Committee authorizes sale of old Toledo & Woodville Railroad right of way between Dayton & Michigan Railroad and Maumee River at Toledo. (MB)
- Apr. 18, 1879 Joint resolution introduced in Pa. House for Supreme Court to determine if Allegheny County is legally liable for strike damage or if state must assume responsibility. (NYT)
- Apr. 19, 1879 Junction & Breakwater Railroad Board authorizes purchase of four passengers cars for growing Rehoboth Beach resort traffic to replace cars

borrowed from Reading. (MB)

- Apr. 19, 1879 Miami Valley Railway enters receivership; Nathan Keever appointed receiver; work had been abandoned after spending \$216,483 in grading south from Waynesville and track laid in Cincinnati from Effluent Pipe Street to a point between McMillen & Crown Streets. (Church)
- Apr. 21, 1879 PRR Road Committee appoints subcommittee to negotiate for purchase of National Storage Company's tugboats and car floats. (MB)
- Apr. 22, 1879 New bill for restitution for 1877 strike damage introduced in Pa. Senate; calls for five-man commission to report on all claims to Legislature and makes no appropriation. (NYT)
- Apr. 23, 1879 PRR replies to B&O that B&O running through cars via Bound Brook Route violates the settlement of June 11, 1875. (MB)
- Apr. 23, 1879 B&O sues Junction Railroad in U.S. Circuit Court demanding it carry its cars.
- Apr. 24, 1879 Pa. House committee to investigate charges of corruption and bribery by proponents of Pittsburgh Riot Claims Bill holds organization meeting; headed by Rep. Charles S. Wolfe of Union County; first meetings are secret, but later held in House chamber. (NYT)
- Apr. 24, 1879 Joint Executive Committee concludes two day meeting at New York; A.J. Cassatt and J.N. McCullough represent PRR; appoints Board of Arbitration consisting of Charles Francis Adams, Jr. (1835-1915), David A. Wells (1828-1898) and John A. Wright (1820-1891); resolves to restore eastbound passenger rates from St. Louis; effective immediately, full rates to be charged on all eastbound export freight. (RRG, NYT)
- Apr. 24, 1879 William H. Vanderbilt and Hugh J. Jewett issue 61-page joint letter to the Hepburn Committee rebutting charges made by the committee of the Chamber of Commerce against watered stock, long-haul-short-haul discrimination, etc. (NYT)
- Apr. 25, 1879 PRR awards contract to straighten line for 5.5 miles of Philadelphia between Glen Loch and Woodbine on Valley Creek Hill. (RyW)
- Apr. 25, 1879 John D. Rockefeller writes to Philadelphia office to have A.J. Cassatt use his influence with Gov. Hoyt to prevent extradition of Standard Oil officers to Pennsylvania. (Nevins)
- Apr. 26, 1879 Corry & State Line Railroad incorporated in Pa. as reorganization of Pennsylvania portion of former Buffalo, Corry & Pittsburgh Railroad. (Val)

- Apr. 26, 1879 Dunkirk, Chautauqua Lake & Pittsburgh Railroad incorporated in New York as reorganization of New York portion of Buffalo, Corry & Pittsburgh Railroad. (Val)
- Apr. 27, 1879 Former New York Judge George G. Barnard (1829-1879) of Erie War infamy dies in New York City. (RRG)
- Apr. 28, 1879 Archer N. Martin and Charles S. Hinchman convey property of former Buffalo, Corry & Pittsburgh Railroad in New York to Dunkirk, Chautauqua Lake & Pittsburgh Railroad; portion in Pa. conveyed to Corry & State Line Railroad. (Val)
- Apr. 28, 1879 Justice John Marshall Harlan renders decision in CC&IC Railway lease case; holds that the lease is legal under Ohio and Indiana law and that neither the sale order of 27 miles of leased line in the Pullen case nor Roosevelt-Fosdick suit amount to ejection of PC&StL Railway from possession; PRR's demand for debt reduction is legitimate, and CC&IC must make debt adjustment by Jan. 1, 1880. (RyW, NYT)
- Apr. 29, 1879 PRR Secretary Joseph Lesley (1831-1889) takes ill and thereafter is confined to his home at Bryn Mawr. (RyW)
- Apr. 29, 1879 Samuel S. Moon (1825-1879), publisher of *Railway World*, former PRR lobbyist, and clerk to Tom Scott in his Philadelphia & Columbia Railroad days, dies at 56. (RyW)
- Apr. 29, 1879 Acting on complaints brought by B.B. Campbell of the Petroleum Producers' Union, Clarion County grand jury indicts nine Standard Oil Company officials, including John D. Rockefeller, on charges of conspiracy in seeking a monopoly of petroleum, of seeking to deprive the PRR of its natural share of the oil traffic, of extorting large rebates from the railroads, and trying to control the price of oil; action is brought on behalf of independent producers and makes no charges against PRR. (Nevins, PubLdgr)
- Apr. 30, 1879 Last run of New York & Hempstead Railroad between Valley Stream and Hempstead and road abandoned without advance notice; last run of through passenger trains between Flushing and Floral Park. (NYT, Seyfried)
- Apr. 30, 1879 NY&LB Board considers a request from A.J. Cassatt for a double track between Long Branch and Sea Girt to handle increasing business. (MB)
- May 1, 1879 LIRR abandons former Central Railroad main line between Flushing (Central Jct.) and Creedmoor; portion between Creedmoor and Floral Park

is retained for summer and fall seasonal trains (2 or 3 times a week) to Creedmoor Rifle Range; Creedmoor is particularly popular with German shooting clubs. (NYT, Seyfried)

- May 1, 1879 PRR purchases New York harbor fleet of National Storage Company, including tugs *America*, *Columbia*, *Juniata*, and *Zouave* and 15 car floats for \$160,000; New York freight station and lighterage operation, with all floating equipment, transferred from Union Line Bureau to New York Division; in 1876, National Storage has 5 tugs and 14 car floats used for Union Line, Empire Line and Anchor Line business; PRR had 3 tugs and 14 floats at Jersey City for own use. (MB, Dredge)
- May 1, 1879 Operation of New York City freight piers transferred from Union Line Bureau of Pennsylvania Company to New York Division. (AR)
- May 1, 1879 Pennsylvania Company terminates agreements relative to Piers Nos. 4, 5 & 38 N.R. (MB)
- May 1, 1879 Cunard Line moves its New York terminal from foot of Grand Street in Jersey City to Charlton Street in New York; pier is to be rebuilt for PRR freight. (RyW)
- May 1, 1879 Trunk Line representatives, including A.J. Cassatt, J.N. McCullough and William Stewart, meet at Albert Fink's office to consider livestock traffic percentages. (NYT)
- May 1, 1879 PRR runs "tobacco train" consisting of five box cars of tobacco and a coach from New York to Chicago to deliver 50 tons of tobacco to a Chicago wholesaler at the earliest moment after a new tax law goes into effect; leaves Jersey City at 7:46 AM and arrives at Chicago 8:35 AM next day or 25:50 running time. (Guide)
- May 1, 1879 R.H. Soule named Superintendent of Motive Power of Northern Central Railway, replacing Godfrey W. Rhodes, to PC&StL Railway. (AR)
- May 1, 1879 Witnesses in Riot Claims Act bribery investigation name Secretary of State Matt Quay and ex-State Treasurer William H. Kemble, a leading Republican lobbyist, and his aide Charles B. Salter as offering bribes of \$1,000 to representatives to buy votes for bill; Rep. Lewis Emery of McKean County, an independent oil operator, says Quay told him that A.J. Cassatt is anxious for bill to pass and has asked Quay to "move it along;" was told if Oil Region men support the Riot Bill, PRR will support the anti-discrimination bill, free pipeline bill and Reagan Bill and oppose bill to tax oil; this marks first direct implication of PRR; Legislature and public are almost equally divided with animosity high on both sides; Kemble tells committee, "I know the Constitution has a lot of stuff in it

- that none of you live up to, and I'm no better than other people." (NYT)
- May 1, 1879 Sidney Byron Liggett (1849-1915) named Assistant Secretary of Pennsylvania Company, replacing John G. Carr, resigned; PCo. Legal Dept. reorganized with Joshua Twing Brooks (1850-1901) replacing John Scott as General Counsel. (MB, B&K)
- May 1, 1879 Northwestern Ohio Railway sells 0.07 mile from Ash Street to north city line in Toledo to Toledo & Ann Arbor Railroad.
- May 1, 1879 CC&IC Railway stops interest on \$36,000 of Columbus & Indianapolis Central Railway Second Mortgage bonds issued without authority by Pres. Benjamin E. Smith in 1877. (Church)
- May 2, 1879 Bay View, Little Traverse & Mackinaw Railroad incorporated in Mich. to build from Bay View (Kegomic?) to Harbor Springs to serve resort traffic. (Church)
- May 2, 1879 Trunk Line meeting concludes; Joint Executive Committee receives nominations of Charles Francis Adams, Jr., David A. Wells, and John A. Wright to be permanent arbitrators. (NYT)
- May 2, 1879 Sen. John W. Johnston (1818-1889) of Virginia introduces amendment to Texas & Pacific Railway subsidy bill authorizing it to extend to meet Southern Pacific Railroad at El Paso and transferring land grants west of that point to Southern Pacific. (NYT)
- May 3, 1879 Dunkirk, Chautauqua Lake & Pittsburgh Railroad and Corry & State Line Railroad merge to form Buffalo, Chautauqua Lake & Pittsburgh Railway, under agreement of Apr. 29, 1879; Archer N. Martin, Pres., and John L. Butman General Superintendent. (Val, RyW)
- May 1879 PW&B opens new iron bridge over Susquehanna River at Havre-de-Grace, having replaced all but the draw span, which is to be done next winter. (AR, EvryEvng)
- May 1879 PRR completes installing steel rails between Jamesburg and Sea Girt. (WSG)
- May 7, 1879 Toledo, Delphos & Indianapolis Railroad, Toledo & Maumee Narrow Gauge Railroad, Delphos & Kokomo Railway, and Delphos, Bluffton & Frankfort Railway consolidated to form Toledo, Delphos & Burlington Railroad. (Church)
- May 8, 1879 PRR assumes operation of Pittsburgh, Virginia & Charleston Railway under lease of May 1; becomes Monongahela Division; J.M. Byers,

Superintendent. (Val, AR)

- May 9, 1879 Joint Executive Committee meets at Cleveland; approves Charles Francis Adams, David A. Wells and John A. Wright as arbitrators; fixes Chicago-Pittsburgh cattle rate at 20 cents per cwt. (NYT)
- May 10, 1879 United New Jersey Railroad & Canal Company Board consents to sale of barge *Belknap*. (MB)
- May 10, 1879 Shamokin Valley & Pottsville Railroad leases additional coal lands purchased under act of 1871 to Northern Central Railway. (Digest)
- May 10, 1879 Pennsylvania Company VP J.N. McCullough refuses to attend a meeting at Cleveland called by John Newell of the LS&MS, saying Pennsylvania Company can take care of itself. (BaltAm)
- May 12, 1879 LIRR completes double track between on its main line between Long Island City and Winfield Jct., making four tracks with two of old Flushing, North Shore & Central. (Seyfried)
- May 12, 1879 Toledo, Delphos & Burlington Railroad incorporated in Indiana. (Church)
- May 13, 1879 Bill outlawing rate discrimination within the Commonwealth of Pennsylvania offered by Lewis Emery defeated in House by 87-74 vote; lacks required 2/3 majority; Oil Tax Bill amended to cut from 10 cents a barrel to 5 cents. (NYT)
- May 14, 1879 Philadelphia & Reading Railroad leases North Pennsylvania Railroad and Delaware & Bound Brook Railroad securing control of two-thirds of the Bound Brook Route; begins aggressive competition with PRR; diverts coal shipments from Delaware & Raritan Canal in favor of all-rail route. (Rdg, PubLdgr)
- May 14, 1879 B&O Board passes resolution charging PRR with a long list of abuses: has forced B&O to accept a division of 8½% of westbound traffic instead of 25%, its "just" share; other three trunks have pooled livestock business to New York, excluding B&O and shut out B&O from establishing a joint agency for immigrants at Castle Garden, as a result of which B&O carried only 27 immigrants in 1878 vs. 31,133 on New York lines; PRR has opposed new B&O Express Company operating to New York and has forced Adams Express to drop B&O; has built Bedford & Bridgeport to invade Cumberland Coal Field; in reply, PRR denies any failure to abide by settlement of 1875 but notes that the settlement does not obligate it to do B&O's traffic solicitation for it. (MB)
- May 14, 1879 PRR agrees to sell \$500,000 6% registered bonds to E.W. Clark & Co.

