

PRR CHRONOLOGY
1880

March 2008 Edition

- Jan. 1, 1880 William Arthur Pratt (1854-1904), a graduate of Yale, joins PRR in Chief Engineer's Office.
- Jan. 1, 1880 PW&B agrees to provide wharf at Canton for Baltimore Steam Packet Company (Old Bay Line). (Digest)
- Jan. 1, 1880 Meeting held at Frederica, Del., in favor of a Delaware Railroad branch from Dover to Rehoboth. (MB)
- Jan. 1, 1880 Terre Haute & Logansport Railroad becomes Logansport Division of Vandalia Line.
- Jan. 1, 1880 Illinois Central Railroad switches Chicago Division traffic from Wabash, St. Louis & Pacific Railway to Vandalia Line. (RRG)
- Jan. 2, 1880 Rockaway Beach Pier Company begins construction of 1,200-foot ocean pier in front of Myer's Hotel. (NYT)
- Jan. 2, 1880 Dauphin County Common Pleas Court quashes all indictments in Riot Claims act bribery cases. (NYT)
- Jan. 3, 1880 Morris Ketchum (1796-1880), cotton broker, banker and former partner in Rogers Locomotive Works, dies at New York in his 84th year. (RRG)
- Jan. 5, 1880 Cairo & Vincennes Railroad sold at foreclosure at Springfield for \$2 million to Joseph W. Drexel and Charles E. Tracy for bondholders. (RRG, GrnBk)
- Jan. 6, 1880 About fifty stockholders of Pittsburgh, Titusville & Buffalo Railway meet in Philadelphia to consider offer of Buffalo, Chautauqua Lake & Pittsburgh Railway to sell property for \$125,000 cash. (NYT)
- Jan. 6, 1880 Atlantic & Great Western Railroad sold at foreclosure at Akron for \$6 million to reorganization trustees. (Minor)
- Jan. 8, 1880 Committee of Delaware Railroad recommends construction of branch from Dover to Rehoboth. (MB)
- Jan. 8, 1880 Lewisburg & Tyrone Railroad incorporated in Pa. as reorganization of Lewisburg, Centre & Spruce Creek Railroad; Strickland Kneass, Pres.;

- operated by PRR under lease of Jan. 1, 1880. (Val)
- Jan. 1880 Boston-Augusta sleeping car line changed to Boston-Savannah. (PassDept)
- Jan. 1880 Fastest PRR time between Jersey City and Philadelphia now 1:50. (WSG)
- Jan. 1880 Tide-Water Pipe Company, Limited, compromises with Standard Oil Company after a bitter rate war and agrees to divide crude oil traffic; settlement brokered by Albert Fink.
- Jan. 12, 1880 Both William T. Carter of Philadelphia and Henry S. McComb of Wilmington elected to Board of Delaware Western Railroad; William M. Canby remains Pres. (Poors)
- Jan. 13, 1880 George R. Blanchard of Erie testifies against new version of Reagan Bill before House Committee on Commerce. (NYT)
- Jan. 14, 1880 PRR Board authorizes Eagle Station moved to Lancaster Ave. crossing. (MB)
- Jan. 14, 1880 ATO meeting in West Philadelphia favors the semaphore as preferred form of signal; authorizes a trial of 12 semaphores designed by John A. Anderson; adopts new form of telegraphic train order. (ATO)
- Jan. 14, 1880 Ontario Southern Railroad and Geneva, Hornellsville & Pine Creek Railway merge to form Lake Ontario Southern Railway Company under agreement of Oct. 13, 1879; includes franchise to extend from Geneva, N.Y., to Gaines, Pa., and existing railroad from Sodus Point to Stanley. (Val, Digest)
- Jan. 14, 1880 Stockholders of Pittsburgh, Titusville & Buffalo Railway approve purchase of Buffalo, Chautauqua Lake & Pittsburgh Railway for \$1.5 million in PT&B stock; purchase includes \$125,000 in cash from BCL&P. (RRG)
- Jan. 14, 1880 Albert Fink and Chauncey M. Depew testify against Reagan Bill. (NYT)
- Jan. 15, 1880 Camden & Atlantic Railroad Board reports plan to acquire Shackamaxon Street ferry; reports that Philadelphia & Atlantic City Railway is laying track in Baltic Avenue at Atlantic City; authorizes arranging with West Jersey Ferry Company to run ferry between Coopers Point and Market Street, Philadelphia. (MB)
- Jan. 15, 1880 Albert Fink continues his testimony; calls for Congress to give legal sanction to traffic associations. (NYT)
- Jan. 15, 1880 South Mountain Railroad sold on attachments at Harrisburg. (RyW)

- Jan. 15, 1880 St. Louis, Vandalia & Terre Haute Railroad and Illinois Central Railroad agree to form through passenger and freight line between St. Louis and Chicago via Effingham. (MB)
- Jan. 15, 1880 Louisville & Nashville Railroad men elected to Board of Louisville, New Albany & Chicago Railroad (New Albany-Michigan City) after purchasing stock control. (NYT)
- Jan. 1880 PRR completes new ferry terminal at Cortlandt Street, New York. (RRG)
- Jan. 1880 Baltimore, Chesapeake & Delaware Bay Railroad revived; to be Kent Island to Harrington. (RRG)
- Jan. 17, 1880 PRR grants Pittsburgh & Western Railroad (narrow gauge) trackage rights between Pine Creek and Willow Grove, Pa., near Pittsburgh; P&W is to build third rail between those points. (Val)
- Jan. 17, 1880 Louisville & Nashville Railroad secures control of the Nashville, Chattanooga & St. Louis Railway by purchase of majority of stock, extending its reach to Chattanooga. (NYT, Stover)
- Jan. 18, 1880 Illinois Central Railroad switches its through Chicago-St. Louis service from Wabash, St. Louis & Pacific Railway via Tolono to Vandalia Line via Effingham; two round trips with Pullman sleeping cars. (Guide, RyW)
- Jan. 19, 1880 Service discontinued over Newark & Delaware City Railroad. (Val)
- Jan. 19, 1880 Pa. Legislature sends new bills to Dauphin County grand jury, which again indicts Charles B. Salter for bribery in Riot Claims Bill investigation. (NYT)
- Jan. 20, 1880 Meeting at Windsor Hotel in New York between J.N. McCullough and Horatio Victor Newcomb (1844-1911), VP of Louisville & Nashville Railroad leads to speculation that the PRR will lease the L&N. (NYT)
- Jan. 20, 1880 Joint Executive Committee meets at New York but refuses to change any eastbound rates. (NYT)
- Jan. 20, 1880 Pennsylvania Company Board authorizes purchase of Grand Rapids & Fort Wayne Railroad. (MB)
- Jan. 20, 1880 Toledo, Peoria & Warsaw Railway sold at foreclosure at Chicago for \$6 million to Morris K. Jesup for purchasing committee. (Church, RRG)
- Jan. 20, 1880 Shenandoah Valley Railroad modifies construction contract to extend from

Shepherdstown, W.Va., to Hagerstown, Md. (Hildebrand)

- Jan. 20, 1880 Charles Hartshorne (1829-1908) elected Pres. of Lehigh Valley Railroad, replacing Asa Packer, deceased. (MB)
- Jan. 20, 1880 John R. McPherson's livestock transportation bill amended to death and sent back to Senate committee. (NYT)
- Jan. 20, 1880 Illinois Central Railroad completes purchase of New Orleans, St. Louis & Chicago Railroad, which it has controlled through its Second VP since Jan. 1, 1877. (NYT)
- Jan. 20, 1880 Texas & Pacific Railway Board authorizes \$15 million bond issue. (NYT)
- Jan. 21, 1880 Louisville & Nashville Railroad Pres. Elisha D. Standiford (1831-1887) and VP Horatio Victor Newcomb state that they have rejected Tom Scott's proposal to lease the L&N that had been made first some months ago; however, L&N and PRR are negotiating for the joint lease of the Louisville, Cincinnati & Lexington Railway, which would give PRR more direct access to Louisville via Cincinnati. (NYT)
- Jan. 21, 1880 Louisville & Nashville Railroad completes purchase of Mobile & Montgomery Railway, once a property of the Southern Railway Security Company. (Klein)
- Jan. 21, 1880 Mercer & Somerset Railroad abandoned and tracks removed. (AR)
- Jan. 21, 1880 Dauphin County grand jury indicts William H. Kemble and Jesse R. Crawford for bribery in Riot Claims Bill investigation. (NYT)
- Jan. 21, 1880 New York, Ontario & Western Railway (NYO&W) incorporated in N.Y. as reorganization of New York & Oswego Midland Railroad under control of Edward F. Winslow; financing is provided by Winslow, Lanier & Co., in which Edward F. Winslow's cousin, Edward Winslow (1845/50?-1905), is a partner. (ICC, Martin)
- Jan. 22, 1880 Bankers' syndicate led by J.S. Morgan & Co. opens bids for resale of NYC&HR stock; run from 131 to 135, which will net them \$22.5 million profit. (RRG, NYT)
- Jan. 22, 1880 Hepburn Committee submits its report to N.Y. Legislature along with six bills calling for the creation of a State Railroad Commission that would have control of rates and receiverships; would ban rate discrimination, stock watering, scrip dividends and pooling. (NYT, RyW)
- Jan. 22, 1880 Jay Gould announces Wabash, St. Louis & Pacific Railway has leased

Toledo, Peoria & Warsaw Railway property. (NYT)

- Jan. 22, 1880 Joint Executive Committee restores eastbound rates from Chicago to Toledo, Detroit and Cleveland from 85-1/2% of Chicago-Philadelphia rate to 75-1/2%. (NYT)
- Jan. 23, 1880 U.S. Circuit Court at Philadelphia rules in case of Hall vs. PRR that PRR is not guilty of negligence in losses of goods in transit during 1877 riots and is therefore not liable for damages. (RRG)
- Jan. 23, 1880 Coney Island Elevated Railroad incorporated in N.Y. to build along island linking railroad depots from the Prospect Park & Coney Island to the Marine Railway at Manhattan Beach. (NYState, NYT)
- Jan. 23, 1880 New England Transfer Company holds press run of train ferry *Maryland* to show off new Martin's steam steering gear installed six months ago; famed Brooklyn clergyman Henry Ward Beecher (1813-1887) pilots the ship for part of the return trip; one man can work the steering gear where three or four were required to work the manual wheel previously; *Maryland* runs constantly carrying freight cars at 14 per trip; has made 2,692 trips last year, or at least 7 per day. (NYT)
- Jan. 24, 1880 Property of former Maryland & Delaware Railroad in Maryland conveyed to William T. Hart and Abijah E. Hildreth, trustees. (Val)
- Jan. 26, 1880 Allegheny County Commissioners pay PRR \$1.6 million cash in compromise settlement for strike damages; \$55,000 to Pullman's Palace Car Company, and \$133,500 to Grain Elevator Company; PRR had reduced its claims to \$2.3 million for itself and \$800,000 for shippers; Allegheny County's experts calculated PRR loss at \$2.33 million. (RyW, RRG)
- Jan. 27, 1880 Philadelphia, Marlton & Medford Railroad incorporated in N.J. to build from Haddonfield to Medford; controlled by Camden & Atlantic Railroad. (Val)
- Jan. 27, 1880 Reading Pres. F.B. Gowen and Charles Francis Adams, Jr., testify against Reagan Bill before House Commerce Committee; Adams prefers a national railroad commission along the lines of the one he heads in Massachusetts; Gowen denounces PRR and Standard Oil; prefers authorizing suits in federal court to force non-discriminatory rates rather than a federal commission; charges PRR dominates all state courts in Pennsylvania; Gowen says long-haul discrimination in favor of places is fine, but that discrimination in favor of individual shippers should be banned; open rebates are fine, but secret rebates are not. (Schlegel, RRG, NYT)
- Jan. 28, 1880 PW&B Board hears Pres. Hinckley's report on Elkton & Middletown

survey; authorizes new station at Wilmington, survey up Brandywine Creek for branch to industries; new grain elevator at Southwark. (MB)

- Jan. 1880 Pittsburgh & Western Railroad begins running from Etna to Allegheny City having made arrangements for using part of Western Pennsylvania Railroad, which had previously blocked its extension. (RRG - see below)
- Jan. 31, 1880 Merchants of New York Board of Trade & Transportation circulate a petition in favor of the Reagan Bill. (NYT)
- Early 1880 New PRR station opens at Toledo. (AR)
- Early 1880 Stephen D. Field builds experimental electric street railway at Stockbridge, Mass., using underground third rail. (Condit)
- Feb. 1, 1880 West Chester & Philadelphia Railroad completes new station at Morton. (AR)
- Feb. 2, 1880 Delaware Western Railroad surrenders operation of former Pennsylvania & Delaware Railway between Landenburg and Pomeroy to PRR; portion between Landenburg and Delaware City remains out of service; new PRR schedule breaks connections for passenger trains until Delaware Western changes its own schedule on Feb. 23. (WlmEvrEvng)
- Feb. 2, 1880 Cincinnati & Indiana Railroad and Indianapolis, Cincinnati & La Fayette Railroad sold at foreclosure to bondholders. (GrnBk, Church, RRG)
- Feb. 3, 1880 New ferryboat *Princeton* placed on Debrosses Street ferry; old ferryboat *Colden* converted to cattle boat for Jersey City Stock Yards. (RyW, WSG, HC)
- Feb. 3, 1880 New York & Long Beach Railroad incorporated in New York to build from Ocean Point to Long Beach. (Val)
- Feb. 3, 1880 NYC&HR and Boston & Albany Railroad sign traffic agreement for western freight. (RRG)
- Feb. 3, 1880 Rep. Robert M. McLane (1815-1898) of Maryland submits substitute for Reagan Bill calling for a five-man Railroad Commission to monitor both rates and safety; both bills sent to committee. (NYT)
- Feb. 4, 1880 Shenandoah Valley Railroad holds annual meeting; Shenandoah Valley Construction Company owns 8,000 shares; Central Improvement Company owns 5,000 shares. (Hildebrand)
- Feb. 4, 1880 Louisville & Nashville Railroad men elected to Board of Mobile &

Montgomery Railway, once a Southern Railway Security Company property. (NYT)

- Feb. 5, 1880 Camden County jury acquits conductor of Philadelphia & Atlantic City Railway freight train involved in Aug. 1879 wreck of manslaughter; hung jury in case of engineer. (NYT)
- Feb. 5, 1880 U.S. Circuit Court for Indiana rules in CC&IC cases; upholds PRR's rights and validity of lease; rules that CC&IC is in default; issues order to enforce decree against PRR as guarantor of CC&IC and back interest to be paid that day; both PRR and CC&IC appeal amount of interest due to Supreme Court; PRR expects to be ordered to pay arrears of rent of \$2.6 million; plans to appeal. (AR treats as PRR victory, RRG)
- Feb. 5, 1880 B.B. Campbell of the Petroleum Producers Association signs articles of agreement with Standard Oil Company, under which the Producers will request the Attorney-General to dismiss the equity bill brought by the state against Standard Oil and the railroads, get the Clarion County Court to issue a decree of *nolle prosequi*, and terminate the *quo warranto* proceedings in the Venango County Court in return for the elimination of railroad rebates and discrimination by United Pipe Lines. (NYT)
- Feb. 7, 1880 New York & Long Beach Railroad organized. (Val)
- Feb. 7, 1880 Grand Trunk Railway of Canada begins direct service to Chicago over its own tracks. (Young)
- Feb. 9, 1880 Camden County judge acquits Philadelphia & Atlantic City Railway Assistant Superintendent John S. Wurts of manslaughter in connection with 1879 wreck at Clementon on insufficient evidence. (RRG, NYT)
- Feb. 9, 1880 First through trains run between Indianapolis and Decatur on Indianapolis, Decatur & Springfield Railway. (Guide, RRG)
- Feb. 10, 1880 Lehigh Valley Railroad appoints committee to meet with PRR to develop a new, direct line between the Lehigh Valley and Philadelphia via Bethlehem, Norristown or Chestnut Hill to end LV's use of North Pennsylvania Railroad, now controlled by Gowen's Reading. (MB)
- Feb. 10, 1880 Reorganization of Maryland & Delaware Railroad as Delaware & Chesapeake Railway completed; William T. Hart and Abijah E. Hildreth deed property of former Maryland & Delaware Railroad to new company. (Val)
- Feb. 10, 1880 Property of Tuckerton Railroad sold to bondholders committee for \$85,000; reorganized under same name on July 8. (Brinckmann)

- Feb. 10, 1880 Ocean City Association adopts plat for Ocean City, N.J. (Lee)
- Feb. 10, 1880 House Commerce Committee votes against reporting the Reagan Bill by 8-7. (NYT)
- Feb. 11, 1880 PRR Board approves settlement with Allegheny County over losses from 1877 riot; PRR receives \$1.6 million, plus \$30-40,000 reimbursement for moneys paid by PRR to shippers for losses, less credit of \$9,117 credit for old iron recovered as scrap; recovered looted freight had already been sold for benefit of its owners; total scrap returned to PRR valued at \$219,000. (MB)
- Feb. 11, 1880 Committee reports to PRR Board on demands made by dissident stockholders in 1879; of nine demands, agrees only to distribute annual report a week before the annual meeting. (MB)
- Feb. 11, 1880 PRR Board appoints special committee to negotiate with Lehigh Valley Railroad for a new PRR line to Bethlehem via Chestnut Hill and Germantown. (MB)
- Feb. 11, 1880 Five Mile Beach Improvement Company makes proposition to West Jersey Railroad; have bought all of Five Mile Beach Island, which is covered with dense growth of oak, holly and cedar, and have platted a town, Anglesea, with 21 east-west streets; offer to provide right of way and grading if West Jersey Railroad will provide rails and rolling stock. (MB)
- Feb. 11, 1880 Tuckerton Railroad sold at foreclosure for \$85,000. (RRG)
- Feb. 12, 1880 Pa. Court sets aside sale of South Mountain Railroad. (NYT)
- Feb. 12, 1880 William H. Vanderbilt and Hugh J. Jewett sign an agreement allowing the Erie to run through Pullman sleeping cars over LS&MS or Michigan Central routes between Buffalo and Chicago in return for them abandoning the route via the Atlantic & Great Western Railroad and PFW&C; the Vanderbilts had ousted all Pullman cars in favor of Wagner cars some years ago; PFW&C wants to retain the Erie connection as it allows it to compete for passengers between Chicago and Upstate New York. (NYT)
- Feb. 12, 1880 Cincinnati Southern Railway, built by City of Cincinnati to counteract the influence of the L&N to build up Louisville at its expense, opens from Cincinnati to Ludlow, Ky., with entrance to Chattanooga over the Western & Atlantic Railroad. (Harrison)
- Feb. 13, 1880 Pennsylvania Company Executive Committee accepts payment of \$283,455 from Allegheny County for 1877 riot damages; authorizes second track

