

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1886

- Jan. 1, 1886 NYP&N creates the New York, Philadelphia & Norfolk Floating Equipment Trust; vessels are leased back to railroad. (MB)
- Jan. 1, 1886 Relief Dept. staff put in place; John A. Anderson (1829-1917), formerly Superintendent of Belvidere Division, named Superintendent of Relief Dept.; Dr. Samuel W. Latta (1848-1923), formerly Resident Surgeon at Broad Street Station, named Chief Medical Examiner; post of Engineer of Bridges & Buildings abolished upon resignation of Joseph M. Wilson, and duties given to Chief Engineer. (MB, AR, PRRMN)
- Jan. 1, 1886 Trunk Lines establish joint ticket agency at Castle Garden immigration center in New York. (RyW, NYT)
- Jan. 1, 1886 Mammoth Branch from Sewickley Branch at Shoups to Coke Works at Mammoth (2.37 miles), purchased by PRR in 1885, transferred to South-West Pennsylvania Railway. (AR - Val has purchased 6/1/86 from J.W. Moore)
- Jan. 1, 1886 Cleveland, Mt. Vernon & Delaware Railroad and receiver George D. Walker surrender property to the new Cleveland, Akron & Columbus Railway; Nicholas Monsarratt (1839-1910) of Akron, Pres. & General Manager; the Dutch reorganization plan has wiped out the old stock held by the PRR. (NYT, Veenendaal)
- Jan. 1, 1886 Lease of Cincinnati & Muskingum Valley Railway Company to Pittsburgh, Cincinnati & St. Louis Railway Company is cancelled; returns to being operated by its own organization; Thomas D. Messler, Pres. and F.G. Darlington, Superintendent; Muskingum Valley Division of PC&StL abolished; C&MV is unable to repay \$1.1 million advances owed to PC&StL. (Church, RRGaz)
- Jan. 1, 1886 Lykens Valley Coal Company grants its surplus water rights in Rattling

- Creek to the Lykens Water Company in return for 248 shares of stock. (MB)
- Jan. 1, 1886 New York & New England Railroad leaves receivership without foreclosure; Charles P. Clark, Pres. (RRGaz - see 12/31/85)
- Jan. 1, 1886 NYC&HR assumes operation of the West Shore Railroad under a lease dated Dec. 5, 1885. (NYC&HR AR)
- Jan. 1, 1886 West Shore Railroad and NYO&W separate their interests; NYO&W obtains sole title to the line between Middletown and Cornwall in return for giving West Shore its stock of West Shore & Ontario Terminal Company and West Shore Railroad and transferring its leases of Manhattan piers to the NYC&HR; in return, NYO&W receives trackage rights over West Shore between Weehawken and Cornwall and use of the West Shore ferries. (GrnBk, ICC, NYO&W AR)
- Jan. 1, 1886 Wheeling & Lake Erie Railroad opens for revenue service between Sherrodsville and Bowerston on the PC&StL Railway; lacks the resources to proceed further. (Guide)
- Jan. 1, 1886 Wheeling & Lake Erie Railroad and Cleveland & Marietta Railroad discontinue through ticketing via Valley Jct. (Guide)
- Jan. 1, 1886 Central Traffic Association makes pooling agreement for the division of eastbound dead freight, dressed meat and livestock from Chicago. (MB)
- Jan. 1, 1886 George H. Daniels resigns as Commissioner of Colorado & Utah Traffic Associations to be Commissioner of Central Passenger Committee. (RRGaz)
- Jan. 1, 1886 Erie & Pacific Despatch, Great Western Despatch, and South Shore Line consolidated to form Erie Despatch Fast Freight Line. (RyRegister)
- Jan. 1, 1886 Former PRR traffic official George W. Ristine (1846-1918) resigns as General Traffic Manager of Atlantic & Pacific Railroad to manage the Erie's fast freight lines. (NYT)
- Jan. 1, 1886 Eastbound freight pool revived and livestock rates increased to 25 cents. (NYT)
- Jan. 1, 1886 Carnegie, Phipps & Company, Limited, organized as a Pa. limited partnership with capital of \$3 million to take over and enlarge the Homestead Works of the former Pittsburgh Bessemer Steel Company, Ltd., the Lucy Furnace Company, Ltd., and Wilson, Walker & Co., Limited. (StdHistPitts, RRGaz)
- Jan. 1, 1886 Seminole Hotel opens at Winter Park, Fla.; built by the Winter Park

Company of Massachusetts. (Turner/Bramson)

- Jan. 1, 1886 Brotherhood of Locomotive Firemen converts from an insurance and fraternal society to a full labor union. (McMurry)
- Jan. 1, 1886 Philadelphia brokerage house of Ervin & Co. founded by Spencer Ervin (-); it will later organize a syndicate to gain control of the Reading. (Barnes)
- Jan. 1886 Carnegie Brothers & Co., Limited, raises wages at the Edgar Thomson Works by 10%, but refuses to reinstate the 8-hour day; the rail market has rebounded with the end of the depression, and prices are up 40%. (Nasaw)
- Jan. 2, 1886 Wampum & State Line Railway incorporated in Pa. as reorganization of portion of New York, Pittsburgh & Chicago Railway in Pa.; Cannelton Jct.-Ohio state line and incomplete roadbed New Galilee-Chewton. (ICC)
- Jan. 3, 1886 New York, Lake Erie & Western Railroad begins running into Cincinnati from Dayton over Cleveland, Columbus, Cincinnati & Indianapolis Railway instead of Cincinnati, Hamilton & Dayton Railroad; runs into new Cincinnati Central Station of Ohio & Mississippi Railway. (RRGaz, RyW, Guide)
- Jan. 5, 1886 Baltimore & New York Railroad incorporated in N.J. to build from connection with Reading or CNJ to Arthur Kill, leading to St. George on Staten Island as terminal for B&O; initial plan is to build a separate line from Bound Brook. (NJCorp, WkStGaz)
- Jan. 6, 1886 John G. Stevens (1820-1886), Pres. of United New Jersey Railroad & Canal Company and nephew of the late Edwin A. Stevens, commits suicide in his office in Trenton by shooting himself in the head with a 44-caliber pistol; had made at least two other suicide attempts; official verdict is an accident, although newspapers claim it is unmistakably a suicide; had failed to be made General Manager at the time of the 1871 lease and was supposedly in financial difficulties. (NYT, MB, Guide, WklyStGaz)
- Jan. 8, 1886 PRR cuts Chicago-Baltimore fare to \$13.00. (RRGaz)
- Jan. 8, 1886 Blizzard strikes across Midwest through Buffalo and Pittsburgh area, where about two feet of snow falls on the 8th & 9th; PRR lines blocked in western Pennsylvania and trains running 1 to 15 hours late at Pittsburgh; those on the PRR main line running 7-15 hours late. (NYT)
- Jan. 8, 1886 Westinghouse Electric Company incorporated by George Westinghouse, H. H. Westinghouse, Frank L. Pope, Robert Pitcairn and others; Westinghouse has purchased the patent rights to the Gaulard-Gibbs transformer for alternating current in 1885; he later acquired the Tesla patents that are basic to all alternating current technology; Westinghouse's experience with

transmitting natural gas at high pressure and stepping it down at the point of use leads him to consider doing the same thing with electricity; direct current, championed by Edison, cannot be transmitted very far from a central power station, while alternating current can; within five years, Westinghouse has sales of \$4 million annually; however, Westinghouse is not adept at finance, and the company raises its capital from a small pool of Westinghouse and fellow Pittsburgh investors. (Moody's, Prout, HistPitts, Dewing)

- Jan. 9, 1886 PRR cuts Baltimore-Chicago fare back to \$13. (NYT)
- Jan. 9, 1886 Millville & North Mountain Railroad incorporated in Pa. under articles dated Jan. 6 to build from Madison Township to Fishing Creek Township in Columbia County. (Val, C&C)
- Jan. 9, 1886 Blizzard reaches the East Coast; just south of Wilmington, Del., a southbound plow train crashes into a Wilmington & Northern passenger train that is backing towards PW&B station to take on passengers, running on southbound track with a PW&B pilot engine, because the northbound track is blocked by a stalled train; 3 killed and 1 fatally injured; smashed cars take fire, incinerating the victims. (NYT)
- Jan. 10, 1886 Brooklyn court grants permanent injunction against the Brooklyn & Long Island Cable Railway elevated railroad on grounds that the Board of Aldermen did not hold proper hearings; company appeals, resulting in five years of ultimately unsuccessful litigation. (NYT)
- Jan. 10, 1886 A convention of delegates from the Knights of Labor assemblies on all the Gould southwestern lines meets at St. Louis and gives the executive committee of the district assembly, headed by radical Martin Irons (1829-1900), the power to call a strike independent of the national organization, thus setting the stage for the disastrous Southwestern Strike later in the year. (Klein)
- Jan. 11, 1886 Reading Pres. George de Benneville Keim issues a pamphlet appeal to the stockholders defending his actions against Franklin B. Gowen's criticisms and his refusal to let Gowen continue to dominate the management. (Pam)
- Jan. 11, 1886 Franklin B. Gowen elected Pres. of the Reading for the third time, beating George de Benneville Keim in a proxy fight; Gowen has garnered support by promising to protect the interests of those investors who unwisely purchased the huge quantities of non-first lien bonds and other junior securities that he had issued to pay for his expansion program; but the Reading is hopelessly bankrupt, and Gowen is unable to deliver. (Schlegel, RyW)
- Jan. 11, 1886 Alfred L. Dennis (1817-1890) elected Pres. of United New Jersey Railroad & Canal Company, replacing John G. Stevens, deceased. (MB)

- Jan. 11, 1886 B&O initiates new rate war by cutting westbound fares New York to Chicago from \$20 to \$15, below rate recently set by Trunk Line pool; Robert Garrett claims to be responding to recent cuts by PRR in westbound fares from Washington and Baltimore; rumors have Hugh J. Jewett of the Erie willing to join Garrett; the PRR actually gets \$5.50 for carrying B&O passengers east of Baltimore, and as a local rate, this money goes directly to the PRR and not into the pool. (NYT, RRGaz)
- Jan. 11, 1886 Bells Gap Railroad guarantees Clearfield & Jefferson Railway bonds to cover construction from Irvona to Mahaffey's. (MB)
- Jan. 11, 1886 Buffalo, New York & Philadelphia Railroad holds annual meeting in Philadelphia; has failed to earn fixed charges by \$171,865 in 1885. (NYT)
- Jan. 11, 1886 Cornelius Vanderbilt and William K. Vanderbilt elected directors of the Pittsburgh & Lake Erie Railroad, giving the family its first two seats on the Board. (GrnBk)
- Jan. 12, 1886 Susquehanna Coal Company Board hears report on the big mine accident at Nanticoke No. 2 Slope of Dec. 18, 1885. (MB)
- Jan. 12, 1886 Mineral Railroad & Mining Company authorizes the lease of the Hickory Swamp Colliery to William L. Scott. (MB)
- Jan. 12, 1886 Trunk Line Pool meeting is agitated by B&O's cut of \$5 on westbound passengers to get business; actually, PRR gets \$5.50 on each ticket for Baltimore-Philadelphia leg, as local rates don't go into pool. (NYT)
- Jan. 12, 1886 Hamburg-Amerika Packetfahrt Aktiengesellschaft, (Hamburg-American Line) one of the two big German transatlantic lines, announces it will arrange for a \$4.35 emigrant fare to Chicago and St. Louis vs. \$8 on the pool roads after Mar. 1; B&O's lower differential and \$1 emigrant fare draw most German immigrants to Baltimore on the steamships of North German Lloyd. (NYT)
- Jan. 13, 1886 PRR threatens to cut eastbound Chicago-Baltimore fare from \$17 to \$13; B&O threatens to meet this and cut fare to Philadelphia and New York to \$12. (NYT)
- Jan. 13, 1886 PRR men are elected to the Board of the Waynesburg & Washington Railroad; leaving six local directors, including Joseph G. Ritchie and Jacob Swart; George B. Roberts elected Pres., replacing Justin F. Temple. (MB)
- Jan. 13, 1886 West Shore Railroad begins running into NYC&HR's Exchange Street Station at Buffalo. (RRGaz, Guide)