(MB)

- May 14, 1879 Standard Oil Company officials successfully use the new criminal trial in Clarion County to secure an indefinite postponement of the civil *quo warranto* proceedings begun in 1878. (Nevins)
- May 15, 1879? LIRR extends rapid transit service on Atlantic Avenue, Brooklyn, from East New York to Van Sicklens. (Seyfried)
- May 15, 1879 Pittsburgh paper takes note of PRR's new open observation car, No. 62, on display in city; to be used on Pittsburgh Division over Horseshoe Curve; are old coaches cut down to belt rail with roof supported on iron columns. (RRG)
- May 15, 1879 CC&IC Railway First Mortgage bondholders meet in New York to consider results of Harlan decision and develop debt adjustment plan; committee of Richard T. Wilson, Adrian Iselin and William Whitewright report; company exceeds maximum debt by \$1.4 million on First Mortgage bonds, \$2.45 million on Consolidated Second Mortgage bonds, and \$1.24 million on bonds held by PRR; plan is to use cash arrears in rent due from PRR to redeem \$1.4 million of First Mortgage bonds and Pullam claims against New Castle & Richmond Railroad; to convert \$2.45 Consolidated Second Mortgage bonds into Income bonds without interest and if bondholders refuse to accept, foreclose under First Mortgage. (RRG)
- May 1879 New York & Manhattan Beach Railway completes double track between Greenpoint and Manhattan Beach Jct. (Seyfried)
- May 1879 Junction & Breakwater Railroad plans two-mile extension from grounds of Rehoboth Beach Association to point near Douglass House in Rehoboth Beach; however, high price of rails and need for repairs results in work being postponed indefinitely. (RyW, MB)
- May 1879 Pennsylvania Company announces it will not be bound by Apr. 10 eastbound pool rates, as other roads have undercut them; rates falling to 15 cents per cwt.. (RRG)
- May 1879 John W. Cloud, in charge of Test Dept. at Altoona, given title of Engineer of Tests. (CMP)
- May 1879 Altoona Shops returns to 10-hour days. (RyW)
- May 1879 Godfrey W. Rhoades, formerly of Northern Central Railway, named Superintendent of Motive Power of PC&StL Railway. (RRG)

- May 1879 RF&P makes new contract with Potomac Steamboat Company to operate train ferry between Quantico and Shepherds Point opposite Alexandria to establish connection with B&O at lower fare than PRR. (Mordecai)
- May 16, 1879 Month-long rate war begins between Pennsylvania Company and LS&MS/Pittsburgh & Lake Erie over Cleveland-Pittsburgh ore traffic; Pennsylvania Company supposedly loses \$405,000 over J.N. McCullough's spite vs. John Newell and refusal to deal. (BaltAm)
- May 16, 1879 Pennsylvania Company Executive Committee authorizes extending Pittsburgh, Wheeling & Kentucky Railroad from present terminus to Benwood, W.Va. (MB)
- May 17, 1879 West Jersey Railroad establishes non-stop run between Camden and Cape May in 2:15. (C&C - AR says 1876!!)
- May 17, 1879 West Jersey Railroad excursion runs Camden to Cape May in record 1:38. (RyW)
- May 17, 1879 South-West Pennsylvania Railway purchases June Bug Branch, later part of Moorewood Branch, running 1.2 miles between Scottdale Branch and Moorewood Branch, from C.P. Markle, et al. (Val)
- May 17, 1879 Asa Packer (1805-1879), founder of Lehigh Valley Railroad, dies at Philadelphia; leaves LV stock in trust for heirs. (RRG)
- May 17, 1879 Standard Oil Company makes loan to PRR to cover its expenses at Harrisburg fighting the free pipeline bill. (Nevins)
- May 17, 1879 New cattle war breaks out at Chicago between the large stockyard owners Samuel W. Allerton and John A. Morris (1836-1895) who act as "eveners" for the trade; Vanderbilts have withdrawn from the livestock ring and discharged their "evener" Timothy Eastman (1821?-1893); Allerton and Morris then begin shipping exclusively on PRR; other shippers stick with NYC&HR; LS&MS and Pittsburgh & Lake Erie Railroad open new Chicago-Pittsburgh livestock route in competition with PRR; rates to Pittsburgh cut from 20 cents per cwt. to 14 cents. (NYT)
- May 1879 Hopedale, N.Y., renamed Maple Grove on LIRR. (Guide)
- May 19, 1879 West Chester & Philadelphia Railroad Board receives offer from PRR to rebuild WC&P with two tracks between Market & Spruce Streets to permit it to reach the Delaware Extension. (MB)
- May 19, 1879 Pennsylvania Company Executive Committee authorizes third track between Freedom and Rochester, Pa., on Eastern Division. (MB)

- May 20, 1879 Association of the Transportation Officers of the Pennsylvania Railroad (ATO) adopts constitution; a forum for General Manager's staff and line officers to study technical and operating problems, replacing earlier informal meetings of Superintendents; Association is organized like an engineering society, with regular quarterly meetings and committees that produce formal professional papers on operating problems; during 1879, the ATO works on revising track and M of W standards, superelevating curves, different types of signals, standard forms for office work, and color blindness. (ATO, AR)
- May 20, 1879 Pennsylvania Railroad Company (Md.) lays first rail at Ellerslie near Pennsylvania state line with ceremony. (RRG)
- May 20, 1879 Joint Executive Committee meets at New York to try to salvage eastbound pooling agreement; eastbound rates down to 12-1/2 cents. (RRG)
- May 20, 1879 J. Kennedy Moorhead, Pres. of the Pittsburgh Chamber of Commerce testifies in Pa. House bribery investigation that he knows of no deal between the PRR, the Chamber of Commerce and the oil men to trade votes for the Riot Claims bill for votes for the anti-discrimination bill or against the proposed tax on oil; says the Pittsburgh business community favors both the Riot Claims bill and the oil tax. (NYT)
- May 21, 1879 ATO adopts bylaws; a special committee had been collecting data on color blindness for three years; ATO's committee on color blindness ordered to work with Dr. William Thomson to develop a standard exam. (ATO)
- May 21, 1879 Farmingdale & Squan Village Railroad and Squankum & Freehold Marl Company merged into Freehold & Jamesburg Agricultural Railroad under agreement of Apr. 24. (Val)
- May 22, 1879 John Taylor Johnston dropped from NY&LB Board; George G. Haven and Frederic A. Potts elected. (MB)
- May 22, 1879 Eastbound rate war intensifies; grain from Chicago officially at 12-1/2 cents but being shipped for 10 cents; Vanderbilts have cut Chicago-New York fare from \$20 to \$15. (NYT)
- May 22, 1879 Senate Committee on Commerce reports bill on livestock transportation introduced by Sen. John R. McPherson last fall; bill is compromise between railroads, shippers and humane societies led by ASPCA; livestock is to be confined to cars for no more than 28 hours unless they can be fed and watered in cars, in which case the limit will be 60 hours; animals can be kept in standing cars indefinitely as long as fed and watered; stock trains to have right of way over all other freight, and

federal inspectors are to be stationed at major ports to check cattle being exported; McPherson, who owns the Harsimus Cove stockyard, and his friends have secured all the patents for stock cars that feed animals in transit. (NYT)

- May 23, 1879      Circuit Court of Alexandria County voids Alexandria & Fredericksburg Railway's condemnation of right-of-way of Alexandria & Washington Railroad between the Long Bridge and St. Asaph Jct.; PRR appeals. (MB)
- May 24, 1879      New York & Manhattan Beach Railway opens spur to Brighton Beach Hotel. (Seyfried)
- May 25, 1879      Pittsburgh passes ordinance requiring PRR to build bridge over its yards at 28<sup>th</sup> Street. (MB)
- May 1879          Bellaire & South Western Railway extended 5 miles from Jacobsburg to Beallsville, Ohio. (RRG)
- May 27, 1879      Matt Quay denies he was the conduit for bribing legislators; confirms Lewis Emery's account that A.J. Cassatt wanted to trade Oil Region votes for Riot Claims bill for votes for bills desired by the Oil Region, but says this was in relation to Senate bill after House bill defeated. (NYT)
- May 27, 1879      Senate tables McPherson's livestock transportation bill after considerable opposition; opinion holds bill is too skewed in favor of railroads and stockyards. (NYT)
- May 28, 1879      U.S. Circuit Court at Pittsburgh hears arguments in suits of F.S. Lathrop and B&O vs. Junction Railroad. (RyW)
- May 28, 1879      PRR Board authorizes construction of Grand Rapids & Indiana office building in Grand Rapids. (MB)
- May 28, 1879      Pa. House committee concludes hearings into alleged bribery and corruption in voting on Riot Claims Bill. (NYT)
- May 28, 1879      Pres. Byron D. Benson starts Tide-Water Pipe Company, Limited's pumping station at Corryville near Bradford, Pa., sending first oil on its way to Williamsport. (RRG, TWOC, Nevins)
- May 29, 1879      First VP George B. Roberts reports to Road Committee on proposed plan to extend from West Philadelphia to the Delaware River; recommends for present building only as far as 15th Street; selects building between Filbert & Jones Streets on a private right of way rather than an elevated railroad down Market, Filbert or Jones, and approves purchasing necessary real estate. (MB)

- May 29, 1879 PRR operates special train of 24 stock cars, running from Pittsburgh to Harrisburg in 12:20, as test of whether fast running will compete with Erie and NYC&HR. (RRG)
- May 29, 1879 New York & Manhattan Beach Railway reopens for 1879 season with steamboat *Sylvan Grove* running between East 23<sup>rd</sup> Street and Greenpoint and *Thomas Collyer* and *Twilight* running between West 22<sup>nd</sup> Street, Leroy Street, Pier No. 8, N.R., and Bay Ridge. (NYT)
- May 29, 1879 West Jersey Railroad committee reports to Board on Ludlam's Beach; Charles K. Landis has purchased entire property but needs assistance of WJRR to build branch line; Board orders survey. (MB)
- May 29, 1879 Cleveland & Marietta Railroad incorporated in Ohio as reorganization of Marietta, Pittsburgh & Cleveland Railway. (Church)
- May 29, 1879 House committee on Riot Claims bill presents report; finds Reps. William F. Rumberger of Armstrong and Emil J. Petroff and George T. Smith of Philadelphia guilty of accepting bribes and William H. Kemble and Charles B. Salter of offering or disbursing bribes; also names Christian Long of Cumberland County, an agent of the PRR, and Jesse R. Crawford of Blair County; Alexander W. Leisenring (1825-1893), Pres. of the First National Bank of Mauch Chunk charged with offering to share profits from a speculative rise in PRR stock with his representative. (NYT)
- May 29, 1879 Pa. Senate defeats free pipeline bill. (RyW)
- May 31, 1879 International Trades Exposition opens in Berlin; Ernst Werner von Siemens demonstrates first practical electric railroad carrying passengers on a circular track of 300 meters. (Condit)
- June 1, 1879 PRR begins operating Freehold & Jamesburg Agricultural Railroad as agent under agreement of July 16, 1869; becomes part of the Amboy Division. (Val)
- June 1, 1879 RF&P again contracts with Potomac Steamboat Company for connecting service from Quantico, bypassing Alexandria & Fredericksburg Railway, over objections of State of Virginia. (RRG)
- June 1879 LIRR and Brooklyn, Flatbush & Coney Island Railroad exchange trackage rights to permit LIRR to run through between Long Island City and Brighton Beach and BF&CI to run through between Flatbush Avenue Station and Brighton Beach. (NYT)
- June 2, 1879 Judge Harlan begins hearings on paying the \$3 million in rent of CC&IC

owed by PRR. (RRG)