Highland-Enon, Orville-m.p. 140, and Toledo Jct.-Crestline on Eastern Division; 24-stall roundhouse at Fort Wayne, and new freight yard south of Stock Yards crossing in Chicago. (MB)

- Feb. 13, 1880 House Commerce Committee adopts substitute for the Reagan Bill put forward by Thomas J. Henderson (1824-1911) of Illinois, calling for the creation of a three-man Railroad Commission, requiring railroads to submit standardized annual reports, banning rebates and requiring railroads to charge the same rate for a similar service to all persons; would exempt LCL freight and intrastate freight. (NYT)
- Feb. 13, 1880 Pittsburgh & Becks Run Railroad (Smithfield Street to Jones & Laughlin) merged into Pittsburgh & Lake Erie Railroad. (GrnBk)
- Feb. 14, 1880 Pittsburgh, Titusville & Buffalo Railway removes third rail from Union & Titusville Railroad. (RRG)
- Feb. 14, 1880 Pa. Attorney-General asks Pa. Supreme Court to dismiss equity suits against Standard Oil Company, PRR and the other railroads, even though Special Master J.B. Sweitzer has not made his report; at the same time, defense counsel for the Standard Oil officials charged with conspiracy withdraws petition to have case moved from Clarion County to the Supreme Court. (NYT)
- Feb. 1880 Rockaway Beach Improvement Company, Ltd., incorporated in N.Y. with capital of \$700,000, is preparing to build large hotel and develop resort. (NYT - probably inc. in 1879)
- Feb. 15, 1880 Special excursion run over LIRR to Rockaway Beach, despite snow, to view iron pier under construction by Rockaway Beach Pier Company, huge Rockaway Beach Hotel being built by Rockaway Beach Improvement Company, Ltd., and Jamaica Bay trestle of New York, Woodhaven & Rockaway Railroad; hosts include William F. Moller of Pier Company and Benjamin E. Smith of Improvement Company. (NYT)
- Feb. 15, 1880 PRR General Ticket Agent Theodore A. Stecher (1830-1880) dies at Ardmore of heart attack after 27 years of service. (RRG)
- Feb. 1880 Tyrone station destroyed by fire; replaced by new brick station later in year. (AR)
- Feb. 1880 City-owned Cincinnati Southern Railway completed between Cincinnati and Chattanooga; operated by the private Cincinnati Railroad Company since May 21, 1879. (ICC)
- Feb. 16, 1880 Stockholders of Buffalo, Chautauqua Lake & Pittsburgh Railway approve

sale to Pittsburgh, Titusville & Buffalo Railway; injunctions to stop sale have been dissolved; rumors that merged company is to be leased to LS&MS. (RRG, NYT)

- Feb. 16, 1880 W.S. Baldwin named General Passenger Agent of Pittsburgh, Titusville & Buffalo Railway. (Guide)
- Feb. 16, 1880 Courts again affirm PC&StL Railway lease of CC&IC; both parties appeal to U.S. Supreme Court. (Church)
- Feb. 17, 1880 Buffalo, Chautauqua Lake & Pittsburgh Railway and Pittsburgh, Titusville & Buffalo Railway (1876) merge to form Pittsburgh, Titusville & Buffalo Railway (1880) under agreement of Jan. 14, 1880; J.W. Jones of Philadelphia Pres.; Clarence H. Clark VP; J.L. Butman resigns as Superintendent of BCL&P to go to Nova Scotia. (Val, RyW, RRG)
- Feb. 18, 1880 New York, West Shore & Buffalo Railway incorporated in N.Y. as reorganization of New York, West Shore & Chicago Railroad; to build from the N.J. state line to Buffalo, a spite line to parallel the main line of the New York Central; location conflicts with that of the Jersey City & Albany Railway and North River Railway. (GrnBk, NYState)
- Feb. 18, 1880 Tide-Water Pipe Company, Limited, PRR, NYC&HR, NYLE&W, Reading and CNJ sign Tide-Water pipeline agreement, ending oil war; are to pool traffic; one-sixth to go to Tide-Water Pipe Company, Limited, and its allies Reading and CNJ, and the rest to be divided among the Trunk Lines; rates to be raised from 17-20 cents to \$1.00-\$1.25; B&O signs but its directors refuse to ratify it; all indictments of Standard Oil Company for conspiracy to be quashed. (MB, RRG)
- Feb. 19, 1880 Grand Council of Petroleum Producers Association approves settlement with Standard Oil Company; equity, *quo warranto* and conspiracy suits withdrawn in return for some concessions by United Pipe Lines; Standard ends railroad rebates, but also depends less on railroads as pipe lines take over long distance transportation. (NYT, Nevins)
- Feb. 19, 1880 Camden & Atlantic Railroad Board authorizes putting engine of ferry *Atlantic* into *Arasapha* and building new *Atlantic*; considers buying Philadelphia & Atlantic City Railway in combination with PRR. (MB)
- Feb. 20, 1880 Camden & Atlantic Railroad holds excursion to showcase new Woodruff parlor car *Marion F.* (RyW)
- Feb. 20, 1880 Westbound train on Bellaire & South Western Railway falls off trestle at Jacobsburg; two coaches fall 25 feet; 20 injured, 3 perhaps fatally. (NYT)

- Feb. 21, 1880 A.J. Cassatt submits form of proposed contract with Lehigh Valley Railroad for Philadelphia & Bethlehem Railroad. (MB)
- Feb. 21, 1880 PRR begins having 1:00 AM weather report of U.S. Signal Office in Washington posted by telegraph to principal railroad stations (Watkins); however, according to ATO, the PRR makes no use of this data in making up and dispatching trains. (ATO)
- Feb. 21, 1880 Jacobs Creek Branch (later Scottdale Branch) of South-West Pennsylvania Railway opens between Scottdale Jct. and June Bug. (Val, AR)
- Feb. 21, 1880 South-West Pennsylvania Railway begins Opossum Run Branch from New Haven to coke ovens of Connellsville Coke & Iron Company. (C&C)
- Feb. 21, 1880 New Jersey Midland Railway sold at foreclosure. (ICC)
- Feb. 23, 1880 Terminal Railroad of East St. Louis incorporated in interest of St. Louis Bridge Company. (Church)
- Feb. 23, 1880 Three-month bituminous coal miners' strike begins in Clearfield Region. (AR)
- Feb. 25, 1880 PRR Board refuses offer to give it control of Philadelphia & Chester County Railroad and detach it from Reading system. (MB)
- Feb. 25, 1880 Committee of West Jersey Railroad Board reports in favor of accepting proposition of Five Mile Beach Improvement Company to build railroad to Anglesea. (MB)
- Feb. 25, 1880 PW&B Board discusses obtaining control of Junction & Breakwater Railroad; Old Dominion Steamship Company is now more amenable to making a sale. (MB)
- Feb. 25, 1880 Maryland Legislature passes act to settle all disputes with Northern Central Railway by making it subject to the state franchise and property tax and to pay debts due to state. (AR)
- Feb. 25, 1880 Terminal Railroad of St. Louis incorporated to build industrial spurs from Union Railway & Transit Company of St. Louis; built in 1881. (Church)
- Feb. 26, 1880 Jay Gould proposes to sell Vineland Railway (Atsion-Bayside, N.J.) to PRR and detach it from CNJ system, eliminating competition with West Jersey Railroad; PRR accepts, but Gould is unable to deliver, the move being a bluff in his negotiations with the CNJ. (MB)
- Feb. 26, 1880 Pennsylvania & Delaware Railway in Pennsylvania reorganized as Pomeroy

- & State Line Railroad. (Val)
- Feb. 27, 1880 LIRR begins holding Board meetings at office of Drexel, Morgan & Co. at 23 Wall Street. (MB)
- Feb. 27, 1880 LIRR agrees to operate New York & Long Beach Railroad. (Val, MB)
- Feb. 27, 1880 West Jersey Railroad Board hears offer of Camden, Gloucester & Mt. Ephraim Railway to sell. (MB)
- Feb. 27, 1880 Joint Executive Committee meets at Chicago; still complaining of rate-cutting by Grand Trunk Railway of Canada. (NYT)
- Feb. 28, 1880 South Mountain Railroad sold to John N. Hutchinson for \$2,100 after U.S. Circuit Court sets aside earlier sale; graded between Harrisburg and Hamburg and some work between Hamburg and Delaware River. (Rdg, RRG)
- Feb. 28, 1880 William G. Warden (1831?-1895), Standard Oil's chief official in Pennsylvania, writes to John D. Rockefeller complaining of rising Republican Party boss Matthew S. Quay (1833-1904) as "fearfully expensive"; Quay was demanding a \$15,000 "loan" from Standard for his services. (Nevins)
- Mar. 1, 1880 New line opens on West Chester Railroad between Frazer and Woodland (Morstein) and old alignment between Malvern and Woodland abandoned on Feb. 29; stations at Summit, Ton Road and Hoods Road abandoned. (CCHS, Guide)
- Mar. 1, 1880 PRR begins operating Pomeroy & State Line Railroad under lease, replacing Delaware Western Railroad's operation of Landenburg-Pomeroy section. (Val)
- Mar. 1, 1880 Newark & Delaware City Railroad resumes service. (Val)
- Mar. 1, 1880 NY&LB and Freehold & Jamesburg Agricultural Railroad agree to share each others' track for 1,500 feet north and south of Sea Girt station. (Val)
- Mar. 1, 1880 NYC&HR restores wages to level in force before July 1, 1877. (RRG)
- Mar. 1, 1880 William H. Vanderbilt agrees to sell additional 100,000 shares of NYC&HR through Morgan Syndicate. (RyW)
- Mar. 1, 1880 Jersey City & Albany Railway opens to Haverstraw, using a switchback until tunnel is completed. (SoftheMt)

- Mar. 1880 U.S. government sues CC&IC Railway to recover \$113,829 in back taxes due since Feb. 1, 1869. (RRG)
- Mar. 3, 1880 Commissioners of Allegheny County offer to settle riot damage claims out of court at 75 cents on the dollar, if merchants who lost goods refrain from lawsuits. (NYT)
- Mar. 3, 1880 Terminal Railroad of St. Louis and Terminal Railroad of East St. Louis leased to St. Louis Bridge Company and Tunnel Railroad of St. Louis. (Church)
- Mar. 4, 1880 Henry S. McComb meets with Tom Scott and George B. Roberts about his scheme for building a new Philadelphia-Baltimore railroad using Delaware Western Railroad charter; Scott and Roberts promise to "take care of" the Delaware Western (possibly in the sinister sense) and promise to reimburse McComb for his expense in buying it and take it off his hands if he will use his influence to help them get the PW&B; McComb cannot commit to that scheme. (McComb Diary)
- Mar. 4, 1880 Supplement to charter of Poughkeepsie Bridge Company extends time for completion to Jan. 1, 1883. (PL)
- Mar. 4, 1880 James River & Kanawha Company merged into Richmond & Alleghany Railroad, which will build a low-grade line on the canal right-of-way between Richmond and Clifton Forge. (ICC)
- Mar. 5, 1880 Henry S. McComb travels to New York to try to interest NYC&HR in his Delaware Western scheme. (McComb Diary)
- Mar. 6, 1880 False rumor circulates in Philadelphia that Reading has leased CNJ. (WSG)
- Mar. 6, 1880 B&O-PW&B train ferry *Canton* launched at Harlan & Hollingsworth, Wilmington, Del.; to operate between PW&B slip at foot of Chesapeake Street in Canton and B&O slip between Elevator B and Piers 31 & 32 at Locust Point. (RRG, BaltAm)
- Mar. 6, 1880 Cincinnati & Indiana Railroad and Indianapolis, Cincinnati & Lafayette Railroad reorganized as Cincinnati, Indianapolis, St. Louis & Chicago Railway, popularly known as the "Big Four". (GrnBk)
- Mar. 8, 1880 Elkton & Middletown Railroad Company of Cecil County incorporated in Maryland to build a cutoff for traffic between Baltimore and Delaware Railroad; not formally organized until 1894. (Val)
- Mar. 8, 1880 Pennsylvania Company executes new lease of JM&I, reducing rent from interest on funded debt and 7% on stock to entire net earnings, retroactive to

Jan. 1, 1880. (Church)

- Mar. 8 1880 In Riot Claims Bill bribery cases, Charles B. Salter and Jesse R. Crawford plead not guilty; William F. Rumberger pleads guilty, and William H. Kemble pleads guilty but denies the charges. (NYT)
- Mar. 8, 1880 Richmond & West Point Terminal Railway & Warehouse Company incorporated in Va. by the Clyde interests as a subsidiary of the Richmond & Danville Railroad to overcome that company's limited powers to lease other railroads; by 1882, the Richmond & West Point Terminal controls 1,248 miles of railroad. (Harrison, Stover)
- Mar. 9, 1880 At PRR annual meeting, Edward T. Parker moves that the \$1.6 million received from Allegheny County be used for dividends; William E. Lockwood again attacks contracts with Pullman and Adams Express; Parker also charges that J. Edgar Thomson received a gift of \$50,000 from the Fort Wayne & Chicago Railroad and the PRR should sue Thomson's estate to recover it; George B. Roberts notes that Thomson put up \$800,000 of his own to finish the Fort Wayne & Chicago and was entitled to any returns. (NYT)
- Mar. 9, 1880 Lehigh Valley Railroad Board authorizes extension from Harleigh to Tomhicken northwest of Hazleton, where it will eventually connect with the PRR. (MB)
- Mar. 1880 Court orders LIRR receiver Thomas R. Sharp to contract to run boats from Greenport to Block Island, Narragansett Pier and Newport. (RRG)
- Mar. 10, 1880 New York & Long Branch Extension Railroad incorporated in New Jersey in interest of CNJ; to build from Sea Girt to Arnold Avenue in Point Pleasant; is separated from NY&LB by 1,500 feet of the Freehold & Jamesburg Agricultural Railroad (from Sea Girt station to future "SG" Tower), which are used under reciprocal running rights. (MB, ICC)
- Mar. 10, 1880 Henry S. McComb travels to Baltimore to see Judge Manning of Carrollton regarding securing passage of a charter for the Baltimore & Northeastern Railroad, which will extend the Delaware Western Railroad to Baltimore. (McComb Diary)
- Mar. 10, 1880 South Mountain Railroad sold again by sheriff of Lebanon County. (RRG)
- Mar. 10, 1880 Daniel O'Day (1844-1916), the Standard Oil Company's chief pipeline man, meets Tide-Water Pres. Byron D. Benson on the train from Oil City to Bradford; Benson makes overtures for a negotiated settlement with Standard. (Nevins)

- Mar. 10, 1880 Riot Claims Bill bribery trial of Christian Long held over on grounds of mental and physical illness. (NYT)
- Mar. 10, 1880 E.K. Hyndman resigns as Superintendent of the Pittsburgh Division of the B&O to become Superintendent of the Connellsville Coke & Iron Company, controlled by the Leisenring interests of Mauch Chunk. (NYT)
- Mar. 11, 1880 Rep. Emile J. Petroff found guilty of accepting bribes to secure passage of Riot Claims Bill. (NYT)
- Mar. 11, 1880 Cyrus W. Field and John Patton, as trustees of old Marietta, Pittsburgh & Cleveland Railway, file suit at U.S. Circuit Court at Cincinnati against Cleveland & Marietta Railroad for settlement. (NYT)
- Mar. 12, 1880 Court instructs receiver of Illinois Midland Railway to take freight from Peoria as it can be had and run the 200 new "Eastern Trunk Line" freight cars without regard to existing Trunk Line Pool. (NYT, RyW)
- Mar. 15, 1880 A.J. Cassatt telegraphs John D. Rockefeller on behalf of Byron D. Benson, trying to arrange a meeting with Standard Oil officials. (Nevins)
- Mar. 15, 1880 West Chester & Philadelphia Railroad's directors' train and passenger train crash head-on at 49th Street station; 5 injured. (NYT)
- Mar. 15, 1880 Canal & Lake Steamboat Company incorporated in New York; operates "Western States Line" (or "Planet Line"?) of freight propellers and barges between Buffalo and New York City via Erie Canal. (MB)
- Mar. 15, 1880 John Reilly executes a quitclaim deed for the old Western Reservoir to the South Fork Fishing & Hunting Club of Pittsburgh. (McGough)
- Mar. 1880 PW&B installs new iron draw span in Susquehanna River Bridge at Havre-de-Grace, completing reconstruction of the bridge as a single track iron truss span begun in 1874. (Wilson)
- Mar. 1880 People of Bucyrus, Ohio, have offered Pennsylvania Company \$180,000 and 20 acres for yards and shops if it will move the junction of the Toledo Branch to Bucyrus. (RRG)
- Mar. 1880 PC&StL Railway completes relaying with steel rails between Pittsburgh and Columbus. (RyW)
- Mar. 1880 PRR and B&O clash in North Carolina Legislature over a bill to repeal the charter of ___ Railroad from the Richmond & Danville to Statesville, N.C.; B&O has secured control, and PRR is trying to block their expansion southwards. (NYT)