- Jan. 14, 1886 Emigrant pool agrees to cut Chicago fare from \$8 to \$7. (NYT)
- Jan. 14, 1886 Former New York, Lake Erie & Western Railroad VP George R. Blanchard agrees to be Commissioner of the Central Traffic Association's eastbound freight pool. (NYT)
- Jan. 15, 1886 Circuit Court of Dauphin County rules that PRR purchase of the South Pennsylvania Railroad is unconstitutional, as the PRR is the real purchaser; injunction against the sale is continued and the South Penn is returned to the South Penn Syndicate; injunction against the sale of the Beech Creek, Clearfield & South Western Railroad to PRR or Northern Central Railway is also continued, and Beech Creek remains part of NYC system; PRR appeals. (NYT, RRGaz, RyW, Schlegel)
- Jan. 15, 1886 PRR announces it will not match B&O fare cuts; says public is becoming aware of B&O's rundown facilities and it is doing less business than it claims. (NYT)
- Jan. 15, 1886 New Emigrant Clearing House goes into operation at Castle Garden in New York; fare set at \$7 to Chicago and \$9.75 to St. Louis. (NYT)
- Jan. 15, 1886 Near-blizzard sweeps away what remains of the old West Jersey & Atlantic pier at Atlantic City. (Butler)
- Jan. 15, 1886 Thomas D. Messler elected VP of the Waynesburg & Washington Railroad, and PRR men to other posts; C.E. Bower remains Superintendent but is replaced as Treasurer by John E. Davidson of Lines West. (MB)
- Jan. 1886 Clearfield & Jefferson Railway contracts for extension from Irvona to the West Branch of the Susquehanna at Mahaffey; paid for by PRR. (RyW)
- Jan. 1886 Class D11a No. 1093 (AMS c/n 999) is the 1,000th locomotive built at Altoona. (altoonaworks.info)
- Jan. 1886 Robert Garrett resigns from CNJ Board. (RyW)
- Jan. 1886 Alfred Sully (1841-1909), Robert K. Dow and Austin Corbin begin buying Reading stock as well as bonds, banking on their ability to arrange a reorganization without foreclosure. (NYT)
- Jan. 1886 Poughkeepsie Bridge Company revived at meeting in New York City; William Warren Gibbs (1846-), General Manager of United Gas Improvement Company of Philadelphia has purchased control. (RRGaz, Mabee)

- Jan. 1886 Spring Grove, Avondale & Cincinnati Railway ceases operation. (C&C - says torn up 1888- Guide shows til 8/30/90)
- Jan. 1886 Pusey station renamed Clonmel on Pomeroy & Newark Branch. (Guide)
- Jan. 1886 LS&MS imposes local charges on all freight transferred between the Philadelphia & Erie Railroad and Erie & Pittsburgh Railroad at Erie Harbor. (RRGaz)
- Jan. 1886 Heavy rains flood the Harleigh Mine of M.S. Kemmerer & Co. and the adjacent Ebervale Mine of Van Wickle, Stout & Co. east of Hazleton, Pa.; they remain flooded until the 1890s, when John Markle organizes the Jeddo Tunnel Company, Ltd., to drive a deep gravity tunnel through Broad Mountain to allow the mines to drain by gravity into the Butler Valley. (Bradsby)
- Jan. 16, 1886 Pres. Roberts comes to the office to confer on the South Pennsylvania Railroad verdict instead of taking Saturday off as is his custom. (NYT)
- Jan. 16, 1886 Camden & Atlantic Railroad adopts Relief Dept. regulations; authorizes connection with West Jersey & Atlantic Railroad in meadows west of the Thorofare bridge at Atlantic City. (MB)
- Jan. 18, 1886 Differential roads (DL&W, West Shore, et al.) protest to NYC&HR and PRR to make good their losses caused by diversion of westbound passengers to B&O; B&O cuts Chicago-Boston fare further to \$17. (NYT)
- Jan. 18, 1886 Hamburg-Amerika Packetfahrt Aktiengesellschaft agents back down and withdraw proposed \$4.35 emigrant fare. (NYT)
- Jan. 18, 1886 Cullom Committee headed by Sen. Shelby M. Cullom (1829-1914) of Illinois, presents its report to Congress confirming railroad abuses; recommends mild regulation aimed at ending rate discrimination. (RRGaz, Young, Locklin)
- Jan. 19, 1886 U.S. House and Senate Commerce Committees hear statements for and against the Arthur Kill Bridge. (NYT)
- Jan. 19, 1886 PRR reverses course and announces it will cut Baltimore-Chicago fare to \$13 to match reductions of B&O; otherwise, at New York PRR, NYC&HR and Erie hold firm to old rates on principle that B&O has not shown itself able to divert much of their business. (NYT)
- Jan. 19, 1886 Youngstown & State Line Railroad incorporated in Ohio in interest of Pennsylvania Company to build from Youngstown to point near where Little Yankee Creek intersects Pennsylvania state line; company attempted to build

a line to the Valley mill in Youngstown, but was blocked by LS&MS and Cleveland & Mahoning Railroad later in 1886 when they successfully sued to have charter annulled. (Church)

- Jan. 19, 1886 Samuel Spencer of the B&O and VP William Gilmor appointed receivers of the Maryland Central Railroad, replacing John C. Wrenshall, resigned; signals a B&O interest in the company. (Hilton)
- Jan. 19, 1886 Ohio & Kanawha Railway incorporated in Ohio as reorganization of the part of the River Division of the former Ohio Central Railroad south of Corning. (GrnBk)
- Jan. 20, 1886 Pennsylvania Company Executive Committee authorizes construction of interlocking tower at Allegheny passenger yard. (MB)
- Jan. 20, 1886 PC&StL Railway Executive Committee authorizes double-tracking the Columbus & Newark Division from Ohio Central Crossing to Union (3 miles). (MB)
- Jan. 20, 1886 Edward F. Winslow retires as Pres. of NYO&W and replaced by Thomas P. Fowler (1851-1915); Gen. Horace Porter resigns from Board and replaced by Horace J. Hayden of NYC&HR. (RyW)
- Jan. 20, 1886 Natural gas discovered at Findlay, Ohio; field extends from Fremont to Tipton. (Rehor, Miller)
- Jan. 21, 1885 Gov. Robert E. Pattison makes speech to Farmers Institute of Lock Haven calling for an end to rate discrimination and imprisonment of railroad officials who violate rate regulations. (RyW)
- Jan. 22, 1886 Portion of New York, Pittsburgh & Chicago Railway in Pa. conveyed to Wampum & State Line Railway. (ICC)
- Jan. 22, 1886 Berwind-White Coal Mining Company incorporated as successor to Berwind, White & Co. because of the ill health of Judge Allison White; Charles F. Berwind (1846-1890), Pres.; it operates 21 mines: Eureka Nos. 2-7, Excelsior Nos. 1-3, Ocean Nos. 1-3, Atlantic Nos. 1 & 2, Pacific Nos. 1-3, Goss Run, Mapleton, Cataract and Karthaus; control is now vested entirely in the Berwind family. (Moody's, RyW, HistBerwind)
- Jan. 24, 1886 4,000 miners of the Westmoreland Coal Company and Penn Gas Coal Company demand a 10% increase. (NYT)
- Jan. 1886 Members of the National Federation of Miners and Mine Laborers begin a strike in the Connellsville Coke Region. (NYT)

- Jan. 25, 1886 Frank Ellmaker (1854-1899) named Superintendent of Belvidere Division replacing John A. Anderson. (GO)
- Jan. 25, 1886 Arthur Kill Bridge argued before Riparian Committee of N.J. Assembly. (NYT)
- Jan. 27, 1886 Pennsylvania & Martins Creek Railroad dissolved without construction. (MB)
- Jan. 27, 1886 Spring Grove, Avondale & Cincinnati Railroad sold at foreclosure to bondholders for \$5,000; James McCrea buys some of its non-railroad real estate, bounded by Eggleston Avenue, Broadway, Court & Cleveland Streets, for \$20,000. (Church, RRGaz - Church says aband. after sale)
- Jan. 28, 1886 Last rail laid on Cresson & Clearfield & New York Short Route Railroad, completing line from Cresson to Irvona; built by Pittsburgh interests. (RRGaz, RyRegister)
- Jan. 28, 1886 PC&StL Railway Executive Committee approves a settlement with George Marcus Chapman, whom the courts have awarded a first lien on part of the old Pittsburgh & Steubenville Railroad in W.Va., for \$80,000. (MB)
- Jan. 28, 1886 Kentucky Central Railroad enters receivership. (ICC)
- Jan. 29, 1886 George S. Griscom elected VP as well as General Manager of the Pittsburgh, Chartiers & Youghioghney Railway. (MB)
- Jan. 29, 1886 *New York Times* prints a laudatory article with information provided by Robert Garrett's friends to counter Wall Street rumors that he is driving the B&O into bankruptcy with construction debts; nevertheless, the rumors prove true. (NYT)
- Jan. 29, 1886 Collis P. Huntington leases the Elizabeth, Lexington & Big Sandy Railroad for 250 years to the Newport News & Mississippi Valley Company, his Connecticut holding company, as the first step in consolidating his transcontinental properties. (USSupCtRept 44)
- Jan. 31, 1886 PRR firemen's and brakemen's organizations hold meetings to agitate against compulsory nature of PRR's Relief Dept.; BLE and BLF&E feel that it is a direct assault on their own insurance plans, and other workers already pay for insurance through fraternal lodges. (NYT)
- Winter 1885-6? Frank J. Sprague (-) demonstrates electric traction on a short stretch of the Manhattan Elevated Railway using a flat car equipped with two motors; during the test, the safety fuse blows out with a flash, Jay Gould is one of the managers who tries to jump overboard, and thereafter shows no interest in

electric traction. (Hammond)