- June 3, 1879 Special train run over New York, Lake Erie & Western Railroad to take officials of Erie, PRR and B&O to Trunk Line meeting at Niagara Falls; covers 442 miles in 10:44. (RRG)
- June 3, 1879 Southern Railroad Company of Long Island sold at foreclosure of Mar. 1867 South Side Railroad mortgage for \$750,000 to James S. Wallace for Second Mortgage bondholders, of whom John Jacob Astor and the Lord family are the largest holders; sale does not include Far Rockaway Branch Railroad of Queens County, Rockaway Railroad, or Hunters Point & South Side Railroad. (CorpHist, C&C, RRG, RyW, NYT)
- June 3, 1879 Pa. House resolution introduced by Rep. Charles S. Wolfe of Union County to expel Rep. Emil J. Petroff of Philadelphia for bribery fails of two-thirds majority. (NYT)
- June 4, 1879 Trunk Lines meet at Niagara Falls; agree to divide eastbound freight from Chicago effective June 9; percentages are set by William Bliss of Boston & Albany Railroad as arbitrator: Michigan Central 31%, LS&MS 26%, PRR 31% and B&O 9%; PRR would gain 3%; had made big gains over last winter and resisted new division to last moment; after Aug. 1, division is to be set by new Board of Arbitrators. (RRG)
- June 4, 1879 First oil from northwestern Pennsylvania arrives at Williamsport via the Tide-Water Pipe Company, Limited, seven days after leaving Corryville; the Tide-Water is the first long-distance oil pipeline; Herman Haupt, Chief Engineer; completed after a long period of PRR/Standard Oil harassment; oil is temporarily carried east of Williamsport to independent refineries in Williamsport, South Chester (Thurlow), and Ocean Oil Company at Bayonne, N.J., by Philadelphia & Reading and CNJ; Tide-Water can deliver oil in Philadelphia at 30 cents per barrel; Tide-Water demands one half of eastern oil traffic. (Schlegel, Nevins)
- June 4, 1879 Mont Alto Railroad opens between Nunnery and Waynesboro, Pa.; extended to keep Harrisburg & Potomac Railroad from reaching Western Maryland Railroad at Waynesboro. (Guide, Watts - Val and CV AR say 4/1879)
- June 4, 1879 Pa. House resolutions to expel Reps. Rumberger and Smith for bribery and corruption also fail of two-thirds majority. (NYT)
- June 5, 1879 A.J. Cassatt, Hugh J. Jewett and William H. Vanderbilt meet with Henry M. Flagler of Standard Oil at Saratoga; Flagler prefers to come to an arrangement with the Tide-Water, but railroads urge a rate war to crush Tide-Water and protect their investment in crude-oil carrying equipment;

rates on Standard's oil from Bradford to Philadelphia slashed from 85 cents to 20 and then 15 and 10 cents, which is about a third of the actual cost of transportation; PRR begins charging 15 cents per barrel over Junction Railroad for Reading oil bound to Thurlow refinery. (Schlegel, Nevins)

- June 5, 1879 Richard B. Osborne hosts 25th anniversary excursion celebrating opening of Camden & Atlantic Railroad. (RRG)
- June 5, 1879 Pa. House resolution to bring charges against the non-members named in report of trying to use improper influence in favor of Riot Claims Bill in Dauphin County Court is defeated 115-63. (NYT)
- June 5, 1879 Chicago & Western Indiana Railroad incorporated in Illinois to provide a Chicago terminal for the Chicago & Eastern Illinois Railroad, the Wabash, the Erie, the Monon and the Grand Trunk. (ICC, Church)
- June 5, 1879 Vanderbilt interests gain two seats on Board of Chicago & North Western Railway: Chauncey M. Depew and Augustus Schell. (C&NW)
- June 7, 1879 Buffalo, Chautauqua Lake & Pittsburgh Railway formally reopens; to run in connection with Pittsburgh, Titusville & Buffalo Railway and Allegheny Valley Railroad. (RRG)
- June 8, 1879 PRR conducts first experiment with steam heating of passenger cars at Altoona using small steam generator located in baggage car.
- June 8, 1879 New York & Coney Island Railroad opens branch from West Brighton Beach to Coney Island Point steamboat dock at Norton's Point; controlled by Prospect Park & Coney Island Railroad; steamboats *Rosedale* and *Idlewild* run to Norton's Dock from West 24<sup>th</sup> Street, West 10<sup>th</sup> Street, Franklin Street, and Pier No. 2, N.R. (NYT, RRG)
- June 9, 1879 Trunk Lines raise eastbound rates from Chicago; 4<sup>th</sup> Class to 20 cents. (RRG)
- June 10, 1879 International Navigation Company (Red Star Line) steamship *Rhynland* leaves Antwerp on first voyage to New York. (Flayhart)
- June 11, 1879 VP G.B. Roberts reports that he has arranged the reorganization of the Frederick & Pennsylvania Line without foreclosure so as to avoid coming under the new Maryland General Railroad Law; PRR Board approves location of Schuylkill Branch to link main line and Delaware Extension without use of Junction Railroad. (MB)
- June 12, 1879 PRR cuts its toll on oil shipped by Reading over the Junction Railroad

from \$20.00 to \$12.50 per car. (Casebook)

- June 12, 1879 Committee of New York House chaired by A.B. Hepburn begins hearings into trunk line activities and rebates in New York City; continues through Dec. 19, 1879. (RRG)
- June 13, 1879 Two-day Trunk Line meeting concludes in New York; appoint committee to arrange divisions on eastbound freight from St. Louis, Cincinnati, Indianapolis and Detroit; make agreement on eastbound livestock shipments from Chicago; adopt new scale for computing rates to other points as percentage of Chicago-New York rate; A.J. Cassatt named to committee to consider pooling passenger traffic. (RRG)
- June 13, 1879 At meeting in West Chester, PRR proposes to build a direct line from Malvern or Glen Loch if locals subscribe \$60,000. (RyW)
- June 15, 1879 LIRR begins running through service between Long Island City and Brighton Beach over Brooklyn, Flatbush & Coney Island Railroad. (NYT)
- June 15, 1879 Wagner Palace cars begin running between Buffalo and Pittsburgh via Buffalo, Chautauqua Lake & Pittsburgh Railway, Pittsburgh, Titusville & Buffalo Railway, and Allegheny Valley Railroad. (RyW)
- June 1879 Camden & Atlantic Railroad receives new ferry *Coopers Point* from Harlan & Hollingsworth. (AR, RyW)
- June 1879 South Mountain Railroad (Pa.) reorganized as Pennsylvania, Poughkeesie & New England Railroad. (RRG)
- June 1879 Mayville, Fair Point & Point Chautauqua Railroad organized in N.Y. to build from Fair Point to Point Chautauqua around lake via Mayville in interest of Buffalo, Chautauqua Lake & Pittsburgh Railway; articles not filed. (RRG)
- June 1879 Montour Railroad begins coal shipments from Dickson Mine of Imperial Coal Company at Cliff Mine Station (7.28 miles). (Schaeffer)
- June 1879 Alexander Bradley, trustee, takes possession of New Castle & Franklin Railroad. (RRG)
- June 16, 1879 Pres. Tom Scott writes from Wildbad in Württemberg that he is getting stronger and expects to return in mid-Sept. (RyW)
- June 16, 1879 Reading begins routing coal trains to Elizabethport docks via CNJ; had made overtures to lease CNJ. (WSG)
- June 17, 1879 PRR begins shipping former Machinery Hall from Centennial Exposition

to Communipaw (Black Tom) in 200 cars; to be rebuilt by National Storage Company as oil depot. (WSG)

- June 17, 1879 Camden & Atlantic Railroad Board authorizes Pres. Freeman to attend foreclosure sale of Philadelphia & Atlantic City Railway with power to purchase. (MB)
- June 17, 1879 PC&StL Railway demands that Terre Haute & Indianapolis surrender its 1868 lease of the St. Louis, Vandalia & Terre Haute and transfer it to the PC&StL; PRR demands reorganization of the management of the Vandalia Line.
- June 17, 1879 Trunk Line Executive Committee meets at New York; agree that the eastbound freight pool, excepting oil and livestock, is to go into effect on Aug. 1. (RRG)
- June 1879 Park, flower beds and ornamental watch box built in center of Horseshoe Curve.
- June 1879 Rumors LV will build own line from Bethlehem to Philadelphia to connect with PRR because of Reading lease of North Pennsylvania Railroad. (RyW, RRG)
- June 1879 PRR is surveying for a loop line from Tarrs on South-Western Pennsylvania Railway via Mount Pleasant to Connellsville. (RRG)
- June 20, 1879 Shenandoah Valley Construction Company, controlled by E.W. Clark & Co., purchases construction contract for Shenandoah Valley Railroad, plus a majority of its stock from John Satterlee Company; later buy out PRR's \$250,000 claim for \$25,000. ( , Hildebrand)
- June 25, 1879 PRR Board authorizes disposing of PRR's claim against the Central Improvement Company for \$25,000 rather than accept Second Mortgage bonds of the Shenandoah Valley Railroad; authorizes the issue of \$10 million Consolidated Mortgage bonds to refund PRR First Mortgage bonds due Dec. 31, 1880 and for other expenses; approves expansion of Harsimus Cove Yard, including 1.5 million bushel grain elevator; authorizes purchase of stock of New Jersey Warehouse & Guaranty Company; authorizes purchasing rolling stock of Sunbury, Hazleton & Wilkes-Barre Railway; grants three-month leave to Secretary Joseph Lesley for health. (MB)
- June 27, 1879 West Jersey Railroad Board appoints committee for new branch line from Seaville to Ludlam's Beach. (MB)
- June 28, 1879 VP Edmund Smith, speaking at a banquet at Long Branch, notes that railroads have long since outgrown state boundaries, and time may have

come for federal government to enact general railroad laws, require uniform annual reports, and establish uniform, open rates. (BaltAm)

- June 28, 1879 Delaware Shore Railroad sold at foreclosure at Woodbury; only bid, for \$101,000, is under limit, so sale postponed. (RRG)
- June 28, 1879 South-West Pennsylvania Railway purchases Overton Branch, running 1.16 miles from Scottdale Branch to terminus, from A.D. Overholt.
- June 29, 1879 St. Louis, Iron Mountain & Southern Railway, the last major broad gauge line southwest of the Mississippi, converts from 5'-0" gauge to standard. (RRG)
- June 30, 1879 West Chester & Philadelphia Railroad Board authorizes sale of West Chester Railroad stock to PRR at par. (MB)
- June 30, 1879 Cumberland & Pennsylvania Railroad stations locomotive at site of Pennsylvania Railroad Company (Md.) crossing in Cumberland Narrows; C&P is controlled by Consolidation Coal Company, which in turn is controlled by B&O. (BaltAm)
- June 30, 1879 W.C. Quincy, General Manager of Pittsburgh & Lake Erie Railroad, appointed receiver of New Castle & Franklin Railroad. (RyW - not in C&C)
- July 1, 1879 James A. Logan appointed Assistant General Solicitor, replacing George W. I. Ball, who is appointed Conveyancer in Real Estate Dept. (MB)
- July 1, 1879 New Jersey Southern Railroad reorganized as New Jersey Southern Railway under control of CNJ. (MB)
- July 1, 1879 Jersey City & Albany Railway to reopen; closed since fall of 1877; line is to be extended to Haverstraw. (RyW - verify NYT)
- July 1, 1879 Piedmont Air Line establishes two fast mail trains between New York and New Orleans, via Richmond, Atlanta, Montgomery, and Mobile. (RyW)
- July 1, 1879 Chesapeake & Ohio Railway Board meets and completes reorganization; property transferred to new company. (C&O CorpHist)
- July 2, 1879 M.A. Healey, Pres. of Pennsylvania Railroad Company (Md.), resigns from Board at annual meeting and tries to elect rival slate; Healey objects to election of Henry Loveridge of Georges Creek & Cumberland Railroad as director on grounds that had failed to complete payment. (RRG, BaltAm)

- July 3, 1879 LIRR installs block signals between Long Island City and Winfield. (RRG)
- July 4, 1879 Camden & Atlantic Railroad holds 25<sup>th</sup> anniversary excursion to Atlantic City. (MB)
- July 6, 1879 Eastern Railroad Company of Long Island tries to lay track across siding of LIRR at East New York as part of its line to Jamaica; had arranged with DeWitt C. Littlejohn (1818-1892) to lay third rail for narrow gauge on his Brooklyn & Rockaway Beach Railroad between Van Sinderen and Henry Avenues and secured right from Town of New Lots to lay track on south side of Atlantic Avenue roadbed between East New York and Jamaica; a quick thinking LIRR dispatcher runs a locomotive off the track where ERR has removed rail, blocking crossing site; police eventually arrive to restore order. (NYT)
- July 6, 1879 Pioneer iron shipbuilder William Cramp (1807-1879), builder of American Line steamers, dies at Philadelphia. (RyW)
- July 7, 1879 West Chester & Philadelphia Railroad Board rejects PRR terms for purchase of West Chester Railroad stock. (MB)
- July 7, 1879 Mortgage trustees William H. Gatzmer and Garrett B. Linderman take possession of Philadelphia & Atlantic City Railway. (RyW)
- July 7, 1879 Pennsylvania Company Executive Committee authorizes purchase of dock property at Cleveland west of Cuyahoga River. (MB)
- July 8, 1879 LIRR Receiver Thomas Sharp congratulates employees for handling record traffic of July 4 holiday weekend. (RRG)
- July 8, 1879 PRR begins construction of Schuylkill River Branch in West Philadelphia, which will allow it to run to and from the Delaware Extension without using the Junction Railroad or the 32<sup>nd</sup> Street Tunnel. (EvryEvng)
- July 8, 1879 M.A. Healey, ex-Pres. of Pennsylvania Railroad Company (Md.) (1842?-1879), dies at Cumberland, Md. (RRG)
- July 9, 1879 Meeting called to protest Eastern Railroad Company of Long Island's right to occupy Atlantic Avenue ends in deadlock after New York & Manhattan Beach Railway employees attend en masse. (NYT)
- July 9, 1879 National Docks Railway incorporated in N.J. to build from PRR at Point of Rocks (near later Waldo Avenue Yard) in Jersey City to National Storage Company's oil depot at Communipaw (Black Tom); Joseph D. Potts, Pres.; would create an all-PRR routing instead of one over LV and