- Mar. 1880 Pittsburgh & Western Railroad opens extension (narrow gauge) from Zelenople to Wurttemberg, Pa. (RRG)
- Mar. 17, 1880 New York City businessmen meet at the Produce Exchange to protest the Hepburn Bills to regulate railroads. (NYT)
- Mar. 18, 1880 New York & Long Beach Railroad changes point of connection from Ocean Point on New York & Rockaway Railroad to Pearsalls (Lynbrook) on Brooklyn & Montauk Railroad; breaks ground at Pearsalls. (MB; Seyfried)
- Mar. 18, 1880 Coney Island & Sea View Elevated Railroad incorporated in N.Y. to build from the Iron Pier to Norton's Point. (NYState)
- Mar. 18, 1880 Camden & Atlantic Railroad Board reports that Mays Landing & Egg Harbor City Railroad is in bad shape and should give up lease of extension from Mays Landing station to shipyard as soon as possible; vote to continue trains on Atlantic Avenue in Atlantic City, as residents demand it; report that PRR refuses to join in buying Philadelphia & Atlantic City Railway, and Massey has increased his price from \$390,000 to \$420,000. (MB)
- Mar. 18, 1880 Trainmen of Cumberland & Pennsylvania Railroad join coal strike. (NYT)
- Mar. 18, 1880 National convention of bituminous coal miners at Pittsburgh calls for eight-hour day effective July 4. (NYT)
- Mar. 20, 1880 Henry S. McComb meets with banker Anthony J. Drexel on Philadelphia-Baltimore new line. (McComb Diary)
- Mar. 20, 1880 Unfinished Miami Valley Railway sold at foreclosure to Calvin Stewart Brice (1845-1898), Samuel Thomas (1840-1902), Gov. Charles Foster (1828-1904), et al. for \$61,000; was a three way bidding war between old bondholders led by ex-Pres. S.S. Haines, a Cincinnati group led by George Hafer, and a group including Brice, Thomas and Foster, associated with the Toledo, Delphos & Burlington Railroad; Cincinnati and Brice group join forces for purchase; road is graded for 36 miles from Cincinnati to Waynesville with a small amount of rail between Effluent Pipe Street and McMillen & Crown Streets at Cincinnati end. (Church, C&C, RRG, Hauck, Rehor)
- Mar. 20, 1880 Georgetown renamed Walkersville on Frederick Division. (Guide)
- Mar. 22, 1880 Property of former Southern Railroad Company of Long Island conveyed to Brooklyn & Montauk Railroad by Egisto P. Fabbri (1828-1894), purchaser at second foreclosure sale. (Val)

- Mar. 22, 1880 Philadelphia ordinance authorizes sale of city's stock in Philadelphia & Erie Railroad. (Digest)
- Mar. 23, 1880 LIRR leases Brooklyn & Montauk Railroad from Nov. 22, 1879; becomes Montauk Division of LIRR. (MB, C&C)
- Mar. 23, 1880 LIRR leases New York & Flushing Railroad effective Apr. 1, 1880. (MB)
- Mar. 23, 1880 Jay Gould finally conveys property of old Vineland Railway to new Vineland Railroad, incorporated in 1877, completing reorganization; becomes part of CNJ system. (ICC)
- Mar. 23, 1880 British House of Lords confirms appeals court decision restoring to Madeira & Mamoré Railway bondholders the \$4.25 million proceeds of the Bolivian loan now sequestered in the Bank of England; final decree is adverse to the U.S. contractors P. & T. Collins on grounds that the concession has expired. (RyW)
- Mar. 24, 1880 Atlantic & Great Western Railroad reorganized as New York, Pennsylvania & Ohio Railroad under agreement of Mar. 20; John H. Devereaux, Pres. (Minor)
- Mar. 24, 1880 PRR Board approves option on Richmond & Danville securities to syndicate headed by William P. Clyde (1839-1923) of New York; covers 24,000 shares at 50 and any First Mortgage bonds in excess of \$1.5 million at 95, the \$1.5 million bonds to be purchased at the same price later; other syndicate members include Thomas Clyde (1812-1885) of Philadelphia, Richard T. Wilson (1831-1910), Henry B. Plant (1819-1899), William T. Walters (1820-1894), Benjamin F. Newcomer (1827-1901), and Thomas Branch & Co. of Richmond. (MB, Hoffman)
- Mar. 24, 1880 Court at Indianapolis rules against City of Logansport's suit to recover \$40,000 bonds issued in 1874 to extend Logansport, Crawfordsville & South Western Railway to city. (RyW)
- Mar. 24, 1880 Press reports that CCC&I Railway has purchased Cincinnati, Hamilton & Dayton Railroad. (NYT)
- Mar. 25, 1880 Joint Executive Committee concludes two-day meeting; respond to merchants' protests and decline to equalize rates to Europe through all ports; adopt new classification with 10 rather than 4 classes; Trunk Line presidents are to meet Mar. 28 and weekly thereafter. (NYT)
- Mar. 25, 1880 New Jersey Midland Railway reorganized as Midland Railroad Company of New Jersey; merged with other railroads on June 17, 1881 to form New York, Susquehanna & Western Railroad; continues to operate into PRR's

Jersey City Terminal. (ICC)

- Mar. 25, 1880 Reagan Bill loses place on calendar and cannot be taken up this Congressional session. (NYT)
- Mar. 26, 1880 LIRR leases New York, Woodhaven & Rockaway Railroad. (MB)
- Mar. 26, 1880 LIRR grants trackage rights to New York, Woodhaven & Rockaway Railroad between Long Island City and Glendale Jct., Bushwick and Bushwick Jct., and Flatbush Avenue to Woodhaven Jct. (Val)
- Mar. 29, 1880 U.S. Supreme Court rules that Millville & Glassboro Railroad had no charter right to lease company to George W. Thomas, et al., in 1863, ending Thomas's attempt to recover compensation for non-fulfillment of contract after railroad abrogated lease in 1868. (RyW, NYT)
- Mar. 29, 1880 Newark & Delaware City Railroad organized at Wilmington to assume portion of former Pennsylvania & Delaware Railway between Newark and Delaware City; Strickland Kneass, Pres.; to be operated as branch of the PW&B as part of an improved route between Baltimore and the Eastern Shore, replacing the projected route between Elkton and Middletown. (C&C, RyW, NYT)
- Mar. 29, 1880 William H. Kemble, Charles B. Salter, Jesse R. Crawford, William F. Rumberger and Emil J. Petroff fail to appear for sentencing on their bribery convictions and warrants issued for their arrest. (NYT)
- Mar. 29, 1880 Pennsylvania Supreme Court settles distribution of J. Edgar Thomson's estate, valued at \$823,000; Thomson's widow Lavinia and niece Charlotte Reed, the daughter of William B. Foster, are to receive the entire income of the estate during their lifetimes, not merely an amount to live comfortably as the trustees maintained; after that, the entire estate is to support female orphans whose fathers were killed in PRR service. (PubLdgr)
- Mar. 30, 1880 Pennsylvania Board of Pardons deadlocks on Matthew S. Quay's proposal to remit prison sentences for those convicted of bribery in the 1877 Riot Bill case, but to retain fines; pardons to be issued after sentence is pronounced, not before. (NYT)
- Mar. 31, 1880 Henry S. McComb meets with West Chester & Philadelphia Railroad Pres. J. Edward Farnum on purchasing WC&P to complete his new Philadelphia-Baltimore line. (McComb Diary)
- Mar. 31, 1880 Pennsylvania Company and LS&MS agree to elevate and build new main line tracks north of Cleveland Union Passenger Depot. (Church)

- Spring 1880 A.J. Cassatt purchases the portion of the old Philadelphia & Lancaster Turnpike Road between 52nd Street and Paoli; reorganized as Lancaster Avenue Improvement Company; Cassatt's plan is to rebuild it to serve the Main Line suburbs. (RyW)
- Apr. 1, 1880 PW&B officials travel to Baltimore to view new Canton coal pockets and train ferry pier. (RyW)
- Apr. 1, 1880 Northern Central Railway grants 10% wage increase to all employees. (AR)
- Apr. 1, 1880 PRR, PC&StL, Pennsylvania Company, Northern Central Railway and GR&I restore all wages and salaries to pre-June 1877 levels; leaves intact cuts imposed on trackmen and shopmen in 1874-75. (LC, AR, RRG)
- Apr. 1, 1880 GR&I grants 10% wage increase.
- Apr. 1, 1880 Henry Wynkoop Gwinner (1824-1883), Auditor of Passenger Receipts, resigns for health and to devote full time to the National Railway Publication Company, publisher of the *Official Guide* and Hoole Manufacturing & Baggage Check Company; fellow officers present Gwinner with a bronze French clock with Egyptian ornament and a pair of mantel ornaments and vases; Gwinner is replaced by Maximillien "Max" Riebenack (1844-1910), who eventually becomes PRR's accounting expert; James McClintock Creighton (1833-1887), formerly Assistant to Third VP, named General Freight Agent, replacing Stephen B. Kingston, deceased. (MB, RRG, Guide)
- Apr. 1, 1880 Reading makes first test of Baldwin 4-2-2 "Bicycle" type locomotive No. 507 with 78" drivers designed for high-speed running between Jersey City and Philadelphia. (RyW)
- Apr. 1, 1880 Maryland Senate passes bill to incorporate the Baltimore & Northeastern Railroad to build to the Pennsylvania state line via Belair, supposedly in interest of B&O or McComb. (BaltAm)
- Apr. 1, 1880 Shenandoah Valley Railroad opens between Shenandoah River (Riverton) and Front Royal, Va. (CorpHist)
- Apr. 1, 1880 Texas & Pacific Railway VP John C. Brown testifies before Senate Committee on Pacific Railroads in favor of bill extending time to complete transcontinental land grant roads. (NYT)
- Apr. 3, 1880 North River Railway incorporated in N.J. in interest of NYO&W to build part of its extension from Middletown, N.Y. to the Jersey City & Albany Railway at Haverstraw via Cornwall. (ICC, GrnBk)

- Apr. 3, 1880 Maryland Senate recalls Baltimore & Northeastern Railroad bill from Assembly, killing hope of passage. (BaltAm)
- Apr. 1880 PRR begins testing operating employees of United New Jersey Grand Division for vision and color blindness. (RRG)
- Apr. 1880 PRR adopts electric signal bell on passenger locomotives operated from cord strung through cars. (CCHS)
- Apr. 1880 Clearfield Region coal operators resume at old rates after six-week strike. (RyW)
- Apr. 5, 1880 Charles B. Salter, William F. Rumberger, Emil J. Petroff and Jesse R. Crawford appear at Dauphin County Jail; are booked and released on \$2,000 bonds. (NYT)
- Apr. 6, 1880 N.Y. Court of Appeals issues decision in case of Morris K. Jesup, Drexel, Morgan & Co., et al. vs. Andrew Carnegie, Tom Scott, Benjamin E. Smith, William Dennison, Oliver Ames, et al.; court rules that defendant stockholders of Davenport Railway Construction Company are not individually liable for company's debts. (NYT)
- Apr. 7, 1880 Shops of Cleveland & Marietta Railroad at Marietta destroyed by fire. (RRG)
- Apr. 7, 1880 Chicago & Western Indiana Railroad opens from Dolton, at junction of Chicago & Eastern Illinois Railroad with CC&IC, to about 35th Street; C&EI transfers its trains to it from CC&IC (Pan Handle) line; rest of route is stopped by litigation over crossings of Illinois Central, Rock Island and LS&MS. (NYT, RRG)
- Apr. 8, 1880 Last 111,000 of William H. Vanderbilt's 350,000 NYC&HR shares sold at 131 vs. syndicate purchase price of 120; syndicate splits difference on last 100,000 shares with Vanderbilt. (RyW)
- Apr. 9, 1880 VP George B. Roberts writes to John D. Rockefeller noting a recent meeting between the Trunk Lines and the Tide-Water/Reading/CNJ interests; Byron D. Benson has repeated his offer to share supply of Tide-Water's refineries with Standard Oil; Roberts urges a settlement; although meetings between Standard Oil and Tide-Water come to nothing, each negotiates a new rate schedule with the railroads. (Nevins)
- Apr. 9, 1880 Court issues permanent injunction against William H. Williams issuing bonds of Lehigh & Eastern Railroad. (NYT)
- Apr. 10, 1880 Thomas R. Sharp reports to LIRR Board that he has agreed with the

- Brooklyn & Montauk Railroad for change of line between New York & Flushing Railroad and Tevermans Creek. (MB)
- Apr. 10, 1880 New York & Long Beach Railroad begins construction. (Val)
- Apr. 10, 1880 Maryland special act provides for incorporation of Peninsula Railroad (Md.) for purpose of reorganizing Worcester & Somerset Railroad. (Val, MB)
- Apr. 10, 1880 Morrell Branch of South-West Pennsylvania Railway opens from near Dunbar (1.18 miles) to coke ovens of Cambria Iron Company. (Val, AR)
- Apr. 12, 1880 Detectives, who have tailed him from Atlantic City, arrest William H. Kemble in Philadelphia; Kemble is bailed after spending the night in the Dauphin County Jail. (NYT)
- Apr. 12, 1880 Ground broken in Chicago for new Union Passenger Depot; to be built under supervision of Robert Trimble (1856-1932), Resident Engineer. (RRG)
- Apr. 12, 1880 Pennsylvania Company Executive Committee approves new station at Louisville. (MB)
- Apr. 13, 1880 Solon Humphreys (1820-1900) elected Pres. of Wabash, St. Louis & Pacific Railway, replacing Cyrus W. Field (1819-1892), resigned. (RRG)
- Apr. 14, 1880 PRR Board extends Clyde Syndicate option on Richmond & Danville to June 1, but excludes bonds. (MB)
- Apr. 14, 1880 PRR committee refuses Lehigh Valley Railroad request to grant LV permanent use of Belvidere Delaware Railroad on terms equal to proposed new line via Chestnut Hill; PRR wants LV to share expense of opening a completely new area. (MB)
- Apr. 14, 1880 PRR Board agrees to subscribe to \$5,000 in stock of the Lancaster Avenue Improvement Company, providing private parties subscribe \$30,000. (MB)
- Apr. 14, 1880 Staten Island Rapid Transit Railroad incorporated in N.Y. by Erastus Wiman (1834-1904), General Manager of the R.G. Dun & Co. credit rating agency and would-be real estate developer; to run from South Beach around to Port Richmond and other points on the North Shore. (NYState, NYT)
- Apr. 14, 1880 Joint Executive Committee cuts eastbound rates 5-10 cents; 8th Class to 30 cents. (NYT)
- Apr. 15, 1880 Camden & Atlantic Railroad Board orders opening new slips at Camden with trial run of new ferry *Atlantic*; new station is almost completed. (MB,

PubLdgr)

- Apr. 15, 1880 Thomas A. Roberts appointed Superintendent of Bedford Division, replacing Persifer F. Smith, Sr. (b. 1849), resigned to be Pres. of Plate & Sheet Iron Company at Wellsville, Ohio; William M. Philips appointed Superintendent of Philadelphia Division, replacing Roberts. (AR)
- Apr. 15, 1880 Carey W. Ahl agrees to deliver stocks and bonds of Harrisburg & Potomac Railroad to Reading. (Rdg)
- Apr. 1880 Anglesea Railroad signs construction contract with Peter F. Collins of Philadelphia. (RRG)
- Apr. 1880 North side of Filbert Street Extension cleared. (PubLdgr)
- Apr. 1880 Philadelphia Rapid Transit Company incorporated to build elevated railroad in Market Street from 63rd Street to Front Street, on Lancaster Avenue to 52nd Street, and on Front Street from Berks Street to Wharton Street; inspired by 9th Avenue and 6th Avenue elevateds in New York; however, Philadelphia will wait for over 20 years for rapid transit lines. (RRG)
- Apr. 1880 Surveys being run for joint PRR-Lehigh Valley line between Allentown and Philadelphia located between Perkiomen Railroad and North Pennsylvania Railroad. (RRG)
- Apr. 1880 PRR denies rumor it is pushing for a lease of the PW&B and threatening to build a parallel line. (RRG)
- Apr. 1880 Danville renamed Riverside on Sunbury Division; New Market renamed Scio on PC&StL. (Guide)
- Apr. 1880 New survey being run for Jersey Shore, Pine Creek & Buffalo Railway. (RRG)
- Apr. 1880 About 150 trains arrive and depart PRR's Pittsburgh Union Station daily. (RyW)
- Apr. 1880 New York, Ridgway & Pittsburgh Railroad incorporated in Pa.; purchases rights and property of Northern Railroad & Navigation Company of 1867, including 6 miles of graded roadbed; to build from Ridgway to Tionesta, linking Allegheny Valley Low Grade Line with New York, Lake Erie & Western Railroad, creating new line from Pittsburgh to Rochester and Buffalo. (RyW, PaState)
- Apr. 1880 Old PFW&C station in Chicago being demolished. (RyW)

- Apr. 1880 Erie City Iron Works is fabricating tunnel rings for Hudson Tunnel Railroad. (RyW)
- Apr. 1880 S.C. Cochrane of B&O appointed Superintendent of Bellaire & South Western Railway, replacing George Henry, resigned. (RRG)
- Apr. 1880 C&O Railway acquires interest in Kentucky Central Railroad, running from Winchester to Covington, opposite Cincinnati. (Evans)
- Apr. 16, 1880 Last rail laid on New York & Long Beach Railroad north of the bridge at East Rockaway. (NYT)
- Apr. 16, 1880 Pennsylvania Company agrees with Wabash, St. Louis & Pacific Railway for joint freight line of 1,000 cars. (MB)
- Apr. 17, 1880 Trunk Lines adopt new livestock rates; 65 cents per cwt. for cattle, Chicago to New York. (NYT)
- Apr. 18, 1880 Pres. Thomas R. Sharp of Long Beach Improvement Company holds press trip over incomplete New York & Long Beach Railroad to try to induce the creation of a club house next to the hotel; train runs to East Rockaway on mainland; passengers cross to island in a sloop; Sharp hopes to have hotel ready by July 1. (NYT, Seyfried)
- Apr. 19, 1880 South Chicago & Western Indiana Railroad incorporated in interest of Chicago & Western Indiana Railroad to build lines in Calumet District southeast of Chicago. (ICC, Church)
- Apr. 24, 1880 Cleveland & Marietta Railroad organized; Isaac Morton elected Pres.; company had been operated by Marietta, Pittsburgh & Cleveland Railway trustees since 1877 sale; S.C. Baldwin to VP & Manager. (MB, RRG, Guide)
- Apr. 25, 1880 Camden & Atlantic Railroad begins running seasonal Sunday express train between Camden and Atlantic City. (PubLdgr)
- Apr. 25, 1880 Pittsburgh, Virginia & Charleston Railway begins extension from Monongahela City to Brownsville. (RyW)
- Apr. 26, 1880 J. Edward Farnum informs Henry S. McComb he has been given a first option on West Chester & Philadelphia Railroad stock until May 6. (McComb Diary)
- Apr. 26, 1880 William H. Kemble, Charles B. Salter, Emil J. Petroff, and William F. Rumberger sentenced to pay \$1,000 fines and serve one year in Eastern State Penitentiary. (NYT)