- Feb. 1, 1886 Relief Dept. begins operation; backed by a separate Relief Fund; Advisory Committee consists of General Manager, Supt. of Relief Dept., three appointed by Board and one each elected by members of each of the three Grand Divisions; Medical Examiners employed by Dept. are to judge fitness for duty and not be involved in cures to avoid conflict of interest; members must be 45 or under and pass a physical; contribute \$0.75-\$3.75 per month based on salary; receive disability benefits of \$0.50-\$2.50 per day for 26 weeks and 50% for an additional 26 weeks; receive \$500-\$2,500 for accidental death or \$250-\$1,250 for natural causes, plus certain medical and hospital costs; PRR makes up any deficiency in fund; contributions and payouts do not begin until Feb. 15. (MB, AR, RyW)
- Feb. 1, 1886 Western Pennsylvania Railroad begins a revision of grades between the west end of the Allegheny River bridge at Freeport (1.0 mile). (C&C)
- Feb. 1, 1886 Trunk Lines create a new emigrant pool with percentages to be determined by Albert Fink. (NYT)
- Feb. 1, 1886 Central Traffic Association creates an eastbound freight pool from Indianapolis. (MB)
- Feb. 1, 1886 Thomas A. Edison conducts and experiment with wireless telegraphy with a moving train running from Clifton to Tottenville on the Staten Island Railway; wire strung along the tops of the cars forms a crude antenna that is capable of picking up signals from the parallel trackside telegraph line about 35 feet away, enabling messages from Clifton station to be received on the train; guests include Henry Seligman and G. Clinton Gardner. (NYT)
- Feb. 1, 1886 New York & New England Railroad Pres. Charles P. Clark meets with the New Haven Board and tries to negotiate a lease of the NY&NE, which the New Haven rejects. (Baehr)
- Feb. 1, 1886 Washington & Potomac Railroad incorporated in Maryland as the reorganization of the Southern Maryland Railroad. (PL)
- Feb. 1, 1886 Columbus & Eastern Railroad begins construction of an extension eastward from Fultonham 7.3 miles towards Zanesville and an 8.2-mile branch to Cannelville. (GrnBk)
- Feb. 1, 1886 Collis P. Huntington's Newport News & Mississippi Valley Company leases the Elizabethtown, Lexington & Big Sandy Railroad and the Chesapeake, Ohio & Southwestern Railroad. (Bias)
- Feb. 2, 1886 Chicago Board of Trade notes that PRR has cut rates on eastbound grain by 5

cents per cwt. to match cuts made by B&O, C&O and DL&W; C&O is now a competitive factor in Trunk Line rate wars. (NYT)

- Feb. 2, 1886 N.J. Court of Chancery rules that CNJ lease to Reading is void on suit brought by Executors of Stephen Vail as minority CNJ stockholders. (RRGaz)
- Feb. 2, 1886 N.J. Senate issues protest to Congress against bill to allow B&O to bridge Arthur Kill. (RyW)
- Feb. 2, 1886 New Haven Board rejects terms for a lease of the New York & New England Railroad. (NYT)
- Feb. 2, 1886 Former PRR employee Samuel M. Vauclain (1856-1940) is named General Superintendent of the Baldwin Locomotive Works, having worked his way up the ladder in less than three years; Vauclain is a workaholic and a commanding presence, being over six feet tall with prematurely gray hair that makes him look older and more authoritative than his actual age would allow. (Crimmins)
- Feb. 3, 1886 Representatives of PRR, B&O, Chesapeake & Ohio Railway and Norfolk & Western Railroad meet at Philadelphia, but are unable to agree on a new bituminous coal pool. (RyW)
- Feb. 4, 1886 Brooklyn court awards Brooklyn, Flatbush & Coney Island Railroad \$66,000 in damages against LIRR for breaking its contract to haul BF&CI trains between Flatbush Avenue and East New York; BFC&I had sought \$300,000. (NYT)
- Feb. 5, 1886 GR&I car and paint shop at Grand Rapids and six passenger and nine freight cars destroyed by fire. (RRGaz)
- Feb. 5, 1886 Court confirms recent sale of Toledo, Cincinnati & St. Louis Railroad to bondholders represented by S.H. Kneeland of New York. (NYT)
- Feb. 7, 1886 Former Main Line transporting merchant Edmund G. Dutilh (1798-1886) dies at Philadelphia. (ancestry.com)
- Feb. 7, 1886 Col. James Strange French (1807-1886), former proprietor of the Alexandria & Washington Railroad, dies in relative poverty at Gordonsville, Va. (CDavis)
- Feb. 8, 1886 PRR and its subsidiaries file appeals in South Penn and Beech Creek Cases. (RyRegister)
- Feb. 8, 1886 PRR Board members who are not also PRR managers, including Henry D.

Welsh, are made to resign from the Board of the Keystone Hotel Company and are replaced by a Board made up entirely of PRR operating and traffic officials; James R. Wood (1843-1917) replaces N. Parker Shortridge as Pres. (MB)

- Feb. 9, 1886 J. Pierpont Morgan and Philadelphia banker J. Lowber Welsh (1842-1904), who are proposing to reorganize the Reading, write to Pres. Roberts with a peace offering to end the ruinous competition mounted by Franklin B. Gowen; they offer to share traffic with the Pennsylvania Schuylkill Valley Railroad and sign a traffic contract with provisions for arbitration of differences; if the PRR agrees, they will proceed with the Reading reorganization. (MB, RyW)
- Feb. 9, 1886 The four major Connellsville coke producers, H.C. Frick Coke Company, Schoonmaker & Co., McClure & Co. and the Connellsville Coke & Iron Company, order a complete shutdown of their plants; Schoonmaker & Co. breaks ranks and settles on the union's terms. (PVCorp)
- Feb. 10, 1886 Pres. Roberts replies to J. Lowber Welsh and J. Pierpont Morgan that the PRR will not take part in the Reading reorganization syndicate but will agree to operate in harmony with a reorganized Reading providing it abides by the same terms. (MB, RyW)
- Feb. 10, 1886 Bay Ridge & Annapolis Railroad incorporated in Md. in interest of B&O to build from a point west of Annapolis to Bay Ridge, where B&O builds a new resort. (B&O CorpHist)
- Feb. 10, 1886 Cleveland, Columbus, Cincinnati & Indianapolis Railway grants Columbus & Eastern Railroad the use of its Columbus terminals. (Church)
- Feb. 11, 1886 Morgan-Welsh Syndicate presents its Reading reorganization plan directly to the reconstruction trustees, bypassing Gowen's management; will manage the reorganization in return for two seats on the Board and placing all the stock in a voting trust which they will control for five years, providing the company agrees to end competition with PRR. (RRGaz, RyW, Schlegel)
- Feb. 11, 1886 Samuel Matthews Vauclain (1856-1940), the son of Andrew C. Vauclain, one of Matthias W. Baldwin's first employees, becomes General Superintendent of the Baldwin Locomotive Works. (Kirkland)
- Feb. 12, 1886 Muskegon, Grand Rapids & Indiana Railroad incorporated in Mich. under articles dated Jan. 18 to build from Muskegon to Grand Rapids. (Church, C&C)
- Feb. 13, 1886 Pittsburgh, Marion & Chicago Railroad (Ohio) and Wampum & State Line Railroad (Pa.) merged to form Pittsburgh, Marion and Chicago Railway; plan

to complete the line from Rogers to New Lisbon and survey between New Castle and East Liverpool. (ICC, Cole)

- Feb. 15, 1886 At PRR stockholders' annual meeting, vote down resolutions for another investigating committee, to sell United New Jersey stock, to buy the Central Transportation Co. from Pullman and do own express and telegraph business; William E. Lockwood has printed a pamphlet trying to force the distribution of the Trust of 1878 and retained earnings as dividends; Lockwood also owns an estate at Glen Loch and objects to the PRR's big coaling station there. (AR, CCHS)
- Feb. 15, 1886 PRR Relief Dept. begins taking payments of contributions and making awards. (RyW)
- Feb. 15, 1886 Carl Schurz (1829-1906), Clarence H. Clark, Charles M. Fry and Isaac N. Seligman are the reorganization committee for the Buffalo, New York & Philadelphia Railroad; T.H. Adrian Tromp and A. Marcus complete a reorganization plan calling for foreclosure and a new company with \$10 million in 5% First Mortgage bonds and \$20 million in 3% Second Mortgage bonds; 10 old bond issues are to be refunded, including the First Mortgages of the BNY&P, Warren & Franklin Railway and Oil Creek Railroad and the Second Mortgage of the BNY&P. (RyW, RRGaz)
- Feb. 1886 Rumors have A. J. Cassatt being the Morgan-Welsh candidate to run the reorganized Reading system. (RyRegister)
- Feb. 1886 PRR purchases Philadelphia Midland Railroad (Newtown Square Branch) to keep it out of the hands of the B&O: B&O needed its mileage to allow it to issue more bonds on Schuylkill River East Side Railroad. (RyW)
- Feb. 1886 GR&I opens Long Lake Branch, Austin Lake to Long Lake (0.8 mile). (Meints - not shown in C&C - same as branch b. 1881?)
- Feb. 1886 Pierre Lorillard IV (1833-1901) and the Tuxedo Park Association open Tuxedo Park on 600,000 acres he has purchased in the Ramapo Mountains north of Suffern, N.Y., and establishes a new standard for an exclusive, isolated suburban community; designed by architect Bruce Price; residents can commute via the Erie; the development also gives its name to the less formal tail-less dinner jacket introduced by Griswold Lorillard at the 1886 Autumn Ball. (NYT, Encycof NYState)
- Feb. 16, 1886 PRR, C&O, N&W and B&O form bituminous coal pool similar to 1885 but allowing 500,000 tons each to N&W and C&O; rest to be divided 55% to PRR and 45% to B&O; soon broken. (Lambie)
- Feb. 16, 1886 Northern Central Railway creates a Real Estate Dept. equal to that of the

PRR. (MB)