CNJ. (MB)

- July 9, 1879 Eastbound livestock pool from St. Louis awards 22% to Vandalia Line, 22% to Indianapolis & St. Louis Railroad, 22% to Wabash Railway, 22% to Chicago & Alton Railroad, and 12% to Ohio & Mississippi Railway. (RyW)
- July 10, 1879 Charles E. Whitehead, representing Dutch bondholders, petitions to be admitted to Toledo, Peoria & Warsaw Railway foreclosure suit. (RRG)
- July 13, 1879 Philadelphia & Atlantic City Railway owes \$20,000 in back wages. (RyW)
- July 15, 1879 PRR and National Storage Company agree for construction of National Docks Railway; to be operated by PRR upon completion. (MB)
- July 1879 DeWitt C. Littlejohn, who had lost most of his money promoting the New York & Oswego Midland Railroad, sells 40 acres of land he owns at west end of Rockaway Beach for \$80,000 and leases the other 160 acres at a high rent. (RRG)
- July 1879 Benjamin E. Smith of Columbus, Ohio, begins construction as contractor for New York, Woodhaven & Rockaway Railroad; Rockaway Beach Improvement Company organized by Smith, Collis P. Huntington, David Moffatt of Denver, Fisk & Hatch, and Morton, Bliss & Co.; has acquired all land west of Beach 110<sup>th</sup> Street and is to begin construction of Rockaway Beach Hotel between 111<sup>th</sup> & 116<sup>th</sup> Streets; hotel is to be designed by architect Napoleon LeBrun (1821-1901); is to be 1,180 feet long, 4 storeys with rooms for over 1,300 guests and capable of serving 7,000 meals simultaneously; is to be operated by John A. Rice, proprietor of Tremont House in Chicago. (Seyfried, NYT)
- July 17, 1879 New York & Sea Beach Railroad opens between 65<sup>th</sup> Street, Bay Ridge and Coney Island; three miles at Coney Island end were built in 1876 but only used briefly; steamboats *Morrisania* and *Sylvan Stream* run to Bay Ridge from West 22<sup>nd</sup> Street, Christopher Street, Cedar Street and the Battery; *Harlem* and *Shady Side* run from Harlem, East 119<sup>th</sup> Street, Astoria, Greenpoint, Grand Street and Fulton Ferry. (NYT, RRG)
- July 1879 Parlor car established between Philadelphia and Watkins Glen. (RyW)
- July 1879 Ellis Clark of North Pennsylvania Railroad named Superintendent of Philadelphia & Atlantic City Railway. (RyW)
- July 1879 West Jersey Railroad has cut excursion fare to 3/4 cents per mile and is doing a big business this season. (RRG)

- July 1879 Delaware Bay & Cape May Railroad opens between Cape May and Cape May Point, replacing old horse car line; operates in connection with West Jersey Railroad. (RRG)
- July 1879 PRR and LV surveying a line from Germantown Jct. (North Philadelphia) to Bethlehem. (RyW)
- July 1879 Pennsylvania Company has ordered Sharpsville Railroad to remove its crossing of the Erie & Pittsburgh Railroad; Sharpsville Railroad is trying to connect with Mahoning Coal Railroad; both it and PRR are trying to keep trains parked on disputed tracks. (RRG)
- July 1879 GR&I has nearly completed a branch (Round Lake Spur) from about three miles from Petoskey to Crooked Lake to be run in connection with small boats on Crooked Lake and Cheboygan River to Cheboygan. (RRG)
- July 1879 Wabash Railway, Indianapolis & St. Louis Railroad, and CCC&I Railway sign agreement to pool earnings. (RRG)
- July 16, 1879 PRR agrees to operate Freehold & Jamesburg Agricultural Railroad as agent, retroactive to June 1. (Val)
- July 16, 1879 Steamboat *John Sylvester* makes last trip between Philadelphia and Lewes Pier in Rehoboth Beach excursion service; on July 14, Junction & Breakwater Railroad, which owns pier and is controlled by Old Dominion Steamship Company, submits new terms that it carry passengers only and pay J&B 10 cents per passenger. (EvryEvng)
- July 16, 1879 Stockholders of Rehoboth Beach Association elect a new, more liberal Board determined to end opposition to secular activities such as dancing at hotels; Association had dropped "Camp Meeting" from its name the previous fall to make it more separate from the Methodist Church after its blue laws were challenged in court. (EvryEvng)
- July 17, 1879 Camden & Atlantic Railroad Board authorizes taking steps to enforce Feb. 5 agreement with William Massey to acquire Philadelphia & Atlantic City Railway. (MB)
- July 17, 1879 Trunk Line Executive Committee, including A.J. Cassatt, meets at New York; agrees that eastbound freight pool agreed to on June 5 will take effect on Aug. 1. (RRG)
- July 18, 1879 NY&LB Board hears report that New York Supreme Court has blocked lease of New Jersey Southern Railway; but CNJ receiver Francis S. Lathrop has agreed with majority of NJS bondholders and stockholders to accept his personal guarantee that NY&LB will pay 6% interest at 60% face value of old NJS bonds. (MB)

- July 18, 1879 Pennsylvania Railroad Company (Md.) succeeds in placing crossing of Cumberland & Pennsylvania Railroad in Cumberland Narrows during temporary absence of locomotive stationed there; two C&P locomotives try and fail to recapture the site; 2,000 spectators on hand to witness struggle. (RyW, NYT, BaltAm)
- July 19, 1879 Ground broken for New York, Woodhaven & Rockaway Railroad at Rockaway; John B. Thompson, Pres.; Benjamin E. Smith has contract. (RyW)
- July 19, 1879 Crews of PC&StL Railway and B&O build connecting track near 2<sup>nd</sup> Avenue on Pittsburgh's South Side, blocking Pittsburgh & Lake Erie Railroad from any connection; claim is to carry ore from Cleveland & Pittsburgh Railroad to iron works on B&O above Pittsburgh. (BaltAm)
- July 21, 1879 West Chester & Philadelphia Railroad Board approves sale of West Chester Railroad stock to PRR at \$41 per share or \$135,000; WC&P to retain all rolling stock and to lease connecting track in West Chester. (MB)
- July 21, 1879 United States Hotel at Havre-de-Grace, Md., owned by PW&B, destroyed by fire; had been built at time of original construction in 1830s and was now about a half mile from the track. (EvryEvng)
- July 22, 1879 Southern Railroad Company of Long Island sold a second time under its First mortgage to Egisto P. Fabbri (1828-1894) for \$125,000; unlike June 3 sale, includes all acquired lines. (Val, CorpHist)
- July 22, 1879 Trunk Line officers, including A.J. Cassatt, meet at Elberon Hotel at Long Branch; agree on own without western connections to refuse to accept freight contracted for prior to June 9 at below-tariff rates; order Commissioner Fink to investigate rebates and overcharges. (RRG)
- July 22, 1879 William Sohier, a Junction Railroad stockholder from Massachusetts, sues in U.S. Circuit Court in interest of Reading to stop Junction Railroad from refusing to take freight. (WSG)
- July 22, 1879 New York *Herald* publishes an interview with Austin Corbin that includes his desire to ban Jews from Manhattan Beach because their presence drives away a "better class" of people; remarks draw ridicule from some other papers and protests by Jewish residents. (EvryEvng)
- July 22, 1879 Pennsylvania Company Executive Committee authorizes rebuilding the Maumee River Bridge at Toledo, two spans of which have been abandoned, jointly with the Columbus & Toledo Railroad; authorizes settlement with Columbus & Toledo Railroad for use of its depot and

docks at Toledo. (MB)

July 23, 1879 PRR Board approves purchase of West Chester Railroad from West Chester & Philadelphia. (MB)

July 23, 1879 Trunk Line Executive Committee concludes two days of meetings at Elberon Hotel at Long Branch; reaffirms that eastbound freight pool will begin Aug. 1 without regard to midwestern lines. (RRG)

July 23, 1879 Pennsylvania Company Finance Committee declines to extend aid to Toledo, Delphos & Burlington Railroad. (MB)

July 24, 1879 Shenandoah Valley Railroad revises construction contract to eliminate Martinsburg Branch. (Hildebrand)

July 25, 1879 West Jersey Railroad committee reports it is impressed by Charles K. Landis's work on Ludlam's Beach, but recommend against building branch line as no development yet and WJRR lacks branching powers; should only build branch after money has been spent to develop the island and a separate railroad company is organized. (MB)

July 26, 1879 Delaware Shore Railroad sold at foreclosure at Woodbury to Thomas L. Ogden for bondholders. (C&C, RRG)

July 28, 1879 George Warfield elected Pres. of Chester River Steamboat Company of Baltimore City, replacing Budd S. Ford, deceased. (MB)

June 27, 1879 Gov. Hoyt refuses to request extradition of Standard Oil Company officials; notes that the producers are negotiating with the Standard to settle out of court and are simply using the state courts for their own ends. (Nevins, PubLdgr)

July 1879 PRR introduces coaches with enclosed washrooms with sofa. (CCHS)

July 1879 Birmingham, Pa., renamed Pittsburgh, South Side. (Guide)

July 1879 PRR begins 2-hour service between New York and Philadelphia.

July 1879 Press notes surveys begin made for a railroad between Harrisburg and Pittsburgh and assumes it is being done by William H. Vanderbilt to create an outlet for the Pittsburgh & Lake Erie Railroad. (BaltAm)

July 31, 1879 Germantown & Chestnut Hill Railroad incorporated in Pa. in interest of PRR. (MB)

Aug. 1, 1879 Pemberton & New York Railroad reorganized as Pemberton & Sea Shore Railroad; becomes part of Amboy Division. (AR, )

- Aug. 1, 1879 Philadelphia, Wilmington & Baltimore Beneficial Association formed. (RRG)
- Aug. 1, 1879 Thomas H. Wilson, formerly of Reading, named General Superintendent of Pittsburgh, Titusville & Buffalo Railway, replacing C.J. Hepburn, resigned. (RyW, RRG)
- Aug. 1, 1879 Mail service inaugurated on Bellaire & South Western Railway between Bellaire and Armstrongs Mills. (RRG)
- Aug. 1, 1879 Elias A. Ford (1840-1912) of St. Louis, Iron Mountain & Southern Railway appointed General Passenger Agent of Terre Haute & Indianapolis Railroad, replacing Charles E. Follett, deceased. (RRG)
- Aug. 3, 1879 PRR surrenders operation of Newry Railroad; replaced by a temporary operating agreement. (AR, MB)
- Aug. 4, 1879 PRR closes bids for freight station on Pier No. 2 at Harsimus Cove. (RRG)
- Aug. 4, 1879 Trunk Lines raise eastbound freight rates 5 cents per cwt.; 30 cents per cwt. for 4<sup>th</sup> class. (NYT)
- Aug. 4, 1879 Shenandoah Valley Railroad signs new construction contract with Shenandoah Valley Construction Company, which is organized by E.W. Clark & Co. ( - Hildebrand has 6/20)
- Aug. 4, 1879 Lake Erie & Louisville Railroad and Indianapolis & Sandusky Railroad merged to form Lake Erie & Western Railway. (ICC)
- Aug. 6, 1879 PRR Board approves location of Filbert Street Extension, including Broad Street Station. and the purchase of real estate for its continuation to the Delaware River; approves location of new route for the West Chester Railroad between Frazer and Woodland (Morstein); authorizes the purchase of stock in the Germantown & Chestnut Hill Railroad. (MB)
- Aug. 6, 1879 PRR assumes operation of West Chester Railroad from West Chester & Philadelphia Railroad under lease dated Sep. 15, 1879, after stock purchase; becomes part of Philadelphia Division; WC&P is forced to sell for \$135,300 under threat of PRR building a parallel line; WC&P retains equipment and portion of West Chester Railroad between Market & Chestnut Streets in West Chester. (AR, C&C)
- Aug. 6, 1879 Maryland court issues injunction in favor of Consolidation Coal Company and Cumberland & Pennsylvania Railroad against Pennsylvania Railroad Company (Md.) making disputed crossing in Cumberland Narrows.