- Apr. 26, 1880 Pullman's Palace Car Company breaks ground for model factory and company town at Pullman, Ill., 14 miles south of Chicago, located between the Illinois Central main line and Lake Calumet; designed by Solon Spencer Beman (1853-1914), a New York architect, and Nathan F. Barrett (1845-1919), a landscape architect, who have also built George M. Pullman's summer cottage at Elberon, N.J.. (RRG, Buder)
- Apr. 27, 1880 Henry S. McComb travels to Baltimore to meet with Robert Garrett to push his new Philadelphia-Baltimore line. (McComb Diary)
- Apr. 27, 1880 Connecticut State Treasurer, as trustee, takes possession of Connecticut Western Railroad. (RyW)
- Apr. 28, 1880 PW&B Board considers establishing 30-year service medals for employees and a Beneficial Association; Boston directors approve getting information on Junction & Breakwater Railroad. (MB)
- Apr. 28, 1880 Reading tests "Bicycle" 4-2-2 No. 507 between Bound Brook and Philadelphia at speeds up to 70 MPH as part of plan to compete with PRR; locomotive has cab perched high on Wootten firebox. (WSG)
- Apr. 29, 1880 Ridgway Park, and amusement ground, opens on Smith's Island in the Delaware River opposite center city. (Walther)
- Apr. 29, 1880 Joint Executive Committee adopts Albert Fink's plan of equalizing freight charges at all North Atlantic ports with a flat 1-cent charge for grain elevating; New York and Philadelphia previously had free elevating, so increase 1 cent, while Boston rates cut 1/4 cent. (NYT)
- Apr. 30, 1880 Henry S. McComb meets with Robert Garrett again at New York; in evening attends dinner at the home of William H. Vanderbilt with William K. Vanderbilt, Hamilton McKown Twombly and their wives. (McComb Diary)
- Apr. 30, 1880 Pennsylvania Board of Pardons remits prison sentences of Kemble, Salter, Petroff and Rumberger, but makes them pay fines and costs; all are released from Dauphin County Jail before they can be transferred to the penitentiary. (NYT)
- Spring 1880 New York & New England Railroad buys one half of New England Transfer Company, operating train ferry *Maryland*. (AR)
- May 1, 1880 Tom Scott, whose health has continued to deteriorate, submits his resignation as PRR President and director effective June 1 on the advice of his doctors. (MB)

- May 1, 1880 NY&LB Railroad leases New York & Long Branch Extension Railroad. (MB)
- ca. May 1, 1880 Camden & Atlantic Railroad opens new Camden Terminal station at Coopers Point; two-story ferry house 40' x 60'; two train sheds: one 620' x 25' open and one 265' x 20' enclosed; old ferry house moved and used as office; work completed before summer season. (AR, PubLdgr)
- May 1, 1880 Camden & Atlantic Railroad purchases control of Kensington & New Jersey Ferry Company, operating ferry *Shackamaxon* between Coopers Point, Camden, and Shackamaxon Street, Philadelphia; Camden terminal switched from Point Street to Camden & Atlantic terminal at Wood Street where new ferry house is completed. (Val, AR, PubLdgr)
- May 1, 1880 George W. Ristine (1846-) named Manager & General Freight Agent of Empire Line, replacing J. McC. Creighton to General Freight Agent of PRR; E.W. McKenna named Superintendent of JM&I, replacing James R. Shaler, resigned to be Assistant General Manager of L&N; James J. Turner (1853-) appointed Superintendent of Indianapolis & Vincennes Railroad to replace McKenna; Walter Freeman named General Freight Agent of West Jersey Railroad, replacing Stephen B. Kingston, deceased. (MB, AR, RRG)
- May 1, 1880 B&O establishes Employes' Relief Association for sick and death benefits, six years before PRR. (AR)
- May 2, 1880 Derry Railroad YMCA organized. (PaNews)
- May 3, 1880 LIRR closes old Southern main line between Long Island City and Glendale Jct. for rebuilding; passenger trains rerouted to Bushwick or over LIRR main line, marking restoration of passenger service there. (Seyfried)
- May 3, 1880 Newark & Irvington Horse Railroad sold at foreclosure, wiping out PRR's stock.
- May 3, 1880 Henry S. McComb meets with Franklin B. Gowen in Philadelphia; Gowen prefers opening PW&B to all other lines over building a parallel railroad. (McComb Diary)
- May 3, 1880 Mayor Harrison vetoes ordinance that would have permitted Chicago & Western Indiana Railroad to enter Chicago. (RRG)
- May 4, 1880 Henry S. McComb inspects the West Chester & Philadelphia Railroad. (McComb Diary)
- May 5, 1880 PRR Board accepts Tom Scott's resignation and names George Brooke

Roberts (1833-1897) his successor; Roberts is first college-educated PRR President (Rensselaer, 1851); Board issues testimonial to Scott; in retrospect, it seems clear that A.J. Cassatt, who was Scott's main protégé and who had been representing the PRR in negotiations over rates and with Standard Oil and with the Trunk Lines, expected to succeed him; however, Roberts, with his self-effacing Quaker personality, is the heir of J. Edgar Thomson both by designation and temperament; Roberts has been quietly straightening out the messes caused by Scott's over-optimistic expansion in Lines West; the directors and stockholders clearly want a respite from Scott-style aggressiveness; they also may remember Cassatt's role in provoking the Pittsburgh Riots; Roberts will follow a cautious but steady course and turn the PRR into the "Standard Railroad of America"; Cassatt stays on, but friction between two such dissimilar men soon grows; their rivalry echoes the differences between their Quaker and Scots-Irish forbears in the 18th Century. (MB)

- May 5, 1880 New York & Long Branch Extension Railroad organized, Anthony Reckless, Pres. (MB)
- May 5, 1880 Baltimore Stock Yard Company incorporated in interest of B&O to build a stock yard on "Claremont" estate south of Baltimore. (RyW)
- May 6, 1880 Camden & Atlantic Railroad's new ferry *Atlantic*, built by Neafie & Levy, makes trial run on Delaware River; old *Atlantic* scrapped and machinery placed in *Arasapha*. (PubLdgr, AR)
- May 6, 1880 Henry S. McComb retracts offer to buy two-thirds interest in West Chester & Philadelphia for his projected Baltimore & Northeastern Railroad at 40 per share; McComb realizes that he would have to buy all the stock and assume about \$2 million in debt, which is more than a new line would cost. (CCHS, EvryEvng)
- May 7, 1880 Camden & Atlantic Railroad places new ferry *Atlantic* in revenue service; at 159 x 54 (o.a.), is 5 feet longer than any other ferry on Delaware River. (PubLdgr)
- May 8, 1880 Charles A. Chipley (1836?-1904), formerly General Freight Agent of Pittsburgh & Lake Erie Railroad, named General Agent for Union Line and National Line at Pittsburgh. (Guide)
- May 8, 1880 New York & New England Railroad lets contracts for extension from Brewster to Hopewell Jct. (AR)
- May 10, 1880 PRR Road Committee receives petition from residents of Haddonfield, N.J., for a branch of the West Jersey Railroad so they can have a ferry to Market Street instead of Vine Street. (MB)

- May 10, 1880 PW&B/B&O train ferry *Canton* arrives in Baltimore from Harlan & Hollingsworth yard at Wilmington; carries 18 cars on three tracks. (RyW)
- May 10, 1880 Canton & Canal Dover Railroad incorporated in Ohio in interest of Cleveland & Marietta Railroad to build between Canal Dover and Canton; surveyed but not built. (Church)
- May 10, 1880 Columbus & Toledo Railroad grants Pennsylvania Company use of its Toledo terminal on Maumee River at Summit Street. (Church)
- May 10, 1880 Shenandoah Valley Railroad opens between Front Royal and Bentonville, Va. (CorpHist)
- May 11, 1880 Lehigh Valley Railroad committee reports that it is inexpedient to join with PRR in building a new railroad between Philadelphia and Bethlehem. (MB)
- May 11, 1880 Brownsville Railway merged into Pittsburgh, Virginia & Charleston Railway under agreement of Apr. 20, 1880. (Val)
- May 11, 1880 South Mountain & Boston Railroad (N.J.) renamed Pennsylvania & New England Railroad. (NJCorp)
- May 12, 1880 Foreclosure sale of Washington City, Virginia Midland & Great Southern Railroad set for May 13, stopped by injunction; sale not held until Dec. 20. (NYT)
- May 13, 1880 Thomas A. Edison makes first test run of a 1,400 foot experimental electric railroad at Menlo Park, N.J., using both running rails, which are kept insulated from each other; runs at about 40 MPH; after about a month, the line is extended to about one mile; Edison proposes to build a 500 HP locomotive with 72-inch drivers and predicts that one day electric locomotives will run on the PRR at 60 MPH; PRR's Frank Thomson rides on it but tells Edison it is impracticable on a large scale. (Edison Papers, Condit, RyW)
- May 14, 1880 N.Y. Senate passes bill to allow Hudson Tunnel Railroad to begin work on New York side. (RyW)
- May 14, 1880 Reading 4-2-2 Bicycle locomotive No. 507 with 78" drivers runs from 9th & Green Station to Jersey City with four cars in 1:38. (RRG)
- May 14, 1880 Monongahela Incline & Transfer Company makes connection with B&O at Pittsburgh. (Poors)
- May 1880 Immigrant traffic is so heavy that each of three Trunk Lines dispatches three

- extra immigrant trains each one Sunday; carry total of 3,600 immigrants from New York. (RyW)
- May 1880 PRR completes new coal pier at foot of Bridge Street, Camden; coal comes from Lehigh Valley Railroad via Bordentown. (RyW)
- May 1880 Pittsburgh Orphans Court settles estate of William Phillips; assets of \$6,666 against total claims of \$869,755, of which \$367,975 is owed to Allegheny Valley Railroad; creditors will get only ¾ cents on the dollar. (RRG)
- May 17, 1880 Rockaway Surf Railroad incorporated in N.Y. to build from the Iron Pier to the new hotel of the Rockaway Beach Improvement Company, Ltd.; not built. (NYState)
- May 17, 1880 West Chester & Philadelphia Board accepts terms for PW&B to buy 2/3 of stock at par 50 and guarantee bonds; done to keep road out of hands of H.S. McComb, who had offered 40.
- May 17, 1880 B&O establishes car float to P&LE at Glenwood, creating link between two systems. (RyW)
- May 17, 1880 James A. George, an officer of the Census Bureau who has represented several southern railroads, writes to the Senate Committee on Pacific Railroads against extending time on the Texas & Pacific Railway's land grant on grounds that its charter was obtained by bribery. (NYT)
- May 18, 1880 Trunk Lines meet at Baltimore; decide to make no reduction in eastbound rates and continue Board of Arbitration. (RRG, NYT)
- May 19, 1880 James A. George refuses to surrender incriminating papers to Congress without a formal investigation, but says he got his information from J.J. Newell of Adrian, Mich., one of the original incorporators and a contractor; charges that former Congressman Richard Chappel Parsons (1826-1899) of Ohio distributed bonds in the House under agreement with Tom Scott, but that Scott had only paid \$8,000. (NYT)
- May 20, 1880 House Committee on Pacific Railroads decides it has no authority to investigate Newell's charges on Texas & Pacific Railway bribery without specific instructions from the full House. (NYT)
- May 20, 1880 Beach House hotel opens at Sea Girt, N.J.; made out of Commodore Robert F. Stockton's old summer home "Sea Girt" by adding two wings; town laid out with 20-acre park and new streets. (PubLdgr)
- May 21, 1880 Trial trip of PW&B/B&O train ferry *Canton* from PW&B slip at foot of Chesapeake Street down river to Fort Carroll. (RyW)

- May 21, 1880 Henry S. McComb meets with George B. Roberts; tells him nothing will stop the construction of a parallel Philadelphia-Baltimore line unless the PRR buys him out. (McComb Diary)
- May 21, 1880 Philadelphia & Reading Railroad's notes go to protest; price of stock falls from 48 to 17 over next two days; Coal & Iron Company had been hurt by big decline in price of anthracite pig iron, \$42 in Jan. to \$25 in mid-May. (RyW)
- May 22, 1880 Property of Toledo, Peoria & Warsaw Railway conveyed to Toledo, Peoria & Western Railroad; leased to Wabash, St. Louis & Pacific Railway under agreement of Dec. 9, 1879, for 30% of gross earnings. (Church)
- May 24, 1880 New York & Long Beach Railroad begins revenue passenger service between Pearsalls and East Rockaway. (Seyfried - prob. 5/24)
- May 24, 1880 PRR Road Committee changes name of Patton station to Green Hill. (MB)
- May 24, 1880 Philadelphia & Reading Railroad files for receivership; Pres. Gowen, Edwin M. Lewis (1812-1884) of Farmers & Mechanics Bank, and Stephen A. Caldwell (1822-1890) of Fidelity Trust Company named receivers; big decline in share prices of DL&W, D&H and CNJ. (Rdg, RyW)
- May 24, 1880 PW&B/B&O train ferry *Canton* makes first regular run with 10:00 AM train for Philadelphia; is 324 x 36; crossing takes 7 minutes; replaces tugs and barges begun in 1872. (AR, RyW, BaltAm)
- May 24, 1880 In a letter to the *New York Times*, R.C. Parsons denies he ever distributed bonds or cash for Tom Scott and was not a member of Congress at the time; notes that Scott had agreed to pay lobbying expenses incurred by John C. Fremont at the time he took over the Texas & Pacific project. (NYT)
- May 25, 1880 Trunk Lines begin two-day meeting in Commissioner Fink's office at New York; Louisville & Nashville Railroad admitted to meeting. (NYT)
- May 24, 1880 B&O begins operating "fast" express from Chicago to Baltimore in 28:00 or 7:00 faster than previous schedule; competitive with other Trunk Lines although operates at average of 29 MPH. (RRG)
- May 25, 1880 Allen Paper Wheel Company breaks ground for new plant at new town of Pullman south of Chicago. (Buder)
- May 26, 1880 PRR establishes fast *Chicago Express* running Philadelphia to Chicago in 23:30 and New York-Chicago in under 26:00 in response to B&O train. (RyW)

- May 26, 1880 PW&B Board authorizes purchase of Newark-Delaware City line from PRR for \$50,000; authorizes survey for 6-8 miles north of Elkton to serve paper mills; approves offer of Pres. Hinckley to buy stock of West Chester & Philadelphia Railroad before July 7 and authorizes \$1 million in bonds to pay for it; notes cost of train ferry *Canton* is \$100,000 split with B&O, plus \$50,000 for Canton ferry slip. (MB)
- May 26, 1880 Jeremiah M. Smith, Assistant Superintendent of PW&B, dies at Baltimore at age 65; had been stage driver and joined PW&B as brakeman in 1839. (RRG)
- May 27, 1880 Junction & Breakwater Railroad stockholders vote to try to secure lease of Baltimore, Chesapeake & Delaware Bay Railroad. (MB)
- May 27, 1880 Altoona Shops turns out first Class K 4-4-0, No. 2; only one of its kind; 68" drivers for fast passenger service between New York and Washington. (RyW)
- May 27, 1880 New York & Manhattan Beach Railway opens for season with steamboat *Slyvan Grove* operating from East 23rd Street to Greenpoint, and the *D.R. Martin* between Pier No. 1, N.R., and Bay Ridge; eastern section of Marine Railway has been extended from Manhattan Beach station on the bay side to the east end of Coney Island. (NYT)
- May 27, 1880 Representative of Dutch bondholders sues to foreclose Cleveland, Mount Vernon & Delaware Railroad. (RRG)
- May 28, 1880 Class K No. 2 tested with run from Altoona to Kittanning Point and back. (RyW)
- May 29, 1880 Former West Jersey Ferry Company ferryboat *Mechanic* leaves Camden in tow of tug *Cyclops* for service on 34th Street ferry at New York. (HC)
- May 29, 1880 Jerome Park Railroad opens one-mile racetrack branch off New York & Harlem Railroad in The Bronx. (RRG)
- May 30, 1880 PRR cuts New York-St. Louis time to 34:00 and New York-Chicago to 28:30. (RyW)
- May 31, 1880 PRR signs formal contract with Clyde Syndicate covering sale of 24,000 shares of Richmond & Danville and 6,011 shares of Charlotte, Columbia & Augusta Railroad for total of \$1.37 million; a through traffic contract of the same date protects PRR's share of R&D traffic. (MB)
- May 31, 1880 Delaware & Chesapeake Railway finally opens for revenue passenger

service between Easton and Oxford, Md. (Guide)

- June 1, 1880 New organization adopted with inauguration of Pres. Roberts; A.J. Cassatt advances to First VP; Third VP abolished and office space given to ex-Pres. Scott for consulting work. (MB)
- June 1, 1880 PW&B assumes operation of West Chester & Philadelphia Railroad by purchase of stock from old owners; old Board resigns to make way for PW&B men; Henry Wood replaces J. Edward Farnum as Pres; PW&B pledges to rebuild with steel rails and stone ballast. (MB)
- June 1, 1880 Tom Scott resigns as Pres. of Northern Central Railway and Pennsylvania Company; replaced by George B. Roberts. (AR, MB)
- June 1, 1880 Northern Central Railway completes equipping passenger cars with Westinghouse air brake and had made some progress with Janney coupler. (AR)
- June 1, 1880 Trunk Lines revise division of eastbound livestock traffic from Chicago; LS&MS, 38%, Michigan Central 30%, PFW&C 26%, PC&StL 26%, B&O 6%; PRR loses 6%, MC loses 2%, LS&MS gains 2%, and B&O gets fixed amount. (RyW)
- June 1, 1880 Purchasers of Miami Valley Railway meet and reorganize as Cincinnati Northern Railway; elect a Board of six members representing local Cincinnati men and six from the Toledo, Delphos & Burlington Railroad; John M. Corse, Pres.; John H. Sample, Chief Engineer; eventually, the Cincinnati group gains control of the management, while the TD&B group controls the stock. (Hauck)
- June 1, 1880 Vandalia system cuts passenger fares from 4 cents per mile to 3 cents. (RyW)
- June 4, 1880 Western Warehousing Company incorporated in Illinois as subsidiary of Erie & Western Transportation Company to develop warehouses in Chicago in connection with Anchor Line; purchases four-story Gowan Building on North Water Street between Clark & La Salle. (MB)
- June 5, 1880 PRR committee rejects further claims put forward by Martin Landenberger over the Pennsylvania & Delaware Railway. (MB)
- June 5, 1880 New York & Long Beach Railroad opens from East Rockaway on the mainland to Long Beach with four round trips. (Seyfried)
- June 5, 1880 Pullman Palace Car Company begins \$1 million damage suit against Wagner Palace Car Company for patent infringement; dispute began in