- Feb. 16, 1885 Pennsylvania Company Executive Committee authorizes completion of trestlework in Cove at Ashtabula. (MB)
- Feb. 16, 1886 A revised Cullom Interstate Commerce Bill introduced in Senate; establishes a commission of five members, outlaws rebates and rate discrimination, but without a ban on pooling. (Haney, Kolko)
- Feb. 18, 1886 N.J. Supreme Court rules that 1884 Railroad Tax Act is unconstitutional because it singles out one species of property. (RRGaz)
- Feb. 20, 1886 PRR Mechanical Engineer John B. Collin (1831-1886) dies of liver disease at Altoona. (HistBlairCo)
- Feb. 20, 1886 Muskegon, Grand Rapids & Indiana Railroad organized; W. O. Hughart, Pres.; Stuart Johnson, Chief Engineer. (C&C)
- Feb. 20, 1886 Franklin B. Gowen announces he has raised \$10-25 million and has bought William H. Vanderbilt's Reading stock; in fact, the money comes from Austin Corbin, Alfred Sully and Robert K. Dow, who have already been buying into the Reading on their own initiative. (WkStGaz, NYT)
- Feb. 23, 1886 Lincoln renamed Acmetonia on the West(ern) Pennsylvania Division. (MB)
- Feb. 23, 1886 The third joint conference of coal operators and the National Federation of Miners & Mine Laborers meets at Columbus and establishes the first interstate scale of wages throughout what becomes known as the Central Competitive Field, embracing the bituminous coal mines of Pennsylvania, Ohio, northern West Virginia, Indiana and Illinois, effective May 1; also create a Joint Board of Conciliation & Arbitration; very few Pennsylvania operators outside the Pittsburgh District are represented, and none from the central and eastern parts of the state; this is primarily an agreement to stabilize prices and wages for companies engaged in sending coal to the Great Lakes, not to Tidewater. (Evans)
- Feb. 23, 1886 After a foreman is discharged from the Marshall, Texas, shops of the Texas & Pacific Railway, Martin Irons calls a strike of the Knights of Labor against the entire Gould Southwestern System without authorization from the national headquarters; 5,000 shopmen walk out; Grand Master Workman Powderly had earlier pledged not to call a strike against the Missouri Pacific Railway without first bringing the grievance to management; Gould, who is in declining health and vacationing in the West Indies, orders a lockout at all the shops for the duration; Gould and his manager on the MP, Herbert M. Hoxie (1830-1886), consider the strike against the MP unwarranted and a violation of their 1885 agreement; convinced that the strike involves no

substantive issues but is a test of strength, Hoxie digs in for a long fight to the finish. (Klein)

- Feb. 23, 1886 Staten Island Rapid Transit Railroad opens between St. George and Elm Park. (Bayles)
- Feb. 24, 1886 Rumors in New York that Franklin B. Gowen has purchased all of William H. Vanderbilt's interest in South Penn Syndicate. (NYT)
- Feb. 24, 1886 Irvine & Oil City RPO extended to Salamanca & Oil City RPO. (Kay)
- Feb. 25, 1886 All 490 Motive Power Dept. employees in Baltimore vote against the proposed PRR Relief Dept. (NYT)
- Feb. 25, 1886 Northern Central Railway stockholders other than PRR vote that it is in the company's interest to acquire the stock of the Beech Creek, Clearfield & South Western Railroad. (AR)
- Feb. 25, 1886 Joseph N. Du Barry returns to the Northern Central Railway as a director. (MB)
- Feb. 25, 1886 Santa Fe, Chicago & Alton and PRR cut limited tickets from west coast points to New York to \$50.00; other Trunk Lines follow suit. (NYT)
- Feb. 25, 1886 In an interview in Pittsburgh, Ralph Bagaley announces that Franklin B. Gowen will complete the South Pennsylvania Railroad or build a new line parallel to it and is offering to buy the shares of other Syndicate members who have not signed Morgan's agreement. (NYT)
- Feb. 25, 1886 Harrison Phoebus (1840-1886), proprietor of the Hygeia Hotel at Old Point Comfort, Va., dies of heart failure. (phoebus.info)
- Feb. 1886 Property owners stop extension of Atlantic City Railroad tracks in Baltic Avenue in Atlantic City. (WkStGaz)
- Feb. 26, 1886 Muskegon, Grand Rapids & Indiana Railroad organized. (Church - see 2/20)
- Feb. 26, 1886 Palatka & Indian River Railway opens between Palatka and Sanford, Fla. (Turner/Bramson, Poors)
- Feb. 27, 1886 New Jersey Junction Rail__ organized to build a connection along the foot of the Palisades/Bergen Hill between the West Shore Railroad and PRR terminals; will allow West Shore passenger trains to run into the Exchange Place Jersey City Terminal without running on the west side of the hill to Marion Jct. (NYC&HE AR - verify)

- Feb. 28, 1886 General Manager Charles E. Pugh issues notice that membership in Relief Dept. will be voluntary, and those who have joined may withdraw without penalty if they give notice by Mar. 25. (NYT)
- Mar. 1, 1886 Trunk Line Commissioner Albert Fink raises rates on eastbound livestock and dressed meat; cattle from 25 cents to 35 cents per cwt. and dressed beef from 43.5 cents to 65 cents per cwt.; dressed meat shippers led by Armour & Co., protest; Samuel W. Allerton, a shipper of live cattle and operator of railroad stockyards, sides with the railroads and denounces the “dressed beef monopoly.” (NYT, RRGaz, CHTaylor)
- Mar. 1, 1886 Property of former Wampum & State Line Railroad (3.4 miles in Beaver County, plus a partially completed roadbed between New Galilee and Chewton) and Pittsburgh, Marion & Chicago Railway (Cannelton Jct., Pa., to Rogers, Ohio) deeded to new Pittsburgh, Marion & Chicago Railway under agreement of Feb. 12. (ICC)
- Mar. 1, 1886 Central Traffic Association make agreement for division of eastbound dead freight, dressed meat and livestock from Louisville. (MB)
- Mar. 1, 1886 Cape Charles, Va., developed as a terminal for the New York, Philadelphia & Norfolk Railroad, incorporated as a city. (EstrnShrNws)
- Mar. 1, 1886 U.S. Supreme Court rules in *St. Louis, Iron Mountain & Southern Railway v. Southern Express* upholding the principle of exclusive express contracts between a railroad and an express company as opposed to the practice of some New England states requiring railroads to carry the business of any and every express company. (117 US 1, Kirkland)
- Mar. 2, 1886 General Manager Charles E. Pugh and General Solicitor John Scott meet at Philadelphia for nine hours with two representatives called from each trade on each division to modify features of the Relief Dept. to make it more acceptable to employees; about 12,000 employees have joined; all delegates oppose plan and ask that it be withdrawn entirely; many already have insurance under Brotherhoods or friendly societies and object to company involvement and compulsory nature of plan. (RRGaz, NYT)
- Mar. 2, 1886 *New York Times* reports rumors that Pres. George B. Roberts has called the Morgan-Welsh Syndicate's plan to reorganize the Reading "an utter failure"; other rumors circulate on Wall Street that Franklin B. Gowen's reorganization plan has collapsed; Austin Corbin, who has acquired large stock and bond holdings in the Reading and is considered friendly to Gowen, meets with the Drexel, Morgan & Co. syndicate in New York and supposedly relates Gowen's terms for ending his opposition; it is then announced that Gowen has agreed to “combine forces” with the syndicate, which promises (for the moment) to accede to his demands that there be no assessment on the

stock, no voting trust to disenfranchise the stockholders, no surrender of the CNJ lease, and that the Reading remain independent of the PRR (NYT)

- Mar. 2, 1886 Baltimore & Eastern Shore Railroad incorporated under the general laws of Md. by Theophilus Tunis, Gen. Joseph B. Seth (1845-1927), and other local Easton interests to build from Claiborne to Salisbury, forming part of a through line between Baltimore and Ocean City; designed to maintain Baltimore's link with Eastern Shore, whose trade is being diverted by PW&B to Philadelphia; will connect by ferry to Annapolis & Baltimore & Short Line; Gen. Joseph B. Seth of Easton, Speaker of House of Delegates, is Pres. (Val, RRGaz, RyW, Hayman)
- Mar. 2, 1886 Pennsylvania Company Executive Committee approves recent purchase of South Chicago & Southern Railroad charter. (MB)
- Mar. 2, 1886 N.J. Chancellor Theodore Runyon refuses Franklin B. Gowen's request to reopen the Vail Suit and orders the Reading to surrender the CNJ. (RyRegister)
- Mar. 3, 1886 PRR announces that Relief Dept. plan will be held under advisement for the immediate future. (NYT)
- Mar. 3, 1886 Austin Corbin meets with the Reading reorganization trustees in Philadelphia; says he speaks only for himself and Alfred Sully and in a statement to the press, denies he represents Franklin B. Gowen; Corbin joins the Drexel, Morgan-Welsh syndicate; as a large holder of stock and junior bonds, Corbin has many of the same interests as Gowen, but no particular loyalty to him. (NYT, RRGaz)
- Mar. 4, 1886 Reading reorganization syndicate announces there will be no change in policy because of Austin Corbin becoming a member. (RyW)
- Mar. 4, 1886 Reading and CNJ restore 8% wage cuts made in Jan. 1885. (RyW)
- Mar. 5, 1886 Drexel, Morgan & Co. issues a notice that it has not "surrendered" to Franklin B. Gowen in the Reading reorganization, as press rumors would have it. (NYT)
- Mar. 5, 1886 Gen. Isaac J. Wistar calls a meeting of the Texas & Pacific Railway bondholders in Philadelphia; reports that a bondholders committee has investigated the company and found nothing wrong with the management. (RRGaz, Grodinsky)
- Mar. 6, 1886 Rockaway Village Railroad incorporated in N.Y. to build from Catharine Street & Mott Avenue to Rockaway Bay via Catharine Street, Clark Avenue, and the turnpike, and on Catharine Street from Clark Avenue south to

Lockwood Avenue and thence east through Lockwood Avenue to the turnpike. (NYState)

- Mar. 6, 1886 PRR men first elected to the Board of the South Chicago & Southern Railroad; Felician Slataper appointed Chief Engineer and Sidney B. Liggett Secretary. (MB)
- Mar. 6, 1886 Knights of Labor begin a strike against the Gould system of railroads in the Southwest after the firing of a foreman in the Texas & Pacific Railway shops at Marshall, Texas; strike is also called against the Missouri Pacific Railway; General Manager Herbert M. Hoxie says he has nothing to do with the Texas & Pacific, which is in receivership, and that the strike violates the agreement signed with the KofL in Sep. 1885; Hoxie refuses all negotiations. (Ware, Klein)
- Mar. 6, 1886 William Stanley, an associate of George Westinghouse, installs the first a.c. local lighting system at Great Barrington, Mass. (Hammond)
- Mar. 7, 1886 Staten Island Rapid Transit Railroad opens between Clifton on the old Staten Island Railway and "Erastina"(Harbor Road, Mariners Harbor). (NYT, NYState, SIRT)
- Mar. 8, 1886 J. H. Wall, who is PRR Superintendent of Dining Cars, is also made Superintendent of the Keystone Hotel Company, the plan being to combine the operation of the hotels, station restaurants and dining cars; Wall begins an investigation to shake up the Hotel Company. (MB)
- Mar. 8, 1886 James B. Dayton, former Pres. of West Jersey Ferry Company, dies at Camden at 64. (RRGaz)
- Mar. 8, 1886 National Federation of Miners & Mine Laborers begins a coal strike in the Broad Top, Somerset and Cumberland Fields; works to the benefit of the new mines on Norfolk & Western Railway, Chesapeake & Ohio Railway and Beech Creek Railroad. (NYT, Lambie)
- Mar. 9, 1886 At PRR annual meeting, William E. Lockwood again rails against the PRR management, making 10 speeches and 20 objections; offers resolutions that PRR buy the rights of the Central Transportation Company (of which he just happens to be a major stockholder) and replace the Adams Express and Western Union Telegraph contracts with its own express and telegraph service; both are rejected; meeting authorizes an issue of 300,000 new shares to pay for improvements. (AR, NYT)
- Mar. 9, 1886 In its first all-night session in many years, N.J. Assembly passes bill, 43-15, to require state permission for the B&O's Arthur Kill Bridge. (NYT)