(BaltAm)

- Aug. 6, 1879 Judge Harlan issues new order in case of CC&IC Railway vs. PC&StL Railway and PRR; finds CC&IC is not obligated to reduce its debt precisely as directed by PC&StL Railway but must reduce debt under \$15,821,000 before is entitled to a decree vs. PRR for back rent. (RyW, Church, NYT)
- Aug. 7, 1879 Waynesburg & Washington Railroad stockholders meet to vote on lease to Pittsburgh Southern Railway. (RRG)
- Aug. 1879 Vanderbilt interests begin surveying a line to link the Pittsburgh & Lake Erie Railroad with the Reading at Harrisburg. (Watts)
- Aug. 10, 1879 B&O contracts with Harlan & Hollingsworth for train ferry *Canton* to operate between Canton and Locust Point; PW&B slip to be at foot of Chesapeake Street adjoining present B&O float slip. (BaltAm)
- Aug. 11, 1879 William H. Kemble and Charles B. Salter arrested on charges of corrupting the Pa. Legislature at the insistence of Charles S. Wolfe of the Riot Claims investigating committee; Franklin B. Gowen, agrarian Democratic Judge Jeremiah S. Black (1810-1883), and ex-Sen. Matt Carpenter (1824-1881) of Wisconsin have been engaged as lawyers for the prosecution. (NYT)
- Aug. 12, 1879 Pennsylvania & Delaware Railroad sold at foreclosure at Philadelphia to Dell Noblit, Pres. of Corn Exchange Bank of Philadelphia for \$100,000; portion between Pomeroy and Landenberg now being operated by Delaware Western Railroad under temporary arrangement; Martin Landenberger, who owns woolen mills at Philadelphia and Landenberg, has lost between \$1 and \$2 million on P&D. (C&C, RRG, NYT)
- Aug. 12, 1879 CNJ files suit in New Jersey Court of Chancery to block National Docks Railway from crossing its main line at Communipaw station; secures preliminary injunction. (RRG)
- Aug. 12, 1879 Texas & Pacific Railway holds annual meeting at 275 South 4<sup>th</sup> Street, Philadelphia; at same time, California & Texas Railway Construction Company meets to consider dissolution of trust and exchange of certificates for T&P stock held by trustees; to wind up affairs; T&P Board authorizes new bond issue of \$24 million (\$20,000 per mile) to extend from Fort Worth to the Pacific. (RRG, NYT)
- Aug. 13, 1879 Trunk Line Commissioner Albert Fink issues a circular discontinuing less than tariff rates on special lots of eastbound freight. (NYT)

- Aug. 14, 1879 First VP George B. Roberts requests city's "cooperation" on Filbert Street Extension. (RyW)
- Aug. 14, 1879 Excursion train on Philadelphia & Atlantic City Railway collides with freight near Clementon; 5 killed; Assistant Superintendent John S. Wurts arrested; investigation reveals poor discipline and record keeping, with train orders simply thrown into a drawer. (RRG)
- Aug. 14, 1879 LS&MS Board meeting in Saratoga announces it has acquired Chicago & Canada Southern Railway for \$750,000. (RRG)
- Aug. 15, 1879 Sheriff serves injunction against Pennsylvania Railroad Company (Md.) using crossing of Cumberland & Pennsylvania Railroad in Cumberland Narrows; at 8:00 PM, Cumberland & Pennsylvania lays second track over line of crossing, rendering it useless. (NYT)
- Aug. 15, 1879 Anglo-American railroad speculator James McHenry fails in London with liabilities of \$5 million; later denies he is bankrupt but has assigned property to trustees to protect it from judgments secured by New York, Lake Erie & Western Railroad. (RyW, RRG)
- Aug. 1879 B&O floats some passenger cars from Locust Point to PW&B at Boston Street. (RRG - pre 8/15)
- Aug. 1879 PW&B establishes a Beneficial Association for employees; pays \$500 death benefit. (RyW)
- Aug. 1879 Fourteen miles of Erie & Pittsburgh Railroad relaid with steel rails. (RyW)
- Aug. 1879 Toledo, Peoria & Warsaw Railway Employees Protective Association organized. (RyW)
- Aug. 1879 American Bridge Company of Chicago, contractor for Poughkeepsie Bridge, fails. (RRG)
- Aug. 16, 1879 At 3:00 AM, a crowd overpowers and blindfolds three Cumberland & Pennsylvania Railroad watchmen and removes C&P track at crossing of Pennsylvania Railroad Company (Md.). (NYT)
- Aug. 18, 1879 Central Railroad Company of Long Island sold at foreclosure to Egisto P. Fabbri of House of Morgan for \$50,000. (CorpHist)
- Aug. 19, 1879 B&O lays track in path of Pittsburgh, Wheeling & Kentucky Railroad's Benwood Extension at Wheeling until stopped by police. (BaltAm)
- Aug. 20, 1879 Hepburn Committee begins taking testimony at Saratoga, including

- William H. Vanderbilt and H.J. Jewett and George R. Blanchard of the Erie. (NYT)
- Aug. 21, 1879 William H. Vanderbilt continues testimony, defending special rates as absolutely essential. (NYT)
- Aug. 21, 1879 Camden & Atlantic Railroad Board orders 8:00 AM, 10:00 AM and 4:15 PM trains to stop distributing passengers along Atlantic Avenue in Atlantic City; hears report that ferries *Atlantic* and *Arasapha* are not worth repairing and orders a new boat. (MB)
- Aug. 21, 1879 Pittsburgh, Wheeling & Kentucky Railroad sends crews to tear up new B&O track at Wheeling; as doing so, B&O locomotive begins bumping its work cars and scattering workmen. (BaltAm)
- Aug. 22, 1879 CC&IC bondholders' committee issues circular; old reorganization plan of May 17 called for using payments of back rent to reduce debt; Harlan's ruling requires debt to be scaled back before any rent paid, which will require bondholders to put up \$900,000 cash. (RRG)
- Aug. 25, 1879 PRR Road Committee hears proposal of Charles E. Speer to build line from Hogsett station on South-West Pennsylvania Railway to Brownsville and by bridge across Monongahela River to Pittsburgh, Virginia & Charleston Railway; will create a more direct link between the Pittsburgh steel-making district and the Connellsville Coke Field; Bridgeport station renamed Hyndman on Bedford Division. (MB)
- Aug. 25, 1879 Trunk Lines make second increase in eastbound freight rates; 35 cents per cwt. for 4<sup>th</sup> class. (NYT)
- Aug. 26, 1879 Jay Gould leases Eel River Railroad for the Wabash Railway effective Sep. 1. (Church) (according to Klein Gould then make a pool with the Bee Line [CCC&I] to block Vanderbilt; makes Wabash a PRR ally for first time.)
- Aug. 27, 1879 Chief Engineer Max J. Becker reports that B&O is interfering with construction of Pittsburgh, Wheeling & Kentucky Railroad's Benwood Extension by purchasing land and building sidings. (AR)
- Aug. 28, 1879 Dauphin County grand jury indicts Christian Long, Dr. D.K. Shoemaker, Jesse R. Crawford and Alexander W. Leisenring for bribing legislators in attempt to pass Riot Claims Bill. (NYT)
- Aug. 29, 1879 Grand jury indicts William H. Kemble, Charles B. Salter and E.J. McCune for bribing legislators and Salter, Kemble and Crawford for perjury during investigation and instructs the district attorney to indict Reps. William F. Rumberger, Emil J. Petroff, George F. Smith and D.C. Clarke; Democrat

- Lewis C. Cassidy, who will soon be prosecuting railroad monopolies, appears for the defense. (NYT)
- Aug. 29, 1879 William H. Vanderbilt concludes testimony before Hepburn Committee. (NYT)
- Aug. 30, 1879 Dauphin County District Attorney Hollinger announces that the grand jury has instructed him to indict Reps. Charles S. Wolfe, Myron H. Silverthorn of Erie, and Alfred Short, the leaders of the bribery investigation, for conspiracy and abetting the corruption of legislators, although they claim to have played along to get incriminating evidence against Rumberger and Kemble. (NYT)
- Sep. 1, 1879 Wabash Railway begins operation of Eel River Railroad under lease of Aug. 26. (C&C)
- Sep. 1, 1879 Pekin, Lincoln & Decatur Railroad enters receivership and lease of Peoria & Springfield Railroad ends; now enters Peoria over Peoria, Pekin & Jacksonville Railroad. (Church)
- Sep. 1, 1879 Charles P. Clark resigns as General Manager of New York & New England Railroad. (RRG)
- Sep. 1, 1879 Illinois Central Railroad switches its St. Louis business from Wabash Railway to Vandalia Line. (RRG)
- Sep. 2, 1879 Waynesburg & Washington Railroad stockholders vote to lease road for 17 years to Jacob Swart and Levi Pettit. (RRG)
- Sep. 1879 Creditors of Illinois Midland Railway sue in U.S. Circuit Court that bonds are illegally issued. (RRG)
- Sep. 7, 1879 Former LIRR Pres. James H. Weeks (1797?-1879) dies at Yaphank at age 82. (RRG)
- Sep. 8, 1879 PRR Road Committee hesitates to change name of Baldwin station to Steelton because J. Edgar Thomson named it in honor of Matthias Baldwin. (MB)
- Sep. 8, 1879 Suit of directors of Northern Railroad & Navigation Company of Pennsylvania against old Board of Rochester, Nunda & Pennsylvania Railroad to set aside recent foreclosure sale as obtained by fraud begins trial at Geneseo, N.Y.; dismissed for lack of evidence. (RRG)
- Sep. 10, 1879 PRR Board authorizes foreclosure of Mercer & Somerset Railroad; approves VP Roberts's purchase of the Brownsville Railway and

- Uniontown Railway from Charles E. Speer. (MB)
- Sep. 10, 1879 PRR sells \$5 million 5% Consolidated Sinking Fund gold bonds to Drexel & Co. at 95 to refund \$4.97 million First Mortgage bonds due Dec. 31, 1880.
- Sep. 10, 1879 Pres Tom Scott returns to Philadelphia on *Ohio* after long vacation in Europe and Middle East. (RRG)
- Sep. 10, 1879 PRR closes bids on Filbert Street Extension. (RyW)
- Sep. 10, 1879 Charles K. Landis writes to West Jersey Railroad urging importance of Ludlam's Island. (MB)
- Sep. 10, 1879 North Fayette Railroad merged into Montour Railroad. (ICC)
- Sep. 10, 1879 Logansport, Crawfordsville & South Western Railway sold at foreclosure at Indianapolis to John G. Williams for Terre Haute & Indianapolis Railroad for \$315,000. (Church, RRG)
- Sep. 11, 1879 Pennsylvania Railroad Company (Md.) files answer in right of way dispute at Cumberland; denies that Potomac Wharf Branch is property of Consolidation Coal Company and is instead owned by Cumberland & Pennsylvania Railroad. (BaltAm)
- Sep. 11, 1879 Pennsylvania Company Executive Committee authorizes extension of GR&I from Petoskey to Straits of Mackinac; authorizes construction of 500 box cars for Union Line. (MB)
- Sep. 12, 1879 Railroad Committee of Philadelphia City Councils debates ordinance for PRR to occupy Filbert Street between 20<sup>th</sup> & 21<sup>st</sup> Streets. (RyW)
- Sep. 15, 1879 Railway Car Trust of Pennsylvania organized with capital of \$3 million. (MB)
- Sep. 15, 1879 PRR leases West Chester Railroad under purchase agreement retroactive to Aug. 6, 1879. (C&C)
- Sep. 15, 1879 West Jersey Railroad informs Charles K. Landis that his development at Ludlam's Beach is not a paying proposition and that he should invest more money in improvements, and if successful, West Jersey Railroad will build a branch there. (MB)
- Sep. 15, 1879 Pennsylvania Railroad Company (Md.) opens between Ellerslie on Pennsylvania state line and Cumberland, as far as the disputed crossing, and begins running through to and from PRR's Bedford Division. (PRR)

AR)