1875 when William H. Vanderbilt terminated Pullman contract on Michigan Central. (RRG)

- June 7, 1880 Schuylkill River Branch opens in West Philadelphia running from 34th Street & Haverford Avenue to PW&B below South Street along the river; provides route for PRR freight trains independent of Junction Railroad and separates freight tracks from approaches to new Broad Street Station. (AR)
- June 7, 1880 *Official Guide* first shows revenue passenger service on Montour Railroad between Montour Jct. and Imperial. (Guide - Schaeffer has 10/79)
- June 8, 1880 LIRR receiver Thomas R. Sharp orders suspension of laying second track between Glendale and Hunters Point. (NYTrib)
- June 8, 1880 PRR establishes half-hourly ferry from Jersey City to 34th Street, New York, with ferryboat *Mechanic* transferred from Delaware River; service is to permit New Jersey farmers to reach the new Manhattan Market of the Metropolitan Market Company which opens the same day in the block bounded by 11th & 12th Avenues and 34th & 35th Streets. (NYT, HC)
- June 8, 1880 Moshannon & Clearfield Railroad incorporated in Pa. (Val)
- June 8, 1880 Cincinnati Northern Railway incorporated; controlled by Calvin S. Brice, Samuel Thomas, Ozro J. Dodds and Albert Netter of Cincinnati, and Gen. John M. Corse and George W. Ballou of syndicate that also owns the Toledo, Delphos & Burlington Railroad, a narrow-gauge line between Toledo and St. Louis, to serve as its access to Cincinnati. (Rehor, Hauck)
- June 8, 1880 Robert M. Shoemaker resigns as Pres. of Cincinnati, Hamilton & Dayton Railroad and John H. Devereaux elected; Melville E. Ingalls of Cincinnati, Indianapolis, St. Louis & Chicago Railway elected a director; only two old directors reelected; under agreement, CCC&I names three directors. (RyW)
- June 8, 1880 Charleston & Savannah Railroad sold at foreclosure to Henry B. Plant; reorganized July 9 as Charleston & Savannah Railway with Plant as Pres. and William T. Walters and Benjamin F. Newcomer as directors. (ICC, Stover)
- June 9, 1880 Pleasantville & Ocean City Railroad incorporated in New Jersey; William Massey, Pres. (Val)
- June 10, 1880 John H. Devereaux elected Pres. of Cincinnati, Richmond & Chicago Railroad, replacing Robert M. Shoemaker, resigned. (MB)
- June 10, 1880 J. Edgar Thomson Estate sues William G. Case and 19 other stockholders of International Railway Construction & Transportation Company, formed in

1868 to build the European & North American Railway; Thomson had been compelled to pay \$88,872 to IRC&T creditors. (PubLdgr)

- June 11, 1880 New York, Woodhaven & Rockaway Railroad runs first demonstration train between Woodhaven Jct. and Rockaway Beach at 116th Street. (Seyfried)
- June 11, 1880 New "X" ("MIDWAY") Interlocking placed in service at Monmouth Jct., N.J. (PRRFAX)
- June 12, 1880 Hudson Tunnel Railroad of New York incorporated as reorganization of eastern half of Hudson Tunnel Railroad; S.L.M. Barlow elected Pres.; to absorb N.J. company, of which DeWitt C. Haskin is Pres. (NYState)
- June 14, 1880 Train No. 4 on New York Division makes supposed record run between Philadelphia and Jersey City, 90 miles in 93 minutes; locomotive No. 724 and two cars. (RRG)
- June 14, 1880 PC&StL Railway puts on daily fast livestock train from Indianapolis to Pittsburgh in 29:00, a savings of 6 hours; connects from fast stock train on Vanderbilt lines, so St. Louis-Pittsburgh time is 45:00 or average 18 MPH. (RyW)
- June 15, 1880 Pres. Roberts assigns Strickland Kneass, Assistant to the Pres., to handle matters relating to Philadelphia and on N.J. lines; John P. Green named Assistant to the Pres. for matters concerning Lines West and to assist First VP A.J. Cassatt; J.N. Du Barry named Assistant to the Pres. for construction of new lines and for branch lines in Pa. (Guide)
- June 1880 Trunk lines put on 30-hour Chicago trains leaving Chicago at 3:30 PM; B&O had started by establishing fast train from Chicago to Baltimore; PRR then cut schedule, which forced NYC&HR to cut from 36:00 to 30:00. (RRG)
- June 1880 Camden & Atlantic Railroad completes double track between Camden and Haddonfield and between Atlantic City station and Thorofare. (AR, RyW)
- June 1880 K Class 4-4-0 No. 2 tested at speeds of 60 MPH. (WkStGaz)
- June 1880 Oil rates restored to 51 cents to New York, allowing the Trunk Lines a small profit and the Tide-Water Pipe Company, Limited, a much larger one; by now, Standard Oil had purchased additional independent refineries and has its own long-distance pipelines under construction. (Nevins)
- June 1880 Syndicate of William P. Clyde, William T. Walters, B.F. Newcomer, et al., takes over the Richmond & Danville Railroad and the Richmond, York

River & Chesapeake Railroad; is to purchase all the PRR's interest in railroads south of Richmond. (NYT)

- June 16, 1880 West Jersey & Atlantic Railroad opens branch down Georgia Avenue to Boardwalk in Atlantic City to Excursion House.
- June 16, 1880 West Jersey & Atlantic Railroad, first PRR line to Atlantic City, opens between Newfield and Tennessee Avenue in Atlantic City with a four-car press excursion; dinner served in new West Jersey Excursion House at end of Georgia Avenue; operated by West Jersey Railroad under agreement of Dec. 29, 1879; (WJ AR has 6/15 RRG & newspapers show 6/16 - which is date of celebration, may be open earlier); Connection to far-flung PRR system helps promote Atlantic City as a convention center; West Jersey Railroad adds 6 locomotives and 40 passenger cars, similar to those used on New York Division expresses, for this service. (RyW, PubLdgr) (was first sta. at Tenn Ave or Ga. Ave?)
- June 16, 1880 Committee of locomotive engineers from Pittsburgh Division presents a framed testimonial letter to former Pres. Scott at his home near Darby (present-day Lansdowne). (RyW)
- June 17, 1880 West Jersey & Atlantic Railroad adds second round trip between Camden and Atlantic City.
- June 17, 1880 Camden & Atlantic Railroad Board reports that owners of train ferry *Transport* have offered to operate it between Coopers Point and South Street. (MB)
- June 17, 1880 Harrisburg & Potomac Railroad opens between Dillsburg & Mechanicsburg Jct. and Bowmansdale. (Guide)
- June 19, 1880 LIRR resumes connecting steamboat service between Greenport and Newport, R.I., with steamboat *Francis*; also serves Block Island; opening excursion runs via Garden City; passengers are seasick in rough water rounding Point Judith, R.I. (NYT, Seyfried, Guide)
- June 19, 1880 VP A.J. Cassatt leaves on European vacation with family on *Rhynland*. (RyW)
- June 19, 1880 Coney Island Jockey Club racetrack opens near Manhattan Beach with spur from New York & Manhattan Beach Railway. (Seyfried)
- June 21, 1880 South-West Pennsylvania Railway opens between Oliphant and Fairchance. (Guide - Val has ca. 7/80 - RRG says done in late 4/80)
- June 21, 1880 CNJ stops advertising through cars between Jersey City and Harrisburg.

(Guide)

- June 21, 1880 Reading and CNJ begin seasonal through cars (trains?) between Philadelphia and Ocean Grove via Bound Brook and Elizabethport. (PubLdgr)
- June 21, 1880 Wabash interests let contract for Butler & Detroit Railroad to Gen. Jack S. Casement and Daniel T. Casement of Painesville, Ohio; Jack Casement is famed as builder of Union Pacific. (RRG)
- June 21, 1880 Dayton, Covington & Toledo Railroad merged into Toledo, Delphos & Burlington Railroad; Isidore H. Burgoon (1839-) Superintendent and General Freight Agent. (ICC, Church, RyW)
- June 22, 1880 Benjamin Fish (1785-1880) pioneer freight line operator and director of United New Jersey Railroad & Canal Company, dies at Trenton; last surviving original Camden & Amboy director of 1830. (MB)
- June 22, 1880 New York, Pennsylvania & Ohio Railroad completes conversion from 6'-0" to standard gauge between Leavittsburg and Dayton; earlier had laid third rail between Salamanca and Leavittsburg; NYP&O retains third rail between Leavittsburg and Salamanca; Western Division of New York, Lake Erie & Western Railroad also converted. (RRG, RyW)
- June 22, 1880 Butler & Detroit Railroad incorporated in Indiana. (ICC)
- June 23, 1880 PRR Board approves change of alignment between Millstone Jct. and Adams, N.J. (MB)
- June 23, 1880 Dauphin County Court reports that bribery cases against Alexander W. Leisenring, George T. Smith, D.C. Clarke, D.K. Shoemaker and E.J. McCune have been dismissed. (NYT - may not be true as later actions - see below)
- June 24, 1880 Eastern Shore Railroad Company, As Reorganized, incorporated in Maryland as reorganization of Eastern Shore Railroad. (Val)
- June 25, 1880 West Jersey Railroad Board appoints conference committee to adjust questions with Camden & Atlantic Railroad; reports progress in negotiations to acquire Camden, Gloucester & Mt. Ephraim Railway. (MB)
- June 27, 1880 George B. Gates, VP & Managing Director of Buffalo, New York & Philadelphia Railway, dies at Buffalo. (RRG)
- June 1880 PRR begins straightening alignment between Coatesville and Pomeroy. (RRG)

June 28, 1880 New York Tunnel Company incorporated to build connection from Haskin's Hudson Tunnel Railroad at Washington Square to Grand Central Depot. (NYState)

June 29, 1880 Tunnel Railroad Company incorporated in N.J. for purpose of providing new capital to Hudson Tunnel Railroad project. (NJCorp)

June 29, 1880 Cincinnati Northern Railway incorporated in Ohio as reorganization of Miami Valley Railway; John M. Corse, Pres. (Church, C&C)

c. July 1, 1880 PRR passenger trains begin using western portion of new straight Bergen Hill Cut through area now occupied by PATH Journal Square Station. (RRG)

July 1, 1880 Manhattan Railway opens branch elevated railroad on 34th Street, from Third Avenue El to LIRR ferry. (NYTrib)

July 1, 1880 North tunnel of Hudson Tunnel Railroad reaches 281 feet from Jersey City shaft. (Burr)

July 1, 1880 West Chester & Philadelphia Railroad makes traffic contract with Philadelphia & Chester County Railroad. (MB)

July 1, 1880 Summit Branch Railroad transfers operation of Lykens Valley Railroad & Coal Company to Northern Central Railway as agent; added to Susquehanna Division. (Val, AR)

July 1, 1880 New Castle & Franklin Railroad enters receivership; Alfred Vandivort, receiver. (Val)

July 3, 1880 In a 1877 riot claim case, Allegheny County Court of Common Pleas rules that Allegheny County is not liable. (NYT)

July 1880 Montour Railroad extended from Ewings Mill to Jeffreystown (9 miles) and passenger train put on. (RRG - Guide has 6/7 to Imperial)

July 4, 1880 LIRR experiences record travel over three-day holiday. (NYTrib)

July 5, 1880 Both PRR and NYC&HR place New York-Chicago fast mail trains in service after Congress increases fast mail subsidy from \$150,000 to \$250,000 per year; PRR train leaves New York 8:30 PM and overtakes 6:00 PM mail train; NYC&HR train leaves at 9:00 PM and overtakes the 6:00 PM. train at Cleveland. (NYT, RyW, RRG)

July 5, 1880 Crowd at Coney Island estimated at 60,000, until a heavy storm moves in at

2:00 PM; Prospect Park & Coney Island Railroad runs four trains per hour at nine cars each; New York & Manhattan Beach Railway runs three trains per hour. (NYTrib)

- July 6, 1880 Stockholders of Pittsburgh, Titusville & Buffalo Railway and Buffalo & South Western Railroad (Buffalo-Jamestown) meet to vote on merger; PT&B votes yes, but Buffalo & South Western vote is only 3625 to 2232, falling short of the two-thirds necessary for approval. (RRG)
- July 9, 1880 Cairo & Vincennes Railway incorporated in Illinois as reorganization of Cairo & Vincennes Railroad. (GrnBk)
- July 10, 1880 Oriental Hotel formally opens at Manhattan Beach, about a third of a mile east of the Manhattan Beach Hotel, having been receiving guests since July 5. (NYTrib)
- July 11, 1880 New Jersey Court of Errors & Appeals lifts injunction against construction of National Docks Railway. (MB)
- July 12, 1880 Resort of Long Beach, Long Island, holds opening ceremony; hotel is nearly finished. (NYT)
- July 12, 1880 West Chester Railroad opens new depot at northeast corner of Gay and Matlack Streets in West Chester and abandons 1836 depot on Gay Street between High and Walnut; old track remains in place to serve coal yard. (CCHS)
- July 14, 1880 Lehigh Valley Railroad Board notifies PRR it will not join in building joint line to Philadelphia. (MB)
- July 14, 1880 Wabash, St. Louis & Pacific Railway stockholders approve contract to use CC&IC Railway between Logansport and Effner and to lease or merge Detroit, Butler & St. Louis Railroad. (RRG)
- July 1880 LIRR surveying extension from Glen Cove to Oyster Bay. (RRG)
- July 1880 PRR establishes new station at Broadway and Bridge Avenue in Camden. (WkStGaz)
- July 1880 Plans for Broad Street Station completed. (RyW)
- July 1880 PRR plans to build new 18-stall roundhouse at 31st & Hamilton Streets in West Philadelphia. (RyW)
- July 1880 PRR executes new lease to Keystone Hotel Company, adding Bryn Mawr Hotel, and depot restaurants at Jersey City, West Philadelphia, and

Pittsburgh to Logan House and Mountain House at Cresson. (MB)

- July 1880 George De Haven appointed General Advertising Agent in Passenger Dept., replacing F.J. McWade, transferred to Assistant General Ticket Agent of West Jersey Railroad. (MB)
- July 1880 PW&B completes first three of a number of small coaches to be operated in local service between Broad & Washington Streets and Moores; are painted light yellow with gold trim. (RyW)
- July 1880 PW&B completes manual block system between Philadelphia and Wilmington; to be extended to Baltimore. (RRG)
- July 1880 Near total failure of Delmarva peach crop impacts Delaware Railroad and Junction & Breakwater Railroad. (MB)
- July 1880 Master in case of Wilson, et al., vs. CC&IC Railway finds that the right-of-way between Logansport and State Line (Effner) was not paid for and is occupied illegally. (RRG)
- July 1880 Wabash, St. Louis & Pacific Railway is to arrange to use CC&IC Railway tracks into Chicago until Chicago & Western Indiana Railroad case is settled; also secures use of Cincinnati, Lafayette & Chicago Railroad between Sheldon and Lafayette to connect with Toledo, Peoria & Warsaw Railway, which it controls. (RRG)
- July 1880 Eugene Fontaine patents a friction-drive locomotive; a pair of 72-inch friction wheels turned by the pistons are mounted above another 56-inch friction wheel attached to the outside of 70-inch drivers. (Rehor)
- July 16, 1880 Genesee Valley Canal Railroad Company incorporated in N.Y. to build between Rochester and Mill Grove on right of way of abandoned Genesee Valley Canal. (Val, CorpHist)
- July 17, 1880 Long Beach Hotel (N.Y.) opens for guests about two weeks late. (NYT, Seyfried)
- July 19, 1880 Col. William Calder (1821-1880), former operator of Main Line packet line, dies at Harrisburg. (RyW)
- July 20, 1880 Pennsylvania Company agrees with City of Cleveland to occupy parts of Warren, Lake & King Streets. (MB)
- July 21, 1880 Roof collapse and blowout of pressurized workings on Hudson Tunnel Railroad occurs at 4:30 AM shift change; drowns 20 workers and floods tunnel; 8 men escape through air lock; work on project is temporarily

suspended (Burr, RRG); PRR had been watching project as possible entry to New York City, but failure turns it to favor a bridge. (Rea)

- July 21, 1880 Pres. Roberts, William H. Vanderbilt, John W. Garrett and George R. Blanchard of Erie meet at Saratoga to consider pooling eastbound and westbound passenger receipts; no decision. (RRG)
- July 22, 1880 New York, Lake Erie & Western Railroad Board agrees to lease Buffalo & South Western Railroad. (NYT)
- July 23, 1880 Grand Rapids, Greenville & Bay City Railroad incorporated in Mich. to reorganize Grand Rapids, Greenville & Alpena Railroad. (MB)
- July 24, 1880 Third rail placed in service on West Pennsylvania Division between Pine Creek and Willow Grove near Allegheny City for use of narrow gauge Pittsburgh & Western Railroad with interlockings at each end; forms part of its terminal approach to Pittsburgh. (AR - RRG says P&W open to Allegheny at end of 1/80)
- July 28, 1880 PW&B committee reports that it is inexpedient to acquire the Junction & Breakwater Railroad on terms proposed by Old Dominion Steamship Company; Nathaniel Thayer, Sr., (1808-1883) and William Minot, Sr., (1817-1894) retire from Board in favor of Nathaniel Thayer, Jr., (1851-1911) and William Minot, Jr. (1849-1900); Board approves 30-year service medals; notes Eastern Shore Railroad has made offer of lease. (MB)
- July 28, 1880 Buffalo & South Western Railroad Board approves lease to New York, Lake Erie & Western Railroad. (NYT)
- July 29, 1880 New York & Long Branch Extension Railroad opens between Sea Girt and Point Pleasant Beach, N.J.; joint PRR-NY&LB station built at Sea Girt; formal opening held Aug. 2. (WkStGaz)
- July 31, 1880 Brooklyn section of an excursion train from Long Beach collides head-on with eastbound local from Brooklyn at Morris Grove east of Woodhaven; local had refused to wait at Woodhaven; engineers were two brothers, John and William Walcott; William Walcott, engineer of excursion train dies at scene. (NYT)
- Aug. 1, 1880 Second track placed in service on NY&LB between Long Branch and Shark River. (RRG)
- Aug. 1, 1880 New York, Lake Erie & Western Railroad begins operation of Buffalo & South Western Railroad under lease; New York, Pennsylvania & Ohio Railroad had outbid Pittsburgh, Titusville & Buffalo Railway. (RRG)