- Mar. 9, 1886 Missouri Pacific Railway formally fires all striking members of the Knights of Labor and begins hiring replacements; General Manager Hoxie orders the layoff of all unnecessary but non-striking personnel for the duration of the strike, including clerks at the corporate headquarters; engine and train crews are to be paid only when their trains run; this action throws another 5,000 men out of work, and many come to resent the Knights for provoking a pointless strike. (Klein, NYT)
- Mar. 11, 1886 CStL&P Executive Committee approves an additional \$4,000 for 16th Street Yard in Chicago. (MB)
- Mar. 12, 1886 Cincinnati, Jackson & Mackinaw Railroad incorporated in Michigan and Ohio by the merger of the Jackson & Ohio Railroad and Cincinnati, Van Wert & Michigan Railroad; runs from Franklin on the Bee Line between Cincinnati and Dayton to Jackson, Mich. (GrnBk, Harlow)
- Mar. 13, 1886 National Federation of Miners & Mine Laborers strike spreads to the Houtzdale, Osceola and Philipsburg mines on the PRR in the Clearfield District. (NYT)
- Mar. 13, 1886 As strikes by local assemblies spiral out of control and acts of violence alienate public opinion, Grand Master Workman Terrence V. Powderly issues a secret circular warning that the Knights of Labor is being undermined by unauthorized local strikes. (Klein)
- Mar. 15, 1886 Indianapolis & Vincennes Railroad authorizes filing location of Dugger Extension of Greene County Coal Branch. (MB)
- Mar. 1886 PRR (?) is surveying from Shickshinny on the North Branch to Milton on the West Branch through a timber region. (RyW)
- Mar. 1886 Pennsylvania Company buys all stock of South Chicago & Southern Railroad, then a paper charter for an industrial line in the Calumet area. (Church)
- Mar. 1886 GR&I is surveying a branch from Boyne Falls to Charlevoix. (RRGaz)
- Mar. 1886 Vandalia Line is eliminating curves and lowering grades between Terre Haute and Indianapolis. (RyRegister)
- Mar. 1886 NYP&N receives the tugboat *Portsmouth*. (Lewis)
- Mar. 1886 Henry B. Plant's Florida Southern Railway (narrow gauge) opens between Bartow and Arcadia, Fla. (Turner/Bramson)
- Mar. 1886 New York, Lake Erie & Western Railroad contracts for a new Jersey City

Terminal at the foot of Pavonia Avenue; new train shed measuring 600 x 140 and covering 8 tracks is now complete. (AR)

- Mar. 1886 Joseph Newton Pew (1848-1912) and Edward O. Emerson bring in the "Manifold" well in Washington County, Pa.; the Washington and Greene County fields replace the declining fields in the northwestern part of the state. (Williamson/Daum)
- Mar. 16, 1886 Cleveland, Akron & Columbus Railway adopts bylaws and organization. (MB)
- Mar. 16, 1886 Reading reorganization trustees approve Morgan syndicate plan. (RyW)
- Mar. 17, 1886 PRR posts notices of modification of Relief Dept. plan. (RyW)
- Mar. 17, 1886 Philadelphia Midland Railroad Board approves location and construction of new line from Fernwood on West Chester & Philadelphia Railroad about 1 mile to intersect the old grade near Naylor's Run. (MB)
- Mar. 17, 1886 NYP&N begins operating steamer *Old Point Comfort* under lease from NYP&N Floating Equipment Trust; built by Harlan & Hollingsworth. (MB, BethStl)
- Mar. 17, 1886 N.J. Gov. Leon Abbett (1836-1894) vetoes a bill that would have blocked the B&O's Arthur Kill Bridge. (RyW)
- Mar. 17, 1886 Commissioner appointed by court to review the location of the Chautauqua Lake Railway approves the original route along the lake shore, which was objected to by the Point Chautauqua Association. (RRGaz)
- Mar. 17, 1886 CStL&P stockholders approve construction of a new line between Cincinnati and Richmond. (MB)
- Mar. 17, 1886 Gen. John H. Devereux (1832-1886), Pres. of Cleveland, Columbus, Cincinnati & Indianapolis Railway and former VP of Cleveland & Pittsburgh Railroad, dies at Cleveland of stomach cancer. (RRGaz)
- Mar. 18, 1886 Steamboat *Old Point Comfort* begins revenue service between Cape Charles and Norfolk, running in connection with the day train. (Lewis, Hayman)
- Mar. 18, 1886 Bill introduced by Sen. William J. Sewell of PRR to grant American registry to the ships of the International Navigation Company, now flying the Belgian flag, is now before Senate; opposed by U.S. shipbuilders; would enable International Navigation Company to qualify for proposed U.S. mail subsidy of \$300-400,000 a year. (NYT)

- Mar. 19, 1886 Missouri Pacific Railway General Manager Herbert M. Hoxie refuses Grand Master Workman Terrence V. Powderly's request for a conference to settle the strike. (NYT)
- Mar. 20, 1886 Because of the coal strike, the PRR is seizing cars of coal consigned to Baltimore and Philadelphia for its own fuel needs. (NYT)
- Mar. 20, 1886 Camden & Atlantic Railroad ferry *Coopers Point* burns at Camden dock. (Walther, AR)
- Mar. 20, 1886 Frank Van Deusen (-1907) appointed Chief Assistant General Passenger & Ticket Agent of Lines West, replacing Charles O. Scull, resigned. (MB)
- Mar. 20, 1886 Herbert M. Hoxie and other officials begin two days of meetings with Gov. John Martin (1839-1998) of Kansas and John S. Marmaduke (1833-1887) of Missouri in effort to settle the strike against the Gould lines; they find no evidence that the Missouri Pacific Railway has violated the 1885 agreement and suggest that as the basis for a settlement. (NYT, Ware, Klein)
- Mar. 22, 1886 Reading reconstruction trustees and creditors agree to reorganization plan without foreclosure. (Rdg)
- Mar. 22, 1886 Meeting of anthracite railroads, including PRR, held at home of J. Pierpont Morgan at New York; agree to divide tonnage and advance price of coal 25 cents a ton; PRR agrees for first time to join with other companies in restricting production, although it does not sign. (NYT, RyW, EJones)
- Mar. 22, 1886 N.J. House overrides Gov. Leon Abbett's veto of Chase's Arthur Kill Bridge Bill by 39-15. (NYT)
- Mar. 22, 1886 Knights of Labor District Assembly led by Martin Irons rejects Herbert M. Hoxie's proposal to Govs. Marmaduke and Martin. (NYT)
- Mar. 22, 1886 Wildwood Beach Improvement Company incorporated in N.J. by the brothers Philip Pontius Baker, Latimer Baker, and J. Thompson Baker to develop the resort of Wildwood on Five Mile Beach. (NJ Corps, Dorwart)
- Mar. 23, 1886 Franklin B. Gowen submits own reorganization plan for the Reading, which gives too much to the junior lien holders who had bought Gowen's bond issues and is generally ignored. (RRGaz)
- Mar. 23, 1886 Philadelphia, Newtown Square & Chester Railroad incorporated in Pa. to build branch from B&O at Cobbs Creek to West Chester. (ICC, B&O CorpHist)
- Mar. 23, 1886 Trunk Line Passenger Committee recognizes exclusive relationship with

Immigrant Clearing House for immigrants entering North American ports from Montreal to Philadelphia and end recognition of agencies of individual railroads. (RRGaz)

- Mar. 23, 1886 PRR General Superintendent of Motive Power Theodore N. Ely marries Susan Wierman, daughter of Pennsylvania Canal Company Pres. Thomas T. Wierman, at Harrisburg. (RRGaz)
- Mar. 23, 1886 Dissident stockholders secure the appointment of Tatlow Jackson as receiver for the portion of the Buffalo, Rochester & Pittsburgh Railroad in Pennsylvania (technically the Pittsburgh & State Line Railroad); had been seeking to overturn the 1885 sale to Adrian Iselin. (ICC, NYT)
- Mar. 23, 1886 Jay Gould returns from his West Indian vacation to confront the Southwestern Strike. (Klein)
- Mar. 24, 1886 New Superintendent J.H. Wall makes his report to the Keystone Hotel Company Board meeting at Pittsburgh; urges repairs at the Logan House in Altoona and the Mountain House in Cresson; calls for uniform menus and wine lists; calls for dispensing with pastry cooks at Jersey City and Philadelphia in favor of store-bought goods; says the use of anthracite coal at Jersey City produces “unsatisfactory” steaks and chops; at Broad Street Station, he violently objects to the use of women waitresses and calls for the employment of African American waiters; he also wants the lunch counters installed in the dining room by Edward Welsh removed; wants to dispense with coupon meal tickets for employees; in response to the report, the Board orders the establishment of a restaurant at the new Baltimore Union Station under G.W. Bothwell; orders employees at Jersey City, Broad Street, Baltimore and Pittsburgh to pay at 25 cents per meal at separate tables. (MB)
- Mar. 24, 1886 Board of the Keystone Hotel Company leaves Pittsburgh in business car No. 180 on a tour of all the hotels and restaurants. (MB)
- Mar. 24, 1886 Lines West VP J.N. McCullough in interview says the best response to strikes would be to shut down all the railroads, lay off all the employees and force shippers and businessmen to impose a settlement; notes unions stage their strikes in one part of the country at a time, so employed members in one section can support strikers. (NYT)
- Mar. 24, 1886 Lawrence Railroad Board appoints a committee to consider building a branch from Covert station to the quarries of the Brier Hill Limestone Company, Ltd. (MB)
- Mar. 24, 1886 Central Traffic Association fails to form a new eastbound Chicago passenger pool after Chicago & Atlantic Railway refuses to join. (NYT)

- Mar. 24, 1886 Lehigh Valley & Wabash Freight Line established via Suspension Bridge, and Lehigh Valley Railroad begins running its own freight and coal trains to Suspension Bridge. (AR)
- Mar. 24, 1886 Maryland act incorporates the purchasers of the Annapolis & Elk Ridge Railroad as the Annapolis, Washington & Baltimore Railroad Company. (PL)
- Mar. 25, 1886 Terminal Underground Railroad incorporated in N.Y. to build from City Hall to Grand Central Depot. (NYState)
- Mar. 25, 1886 Yardmen at East St. Louis join the Knights of Labor strike, cutting all freight traffic to the eastern roads; Gov. Marmaduke calls on both sides for a settlement. (NYT)
- Mar. 26, 1886 Central Traffic Association raises eastbound Chicago-New York fare from \$17 to \$20, effective Apr. 1. (NYT)
- Mar. 28, 1886 Jay Gould and Terrence V. Powderly meet unobtrusively at Gould's house to attempt to settle the Knights of Labor strike against the Gould Southwestern System; Gould hopes to reach an agreement with Powderly to push him into reining in the radical locals behind the strike; Gould agrees to rehire striking Knights if they have not damaged company property, but manager H.M. Hoxie is not to discharge any new hires either; Gould seems to agree to arbitration, by which he means that Hoxie is free to negotiate with the employees as individuals, but which Powderly interprets as consenting to recognize the Knights and their demand for arbitration. (Klein, RRGaz, NYT)
- Mar. 29, 1886 N.J. House passes bill of Rep. Noonan against PRR's Relief Dept., even though compulsory features have now been dropped. (NYT)
- Mar. 29, 1886 Jay Gould issues statements to the press denying Powderly's claim that he has agreed to the Knight's demands for arbitration. (NYT)
- Mar. 30, 1886 Jay Gould summons Powderly to a second meeting to vent his displeasure at press reports presenting his earlier statement as a capitulation to union demands.
- Mar. 31, 1886 Presidents of PRR, Erie, Lehigh Valley Railroad and Reading meet to form a new anthracite coal combination in Philadelphia; PRR is against restricting production. (WkStGaz)
- Mar. 31, 1886 Buckeye Pipe Line Company incorporated in Ohio; originally the Ohio portion of the "northern group" of pipelines of Standard Oil system financed by the National Transit Company; built to serve Lima oil fields; later purchased by the Pennsylvania Company in 1963-64 as part of the PRR's

final diversification program. (ICC, Moodys, Hidy&Hidy)