- Sep. 15, 1879 Charles Fox, one of chief promoters of South Side Railroad Company of Long Island and former Pres., dies at Merrick, N.Y., after long illness indirectly caused by accident on LIRR at Mineola in 1869. (RRG)
- Sep. 1879 Hudson Tunnel Railroad Company resumes work on tunnel shaft after pays damages to DL&W and injunction lifted. (Burr, RRG)
- Sep. 1879 N.J. Chancellor issues injunction against National Storage Company laying pipeline in streets of Bayonne. (WSG)
- Sep. 1879 PRR announces it will establish 1:30 express service between New York and Philadelphia; new locomotives with 68" drivers (Class K?). (WSG)
- Sep. 1879 Rumors that PRR is considering use of Delaware Western Railroad to ship coal to Wilmington via Pomeroy and Landenberg; to replace failed attempt to develop Delaware City as a coal terminal. (NYT)
- Sep. 1879 Two Class I Modocs recently haul 70 cars up East Slope, where usual consist is three locomotives and 50 cars; introduction of Modocs requires strengthening bridges. (RyW, AR)
- Sep. 1879 PRR building coaches with large washrooms containing a sofa. (RyW)
- Sep. 1879 Montour Railroad being built by Imperial Coal Company; now open to Montour City (Imperial). (RyW)
- Sep. 1879 PFW&C has bought quarries near Dunkirk, Ohio, and is ballasting whole line with stone. (RyW)
- Sep. 22, 1879 West Jersey & Atlantic Railroad organized at Camden; George Wood (1842-1926), head of Wood family iron and textile enterprises, and future founder of Wawa Dairy Farms, elected Pres. (MB, RRG)
- Sep. 22, 1879 N.J. Court of Chancery hears argument for permanent injunction against Hudson Tunnel Railroad. (RRG)
- Sep. 23, 1879 N.J. Court of Chancery issues preliminary injunction against National Docks Railway crossing CNJ main line at grade at Communipaw; says National Docks Railway is a mere front for National Storage Company and has no rights under General Railroad Law. (NYT, RyW)
- Sep. 24, 1879 PRR Board authorizes foreclosure of Lewisburg, Centre & Spruce Creek Railroad. (MB)
- Sep. 25, 1879 Law Committee of Philadelphia City Councils debates Filbert Street

- Extension ordinance by hearing protests of property owners. (RyW)
- Sep. 25, 1879 Penberton & Sea Shore Railroad incorporated as reorganization of Penberton & New York Railroad. (C&C)
- Sep. 25, 1879 Cape May & Millville Railroad merged into West Jersey Railroad under agreement of Aug. 29, 1879. (Val)
- Sep. 25, 1879 Joint Executive Committee concludes three days of meetings at New York; agrees to leave eastbound pool percentages unchanged; postpones consideration of pooling passenger earnings; orders all eastbound freight to be moved at tariff rates effective Oct. 1. (NYT)
- Sep. 26, 1879 CNJ secures Court of Chancery injunction against National Docks Railway on grounds that National Storage Company is not empowered to subscribe to its stock. (MB)
- Sep. 26, 1879 Future PRR General Superintendent George W. Creighton (1856-1917) joins PRR as a rodman after returning from P. & T. Collins's Madeira & Mamore Railway expedition in Brazil. (NYT - verify)
- Sep. 26, 1879 George B. Roberts elected Pres. of West Jersey Railroad. (MB)
- Sep. 27, 1879 Reading presents plan for enlarged terminal station at 9<sup>th</sup> & Green Streets to City Council. (RRG)
- Sep. 30, 1879 Charles P. Clark resigns as General Manager of New York & New England Railroad for health; replaced by James H. Wilson as VP & General Manager. (AR)
- Oct. 1, 1879 Law Committee of City Councils recommends Filbert Street Extension ordinance pass by vote of 18-4. (RyW)
- Oct. 1, 1879 Manalapan renamed Tennent, Squan renamed Manasquan, both on Amboy Division; Bridgeport, Pa., renamed Hyndman on Bedford & Bridgeport; Fowler, Pa., renamed Dix and new Dix station created on Bald Eagle Valley Railroad. (Guide, MB)
- Oct. 1, 1879 Horace Scott resigns as Superintendent of JM&I and Louisville Bridge Company over differences with Pennsylvania Company; later given farewell dinner at the Galt House by fellow officers; replaced by James R. Shaler from PC&StL Railway. (MB, RRG)
- Oct. 1, 1879 Pittsburgh Division of PC&StL Railway (Pittsburgh-Dennison) and Columbus Division (Dennison-Columbus) combined as PC&StL Railway Division, with J.H. Barrett Superintendent at Pittsburgh; former Columbus

Division Superintendent J.R. Shaler transferred to JM&I. (RyW - check MB)

- Oct. 2, 1879 Reading Pres. Gowen attempts to form new coal combination, but fails when PRR and LV refuse to sign. (Schlegel, RyW)
- Oct. 2, 1879 Camden & Atlantic Railroad Board meets to consider threat posed by PRR's West Jersey & Atlantic Railroad; Richard B. Osborne recommends building a branch from Coopers Point to the West Jersey Ferry; Board authorizes trying to secure a ferry landing between Arch & Walnut Streets in Philadelphia; also to make offer of lease to PRR. (MB)
- Oct. 3, 1879 Pres. Scott writes letter to Special Committee on Railroad Transportation of New York Chamber of Commerce responding to their suggestion that the Trunk Line heads prepare a national transportation bill; Scott says he supports consultation between the Trunk Line arbitrators and a panel of government experts, but that to be effective, will require concurrence of the states. (NYT)
- Oct. 3, 1879 Delaware River Railroad incorporated in N.J. as reorganization of Delaware Shore Railroad; under control of du Pont interests, which have plans to build a large dynamite plant at Gibbstown. (Val)
- Oct. 1879 Contractor Peter Collins and most of men working on Madeira & Mamore Railway have returned to Philadelphia; payment in Bolivian bonds is tied up in litigation before the House of Lords. (RyW)
- Oct. 1879 William Sellers & Co. secures contract for iron work for Filbert Street Extension; elevated portion designed by Wilson Bros. & Co. (RyW)
- Oct. 6, 1879 Pa. Supreme Court upholds lower court ruling that Allegheny County is liable for damages in 1877 strike, as Sheriff Fife did nothing to stop riot. (RyW, RRG)
- Oct. 6, 1879 Reading's Tabor Branch opens between Tabor Jct. on North Penn and Wayne Jct. on PG&N; Reading reroutes New York express trains from former North Penn station at 3rd & Berks Streets to the former PG&N station at 9th & Green Streets, much closer to the business district and closer than the PRR in West Philadelphia; Reading begins regular 2-hour service between New York and Philadelphia. (PubLdgr, Hare, Guide)
- Oct. 8, 1879 Pres. Scott presides at Board meeting after one-year absence; Board declines request of Shenandoah Valley Railroad for \$70,000 (half cost of building from Bedington to Shepherdstown) without signing a traffic agreement first. (MB)
- Oct. 8, 1879 Philadelphia City Councils pass ordinance for Filbert Street Extension.

(RyW)

- Oct. 8, 1879 PRR Board declines request from William T. Elbert that it guarantee 500,000 tons per year to his proposed extension of the North & West Branch Railroad to Wilkes-Barre. (MB)
- Oct. 8, 1879 Property and franchises of Central Railroad Company of Long Island conveyed to Egisto P. Fabbri; Flushing, North Shore & Central Railroad probably continues to operated portion between Creedmoor and Floral Park. (Val, CorpHist, C&C)
- Oct. 8, 1879 George Vickers (1801-1879), former Pres. of Kent County Railroad, dies at Chestertown, Md. (CongBio)
- Oct. 8, 1879 Reading hosts excursion from 9<sup>th</sup> & Green Street Station, Philadelphia, to Jersey City to celebrate new service; harbor cruise and luncheon on CNJ steamboat *Kill von Kull*. (NYT)
- Oct. 9, 1879 Group of Pittsburgh businessmen leave for Philadelphia to persuade Tom Scott to extend Pittsburgh, Virginia & Charleston Railway to Morgantown, W.Va. (RRG)
- Oct. 1879 Belvidere Division Superintendent J.A. Anderson experiments with elevating outer rails on curves. (ATO) (note superelevation was much older)
- Oct. 11, 1879 Samuel Spencer resigns as General Superintendent of LIRR to become Assistant to Pres. of B&O; duties assumed by receiver Thomas Sharp. (RRG, Guide)
- Oct. 13, 1879 Mayor William S. Stokley signs Philadelphia ordinance covering construction of Filbert Street Extension. (Digest)
- Oct. 14, 1879 West Jersey Railroad Board agrees to buy one-fifth of West Jersey & Atlantic Railroad stock and make an exclusive traffic contract with it. (MB)
- Oct. 15, 1879 Chartered steamship *British Crown* makes first sailing for American Line. (Flayhart)
- Oct. 1879 PW&B begins work on two piers at Canton, one for northbound freight, and one for landing cars from Locust Point in car floats. (RRG - late Oct)
- Oct. 1879 New 32-foot track inspection car completed at Altoona Shops; has mechanical odometer and seismograph to test track and a pendulum to test deviations in elevation of each rail. (RyW)

- Oct. 1879 New Jersey Midland Railway resumes operation of Jersey City & Albany Railway, suspended since fall of 1877. (RRG - wk before 10/31)
- Oct. 1879 Montour Railroad begins passenger service between Montour Jct. and Imperial; connected to Pittsburgh & Lake Erie Railroad at Montour Jct.; extended two miles from Imperial to Imperial Coal Company's Partridge Mine at North Star. (Schaeffer)
- Oct. 1879 I.H. Burgoon, formerly of Lake Erie & Louisville Railroad; named General Superintendent of Toledo, Delphos & Burlington Railroad. (RRBio, RRG)
- Oct. 17, 1879 On petition of James A. Roosevelt and William A. Fosdick, trustees, U.S. Circuit for Indiana orders them to pay off \$666,5000 in Indiana Central Railway Second Mortgage bonds on Jan. 1, 1880. (RRG)
- Oct. 20, 1879 J. Imbrie Miller, VP of PRR anthracite companies, complains to Road Committee on shortage of cars; Wilmarth station renamed Rolfe on Philadelphia & Erie Railroad. (MB)
- Oct. 21, 1879 Thomas A. Edison achieves first practical incandescent electric light. (NYT)
- Oct. 22, 1879 Egisto P. Fabbri conveys franchise and portion of former Central Railroad Company of Long Island between Creedmoor and Floral Park to LIRR for \$73,690; operation by Flushing, North Shore & Central Railroad ends. (Val, CorpHist, C&C)
- Oct. 22, 1879 Robert Arthur files for injunction to block construction of Filbert Street Elevated as a nuisance. (RRG)
- Oct. 22, 1879 Joint Executive Committee meets at Albert Fink's office; were to have discussed pooling passenger traffic, but no passenger men attend; raise 4<sup>th</sup> class rates by 5 cents per cwt. effective Nov. 10. (NYT)
- Oct. 22, 1879 Last portion of Montauk Indian reservation, embracing the end of Montauk Point, sold at auction to Arthur W. Benson, Pres. of Brooklyn Gas Light Company, for \$151,000; opens the way for resort development. (NYT)
- Oct. 23, 1879 Camden & Atlantic Railroad Board authorizes legal action against West Jersey & Atlantic Railroad; authorizes building track down the beach at Atlantic City as soon as possible. (MB)
- Oct. 24, 1879 Pennsylvania Company Executive Committee appoints H.R. Dering General Passenger & Ticket Agent of JM&I; Finance Committee drops

negotiations for granting trackage rights to Grand Trunk Railway between Valparaiso and Chicago. (MB)

- Oct. 24, 1879 Terre Haute & Logansport Railroad incorporated in Indiana as reorganization of Logansport, Crawfordsville & South Western Railway; includes lease of Evansville & Terre Haute (later C&EI system) between Terre Haute and Rockville. (Church)
- Oct. 27, 1879 Terre Haute & Logansport Railroad organized; William R. McKeen, Pres. (Church, C&C)
- Oct 28, 1879 Ex-Gov. John C. Brown (1827-1889), VP of Texas & Pacific Railway, announces they will make no further appeals to Congress and have no connection with any pending bills. (NYT)
- Oct. 1879 Jersey City & Albany Railway extended 10 miles north from Tappantown to Storms Corners. (RRG)
- Oct.? 1879 Bellaire & South Western Railway opens from Beallsville to Jerusalem, Ohio, 4.5 miles. (RRG)
- Oct. 1879 Adams Earl, Pres. of Cincinnati, Lafayette & Chicago Railroad, is reported to have sold majority of stock and Second Mortgage bonds to Indianapolis, Cincinnati & Lafayette Railroad, represented by its receiver, Melville E. Ingalls. (RRG)
- Oct. 30, 1879 West Jersey Railroad Board authorizes \$3 million bond issue. (MB)
- Oct. 30, 1879 JM&I employees bid formal farewell to Reuben Wells (1829-1912), Master Mechanic for 26 years, who is to become Superintendent of Machinery of Louisville & Nashville Railroad on Nov. 1. (RRG)
- Oct. 30, 1879 F.S. Van Alstyne, General Southern Agent for PRR and Union Line, dies at Columbus, Ohio, while returning to Louisville from New York. (RRG)
- Oct. 31, 1879 In case of Pennsylvania Railroad Company (Md.) vs. B&O, Circuit Court sets aside jury award of \$1,250 for condemnation of crossing as inadequate; B&O has wanted \$100,000. (RRG)
- Nov. 1, 1879 PRR increases semi-annual dividend from 2% to 2½%. (MB, RyW)
- Nov. 1, 1879 Terre Haute & Logansport Railroad begins operating former Logansport, Crawfordsville & South Western Railway. (Church)
- Nov. 1, 1879 H.B. Dering appointed General Passenger & Ticket Agent of JM&I, replacing A. Anderson, resigned. (RRG)