- Aug. 2, 1880 Rockaway Beach Improvement Company, Ltd., enters receivership before mammoth hotel can be completed because of debts of at least \$100,000 owed to workmen, who were last paid on June 11; James A. Rice appointed receiver; projectors raised about \$800,000 but had hoped to raise the rest by borrowing against the unfinished hotel; as many as 1,500 workmen were employed at one time, and many workmen are French Canadians unable to return without money; most workers are camped on beach waiting to be paid. (NYT)
- Aug. 2, 1880 Maj. John E. Simpson (1839-1880), General Manager of Terre Haute & Indianapolis Railroad, dies at St. Louis after 13 years of service; dies of overwork, possibly of stroke. (AR, RRG, RyW)
- Aug. 2, 1880 Work resumes on old New York, West Shore & Chicago Railroad tunnel under West Point with compressed air drilling; Midland Improvement Company controls both Jersey City & Albany Railway and North River Railway. (NYT)
- Aug. 1880 Work begins on Broad Street Station in Philadelphia.
- Aug. 5, 1880 PFW&C No. 5 makes record run from Crestline to Fort Wayne, 131 miles in 2:45; locomotive No. 221 with 60" drivers, baggage car, two coaches and sleeper. (RRG)
- Aug. 6, 1880 West Jersey Railroad Board refers question of building a winter hotel at Cape May to a special committee. (MB)
- Aug. 6, 1880 Maj. James Patton (1804?-1880), brother-in-law and mentor of Tom Scott, dies at Carlisle, where he was visiting relatives. (RyW)
- Aug. 9, 1880 Wabash, St. Louis & Pacific Railway opens line to Chicago, using Chicago & Western Indiana Railroad station temporarily. (RRG)
- Aug. 11, 1880 Ten-car second section of excursion train chartered by congregation of St. Anne's Roman Catholic Church in Kensington rear-ends first section of 16 cars at Mays Landing at 6:30 AM while returning from Atlantic City on West Jersey & Atlantic Railroad; first section had taken siding but with rear two cars fouling main line; 27 killed, mostly scalded by escaping steam; coroner's jury blames on wet rail, sticking of automatic brakes, and sections running too close together; claims burden the new company with debt. (MB, NYT, Walther, RRG)
- Aug. 11, 1880 Texas & Pacific Railway holds annual meeting in Philadelphia; Jay Gould and Russell Sage elected to Board; Tom Scott remains Pres., and H.H. Houston, R.D. Barclay, William J. Sewell and William T. Walters still directors; report all \$9.7 million debt to California & Texas Railway

- Construction Company paid. (NYT)
- Aug. 12, 1880 Engineers complete survey for extending Washington City, Virginia Midland & Great Southern Railroad south through North Carolina. (NYT)
- Aug. 1880 PRR is demolishing 15th & Market Street freight station to make room for Broad Street Station. (RyW)
- Aug.? 1880 General Manager Frank Thomson orders construction of crew buildings at Jersey City, Philadelphia, Columbia, Harrisburg, Altoona and Pittsburgh with dormitories and reading rooms. (Guide)
- Aug. 1880 CNJ and Camden & Atlantic Railroad begin through service (through cars?) between New York and Atlantic City via Winslow Jct. (RRG)
- Aug. 1880 Cumberland Valley Railroad is building new engine terminal at Hagerstown. (RyW)
- Aug. 1880 Somerset Jct. on Belvidere Division renamed Somerset, following abandonment of Mercer & Somerset Railroad. (Guide)
- Aug. 1880 PFW&C is clearing land for new shops north of 55th Street, Chicago. (RyW)
- Aug. 1880 Cleveland & Marietta Railroad stockholders vote to extend from Canal Dover to Canton to make connection with Valley Railway. (RyW - check MB)
- Aug. 16, 1880 Cincinnati Northern Railway Board authorize a \$1 million issue of First Mortgage bonds; the Toledo, Delphos & Burlington Railroad is to build a more direct line from Dayton to intersect the CN at Dodds, and the graded roadbed between Dodds and Waynesville is to be abandoned. (Hauck)
- Aug. 17, 1880 New Camden Terminal opens on Amboy Division; 160 x 60; iron train shed 402' long with 8 tracks, 5 platforms, and adjacent milk depot on north side; extra ferry slip added and platforms lengthened for Atlantic City travel; train sheds are similar to those at Centennial Station; all trains now depart from south side and arrive on north side instead of having Camden & Amboy trains on south side and West Jersey trains on north side; total 128 trains daily. (PubLdgr, RRG); over 3 acres of tidal flats filled in. (AR) (note most was completed by 6/16 opening of WJ&A)
- Aug. 17, 1880 Receiver James A. Rice announces that he has sold \$100,000 in receiver's certificates to pay workmen on mammoth Rockaway Beach Hotel; \$55,000 taken by Drexel, Morgan & Co., and the rest by other banking houses; begins to pay off workmen next day. (NYT)

- Aug. 19, 1880 Northern portion of Shenandoah Valley Railroad opens between Shepherdstown, W.Va., and Hagerstown, Md. (CorpHist)
- Aug. 20, 1880 Trunk Lines agree to stop rate war on eastbound livestock shipments to Boston and New England. (NYT)
- Aug. 21, 1880 LIRR completes second track between East New York and Woodhaven. (Seyfried)
- Aug. 22, 1880 PRR opens new realignment between Valley Creek and Oakland, Pa.
- Aug. 25, 1880 LIRR completes second track between Long Island City and Glendale. (Seyfried)
- Aug. 26, 1880 New York, Woodhaven & Rockaway Railroad opens for revenue service between Glendale (Fresh Pond) Jct. and Rockaway Park with trains from Long Island City, Bushwick, Williamsburg and Flatbush Avenue; to run 12 round trips until hotel opens, after which will run 20; NYW&R uses old Flushing & North Side Railroad sheds at Long Island City until May 1891. (NYT, Seyfried, RyW)
- Aug. 26, 1880 Joint Executive Committee holds first meeting since Albert Fink's return from Europe; Fink notes favorable summer traffic except for rate war over eastbound livestock. (NYT)
- Aug. 26, 1880 New York, Lackawanna & Western Railway incorporated for purpose of extending DL&W from Binghamton to Buffalo and Suspension Bridge; directors include Jay Gould, Russell Sage and Sidney Dillon, who hope to use the DL&W as a tidewater outlet for the Wabash. (NYState, ICC)
- Aug. 27, 1880 Pres. Rutherford B. Hayes and family leave Washington in private car of General Superintendent Charles E. Pugh via PRR to Cleveland and LS&MS to Fremont, Ohio, on first leg of cross country campaign for James A. Garfield. (Withers)
- Aug. 28, 1880 Decree of *nolle prosequis* issued in Riot Claims Bill bribery cases against D.K. Shoemaker and D.C. Clarke, as not enough evidence to convict. (NYT)
- Aug. 28, 1880 New York, Lake Erie & Western Railroad breaks the Trunk Line compact by signing contracts for transporting hogs with 33-1/3% rebate; NYC&HR and Grand Trunk Railway follow, granting rebates up to 50%. (NYT)
- Aug. 30, 1880 LIRR Board approves new agreement with New York, Woodhaven & Rockaway Railroad, replacing one of Mar. 23. (MB)

- Aug. 30, 1880 Hudson Tunnel Railroad begins sinking caisson to recover bodies of men killed in cave in. (RRG)
- Summer 1880 Standard Oil Company buys Pennsylvania Transportation Company, the former Abbott & Harley pipelines. (Nevins)
- Sep. 1, 1880 Hoboken Shops of Delaware & Raritan Canal Dept. transferred to New York Division of Transportation Dept. (AR)
- Sep. 1, 1880 Cumberland Valley Railroad makes connection with Shenandoah Valley Railroad at Hagerstown. (AR)
- Sep. 1, 1880 Cincinnati, Indianapolis, St. Louis & Chicago Railway begins operating Cincinnati, Lafayette & Chicago Railroad, Templeton to Kankakee. (GrnBk)
- Sep. 1, 1880 Pennsylvania Company Finance Committee authorizes sale of 3,784 shares of Cincinnati, Indianapolis, St. Louis & Chicago Railway at 80 or \$302,240. (MB)
- Sep. 3, 1880 Cape May & Sewell's Point Railroad incorporated in N.J. (NJCorp)
- Sep. 6, 1880 Shenandoah Valley Railroad opens between Bentonville and Milford, Va. (CorpHist)
- Sep. 6, 1880 Austin Corbin's ally Henry W. Maxwell (1850-1902) of the banking house of Maxwell & Graves elected to Board of Indiana, Bloomington & Western Railway. (Poors)
- Sep. 7, 1880 New agreement covering operation of Chicago Union Depot adds CB&Q to railroads using station; CB&Q will switch from Illinois Central station. (Church, RRG)
- Sep. 7, 1880 Joint Executive Committee meets with George B. Roberts and John P. Green representing PRR; orders restoration of eastbound rates to tariff levels. (NYT)
- Sep. 7, 1880 Syndicate led by George I. Seney (1826-1893), which includes Calvin S. Brice (1845-1898), Gen. Samuel R. Thomas (1840-1902), et al., and which controls Lake Erie & Western Railway, and Ohio Central Railway, buys control of Frankfort & Kokomo Railroad to serve as part of a proposed branch to St. Louis; also plans an extension eastward using part of the old Continental Railway grade to Red Bank, Pa., and a connection with the Allegheny Valley Low Grade Line. (NYT, Rehor)

- Sep. 8, 1880 PRR Board appoints special committee to negotiate with residents for a new railroad to Germantown and Chestnut Hill; adopts alignments for line straightening between Marion (Jersey City) and East Newark and south of New Brunswick, N.J. (MB)
- Sep. 8, 1880 Workers on Hudson Tunnel Railroad strike demanding \$3 instead of \$1.75 per day because of risk; new cofferdam is completed at foot of 15th Street, Jersey City. (NYT. NYTrib)
- Sep. 8, 1880 B&O combines several railroad charters under its control into North Carolina Midland Railroad in a last bid to extend southward from Danville; is to run to Mooresville, N.C., on the Atlantic, Tennessee & Ohio Railroad leading to Charlotte; provokes war with Richmond & Danville Railroad; Richmond & West Point Terminal Railway & Warehouse Company begins work on a line to parallel and harass it. (Harrison)
- Sep. 9, 1880 Pittsburgh, Titusville & Buffalo Railway contracts with a number of refineries near Oil City to ship 150-200 cars per day over it to Dunkirk and then on LS&MS instead of via Erie & Pittsburgh Railroad to LS&MS at Girard. (RRG, NYTrib)
- Sep. 9, 1880 Manhattan Market at 34th Street & 12th Avenue totally destroyed by fire; it is not rebuilt, ending the rationale for the PRR's 34th Street ferry. (NYT)
- Sep. 9, 1880 Robert Todd Lincoln (1843-1926), surviving son of Pres. Lincoln, named a director of Pullman's Palace Car Company, replacing J.N. Du Barry. (NYTrib)
- Sep. 9, 1880 Gen. George B. McClellan (1826-1885) elected Pres. of New York Underground Railroad. (NYTrib)
- Sep. 11, 1880 Hudson Tunnel Railroad of New York and Tunnel Railroad Company (N.J.) consolidated as Hudson Tunnel Railway. (NYState, NJCorp)
- Sep. 11, 1880 New York capitalist Marshall O. Roberts (1814-1880), formerly involved in the Texas & Pacific Railway, dies at Saratoga, having suffered a stroke on Sep. 7. (NYTrib)
- Sep. 13, 1880 A.J. Cassatt returns to Philadelphia on *Indiana*. (RyW)
- Sep. 14, 1880 Charleston, Neoga & St. Louis Railroad incorporated in Illinois. (ICC, Church)
- Sep. 15, 1880 Atlantic Coast Line and Piedmont Air Line begin pooling traffic between Richmond and points in South Carolina and Georgia with common freight and passenger traffic managers under contract of Sep. 11. (Hoffman, RyW)

- Sep. 15, 1880 Chicago & Western Indiana Railroad succeeds in laying track across the Illinois Central and CB&Q. (RRG)
- Sep. 1880 NYC&HR withdraws from the Trunk Line rate compact as reduction in ocean rates to Philadelphia and Baltimore have enhanced the effect of the differential rates they already enjoy. (NYT 1882 - verify from 1880)
- Sep. 1880 New Pier "T" completed at Harsimus Cove; 24' x 500'. (AR, C&C)
- mid-Sep. 1880 LIRR discontinues steamboat service between Greenport and Newport. (Seyfried - check NYTrib?)
- Sep. 1880 PW&B completes survey between Elkton and Providence Mills. (RRG)
- Sep. 1880 Rumors Rochester, Nunda & Pittsburgh Railroad sold to George D. Chapman of Columbus, Ohio, who will complete it; road has never been operated. (RRG)
- Sep. 1880 Gilkey Run Branch of Sharpsville Railroad opens from near Carbon, Pa., to Shaft No. 1 of Pierce Coal Company (1.36 miles). (RRG)
- Sep. 16, 1880 Camden & Atlantic Railroad Board authorizes disposing of old ferry *Atlantic*. (MB)
- Sep. 16, 1880 Joint Executive Committee cuts eastbound rate on hogs to all ports by 5 cents, effective Sep. 20. (NYT)
- Sep. 17, 1880 West Jersey Railroad Board authorizes second track between Camden and Wenonah, to be finished by May 1, 1881. (MB)
- Sep. 18, 1880 Titusville & Oil City Railway opens between Titusville and Petroleum Centre (Pioneer) on east bank of Oil Creek; new line has 26 feet per mile grade, vs. 80 feet per mile on old line. (RyW, Val)
- Sep. 21, 1880 Hudson Tunnel Railway caisson reaches old tunnel; enables workers to clear air-lock and recover bodies of those drowned in July. (NYT)
- Sep. 21, 1880 In evening, Bayonne City Council approves application of Standard Oil Company to lay its pipeline in 30th Street and across road bridge over CNJ, which was trying to block its connection to Standard's Bayonne refinery; crews lay pipe immediately. (NYT)
- Sep. 23, 1880 Long Branch & Barnegat Bay Railroad incorporated in New Jersey in interest of CNJ; to build south from Point Pleasant towards Toms River. (NJCorp, ICC)

- Sep. 23, 1880 First body, believed to be that of foreman Peter Woodland, found in the Hudson Tunnel Railway tunnel. (NYT)
- Sep. 24, 1880 Philadelphia & Long Branch Railway incorporated in New Jersey to build from Whitings towards Long Branch in interest of PRR. (C&C)
- Sep. 24, 1880 Westbound passenger train and eastbound freight collide head-on on St. Louis, Vandalia & Terre Haute Railroad trestle over Clear Creek nine miles west of Terre Haute; engineer and fireman of passenger train killed. (NYT)
- Sep. 25, 1880 New record run from Pittsburgh to Altoona, 117 miles in 2:42 with 4-4-0 Class B locomotive No. 373 (Alto c/n 478). (RRG)
- Sep. 25, 1880 Trunk Lines implement new New York immigrant pool; NYC&HR and Erie are to take North German Lloyd on alternate weeks; NYC&HR gets all State Line; Erie gets all Inman Line and Guion Line, except Mormons; PRR gets National Line, Red Star Line and one other line every third week, plus all Mormons and Scandinavians; White Star Line and Anchor Line are to be divided equally between NYC&HR and Erie; Hamburg-American Line and French Line are to go to any railroad behind in its quota. (RyW)
- Sep. 26, 1880 Maj. R.W. Shenk (1835?-1880), Pres. of Lancaster & Reading Narrow Gauge Railroad, dies at Lancaster. (RyW)
- Sep. 27, 1880 United New Jersey Railroad & Canal Company authorizes straightening line south of New Brunswick, building new straight line between Marion (Jersey City) and East Newark, and enlarging Meadows Yard. (MB)
- Sep. 27, 1880 Pennsylvania Company Executive Committee reports that Toledo & Ann Arbor Railroad has declined to sign contract for use of PRR terminal at Toledo; Finance Committee authorizes exchange of \$44,000 Cairo & Vincennes Railway bonds under new reorganization plan. (MB)
- Sep. 1880 Flushing & North Side Railroad enters receivership; Thomas Messinger receiver. (RyW)
- Sep. 1880 PRR contracts for straightening line between Radnor and Eagle (Strafford) and between Green Tree and Malvern. (RRG)
- Sep. 28, 1880 Pennsylvania Company resumes operation of Massillon & Cleveland Railroad from Cleveland, Mt. Vernon & Delaware Railroad under agreement of June 22. (C&C)
- Sep. 28, 1880 Cleveland, Mt. Vernon & Delaware Railroad enters receivership; Goshorn A. Jones appointed receiver by Court of Common Pleas of Summit County;

- PRR stock wiped out in subsequent sale; rumors road is being courted by New York, Pennsylvania & Ohio Railroad; of 6 PRR locomotives leased to CMV&D, 3 are sold to PC&StL Railway and 3 leased to GR&I. (Church, RRG)
- Sep. 28, 1880 Last recorded meeting of Association of Transportation Officers (ATO) until revived in 1893. (ATO)
- Sep. 28, 1880 Peoria & Pekin Union Railway incorporated in Illinois to operate a terminal line in interest of Toledo, Peoria & Western Railroad, Indiana, Bloomington & Western Railway, Illinois Central Railroad, Peoria & Jacksonville Railroad under agreement of Dec. 9, 1879. (Church)
- Sep. 29, 1880 Pres. Hinckley reports to PW&B Board that he has acquired 16,350 shares of West Chester & Philadelphia Railroad; has made survey from Elkton to Middletown for local parties but in his opinion nothing will be done; Board approves plan for PW&B to contribute up to \$200 for 20 years service per employee to "PW&B Beneficial Association." (MB)
- Sep. 29, 1880 Buffalo, Pittsburgh & Western Railway Company incorporated in N.Y. to build between Buffalo and Brocton. (Val)
- Sep. 29, 1880 New York, Pennsylvania & Ohio Railroad changes gauge of Franklin Branch (Meadville-Oil City) from 6'-0" to standard. (RRG)
- Sep. 30, 1880 PRR notifies Western Union Telegraph Company that it will renegotiate contract by Jan. 6, 1881; asserts its ownership of all right-of-way containing telegraph lines; informs Western Union Telegraph Company that it must meet fee of \$100,000 per year paid by rival American Union Telegraph Company or it will be evicted from its line between New York and Philadelphia along the main line; PRR begins courting the American Union Telegraph Company, as Western Union is now controlled by the Vanderbilts. (MB, RRG)
- Sep. 30, 1880 DeWitt C. Haskin testifies to a Jersey City coroner's jury, which is skeptical of his claims for tunneling with compressed air and no shield; on same day, two bodies are recovered through the temporary caisson. (NYT)
- Oct. 1, 1880 Joseph Smith Harris (1836-1910), respected civil and mining engineer, issues report on value of PRR's anthracite coal lands; states recoverable reserves are 1.03 billion tons. (MB, AR)
- Oct. 1, 1880 B&O starts operating own sleeping cars, replacing Pullman's Palace Car Company. (RyW)
- Oct. 1, 1880 Greenwood station renamed Elwyn on West Chester & Philadelphia.