- Mar. 31, 1886 Missouri Pacific Railway and other Gould roads resume service; strike spreads to switchmen at East St. Louis. (RRGaz)
- Apr. 1, 1886 LIRR Board assents to construction and operating of horse railroad in Far Rockaway by the Rockaway Village Railroad. (MB)
- Apr. 1, 1886 Wilmington & Northern Railroad withdraws its passenger trains from the PW&B's Wilmington station to a new waiting room at French & Water Streets in the United States Hotel. (AR)
- Apr. 1, 1886 New Baltimore Union Station opens at 6:00 AM; 60 x 200 with train shed 76 x 360 and two additional tracks; new signal tower at south end at junction of line to Calvert Station; the second floor contains the offices of the Baltimore Division; old station is torn down on Apr. 1-2. (AR, BaltAm, RyW, Keystone)
- Apr. 1, 1886 Maryland act grants enlarged powers to the Baltimore & Eastern Shore Railroad, including the right to own land and develop resorts, to own steamboats and wharves, and to merge or lease railroads outside of the state. (PL)
- Apr. 1, 1886 PRR cuts fares on Lines East; New York-Pittsburgh to \$10.50; 1000-mile tickets are cut from \$25 to \$20 except on United New Jersey Grand Division. (Watkins)
- Apr. 1, 1886 PRR orders no allowance to Reading of any part of a through ticket issued by a foreign line; i.e., passengers coming onto PRR from another railroad cannot continue on any part of the Reading; ends last vestige of old Allentown Route to the West. (SRea 101/1)
- Apr. 1, 1886 PC&StL Railway Executive Committee authorizes the extension of Eggleston Avenue Yard in Cincinnati. (MB)
- Apr. 1, 1886 Mineral Railroad & Mining Company leases its Hickory Ridge Colliery to William L. Scott, and Scott transfers the lease to the Union Coal Company. (MB)
- Apr. 1, 1886 Trunk Lines raise eastbound Chicago-New York fares from \$17 to \$20, first class, restoring rates of Feb. 1884. (RyW)
- Apr. 1, 1886 Central Traffic Association make agreement for division of eastbound passenger traffic. (MB)
- Apr. 1, 1886 PRR appoints Wayne McVeagh (1833-1917) to the new post of Special

Solicitor. (MB)

- Apr. 1, 1886 Edwin A. Dawson (1845-1917) named Western Superintendent of the Union Line. (MB)
- Apr. 1, 1886 J.H.P. Hughart (1854-1917) appointed Assistant to father Pres. William Oden Hughart (1826-1899) of GR&I. (RRGaz)
- Apr. 1, 1886 The three radical district assemblies of the Knights of Labor rule that the strike against the Gould Southwestern System is still on. (NYT)
- Apr. 1?. 1886 Carnegie Brothers & Co., Limited, reinstates the 8-hour day at the Edgar Thomson Works after a strike. (Nasaw)
- Apr. 2, 1886 Piedmont & Cumberland Railway incorporated in W.Va. to build a line linking the West Virginia Central & Pittsburgh Railway near Piedmont with Cumberland. (Williams)
- Apr. 3, 1886 Missouri Pacific Railway manger Herbert M. Hoxie reiterates his position to a national Knights of Labor board that he will deal with individual employees but not outsiders; he needs to hire only about half of the former employees and will decide which ones; the KofL rejects this. (Klein)
- Apr. 5, 1886 U.S. Circuit Court upholds CNJ bid to break Reading lease for non-payment of rents. (Rdg AR, RRGaz)
- Apr. 5, 1886 New anthracite coal combination agreement signed for one year; division of tonnages is based on those of 1885; Pres. George B. Roberts refuses to join and other railroads agree to allow PRR 3.5 million tons off the top. (NYT, Jones)
- Apr. 5, 1886 Trunk Line presidents meet to discuss demand of B&O for changes; rumors say PRR wants two separate westbound pools, which others oppose. (RRGaz)
- Apr. 5, 1886 Having been maneuvered into a corner and faced with Hoxie's refusal to rehire all the strikers, Grand Master Workman Powderly reverses his position and declares the strike still on. (NYT, Klein)
- Apr. 5, 1886 Major Pennsylvania bituminous coal operator Judge Allison White (1816-1886) dies. (CongBio)
- Apr. 6, 1886 Pres. Roberts chairs a Trunk Line meeting; only PRR and New York, Lake Erie & Western Railroad are represented by their presidents; sign the eastbound pooling contract in force since Jan. 1 and agree to a single pool for westbound business; to press for B&O's return to pool. (NYT, RyW)

- Apr. 6, 1886 Supreme Court in Brooklyn awards Collis P. Huntington \$99,088 balance due on loan of \$100,000 to Henry Y. Atrill and William K. Soutter to build the Rockaway Beach Hotel; Huntington claims he was told all \$700,000 of stock was paid in, when half had been given to Atrill for his interest in the land. (NYT)
- Apr. 6, 1886 Tom Loftin Johnson (1854-1911) of Cleveland and Alexis I. du Pont (1843-1904) of Wilmington (or Louisville?) lease the Park Avenue line of the Atlantic Avenue Railroad Company of Brooklyn from Park & Washington Avenues to Evergreen Cemetery for the purpose of converting it to cable operation. (NYState)
- Apr. 6, 1886 N.J. law bars construction of interstate bridges over navigable waters without the state's consent. (Haney)
- Apr. 6, 1886 Edward C. Knight and George de Benneville Keim resign as directors of CNJ and are replaced by New York bankers John Stewart Kennedy (1830-1909) and George G. Williams (1826-1903), ending Reading influence. (RyW)
- Apr. 6, 1886 Heavy snow and rain with associated flooding sweep over large portions of the East and Midwest disrupting rail travel. (NYT)
- Apr. 6, 1886 Jay Gould announces that the strike against his Southwestern System has been defeated. (Klein)
- Apr. 6, 1886 Pioneer civil engineer Charles P. Manning (1817-1886), dies. (RyW)
- Apr. 7, 1886 PRR Board authorizes Pres. Roberts to settle the damage suit of the Blockley & Merion Turnpike Company against the Pennsylvania Schuylkill Valley Railroad; if done, the PRR will subscribe \$4,000 to a new turnpike company to build what is now Montgomery Ave. between Bala and Haverford, providing \$20,000 is raised by others. (MB)
- Apr. 7, 1886 Pres. Roberts issues statement that PRR has not abandoned its policy of opposition to restricting production of anthracite coal; will agree to maintain an average growth of 6% per year but not dictate amounts to any shipper. (RyW)
- Apr. 7, 1886 Maryland act authorizes Baltimore City and Talbot, Caroline, Dorchester and Wicomico Counties to guarantee the bonds of the Baltimore & Eastern Shore Railroad up to a total of \$500,000. (PL)
- Apr. 7, 1886 Strikers at East St. Louis march through yards driving off men who are still at work. (RRGaz, NYT)

- Apr. 7, 1886 Foreclosed Rochester & Pittsburgh Railroad executes a revised deed of its franchises and property to Adrian Iselin, replacing the original deeds of 1885, as required by a ruling of the N.Y. Supreme Court, clearing the way for the removal of the Pa. receivership. (ICC)
- Apr. 9, 1886 In a public statement, Pres. Roberts restates his opposition to anthracite coal pools and the policy of restricting production; says PRR owns coal companies only because it could not secure coal traffic from lands controlled by other railroads. (NYT)
- Apr. 9, 1886 Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company withdraw from Relief Dept. (MB)
- Apr. 9, 1886 Violence erupts in East St. Louis as a mob of strikers and sympathizers confronts a group of nine guards armed with Winchester rifles hired by the Louisville & Nashville Railroad and sworn in as sheriff's deputies; about 200 men block the tracks entering the L&N yard around 10:00 AM and refuse to disperse when Sheriff Ropiequet reads the riot act; Ropiequet then telegraphs Gov. Oglesby for militia; by 2:00 PM, the crowd has grown to 4-500, and when a striker is arrested, a pistol shot is heard, and the deputies fire into the mob at close range; seven are mortally wounded, including one woman; the mob falls back but then attacks with redoubled rage; the deputies manage to reach the Eads Bridge and escape to St. Louis, where they are arrested and jailed; at night, the L&N and Cairo Short Line freight houses are burned, and an attempt is made to fire the Relay Passenger Depot; the militia arrives late in the day. (RRGaz, NYT, Green)
- Apr. 10, 1886 New York broker Albert Netter, the son of a Cincinnati dry goods merchant and banker, announces he has secured control of the Cincinnati, Hamilton & Dayton Railroad, but does not name the real purchaser; he is actually acting for Henry S. Ives; Christopher Meyer (1818-1888), a multimillionaire rubber manufacturer, puts up most of the money; Russell Sage contributes on the strength of Meyer's reputation; the syndicate buys CH&D stock, then uses that as collateral to borrow money to buy more stock. (NYT)
- Apr. 10, 1886 Westfield & Chautauqua Railroad Company incorporated in N.Y. to build from Westfield to Mayville. (Poors)
- Apr. 10, 1886 Switchmen at Chicago yards strike in sympathy with strikers at East St. Louis. (Green)
- Apr. 10, 1886 Kentucky & Indiana Bridge completed between New Albany and Louisville. (RRGaz)
- Apr. 10, 1886 Philadelphia banker John Welsh (1805-1886) dies. (RRGaz)