- Nov. 1, 1879 Wabash Railway merges Eel River Division into Eastern Division; Frank J. Hecker resigns as General Superintendent of Eel River Railroad. (RRG)
- Nov. 1, 1879 NYC&HR refuses to continue carrying oil for Standard Oil Company at low rates of Tide-Water war; marks end of railroad dominance in the transportation of crude oil. (RRG)
- Nov. 2, 1879 Richard Bernard Lewis (1825-1879) a former PRR civil engineer and Pres. of Huntingdon & Broad Top Mountain Railroad & Coal Company, dies at Quincy, Ill. (RRG)
- Nov. 3, 1879 Hudson Tunnel Railroad shaft in Jersey City reaches depth of 60 feet. (Burr)
- Nov. 4, 1879 Philadelphia courts hear suit of property owners trying to block construction of Filbert Street Extension. (NYT)
- Nov. 1879 Rumors PRR and Col. Henry S. McComb are buying stock of Delaware Western Railroad. (RRG)
- Nov. 5, 1879 West Jersey & Atlantic Railroad incorporated to build line in interest of West Jersey Railroad from Newfield to Atlantic City to give PRR share of resort traffic. (Val)
- Nov. 8, 1879 Franklin Dundore guarantees to transfer to James Boyd a majority of Philadelphia, Newtown & New York Railroad stock and \$50,000 PN&NY bonds. (Rdg)
- Nov. 9, 1879 Henry B. Plant, with backing of Morris K. Jesup, purchases Atlantic & Gulf Railroad at foreclosure; reorganized as Savannah, Florida & Western Railway on Dec. 8; beginnings of Plant System that will dominate territory between Charleston and Florida and develop resorts on Florida's west coast. (Hoffman)
- Nov. 10, 1879 PRR establishes two trains between Jersey City and Camden for people doing business on the east side of Philadelphia, which is reached more easily by ferry. (RRG, PubLdgr)
- Nov. 10, 1879 Wabash Railway and St. Louis, Kansas City & Northern Railway merge to form Wabash, St. Louis & Pacific Railway under articles of Aug. 14. (ICC)
- Nov. 1879 Pittsburgh & Western Railroad (narrow gauge) extended from Aetna to Allegheny. (RRG)
- Nov. 11, 1879 PRR sells Philadelphia, Newtown & New York to Philadelphia & Reading; becomes its Newtown Branch (WSG); Reading builds

- connecting track between PN&NY and North Pennsylvania Railroad near Erie Avenue. (Hare, RyW)
- Nov. 12, 1879 Robert Clinton Wright, Sr., (1816?-1879), coffee merchant and former Pres. of Northern Central Railway, dies of pneumonia in Baltimore. (BaltAm, RRG)
- Nov. 13, 1879 PRR stock sells at par 50 for first time in four years. (RRG)
- Nov. 14, 1879 Peoria, Pekin & Jacksonville Railroad sold at foreclosure for \$950,000 to Solon Humphreys and associates, who have acquired two-thirds of its stocks and bonds. (Church)
- Nov. 14, 1879 New York & Oswego Midland Railroad sold at foreclosure. (ICC)
- Nov. 15, 1879 Wilmarth, Pa., renamed Rolfe on Philadelphia & Erie. (MB)
- Nov. 1879 PRR introduces new 20-ton hopper car for anthracite coal. (RyW)
- Nov. 1879 Western part of new straight Bergen Hill cut, the part now occupied by the PATH Journal Square Station, is nearly done. (RRG)
- Nov. 1879 Reading leases and reopens old DL&W coal docks at Elizabethport, N.J., reached over CNJ. (RyW)
- Nov. 1879 Henry S. McComb is buying control of Delaware Western Railroad. (RRG)
- Nov. 17, 1879 New York & Coney Island Railroad (West Brighton Beach to Coney Island Point) leased to Prospect Park & Coney Island Railroad. (CorpHist)
- Nov. 19, 1879 Ocean City Association organized by three brother Methodist ministers, S. Wesley Lake, Ezra B. Lake and James E. Lake to establish a Christian family resort on Peck's Beach, south of Absecon Island, N.J.; to be patterned after Ocean Grove. (Lee)
- Nov. 20, 1879 Brooklyn & Montauk Railroad incorporated as reorganization of Southern Railroad Company of Long Island in interest of LIRR. (Val)
- Nov. 20, 1879 Mercer & Somerset Railroad sold at foreclosure to G. Morris Dorrance for bondholders for \$50,000; gross revenues had fallen 45% from 1875 level in 1876, 70% in 1877, and 85% in 1878 because of opening of Delaware & Bound Brook Railroad; earned only \$5,600 in 1878. (MB, RRG, NJState)
- Nov. 20, 1879 Uniontown Railway merged into Brownsville Railway under agreement of

- Nov. 13, 1879. (C&C)
- Nov. 22, 1879 Terre Haute & Indianapolis Railroad leases Terre Haute & Logansport and Evansville & Terre Haute Railroads for 75% of gross earnings, effective Dec. 1, 1879. (Church)
- Nov. 22, 1879 Brooklyn & Montauk Railroad organized; James P. Wallace conveys title to former South Side Railroad of Long Island to Brooklyn & Montauk Railroad. (Val, CorpHist)
- Nov. 22, 1879 Philadelphia & Reading Railroad begins operating Philadelphia, Newtown & New York Railroad instead of PRR; reroutes service from West Philadelphia to 3rd & Berks Street Station. (Rdg Corp Hist - Guide has reroute from Berks to Green? - verify Ldgr)
- Nov. 24, 1879 McCalls renamed Fern Hill on West Chester Branch. (MB)
- Nov. 25, 1879 Record run from Crestline to Fort Wayne by 2<sup>nd</sup> No. 3 consisting of locomotive No. 154 (Class?) and four cars, running 131 miles in 2:59. (RRG)
- Nov. 26, 1879 J. Pierpont Morgan (1837-1913) of Drexel, Morgan & Co. announces closing the purchase of 250,000 of William H. Vanderbilt's 400,000 shares of NYC&HR; international syndicate also includes J.S. Morgan & Co. of London, Winslow, Lanier & Co., Morton, Bliss & Co., and August Belmont & Co.; placement of such a large block of stock without disturbing its market value makes Morgan's reputation in the world of American banking and earns him a \$3 million commission; forges an alliance between the NYC and the House of Morgan that lasts until 1954. (NYT, )
- Nov. 26, 1879 Judge Pearson quashes bribery indictments of Charles B. Salter and William H. Kemble on grounds that grand jury was improperly empaneled with one unsworn member in room; calls for new bills and carries case over to next term. (NYT)
- Nov. 27, 1879 Bellaire & South Western Railway opens from Jerusalem to Woodsfield, Ohio, completing line from Bellaire. (Church)
- Nov. 28, 1879 West Jersey Railroad Board approves contract with West Jersey & Atlantic Railroad. (MB)
- Nov. 28, 1879 J. Pierpont Morgan, representing the bankers' syndicate and Cyrus W. Field and Solon Humphreys of Wabash, St. Louis & Pacific Railway elected directors of NYC&HR. (RRG)

- Nov. 29, 1879 Lock Haven & Clearfield Railroad incorporated in interest of PRR; probably to interfere with Clearfield, Beech Creek & Southwestern Railway. (MB)
- Nov. 30, 1879 Sleeping car line established between New York and Augusta and Aiken, Ga., for winter resort season via Atlantic Coast Line. (Guide)
- Dec. 1, 1879 H. F. Cox placed in charge of signals in Motive Power Dept. at Altoona; sent to Europe to study signal systems.
- Dec. 1, 1879 Pennsylvania Company and Pittsburgh & Lake Erie Railroad agree for division of coke trade for one year; P&LE is to get 35% of business between Pittsburgh and Youngstown and to common points along Ashtabula, Youngstown & Pittsburgh Railroad, Newburgh and Cleveland, and 20% of traffic to beyond Ashtabula and Cleveland; Erie & Pittsburgh Railroad to get all traffic to points on its line north of New Castle; P&LE is not to ship to St. Louis. (MB)
- Dec. 1, 1879 Terre Haute & Indianapolis Railroad begins operating Terre Haute & Logansport Railroad under agreement of Nov. 22, 1879; creates Logansport Division. (Church, RRG)
- Dec. 1, 1879 New York & New England Railroad contracts for extension from Waterbury, Conn., to Brewsters, N.Y. (AR)
- Dec. 1, 1879 Baltimore & Hanover Railroad opens between Emory Grove and Intersection; operated by Hanover Junction, Hanover & Gettysburg Railroad. (Williams)
- Dec. 2, 1879 Pres. Tom Scott calls on Mayor Stokley and offers to buy City of Philadelphia's PRR stock at par immediately; rumors have circulated to the effect that a New York syndicate is planning to buy the shares. (RyW, PubLdgr)
- Dec. 2, 1879 PW&B surveys branch up Darby Creek to Newtown Square. (RyW)
- Dec. 2, 1879 Bellaire & South Western Railway holds formal opening to Woodsfield. (RRG)
- Dec.? 1879 North Pennsylvania Railroad buys moribund charters of National Company, Stanhope Railroad, New York & Philadelphia Railroad, National Railway Company, National Railway Company of New Jersey, and Philadelphia & Yardleyville Railroad for \$150,000 to eliminate conflicts with own line. (RRG)
- Dec. 3, 1879 PRR completes purchase of the 59,129 shares of its stock held by the City

of Philadelphia for \$2.96 million to keep it from being purchased by unfriendly parties; City elects its last PRR director; City clears profit of about \$3.2 million above sale price. (MB, PubLdgr)

- Dec. 3, 1879 Pennsylvania Railroad Company (Md.) opens for freight and passengers between State Line and Payne Spring Street, Cumberland; first through train operates from Huntingdon to Cumberland, Md., over Bedford & Bridgeport Railroad and Huntingdon & Broad Top Mountain Railroad; most equipment furnished by PRR and H&BTM for first years; coal trains run to South Amboy; PRR (Md.) is operated by Georges Creek & Cumberland Railroad, which in turn is controlled by American Coal Company and Maryland Coal Company; as a result, it eventually winds up in the Western Maryland system. (BaltAm, ICC)
- Dec. 4, 1879 PRR places 59,149 shares of PRR stock purchased from City of Philadelphia in hands of Tom Scott and George B. Roberts, trustees. (MB)
- Dec. 4, 1879 Henry H. Houston begins investing in real estate in Roxborough and southern half of Chestnut Hill in Philadelphia; eventually acquires 3,000 acres. (Contosta)
- Dec. 5, 1879 Hepburn Committee, accompanied by J.H. Rutter of NYC&HR and George R. Blanchard of the Erie, examines rival port facilities in Philadelphia; note that grain can be loaded directly from cars and elevators into ships, where in New York must use lighters; in evening, leave for Baltimore in Tom Scott's private car *Pennsylvania*. (BaltAm)
- Dec. 5, 1879 General Freight Agent Stephen B. Kingston (1824-1879) dies at Germantown of Bright's Disease after 30 years of service; began as clerk to William C. Patterson in 1850. (MB, RRG)
- Dec. 5, 1879 F.D. Tappan elected Pres. of Brooklyn & Montauk Railroad. (RyW)
- Dec. 6, 1879 Philadelphia court denies application for injunction to block Filbert Street Extension. (RyW)
- Dec. 6, 1879 Hepburn Committee examines rival port facilities in Baltimore, particularly B&O's terminal at Locust Point. (BaltAm)
- Dec. 8, 1879 Demolition of buildings for Filbert Street Extension begins. (RyW)
- Dec. 8, 1879 John Sterrett Gittings (1798-1879), former Pres. of Northern Central Railway and city director of B&O, dies in Baltimore at 82. (BaltAm, RRG)
- Dec. 8, 1879 Susquehanna & Clearfield Railroad incorporated to build line up West Branch of Susquehanna River to Clearfield. (GrnBk)