- Oct. 1, 1880 Darius W. Caldwell (1830-1897), General Manager of PC&StL Railway, also named General Manager of Vandalia Line, replacing John E. Simpson, deceased; remains at Columbus; N.K. Elliott named General Superintendent of TH&I and Vandalia Line at St. Louis. (RRG, Guide, RyW)
- Oct. 1, 1880 Chesapeake & Ohio Railway (C&O) extended from Huntington, W.Va., to west bank of Big Sandy River (Cattlettsburg, Ky.) and connection with Elizabethtown, Lexington & Big Sandy Railroad. (C&O)
- Oct. 4, 1880 Jersey City & Albany Railway reopens, including extension to Haverstraw, N.Y; work then ceases because of the cost of completing the tunnel at Haverstraw. (Guide, Best)
- Oct. 1880 PRR sells its stock of Richmond & Danville to the W. P. Clyde interests; last investment in southeastern railroads.
- Oct. 7, 1880 New train ferry *Excelsior* delivered by Harlan & Hollingsworth to B&O for service between Shepherds Point and Richmond, Fredericksburg & Potomac Railroad at Quantico; hull is 240 x 40; carries 4 passenger cars; run is to take 2 hours and bypass use of PRR between Washington and Quantico; PRR threatens to discontinue all service on Alexandria & Fredericksburg Railway and route all traffic over Virginia Midland and C&O to Richmond via Gordonsville; Post Office Dept. threatens to remove mail from RF&P. (H&H, Harwood, Mordecai)
- Oct. 8, 1880 Future Lines West Comptroller James W. Orr (1866-1931) joins Pennsylvania Company as messenger boy. (PaNews)
- Oct. 9, 1880 U.S. Circuit Court enters final order directing receiver of Toledo, Peoria & Western Railroad to turn line over to Wabash, St. Louis & Pacific Railway under lease. (RRG)
- Oct. 9, 1880 Wabash reroutes Toledo, Peoria & Western's through Chicago-Peoria car over Wabash, St. Louis & Pacific Railway from Forest and ends through service over Illinois Central via Gilman. (Stringham)
- Oct. 10, 1880 Rear-end collision between two sections of a Walls local at 28th Street, Pittsburgh around 12:15 AM kills 8 outright, with a total death toll of 27; boiler of second engine breaks, scalding passengers; wreck occurred in heavy smog; crowds were returning from a big Democratic election rally and torchlight parade that had concluded about 11:30 PM on Oct. 9. (NYT, Shaw)
- Oct. 11, 1880 150th anniversary of the founding of Baltimore celebrated; parade includes float, two bands and 400 employees of Northern Central Railway, floats and

employees of B&O; B&O carries 137,000 visitors, PRR 109,000 and PW&B 30,000. (RyW)

- Oct. 13, 1880 Pennsylvania Car Trust organized with capital of \$10 million. (MB)
- Oct. 13, 1880 Cleveland, Mt. Vernon & Delaware Railroad agrees to extend branch to mines of Ohio & Pennsylvania Coal Company south of Clinton, Ohio. (Church)
- Oct. 14, 1880 Grangers hold "cheap transportation" convention in Chicago. (RyW)
- Oct. 14, 1880 North River Railroad tunnel under West Point caves in, opening a sinkhole above; one person killed. (NYT)
- Oct. 15, 1880 Cape May & Sewell's Point Railroad files map for line from Howard Street along ocean to new hotel at inlet. (NJCorp)
- Oct. 1880 Eastern Shore Steamboat Company, which controls Eastern Shore Railroad, is negotiating to sell it to PW&B. (RRG)
- Oct. 1880 Grant Locomotive Works builds first 4-2-2 Fontaine friction-drive locomotive No. 1; tested on the Canada Southern Railway during the winter. (Rehor)
- Oct. 18, 1880 PRR Road Committee approves \$150,000 for new Cresson Springs Hotel. (MB)
- Oct. 18, 1880 Pittsburgh, Virginia & Charleston Railway opens between Monongahela City and Lock No. 4 (West Monessen, Pa.). (Val, AR)
- Oct. 20, 1880 London banker Thomas Wilde Powell meets with Receiver Gowen of Philadelphia & Reading in unsuccessful attempt to appoint a creditors' committee independent of the management. (Schlegel)
- Oct. 25, 1880 PRR Road Committee cuts appropriation for Cresson Springs Hotel to \$100,000. (MB)
- Oct. 26, 1880 Pleasantville & Ocean City Railroad (3'-6" narrow gauge) opens between Pleasantville and Somers Point, N.J.; operated by Philadelphia & Atlantic City Railway; opening excursion runs from Philadelphia to Ocean City; Ocean City Association operates connecting steamboat between Somers Point and Ocean City. (Val, Lee)
- Oct. 26, 1880 Tom Scott, as Pres. of Texas & Pacific Railway, invites PRR Board to accompany T&P Board on excursion to Texas. (MB)

- Oct. 27, 1880 PRR Board authorizes sale of Richmond & Danville bonds at not less than 92½; authorizes \$100,000 subscription for new Cresson Springs Hotel; establishes employees' reading room at Allegheny City. (MB)
- Oct. 27, 1880 Portion of Rochester, Nunda & Pittsburgh Railroad between Mount Morris and Ross Jct. sold at foreclosure under mortgage of Sep. 1, 1877 to James C. Cochrane, trustee, for \$3,000; never operated. (Val, RRG)
- Oct. 27, 1880 Post Office Dept. informs RF&P that if it persists in its attempt to revert to running steamboats between Washington and Quantico, it will reroute the Great Southern Mail to another railroad. (NYT)
- Oct. 27, 1880 Railroad managers meet at Chicago; say recent presidents' agreement must be modified, particularly in the matter of cheap "limited" tickets, or rate wars will resume. (NYT)
- Oct. 27, 1880 Dauphin County Court enters finding of *nolle prosequi* in bribery case of Alexander W. Leisenring. (NYT)
- Oct. 28, 1880 U.S. Circuit Court rules PRR must continue to pass B&O trains over Junction Railroad in suit brought by F.S. Lathrop and W.H. Taylor, but may require use of PRR locomotives over middle section, which PRR owns outright; PRR uses this engine change to purposely delay B&O trains by up to two hours. (RyW, Casebook)
- Oct. 29, 1880 Gen. William J. Sewell elected VP of West Jersey Railroad, replacing A.J. Cassatt, resigned. (MB)
- Oct. 30, 1880 Commissioner of Immigration proposes to split immigrant business one-third each to PRR, NYC&HR and Erie; Erie refuses. (NYT)
- Oct. 31, 1880 Grant Locomotive Works delivers to PFW&C a locomotive built to design of Eugene Fontaine with regular drivers riding atop four smaller wheels which transmit traction to rails; supposed to be capable of 90 MPH. (RyW)
- Oct. 31, 1880 B&O assumes operation of all Western Union telegraph lines on its Pittsburgh Division. (RyW)
- Nov. 1, 1880 PRR declares 4% semi-annual dividend, of which 1% is in stock. (RyW)
- Nov. 1, 1880 Chicago & Atlantic Railway acquires trackage rights over Chicago & Western Indiana Railroad between Hammond, Ind., and 14th Street in Chicago, obtaining a Chicago terminus for the New York, Lake Erie & Western Railroad. (Minor)
- Nov. 1, 1880 Solon Humphreys sells portion of former Peoria, Pekin & Jacksonville

Railroad between Peoria and Pekin to Peoria & Pekin Union Railway for \$400,000; portion between Pekin and Jacksonville later conveyed to Wabash, St. Louis & Pacific Railway. (Church)

- Nov. 2, 1880 Republican James A. Garfield (1831-1881) defeats Democrat Gen. Winfield Scott Hancock (1824-1886) to win the presidency by a narrow margin; Republicans retake U.S. House. (EAH)
- Nov. 2, 1880 Fontaine locomotive makes first test on PFW&C; later goes to Canada Southern Railway. (RyW)
- Nov. 3, 1880 Future PRR Treasurer and Pres. of Pennroad Corporation Henry Haworth Lee (1880-1941) born at Pawtucket, R.I. (WwasW)
- Nov. 1880 Press reports rumors that NYC&HR will get control of LIRR, bridge East River, and develop deep-water port at Montauk. (RyW)
- Nov. 6, 1880 Party of Pres. Hayes returns to Washington via PRR from Cleveland concluding 71-day campaign trip to West Coast. (Withers)
- Nov. 6, 1880 State of New York conveys bed of Genesee Valley Canal to Genesee Valley Canal Railroad for \$11,500. (CorpHist, RyW)
- Nov. 8, 1880 PRR puts on additional fast round trip between New York and Philadelphia, running in 2:00; leaves New York 8:00 AM and Philadelphia 11:00 AM. (RRG, NYTrib)
- Nov. 8, 1880 Lewisburg & Tyrone Railroad opens between Tyrone and Pennsylvania Furnaces; operated by Tyrone Division. (Val, AR)
- Nov. 8, 1880 Tom Scott and Texas & Pacific Railway directors leave Philadelphia for Board meeting in Marshall, Texas. (RyW)
- Nov. 1880 PRR begins installing carpeting in ladies cabins of all Jersey City ferries. (WJPress)
- Nov. 10, 1880 PRR Board approves recent purchase of 660 CC&IC First Mortgage Bonds at 95¼; 1,100 shares of Bald Eagle Valley Railroad at 45. (MB)
- Nov. 10, 1880 PRR Road Committee approves design of new Cresson Springs Hotel. (MB)
- Nov. 11, 1880 Pres. Roberts and Board leave Philadelphia on annual 14-day inspection tour. (RyW)
- Nov. 12, 1880 St. Louis lines, Vandalia, Ohio & Mississippi, Wabash, and Indianapolis &

- St. Louis, restore New York fare to \$24.25. (RyW)
- Nov. 12, 1880 Narrow-gauge Toledo, Delphos & Burlington Railroad runs first through train between Toledo and Marion, Ind. (RyW)
- Nov. 12, 1880 Chicago & Western Indiana Railroad succeeds in laying track across the Rock Island and LS&MS; Chicago & Eastern Illinois Railroad trains begin running to a new station at 14th Street, about a half mile north of the previous, temporary station. (RRG)
- Nov. 1880 George De Haven, now in charge of PRR General Advertising Agent., revamps timetables; adds bold face for PM and combines main line and branch trains on one form. (Guide)
- Nov. 1880 Old abattoir at Communipaw on CNJ being torn down to make way for freight houses for B&O. (RRG)
- Nov. 1880 North & West Branch Railroad begins construction; D.J. Waller of Bloomsburg, who controls charter, finally consents to PRR guarantee of bonds. (RRG)
- Nov. 1880 Tyrone & Clearfield Railway surveying between Curwensville and Cherry Tree. (RRG)
- Nov. 1880 South-Western Pennsylvania Railway contracts to build branch from Connellsville to mines of Connellsville Coke & Iron Company at Leisenring. (RRG)
- Nov. 1880 Clarence H. Clark (1833-1906) of the Philadelphia banking house of E.W. Clark & Co., which already has large interests in the Shenandoah Valley Railroad and the L&N, sends a young associate, Frederick J. Kimball (1844-1903) to England to negotiate the purchase of the Atlantic, Mississippi & Ohio Railroad with the English bondholders; when they refuse, Clark determines to buy the road himself. (Lambie)
- Nov. 16, 1880 Joseph Crawford appointed Superintendent of West Jersey Railroad, replacing William J. Sewell, promoted. (MB)
- Nov. 16, 1880 Bells Gap Railroad opens between Lloydville and Utahville. (Guide)
- Nov. 16, 1889 Lines West VP J.N. McCullough calls meeting in Chicago to consider restoring Chicago-New York fare. (RyW)
- Nov. 17, 1880 CC&IC First Mortgage bondholders as individuals grant William L. Scott a one month option to purchase \$640,000 to \$3 million of CC&IC certificates by giving bonds of Pennsylvania Company in exchange; done by PRR to

- end litigation with bondholders over rent. (RRG)
- Nov. 18, 1880 National Storage Company Board authorizes building refinery on property to attract business, which had fallen off steeply as a result of the struggle between the oil shippers and PRR. (MB)
- Nov. 20, 1880 PC&StL Railway closes bids to build tunnel at Gould, seven miles west of Steubenville. (RyW)
- Nov. 20, 1880 William H. Kemble, Charles B. Salter and Jesse R. Crawford acquitted of perjury charges growing out of Riot Claims Bill bribery investigation, ending prosecutions. (NYT)
- Nov. 22, 1880 Reading General Manager John E. Wootten (1823-1898) notifies Junction Railroad that they will begin handling B&O passenger cars to New York; asks that they pass over the Junction Railroad in about 15 minutes; Junction Railroad Superintendent Oliver E. McClellan refuses to promise any minimum time. (Casebook)
- Nov. 22, 1880 Shenandoah Valley Railroad opens disconnected southern section between Waynesboro and Elkton, Va. (CorpHist)
- Nov. 22, 1880 Pennsylvania Company Board authorizes consolidating common and preferred stock. (MB)
- Nov. 22, 1880 Trunk Lines raise 7th and 8th Class rates by 5 cents; grain to 35 cents and provisions to 40 cents. (NYT)
- Nov. 24, 1880 PRR directors return from 3,000-mile inspection tour. (RyW)
- Nov. 24, 1880 Pennsylvania Company leases Meadville Railway, under construction between Meadville and Linesville on Erie & Pittsburgh Railroad. (MB)
- Nov. 26, 1880 Trustee James C. Cochrane deeds property of former Rochester, Nunda & Pittsburgh Railroad between Mount Morris and Ross Jct. to William B. Isham. (Val)
- Nov. 28, 1880 Post Office Dept. establishes Southern Fast Mail, leaving Boston at 6:00 PM and New York at 4:30 AM and arriving at New Orleans via Richmond & Danville-Piedmont Air Line next morning in 50 hours, saving a full day over previous schedule; a new fast mail train established between New York and New Orleans, running via Richmond, where it also connects with ACL to Weldon, Augusta, Savannah and Jacksonville; a connecting mail train added by the Washington City, Virginia Midland & Great Southern Railroad between Washington and Danville via Charlottesville. (NYT, RyW, RRG)

- Nov. 29, 1880 Syndicate headed by Austin Corbin (1827-1896), a New York banker, and his protégé Alfred Sully (1841-1909) buys majority control of LIRR from Drexel, Morgan & Co., which had acquired the Poppenhusen shares; Corbin has supposedly bought 35,000 shares at 50, although market price is 20-25; Corbin says he will take possession on Jan. 1. (RRG, NYT, Seyfried)
- Nov. 30, 1880 Frank Thomson informs Junction Railroad Superintendent O.E. McClellan that effective Dec. 1, PRR will cease furnishing locomotives to the Junction Railroad and all parties, including Reading and PW&B, will be responsible for providing locomotives on their respective sections, with engine changes at 34th Street and Market Street; will charge B&O higher rates for hauling its cars over PRR tracks. (Casebook)
- Nov. 30, 1880 Hudson Tunnel Railway recovers last bodies from tunnel. (RRG)
- Nov. 30, 1880 NY&LB Railroad agrees to make connection with Freehold & New York Railway at Matawan; F&NY has heretofore reached New York via steamboat from Keyport. (MB, Baer/Coxey)
- Nov. 30, 1880 Texas & Pacific Railway directors return to Philadelphia, having visited San Antonio, Houston and New Orleans. (RyW)
- Dec. 1, 1880 B&O shifts New York passenger cars on three round trips from PRR to Bound Brook Route between Philadelphia and New York without advance notice and announces it will reroute freight on Jan. 1. (NYT, WSG)
- Dec. 1, 1880 First B&O train arrives at 34th Street on the Junction Railroad southbound at 11:52 AM; takes 43 minutes to travel to Grays Ferry; first northbound train took 27 minutes; second northbound train 45 minutes, and second southbound 44 minutes; were held for PRR freights, light engines, etc.; delays limit B&O to less than 10% of New York-Washington passenger business northbound and even less southbound; B&O's business continues to fall from first day; B&O's fast train leaves New York an hour ahead of PRR's *Washington Limited Express* but is always held so the *Express* can pass it in Philadelphia; PRR stations detectives around stopped B&O trains so no one can get off. (Casebook, NYT)
- Dec. 1, 1880 PRR Board approves conversion of \$8 million in Pennsylvania Company preferred into common stock. (MB)
- Dec. 1, 1880 Thomas Messenger, Pres. of Queens County Bank in Flushing, appointed separate receiver for North Shore Railroad. (RRG, Seyfried)
- Dec. 1, 1880 Edward H. Green of New York elected Pres. of Louisville & Nashville Railroad, replacing H. Victor Newcomb, as northerners take full control of