- Apr. 10, 1886 DeLand & St. John's River Railroad incorporated in Florida as a reorganization of the Orange Ridge, DeLand & Atlantic Railroad. (ICC)
- Apr. 11, 1886 Master Workman Terrence V. Powderly sends Jay Gould a letter giving him a last chance to settle the strike with a second accusing him of prolonging the strike, which is made public in the evening; Gould is able to win the propaganda war by emphasizing the threatening nature of the hastily-worded second letter. (Klein)
- Apr. 13, 1886 Montauk Steamboat Company, Limited, is organized by Capt. George C. Gibbs (1824-1899) in opposition to the LIRR to run between New York and Sag Harbor; a recapitalization of the earlier Montauk & New York Steamboat Company; Gibbs, a native of New Bedford, Mass., was captain of the *River Queen* when it was used as a dispatch boat by Pres. Lincoln during the Civil War. (MB, Ziel, NYT, Dunbaugh - Moody has inc 3/8)
- Apr. 14, 1886 Pres. Roberts issues circular for revised Relief Dept., effective May 1. (RyW)
- Apr. 14, 1886 PRR Board rejects a proposal from William E. Lockwood requesting a conference for operating sleeping and parlor cars over the PRR; Lockwood apparently hopes to revive an independent Central Transportation Company, of which he is a large stockholder; the PRR informs him that their Pullman contract is quite satisfactory. (MB)
- Apr. 14, 1886 PRR Board declares the agreement with the Cresson, Clearfield & New York Short Route Railroad of Sep. 16, 1885, declared void because they have not approved it. (MB)
- Apr. 14, 1886 General Time Convention and Southern Railway Time Convention hold joint meeting in Cincinnati; agree to merge and establish first permanent organization as the General Time Convention. (MB, Guide)
- Apr. 14, 1886 Cincinnati, Lebanon & Northern Railway appoints Louis Gustave Frederic Bouscaren (1840-1904), former Chief Engineer of Cincinnati, New Orleans & Texas Pacific Railway, to examine the Oak Street Tunnel; poor state of tunnel is causing passengers to fear for their safety. (MB)
- Apr. 15, 1886 Edwin Ludlow appointed Superintendent of the Mineral Railroad & Mining Company, replacing Holden Chester, resigned. (MB)
- Apr. 15, 1886 At the Board meeting of the Richmond & West Point Terminal Railway & Warehouse Company, William P. Clyde presents his syndicate's plan for disposing of the Terminal Company; the leases of lines outside Virginia held by the Terminal Company are to be transferred to the R&D; the railroad stocks and bonds held by the Terminal Company (incidentally having a market value of \$11 million and a par value of \$22 million) are to be sold to

the R&D in return for \$2.5 million of Terminal stock now held by the R&D; the non-syndicate holders of the Terminal Company will wind up with the near-worthless shell. (Klein)

- Apr. 15, 1886 Permanent Texas & Pacific Railway bondholders' committee meets at Philadelphia; Isaac J. Wistar elected Chairman; E. Satterlee of New York as Secretary; other members include Lewis May of New York, John Markoe, John N. Hutchinson, William B. Winsor, J. Lowber Welsh and Benjamin F. Newcomer. (RRGaz)
- Aug. 15, 1886 Richmond & Danville Railroad leases Virginia Midland Railway and its subsidiaries; minority stockholders of the Richmond & West Point Terminal & Warehouse Company move to block the lease of the VM to the R&D and begin to buy R&D shares. (Harrison, ICC - verify date)
- Aug. 15, 1886 Rome, Watertown & Ogdensburgh Railroad purchases the Black River & Utica Railroad. (Hungerford - verify GrnBk)
- Apr. 1886 Baltimore & Potomac Railroad surveys extension from Cox's Station to Rock Point on the Great Wicomico River. (RyW)
- Apr. 1886 Annapolis, Washington & Baltimore Railroad organized as a reorganization of the Annapolis & Elk Ridge Railroad, running from Annapolis Jct. on the B&O to Annapolis along the dividing ridge south of the Severn River. (Poors)
- Apr. 1886 NYP&N discontinues through Pullman cars to the Seaboard & Roanoke via the train ferry *Cape Charles*. (Lewis)
- Apr. 17, 1886 New Pittsburgh Coal Company incorporated in Ohio; owns 8,300 acres in the Hocking and Pomeroy Districts; becomes a subsidiary of the Pittsburgh Coal Company in 1904. (Consol)
- Apr. 19, 1886 With militia protection, freight traffic at East St. Louis begins returning to normal. (NYT)
- Apr. 19, 1886 Bondholders of the Rio Grande Division of the Texas & Pacific Railway meet at New York; appoint a committee of C. M. McGhee, William C. Hill and Isaac L. Rice. (RRGaz)
- Apr. 20, 1886 CStL&P Railroad grants trackage rights to the Chicago & Great Western Railroad between Ogden Avenue and the Stock Yards railroad at Brighton Park. (MB)
- Apr. 20, 1886 At 2:00 AM, two militia sentries at the Vandalia yards in East St. Louis are fired on and return fire. (NYT)

- Apr. 20, 1886 A committee of the U.S. House chaired by former Pennsylvania Gov. Andrew Curtin begins public hearings on the Southwestern Strike; Terrence V. Powderly is among the first to testify. (NYT)
- Apr. 20, 1886 Kanawha & Ohio Railway incorporated in W.Va. as a reorganization of the portion of the Ohio Central Railroad's River Division (Point Pleasant to Charleston) in that state; merges the Ohio & Kanawha Railway, representing the portion between Corning, Ohio, and Point Pleasant. (GrnBk)
- Apr. 21, 1886 Coney Island Elevated Railroad sold at foreclosure. (NYState)
- Apr. 21, 1886 Collis P. Huntington announces that he is the real purchaser of the Cincinnati, Hamilton & Dayton Railroad, and that he will bridge the Ohio River at Cincinnati to connect it to his Kentucky Central Railroad; as the CH&D crosses most of the Trunk Lines at right angles, Huntington can more easily disrupt the Trunk Line pools. (NYT)
- Apr. 22, 1886 U.S. Circuit Court denies preliminary injunction sought by George M. Pullman against Central Transportation Company's trying to recover two installments of rent under old lease. (NYT)
- Apr. 22, 1886 Faced with a growing number of strikes, Pres. Cleveland sends a message to Congress suggesting the creation of a federal commission to arbitrate labor disputes that interfere with interstate commerce. (NYT)
- Apr. 23, 1886 Wheeling & Lake Erie Railroad sold at foreclosure at Cleveland to representatives of the Garrison Estate for \$625,001. (ICC, RyW)
- Apr. 23, 1886 Strike of yardmen on LS&MS at Chicago ends. (RRGaz)
- Apr. 23, 1886 Martin Irons and 23 others, including the nine deputized guards, are indicted for their parts in the East St. Louis riot. (NYT)
- Apr. 26, 1886 Wabash, St. Louis & Pacific Railway sold at foreclosure for \$625,001; the system is dismembered and finally reorganized in 1887-89. (ICC, RyRegister)
- Apr. 26, 1886 Enraged minority stockholders of the Richmond & West Point Terminal Railway & Warehouse Company secure an injunction blocking the transfer of the Terminal Company's railroad securities to the Richmond & Danville Railroad. (Klein)
- Apr. 28, 1886 PRR donates \$250 to the Kensington Employees Library & Reading Room; authorizes purchase of Brooklyn dock when lease expires. (MB)

- Apr. 28, 1886 CNJ dumps the Reading bonds it holds as collateral security for the lease on the open market. (NYT)
- Apr. 28, 1886 A citizens' committee in St. Louis petitions the Knights of Labor to call off the Southwestern Strike because of the prostration of trade and the injury to third parties. (NYT)
- Apr. 29, 1886 The strike at East St. Louis is just about broken. (NYT)
- Apr. 30, 1886 Keystone Hotel Company Board approves the firing of C.V. Feddersen as Superintendent of the Jersey City restaurant; orders the Wilmington station restaurant closed immediately. (MB)
- Apr. 30, 1886 Salem Railroad Board authorizes to extend a freight line to Broadway near the steamboat landing to be paid for in West Jersey Railroad stock. (MB)
- Apr. 30, 1886 Erie & Brooklyn Annex ferry makes last run between Fulton Street, Brooklyn, and Pavonia Avenue at Jersey City; replaced by a stagecoach from the Erie's Chambers Street ferry terminal to Brooklyn; this leaves the PRR with the only ferry connection between Jersey City and Brooklyn. (NYT)
- Spring 1886 Gustav Lindenthal reports to the PRR recommending a suspension bridge across the Hudson River at New York; it is too expensive for even the PRR on its own; the plan will remain Lindenthal's dream for the rest of his life but will never be built. (Petroski)
- May 1, 1886 PRR revises Relief Dept. regulations after complaints from men; membership is made optional and not a condition for employment; renamed Voluntary Relief Dept.; PRR to pay all administrative expenses and hold all funds in trust; surplus of any one month is not to be applied to the deficit of another, but all surpluses to be put in a fund for the relief of aged members or other benefits. (MB)
- May 1, 1886 PRR Board approves new issue of \$4 million in stock; offers to existing stockholders for up to 4% of their holdings. (MB)
- May 1, 1886 PRR begins offering 10-day excursion fares in Northeast Corridor; \$10 round trip New York-Washington and \$8 New York-Baltimore to attack B&O. (NYT)
- May 1, 1886 PRR inaugurates "special delivery system" for baggage in New York, Philadelphia, Baltimore and Washington, by which baggage may be pre-checked and delivered door-to-door by transfer companies for \$1.50 surcharge; uses New York Transfer Company at New York and Union Transfer Company in Philadelphia, Baltimore and Washington. (RyW, NYT)

- May 1, 1886 PRR agrees to reduce rent paid by Western Maryland Railroad for use of Northern Central Railway and Baltimore & Potomac Railroad tracks at Baltimore by 30%, but then fails to make the reduction. (RyRegister)
- May 1, 1886 PRR withdraws its tickets from Reading's ticket offices. (Rdg)
- May 1, 1886 Cresson, Clearfield & New York Short Route Railroad opens between Cresson and Irvona. (Storey)
- May 1, 1886 PRR leases the Philadelphia & Erie Railroad's Erie coal pier to William L. Scott of Erie. (MB)
- May 1, 1886 The House Committee on the Southwestern Strike holds hearings at St. Louis; it also urges an end to the strike. (NYT)
- May 1, 1886 General strike for 8-hour day begun in Chicago nominally led by Federation of Organized Trades & Labor Unions but with heavy organizing by the Knights of Labor and the socialists and anarchists of the International Working Peoples Association and the city's Central Labor Union. (EAH, Green)
- May 1, 1886 Strikes for 8-hour day with no reduction in pay tie up leading railroads running east from Chicago; Pan Handle Route experiences the least interruption. (AR)
- May 1, 1886 Whitestone & Westchester Railroad sold at foreclosure to J. Rogers Maxwell for \$5,000. (CorpHist)
- May 1, 1886 Anchor Line restores 10% wage cut implemented in 1885. (MB)
- May 1, 1886 Union Line opens an agency at Des Moines. (MB)
- May 2, 1886 Freight house laborers strike at Chicago and Cincinnati. (RRGaz)
- May 3, 1886 Pennsylvania Equipment Trust established. (MB)
- May 3, 1886 The General Executive Board of the Knights of Labor calls off the Southwestern Strike against the Gould roads, convinced that further action is pointless; the national leadership has never wanted the strike, which it sees as being forced upon them by Martin Irons and other western hotheads; for the Knights, the strike is a tactical disaster ending in complete surrender; by Aug. the Knights of Labor is defunct on western railroads; only about a fifth of the strikers are rehired. (NYT, Klein, Ware, Green)
- May 3, 1886 Police fire on 8-hour strikers who had been locked out of the McCormick Reaper Works in February and their supporters as they rush strikebreakers,

killing six (Green)