- Dec. 9, 1879 Morris K. Jesup of Toledo, Peoria & Warsaw Railway purchasing committee agrees to lease reorganized company to Wabash, St. Louis & Pacific Railway for 50 years. (Church)
- Dec. 9, 1879 Holders of trustee stock of California & Texas Railway Construction Company agree to dissolve the trust in Oct. 1880 and exchange certificates for Texas & Pacific Railway stock. (RRG)
- Dec. 10, 1879 PRR Board declines request from North & West Railroad to complete its line between Catawissa and Wlikes-Barre; duties of General Freight Agent temporarily assumed by Third VP A.J. Cassatt assisted by Manager of Empire Line J. McClintock Creighton. (MB)
- Dec. 10, 1879 Special train carrying officials on inspection tour runs over Pennsylvania Railroad Company (Md.) to new Cumberland station at Little Valley Street. (BaltAm)
- Dec. 10, 1879 Terre Haute & Logansport Railroad leases Rockville Division of Evansville & Terre Haute Railroad between Terre Haute and Rockville, retroactive to Nov. 1; portion between Terre Haute and Otter Creek Jct. is jointly operated with Evansville & Terre Haute (later Chicago & Eastern Illinois Railway). (Church)
- Dec. 12, 1879 House Committee on Commerce resumes debate on Reagan Interstate Commerce Bill; Frederick Fraley (1804-1901) of Philadelphia, Pres. of National Board of Trade, presents a memorial repeating charges that shippers are being milked to support overcapitalization and watered stock. (NYT)
- Dec. 12, 1879 Pa. Supreme Court Justice E.M. Paxson issues order to Clarion County Court in Standard Oil Company conspiracy trials remanding case to Supreme Court on grounds defendants cannot receive a fair trial in the Oil Regions. (PubLdgr)
- Dec. 13, 1879 Lewisburg, Centre & Spruce Creek Railroad sold at foreclosure to S. Kneass for \$50,000. (Val, RRG)
- Dec. 13, 1879 CC&IC First Mortgage bondholders meet at Clearinghouse in New York to discuss debt reduction in line with Justice Harlan's ruling. (NYT)
- Dec. 1879 Sleeping car line established between Boston and Augusta, Ga., via ferry *Maryland* and "Atlantic Coast Line." (PassDept)
- Dec. 1879 Jay Gould organizes a syndicate to extend Texas & Pacific Railway from Fort Worth to El Paso.

- Dec. 15, 1879 Pennsylvania Railroad Company (Md.) begins through revenue passenger service between PRR's Bedford Division at State Line and Cumberland. (RRG, RyW, BaltAm)
- Dec. 15, 1879 First section of Shenandoah Valley Railroad opens between Shepherdstown, W.Va., and the Shenandoah River (Riverton); operated by contractors. (CorpHist)
- Dec. 15, 1879 Columbus & Sunday Creek Valley Railroad obtains trackage rights over Cincinnati & Muskingum Valley Railway between New Lexington and Bremen, Ohio. (Church)
- Dec. 15, 1879 Clarion County Court rejects defense motion by Lewis C. Cassidy to move case to Pa. Supreme Court, but postpones case to Jan. 18, 1880, to allow for argument in Supreme Court on Jan. 5. (PubLdgr)
- Dec. 1879 PRR has placed in service 1,000 15-ton box cars and 1,000 20-ton box cars; previous standards were 12-14 tons. (BaltAm)
- Dec. 1879 Charles Bonner, a major bondholder of Pittsburgh, Titusville & Buffalo Railway, has sued to force payment of coupons on Consolidated mortgage. (RRG)
- Dec. 16, 1879 Toledo, Peoria & Western Railroad incorporated in Illinois for purpose of reorganizing Toledo, Peoria & Warsaw Railway. (Church)
- Dec. 17, 1879 CNJ and Reading loan Tide-Water Pipe Company, Ltd., \$275,000 in bonds for which are to receive 30% of Tide-Water's profits as interest; are to buy \$400,000 of Tide-Water bonds each; money to be used to pay Tide-Water's debts. (Rdg)
- Dec. 17, 1879 Delaware Railroad Board appoints committee for new survey between Dover and Rehoboth via Frederica, Milford and Milton. (MB)
- Dec. 17, 1879 Ontario Southern Railroad and Geneva, Hornellsville & Pine Creek Railway merged to form Lake Ontario Southern Railway under agreement of Oct. 13, 1879. (C&C, Val, Digest)
- Dec. 18, 1879 PRR begins operating Pemberton & Sea Shore Railroad.
- Dec. 18, 1879 Camden & Atlantic Railroad Pres. Freeman reports that he has visited CNJ receiver F.S. Lathrop and made plans to run freight and passenger trains between New York and Philadelphia via Atco and to build a branch in Camden to a point opposite the PW&B yard at Washington Street. (MB)

- Dec. 22, 1879 William J. Sewell advises West Jersey Railroad to cut fares on Cape May line to \$1.50 and \$2.25 round trip because of agitation for competing lines and new competition for Atlantic City business. (MB)
- Dec. 22, 1879 Turkey Hill renamed Creswell on Columbia & Port Deposit Railroad; PRR Road Committee recommends abandoning Mercer & Somerset Railroad. (MB)
- Dec. 23, 1879 Delaware Railroad agrees with PW&B for it to install steel rails on Delaware Railroad as it sees fit.
- Dec. 23, 1879 Property of former Maryland & Delaware Railroad in Delaware deeded to William T. Hart and Abijah E. Hildreth, trustees for Delaware & Chesapeake Railway (Val)
- Dec. 23, 1879 Second decree in U.S. Circuit Court affirms PC&StL Railway's lease of CC&IC; Judge Harlan rules that rental due by Pennsylvania Company is \$2.6 million, less than claimed by CC&IC; does not allow all of PRR's claimed \$1.06 million deductions; PRR appeals to Supreme Court. (Church, RRG, AR)
- Dec. 24, 1879 PRR Board declines offer of Delaware Commercial Improvement Company to grain elevator and terminal in Wilmington providing PRR leases Col. H.S. McComb's Delaware Western Railroad and extends it to Wilmington industries; accepts compromise proposition of Allegheny County to pay for losses of PRR system in 1877 strike by payment of \$1.6 million and a load of scrap iron salvaged from destroyed cars and buildings. (MB)
- Dec. 26, 1879 West Jersey Railroad Board approves abolishing the three-year free "improvement tickets" to Cape May and Sea Grove given to anyone building a house worth \$2,500, as people getting too used to free rides; urges study to sell or rent Stockton House at Cape May. (MB)
- Dec. 27, 1879 Pennsylvania Canal Company leases Queens Run Dam to its subsidiary, the West Branch Boom Company for a lumber boom.
- Dec. 28, 1879 Air pressure first put on working face as construction begins on Hudson Tunnel Railroad (check) horizontal tunnel at 15th Street, Jersey City. (H&M - McAdoo says DL&W injunction lifted in 12/79 - Burr says in 9/79)
- Dec. 29, 1879 West Jersey Railroad signs agreement for construction and operation of West Jersey & Atlantic Railroad. (Val)
- Dec. 31, 1879 PRR runs special trains between Jersey City and Menlo Park; about 3,000

- New Yorkers visit public demonstration of Edison's electric light. (NYT)
- Dec. 31, 1879 Pennsylvania Company, Chicago & Alton, and Chicago, Milwaukee & St. Paul sign tripartite agreement for new Union Passenger Depot in Chicago. (Church)
- Dec. 31, 1879 Texas & Pacific Railway makes new construction contract for road between Fort Worth and El Paso to Pacific Railway Improvement Company, incorporated in Connecticut, for \$20,000 per mile in stock and \$20,000 in bonds; Granville M. Dodge, Pres.; company also includes William L. Scott, Sidney Dillon, Jay Gould, Russell Sage, Solon Humphreys, George M. Pullman and Charles F. Woerishoffer representing German capital. (RyW, NYT)
- 1879 PRR completes reequipping main line track with PRR pattern double-splice bar.
- 1879 PRR adopts standard two-tone paint scheme for wooden stations and buildings; light color is 3.5 parts Turkish umber to 100 parts white lead; dark is 22 parts umber; both have trace of lampblack to eliminate tendency to yellow. (ATO)
- 1879 Pennsylvania Company begins using 10 heavy 4-6-0's built at Altoona and 6 heavy 4-4-0's built at Allegheny and Fort Wayne on PFW&C. (AR)
- 1879 Claims of Columbus & Sunday Creek Valley Railroad paid off for \$150,000 and bond returned by Pennsylvania Company. (AR)
- 1879 Camden & Atlantic Railroad begins running express trains to Atlantic City year-round. (AR)
- 1879 Camden & Atlantic Railroad completes installation of air brakes; half of all passenger cars now also equipped with Miller coupler and platform. (AR)
- 1879 Camden & Atlantic Railroad completes replacement of all original 62-lb. U-rail. (AR)
- 1879 Camden & Atlantic Railroad builds stone station at crossing of PRR Amboy Division in Camden. (AR)
- 1879 PRR builds two piers, 100' x 500' on Navy Yard property. (AR)
- 1879 Northern Central Railway adopts Westinghouse air brake and Janney coupler and begins equipping a few passenger cars. (AR)

- 1879 PRR considers new line via Chestnut Hill and Norristown to reach LV at Bethlehem. (AR)
- 1879 PRR builds two separate freight main tracks around outside of Harrisburg station. (AR)
- 1879 Cumberland Valley Railroad interests sell South Mountain Railway & Mining Company to Jay Cooke. (Watts - verify from Rdg)
- 1879 Pennsylvania Company begins installing steel rail on Lawrence Railroad. (AR)
- 1879 Northwestern Ohio Railway Company leased to Pennsylvania Company (verify C&C)
- 1879 Trunk line pools under Albert Fink extended to cover westbound traffic from Baltimore, Philadelphia, and Boston - in PRR AR); western lines have adopted same system and set up a Board of Arbitration consisting of Charles Francis Adams, David A. Wells, and John A. Wright.
- 1879 Foreign grain trade of Philadelphia peaks at 31.6 million bushels.
- 1879 Examinations for color blindness first instituted on Pittsburgh Division.
- 1879 PRR transfers most coal cars to Clearfield Region; Broad Top Field allotted only 10 cars per day, as traffic has fallen off.
- 1879 LIRR opens first interlocking tower at Bedford, Brooklyn. (Seyfried)
- 1879 LIRR discontinues passenger service over old main line between Winfield Jct. and Jamaica in favor of former Southern Railroad line. (Seyfried - verify)
- 1879 First building dedicated to Test Dept. and Chemical Laboratory opens at Altoona.
- 1879 Bells Gap Railroad, projected as a coal road, begins doing a big business carrying sightseers and picnickers into mountains above Little Juniata Valley. (RyW)
- 1879 Allegheny Valley Railroad completes new station at Verona, Pa.
- 1879 PC&StL Railway equips all passenger locomotives with Westinghouse air brake; installs Janney coupler on 28 passenger cars used on Little Miami Railroad. (AR)

- 1879 GR&I is to extend branch from Haring (Missaukee Jct.) toward Long Lake to open a pine lumber district. (AR)
- 1879 East St. Louis & Carondelet Railway purchases stock of American Bottom Board of Improvement. (Church)
- 1879 First all-steel passenger car built by Lacona Car Company.
- 1879 Reading leases old DL&W piers at Elizabethport, N.J., and begins running coal trains with own locomotives via Bound Brook Route. (Rdg AR)
- 1879? Lehigh Valley, frustrated by Reading's lease of the North Penn, begins planning own line to Philadelphia; begins shipping coal to Perth Amboy and back to Philadelphia by Delaware & Raritan Canal. (Schlegel)
- 1879 Samuel Rea leaves Pittsburgh & Lake Erie Railroad and returns to PRR System as assistant engineer on extension of Pittsburgh, Virginia & Charleston Railway; from 1879 to 1883 is in charge of surveys in Westmoreland County and rebuilding of West Penn Division into a low grade line. (NYT)
- 1879? Harrisburg & Potomac Railroad completed from Jacksonville to Leesburg, Pa. (Val - verify)
- 1879 Southern Railway & Steamship Association adopts tariffs granting Trunk Lines advantage in rates between Midwest and tidewater; also agree that no through trains or sleeping cars should run between Chicago and South except Chicago-New Orleans via Illinois Central Railroad and Chicago-Evansville-Nashville via C&EI/L&N; all others change at Ohio River Gateways; says arranged originally by PRR, Richmond & Danville and allies. (NYT - 1891 - lasted until 1890s)