- the company. (NYT, Stover)
- Dec. 2, 1880 PRR refuses to receive freight for B&O at its Pier No. 39 in New York and halts sale of through tickets to B&O points via PW&B. (Casebook, BaltAm)
- Dec. 3, 1880 Bondholders deed property of former Eastern Shore Railroad to Eastern Shore Railroad Company, As Reorganized. (Val)
- Dec. 6, 1880 PW&B Pres. Hinckley informs John W. Garrett that PW&B cannot participate in a through freight line via Bound Brook Route, as it would violate provisions of contracts with PRR that require advance notice; PW&B will carry all B&O freight to New York at pool rates; contract with PRR specified that all B&O freight must use PRR east of Philadelphia. (Casebook)
- Dec. 6, 1880 Reading agrees with Thomas Powell Fowler (1851-1915), representing a European syndicate, to build Jersey Shore, Pine Creek & Buffalo Railway; however, arrangements are not successful. (Rdg)
- Dec. 6, 1880 Pittsburgh, Virginia & Charleston Railway opens between West Monessen and Belle Vernon, Pa. (Val, AR)
- Dec. 7, 1880 PW&B Pres. Hinckley confers with A.J. Cassatt, stating that old contract gives it the right to send all B&O freight to New York; PW&B wants to preserve income from B&O and not see it bottled up in Baltimore; Cassatt will only allow that the contract allows the PW&B, not the B&O, to ship over the PRR's New York Division. (Casebook)
- Dec. 8, 1880 Richmond & Danville Railroad Board, in noting sale of last PRR holdings, extends thanks to PRR Board for standing by it through depression. (MB)
- Dec. 8, 1880 Salamanca, Bradford & Allegheny River Railroad incorporated in Pa. to build from Irvineton to New York state line near Bradford; J.W. Jones, Pres. (Val, C&C, CorpHist)
- Dec. 1880 Georges Creek & Cumberland Railroad, controlled by American Coal Company and Maryland Coal Company, completed from Georges Creek Jct. on "Pennsylvania Railroad Company (Md.)" in Cumberland Narrows to Lonaconing; shipments of coal via H&BTM and PRR to South Amboy begin. (BaltAm, RRH 85)
- Dec. 10, 1880 PRR ends through checked baggage from New York-Philadelphia points to B&O. (Watkins)
- Dec. 10, 1880 West Jersey Railroad Board authorizes making a proposition to Charles K. Landis to provide rail and rolling stock for a branch to Sea Isle City; Five

Mile Beach Improvement Company must provide right of way for Anglesea Branch within 12 months. (MB)

- Dec. 11, 1880 Flushing & North Side Railroad sold at foreclosure to Egisto P. Fabbri of Drexel, Morgan & Co. and Charles Knoblauch for \$800,000; this foreclosure of separate underlying mortgages breaks the Flushing, North Shore & Central Railroad back into its predecessor companies. (CorpHist)
- Dec. 11, 1880 PW&B notifies Reading and CNJ that they must deliver southbound freight to its regular Philadelphia freight stations at the foot of Washington Street or at Broad & Prime Streets. (Casebook)
- Dec. 11, 1880 Salamanca, Bradford & Allegheny River Railroad Company of New York incorporated to build from Pennsylvania state line near Bradford to Salamanca. (Val, CorpHist)
- Dec. 13, 1880 Commissioners of Emigration accept PRR offer to allow a 20% commission (i.e., a rebate) to any immigrant booking on PRR to competitive points at the Castle Garden ticket office; NYC&HR and Erie had been granting rebates to immigrants who purchased tickets at regular ticket offices, which PRR had refused to do. (NYT)
- Dec. 13, 1880 CNJ, Reading and B&O sign through traffic contract. (Rdg)
- Dec. 13, 1880 Cleveland & Marietta Railroad Board authorizes construction of shops at Cambridge, Ohio. (MB)
- Dec. 14, 1880 Executives of PW&B, Reading and CNJ meet at Continental Hotel in Philadelphia and promise to end delays on Junction Railroad. (WSG)
- Dec. 14, 1880 Work on Hudson Tunnel Railway resumes. (Mfgr & Bldr 7/81)
- Dec. 15, 1880 William J. Sewell elected Vice President of West Jersey Railroad, replacing A.J. Cassatt; Joseph Ury Crawford (1842-1924) named Superintendent replacing Sewell; L.K. Lodge (?-1890) named Superintendent of Shamokin Division, replacing Crawford. (AR)
- Dec. 15, 1880 PRR Board accepts proposition of Drexel & Co. to purchase \$5 million Philadelphia & Erie 5% gold bonds at 103; half as of Apr. 1 with option on remainder. (MB)
- Dec. 15, 1880 Chartiers & Mansfield Valley Railway incorporated in Pa. to build about 10 miles from McKees Rocks up Chartiers Creek to lands of Chartiers Block Coal Company; acquires some right of way but does no other work. (Church)

- Dec. 15, 1880 B&O stops accepting freight between New York and Baltimore because of delays and harassment on PW&B; CNJ refuses to take B&O freight at its Pier No. 14 in New York; B&O then begins sending its freight between New York and Baltimore by sea. (NYT, Casebook)
- Dec. 1880 New York banker Austin Corbin organizes Long Island Company with \$1 million capital to buy stocks, bonds and receiver's certificates of LIRR. (RRG)
- Dec. 1880 Chester Oil Company, affiliate of Tide-Water Pipe Company, Ltd., is building independent refinery in South Chester. (RyW)
- Dec. 1880 John A. Wilson of Wilson Brothers & Co. contracts to build North & West Branch Railroad from Catawissa to Nanticoke. (RyW)
- Dec. 1880 T.H. Wilson of Oil City, Superintendent of Pittsburgh, Titusville & Buffalo Railway, purchases Oil City & Ridgway Railway & Mining Company (Oil City to Cranberry Mines), including 656 acres of coal land. (RyW, RRG, PaState - Poors says 5/81 to BP&W?)
- Dec. 1880 Chicago & Western Indiana Railroad opens to 12th Street, Chicago, with branch to State Line near Hammond, Ind. (Church -verify - ICC show Hammond Branch b. 1880 but no date)
- Dec. 16, 1880 Camden & Atlantic Railroad Board authorizes rebuilding ferry *Arasapha*; authorizes subscription to Philadelphia, Marlton & Medford Railroad. (MB)
- Dec. 16, 1880 L.K. Lodge named Superintendent of Sunbury, Hazleton & Wilkesbarre Railroad, replacing Joseph Crawford to West Jersey Railroad, and also Assistant Superintendent of Shamokin Division of Northern Central Railway. (AR - see 12/15)
- Dec. 17, 1880 U.S. Circuit Court Judge McKennan issues injunction against further PRR interference with B&O trains, pending taking of testimony, after CNJ Receiver Francis S. Lathrop (1806-1882) files pleading that PRR actions violate order of Oct. 28. (Casebook, NYT)
- Dec. 17, 1880 John P. Jackson, Jr. (1836?-1880), PRR lawyer, dies at Newark, N.J. (RRG)
- Dec. 19, 1880 B&O begins operating through trains Nos. 1-8 between Jersey City and Chicago in competition with PRR; runs three round trips through between Washington and Jersey City. (Guide)
- Dec. 20, 1880 Shipment of Chinese silkworms and silkworm eggs worth \$1.2 million leaves Chicago on PRR bound for Jersey City and France. (RyW)

- Dec. 20, 1880 PC&StL Railway grants Toledo, Delphos & Burlington Railway right to lay third rail for narrow gauge on Little Miami Railroad between Dayton station and 3rd Street. (Church)
- Dec. 20, 1880 Southern portion of Shenandoah Valley Railroad opens between Elkton and Shenandoah Iron Works. (CorpHist)
- Dec. 20, 1880 Washington City, Virginia Midland & Great Southern Railroad sold at foreclosure for \$5.6 million to committee of Robert T. Baldwin, Robert Garrett, and J. Willcox Brown, purchasing committee for bondholders. (Harrison, ICC)
- Dec. 21, 1880 Testimony begins in suit of Francis S. Lathrop, et al., vs. Junction Railroad. (Casebook)
- Dec. 21, 1880 Henry S. McComb visits William H. Vanderbilt; Vanderbilt promises to take a half-interest in his new Philadelphia-Baltimore line. (McComb Diary)
- Dec. 22, 1880 A B&O train, hemmed in by PRR trains at West Philadelphia, is rear-ended by a PRR freight train. (NYT)
- Dec. 1880 Last portion of Newtown & Flushing Railroad ("White Line") removed.
- Dec. 1880 PRR buys fleet of 2 tugs, 2 steam lighters, 17 lighters, 3 barges, 1 work barge and 8 canal boats from National Freight & Lighterage Company for \$152,500; gives it complete control of its freight fleet in New York Harbor. (AR)
- Dec. 1880 Henry S. McComb gets the support of an unidentified Philadelphia capitalist, probably banker J. Lowber Welsh (1842-1904), for his Delaware Western Railroad scheme; he (Welsh) refuses to commit until they have an agreement with either the PRR or B&O and approaches the latter; Robert Garrett agrees to take 20% of the syndicate and insists that his friend George G. Haven and the CNJ get 15%. (EvryEvng)
- Dec. 23, 1880 B&O's morning train from New York is delayed in West Philadelphia for 2:15 when the crew of a PRR coal train parked ahead leaves for lunch; other PRR locomotives crowd around it and blow off steam and sound whistles like schoolyard bullies. (NYT)
- Dec. 23, 1880 International Navigation Company (Red Star Line) ship *Waesland*, rebuilt from the former Cunard liner *Russia*, arrives in New York on first crossing from Antwerp. (NYT, Flayhart)
- Dec. 24, 1880 An incognito examiner for the U.S. Circuit Court rides a B&O train on

- Junction Railroad; PRR thinks he is on the eastbound train, which arrives at Wayne Jct. only one hour late, while in fact he is on the westbound train, which is delayed 2:45. (NYT)
- Dec. 25, 1880 Delays on the Junction Railroad are less because most PRR crews are home celebrating Christmas. (NYT)
- Dec. 25, 1880 Bells Gap Railroad completes extension from Utahville to Coalport. (RyW - Guide has open 1/18/81 - Kurtz has complete 11/1880)
- Dec. 27, 1880 *New York Times* reports that N.Y. congressmen are taking notes on PRR delays to B&O trains in Philadelphia as evidence for debates on Reagan Bill; several congressmen have been delayed, although a train carrying Pres. Hayes has been passed quickly. (NYT)
- Dec. 28, 1880 United New Jersey Railroad & Canal Company Board consents to sale of steamboat *New York*. (MB)
- Dec. 30, 1880 Thomas R. Sharp resigns as LIRR receiver; replaced by Austin Corbin. (CorpHist)
- Dec. 31, 1880 Philadelphia ordinance authorizes removal of last City Railroad tracks in Market Street from 13th to 30th Street 30 days after PRR severs its connection with the City Railroad. (Digest)
- Dec. 31, 1880 Austin Corbin elected Pres. of LIRR, replacing Thomas R. Sharp; old Board dominated by Morgan interests resigns and replaced by Henry W. Maxwell of banking house of Maxwell & Graves, Daniel C. Corbin, Alfred Sully, et al.; John P. Townsend replaces Elizur B. Hinsdale (1831-1916) as VP; Isaac D. Barton (1834?-1914) to be restored to post of General Superintendent. (MB, NYT)
- Dec. 31, 1880 PRR Board asserts PRR ownership of canal bed and Portage Railroad between Johnstown and Conemaugh from encroachments of Cambria Iron Company and Gautier Steel Co., Ltd.; considers possibility of relaying rails on Portage Railroad to relieve traffic over Main Line. (MB)
- 1880 Total of 7,150 miles of railroad built this year, or close to level of 1872. (RRG)
- 1880 Baltimore & Canandaigua RPO cut to Williamsport & Baltimore RPO. (Kay)
- 1880 PRR begins shipping more grain and other goods to New York than Philadelphia. (NYT)

- 1880 New York & Rockaway Railroad discontinues operation between Springfield Jct. and Cedarhurst. (Val - verify in Seyfried)
- 1880 Rate war aimed at getting rid of differentials, but fails. (more detail)
- 1880 New station opens at Warren Street, Trenton, on the Belvidere Division. (C&C)
- 1880 West Chester & Philadelphia Railroad rebuilds interior of passenger station and builds new milk and market station at West Philadelphia (AR bet. 7/1 and 10/30)
- 1880 PRR enlarges capacity of Greenwich Point Yard by 575 cars. (RRG)
- 1880 PW&B begins building West Yard at Wilmington and Bay View Yard east of Baltimore in order to remove drilling of freight cars from city streets. (AR)
- 1880 Northern Central Railway opens new iron ore pier at Canton. (AR)
- 1880 Junction & Breakwater Railroad builds car house for eight passenger cars at Lewes. (MB)
- 1880 Northern Central Railway completes relaying Baltimore and Susquehanna Divisions with steel rail. (AR)
- 1880 PRR builds new station at Tyrone. (AR)
- 1880 Bells Gap Railroad opens between Lloydville and Figart. (Val - intermediate opening not shown in Guide)
- 1880 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad extended 0.52 mile. (Val)
- 1880 PRR establishes new station at Wilmerding, Pa., east of Pittsburgh for new works of Westinghouse Air Brake Company. (AR)
- 1880 New 18-stall passenger roundhouse completed at 31st & Spring Garden Streets in West Philadelphia. (AR)
- 1880 Northern Central buys 20 lots from Canton Company of Baltimore for freight yards.
- 1880 West Chester & Philadelphia Railroad installs steel rails.
- ca. 1880 PRR adopts standard specification of its 4'-9" gauge as "limit gauge";

refuses to accept non-conforming foreign cars onto its lines; only railroad to do so; because of vast interline movements via PRR this becomes a major force for conversion of non-standard gauges.

- 1880 Camden Horse Railroad Company extends 2nd Street line to Camden & Atlantic Railroad's depot at Coopers Point, Camden. (AR - Boyer has 1873)
- 1880 Cumberland Valley Railroad equips passenger cars with Janney coupler. (AR)
- 1880 Cumberland Valley Railroad establishes new fast train to make connections with Shenandoah Valley Railroad; also Harrisburg-Carlisle local. (AR)
- 1880 Schoonmaker Branch of South-West Pennsylvania Railway opens from junction with June Bug Branch to terminus (0.46 mile). (Val)
- 1880 Allegheny Valley Railroad opens new station at Red Bank, Pa., replacing one burned in 1879.
- 1880 New station opens at Rochester, Pa., on Eastern Division of Pennsylvania Company. (AR)
- 1880 New Castle Yard rearranged on Erie & Pittsburgh Railroad. (AR)
- 1880 Lackawannock Branch (0.8 mile) of Sharpsville Railroad opens. (Church)
- 1880 Columbus, Chicago & Indiana Central Railway completes double track for 7.2 miles east from Chicago.
- 1880 Pennsylvania Company opens Outer Freight Yard at 55th Street for receiving westbound freight at Chicago. (AR - may not be completed til 1881)
- 1880 Pennsylvania Company builds engine terminal at Outer Freight Yard. (AR)
- 1880 Pennsylvania Company extends 3rd & 4th track from new Union Passenger Depot to 16th Street; to be extended to South Branch Bridge. (AR)
- 1880 Pennsylvania Company completes substitution of steel rails on main line from Pittsburgh except for three miles in South Chicago. (AR)
- 1880 New York & New England Railroad puts 500 box cars in PRR's Star Union Line pool. (AR)
- 1880 Primitive automatic train stop designed by Joseph Wood (1846-1922) and Axel S. Vogt (1849-1921) of the Motive Power Dept. installed on some

Middle Division locomotives; arm on semaphore breaks glass tube on locomotive, applying brakes; tube too easily broken by other objects and system abandoned in 1883. (Mutual)

- 1880 PRR builds 28-million gallon reservoir at Pottsgrove to supply Altoona Shops. (AR)
- 1880 Electric light installed in lathe and vise shops at Altoona.
- 1880 Systematic piece-work introduced at Altoona Shops; payment scales based on analysis of average time it takes to complete tasks.
- 1880 Manistee Branch of GR&I opens between Milton Jct. and (Luther?) (7.96 miles). (C&C - according to AR this is called Deer Lake Spur and is near Boyne Falls?)
- 1880 Missaukee Branch of GR&I opens between Missaukee Jct. and flooring mill at Jennings (7.64 miles). (C&C - according to AR this is called Long Lake Spur)
- 1880 GR&I completes Round Lake Spur, which is later incorporated into extension to Mackinaw City. (AR)
- 1880 Installation of steel rails on main line of Cleveland & Pittsburgh completed between Rochester and Cleveland. (AR)
- 1880 Substitution of steel rails completed on New Castle & Beaver Valley Railroad. (AR)
- 1880 Erie Canal traffic peaks at 4.6 million tons a year.
- 1880 GR&I opens 3-mile spur from Haring to Long Lake to tap a pine lumber district. (AR)
- 1880 New Haven purchases 1 tugboat and 4 10-car floats, doubling fleet used between Harlem River and Pier No. 50, E.R. (AR)
- 1880 Reading completes lower end of Tabor Branch from Wayne Jct. to wye connection with Port Richmond Branch, permitting coal trains to run directly from main line onto North Penn to New York. (Rdg AR)
- c. 1880 PRR establishes Bureau of Attendants for transatlantic passengers at New York City and Jersey City; meet passengers, arrange connections and secure taxicabs.
- 1880 International Navigation Company carries over 30,000 passengers on

Antwerp-Philadelphia run, up from 3,174 in 1874; rises to over 40,000 in 1881. (Flayhart)