- May 3, 1886 William P. Clyde faces down a committee of minority stockholders of the Richmond & West Point Terminal Railway & Warehouse Company, who are demanding a full accounting of the plan to transfer the leases and securities of the Terminal Company to the Richmond & Danville Railroad; Thomas M. Logan of Richmond then forms a new syndicate with Emanuel Lehman (1827-1907), Isaac L. Rice (1850-1915), Alfred M. Sully (1841-1909) and George F. Stone of New York to fight Clyde for control of the companies. (Klein)
- May 4, 1886 At about 10:30 PM, a bomb explodes as police move to break up an Anarcho-Communist rally at Chicago's Haymarket Square protesting the killings at the McCormick Reaper Works; 7 police killed and 70 wounded; the rest open fire, killing at least 3 civilians and wounding each other in the melee; in a mood of public panic, seven anarchists are quickly convicted on flimsy evidence and sentenced to hang, of whom four are executed in Nov. 1887 and one commits suicide awaiting execution; backlash against unions retards the 8-hour movement for several years. (EAH)
- May 4, 1886 Strike of all railroad freight handlers at Cincinnati except PRR, which keeps men at work by offering a small advance in wages.
- May 4, 1886 Knights of Labor strike against the Gould roads formally ends. (Loree)
- May 5, 1886 Cleveland & Marietta Railroad sold at foreclosure for \$400,000 to Morris K. Jesup and John W. Ellis for bondholders. (Church, RRGaz)
- May 5, 1886 Union Electric Company begins experiments with streetcars with underground wires on Ridge Avenue in Philadelphia between 32nd and 33rd Street. (RyW)
- May 5, 1886 Joseph N. Pew's and Edward O. Emerson's Peoples Natural Gas Company buys two oil leases in Findlay Township, Ohio, starting the evolution of what will become the Sun Oil Company (Sunoco). (Giebelhaus)
- May 7, 1886 Turtle Creek Valley Railroad incorporated in Pa. to build from Stewart Station (Trafford) and Saltsburg; George Westinghouse Pres.; replaces an earlier company of the same name. (MB, Val, C&C)
- May 7, 1886 Trunk Lines approve but do not sign, two eastbound passenger pools: Buffalo-New York, and from the Midwest to eastern points over the NYC&HR, PRR, New York, Lake Erie & Western Railroad, and DL&W. (NYT)
- May 7, 1886 Chicago freight handlers strike ends; strikebreakers receive enough

protection. (RRGaz, RyW)

- May 9, 1886 Bear speculator Charles F. Woerishoffer (1844-1886) dies at New York. (Clews)
- May 9, 1886 Irish born railroad contractor John M. Barry (1836?-1886) dies at Lancaster, Pa.; built parts of the Western Maryland Railroad, Junction & Breakwater Railroad, Shenandoah Valley Railroad, Delaware & Bound Brook Railroad, Pittsburgh & Lake Erie Railroad and South Pennsylvania Railroad. (LancDlyIntlgnr)
- May 10, 1886 NYP&N places third car float in service. (MB)
- May 10, 1886 New coal transfer opens on the Erie coal pier of the Philadelphia & Erie Railroad; 816 feet long. (AR).
- May 10, 1886 Cleveland, Columbus, Cincinnati & Indianapolis Railway grants Central Ohio Railroad trackage rights over about 1 mile of track to reach Columbus terminals. (GrnBk)
- May 10, 1886 Eden B. Hunt (1868-1949) joins the PRR Voluntary Relief Dept. (VRD) as a clerk at Trenton. (PRRBio)
- May 10, 1886 In Santa Clara County vs. Southern Pacific Railroad Company, Chief Justice Morrison R. Waite accepts argument that corporations are persons within the meaning of the Fourteenth Amendment and cannot be deprived of property without due process. (EAH - 118 US 394)
- May 11, 1886 B&O runs first test train from Baltimore to Schuylkill River Bridge, which is not finished. (RRGaz)
- May 11, 1886 St. Louis Merchants Bridge Company incorporated in Missouri in interest of Merchants Exchange of St. Louis to build new bridge over Mississippi River to break monopoly of Eads Bridge. (Church)
- May 11, 1886 Lehigh Valley Railroad Board reports it has made a contract with the Rome, Watertown & Ogdensburg Railroad to carry iron ore from the mines of the Magnetic Iron Company in northern New York; also purchases \$200,000 in bonds of the Carthage & Adirondack Railway. (MB)
- May 12, 1886 PRR Board authorizes issue of \$4 million in stock. (NYT)
- May 12, 1886 Senate passes Cullom Interstate Commerce Bill, 43-4, with the long haul-short haul clause intact. (NYT)
- May 12, 1886 Cincinnati, Lebanon & Northern Railway Board hears report on Oak Street

- Tunnel; company does not have enough money to arch with brick or stone. (MB)
- May 12, 1886 Switchmen at Indianapolis stage one-day strike over employment of non-union men by Terre Haute & Indianapolis Railroad and for 8-hour day. (RRGaz)
- May 12, 1886 Record rainfall and windstorm hits Little Miami Railroad; 8.5 miles washed out in Xenia area.
- May 13, 1886 Car repair shop at Tyrone destroyed by fire; later rebuilt. (AR)
- May 13, 1886 Future passenger traffic officer William Pedrick, Jr. (1870-1938) joins the PRR as an operator and assistant station agent on the Amboy Division. (PRRBio)
- May 13, 1886 Austin Corbin elected Pres. of Cleveland & Canton Railroad. (NYT)
- May 13, 1886 PFW&C Railway Board approves the following improvements for 1886: new stations at Sewickely, Shields, Beaver Falls, Baden, Homewood, Dunkirk, Lafayette, Ada, South Chicago, Park Manor-Chicago, and Archer Avenue-Chicago; enlarging Canton, Ohio, station. (MB)
- May 14, 1886 Eastbound PRR *Chicago Express* has a close encounter with a tornado three miles west of Kilroy, Ohio, on PFW&C; tree dashed into locomotive and first car, knocking off stack; telegraph poles and other debris batter train and break all the windows. (RRGaz)
- May 14, 1886 Tipton Railroad opens between Tipton station northeast of Altoona and Tipton Run coal mines; operated by PRR under agreement of May 26, 1886, as part of Middle Division. (AR, Val - see 1885)
- May 14, 1886 Ohio cedes state-owned slackwater navigation on the Muskingum River to U.S. to be enlarged and maintained by the Army Corps of Engineers.
- May 15, 1886 Last run of Jersey City-Portsmouth, Va., sleeping car, carried on the NYP&N train ferry *Cape Charles*. (NYT/tt)
- May 15, 1886 Labor troubles on Panhandle Route at Chicago end; 8-hour movement collapses. (AR, Green)
- May 15, 1886 DL&W begins running a through sleeping car between Hoboken and Olean via the Lackawanna & Pittsburgh Railroad and the Buffalo, New York & Philadelphia Railroad west of Belfast Jct.; train is called the *Cannonball* on the L&P and BNY&P. (RRH 92)

- May 15, 1886 New York, Lake Erie & Western Railroad organizes the Erie Express Company, after the United States Express Company contract expires; the United States Express Company retaliates by taking over the DL&W express contract, which starts an express company rate war in Official Territory. (AR, Harlow)
- May 1886 PRR is installing about two miles of iron ties made by New Jersey Steel & Iron Company in main tracks in West Philadelphia. (RyW)
- May 1886 Tyrone & Clearfield Railway opens Beaver Branch from Beaver Jct. to coal mines (0.83 mile). (Val)
- May 1886 Engineer Leonor F. Loree (1858-1940) restores 26 iron bridges, 2 trestles, 3 stone arch culverts, and 7 miles of track in five days after the floods in the Miami Valley. (RyAge)
- May 1886 Senate passes the revised Cullom Bill. (Kolko - verify)
- May 1886 Hugh J. Jewett resigns as Pres. of Chicago & Atlantic Railway. (RyRegister)
- May 1886 Edward H. Harriman, acting for the Illinois Central Railroad, buys the Mississippi & Tennessee Railroad from Collis P. Huntington and Richard T. Wilson. (Stover)
- May 16, 1886 Boston & Albany Railroad opens extension from Cook Street, Newton Highlands to main line at Riverside, completing the Highland Circuit and permitting loop operation of suburban trains from Boston. (Humphrey)
- May 17, 1886 LIRR agrees with Prospect Park & Coney Island Railroad for interchange of traffic. (MB)
- May 17, 1886 NYP&N discontinues carrying sleeping car between Cape Charles and Portsmouth, Va.; through express service reduced to one overnight train. (NYT/tt)
- May 17, 1886 Turtle Creek Valley Railroad adopts location from Moss Side on the PRR main line to Murraysville. (MB)
- May 17, 1886 PC&StL Railway Executive Committee authorizes constructing an arched, double-track tunnel at Bulger to replace the existing single-track tunnel. (MB)
- May 17, 1886 Manhattan Railway opens a bridge over the Harlem River connecting the Second Avenue Elevated with the Suburban Rapid Transit Company's elevated line in the Bronx. (NYState)

- May 18, 1886 PRR files for injunction against LS&MS from imposing a transfer charge on business passing between the Philadelphia & Erie and Erie & Pittsburgh between Erie and Girard Jct. (NYT)
- May 18, 1886 Texas & Pacific Railway stockholders meet at New York and oppose the reorganization plan of the bondholders' committee. (RRGaz)
- May 18, 1886 A Trades Union Conference is held in Philadelphia to protect the older, established trade unions from inroads by the Knights of Labor. (Ware)
- May 18, 1886 Coal strike ends in the Cumberland Field, as men agree to return without an increase. (NYT)
- May 18, 1886 Point Pleasant Beach, N.J., incorporated as a borough. (Miller)
- May 19, 1886 George B. Edwards resigns as Through Freight Agent; is also Eastern Manager of Union Line, and he finds he cannot perform both jobs from New York. (MB)
- May 19, 1886 Grand jury deadlocks and refuses to indict the deputized guards for manslaughter in the East St. Louis riot, and they are freed. (NYT)
- May 20, 1886 Federal Street freight station opens in Philadelphia. (Watkins)
- May 20, 1886 Knights of Labor forms National Trade Assembly No. 135 for miners and mine laborers in opposition to the National Federation of Miners & Mine Laborers; four years of conflict between the two unions ensue. (Evans)
- May 21, 1886 PRR agrees with West Virginia Central & Pittsburgh Railway and Piedmont & Cumberland Railway, both later part of Western Maryland; P&C is to extend to PRR at Cumberland and route all through traffic over PRR; PRR will set aside 5% of income from through traffic to guarantee P&C bonds. (MB)
- May 21, 1886 PRR signs a new 25-year trackage rights agreement with "Pennsylvania Railroad Company (Md.)" between State Line and Cumberland, covering through traffic from the Piedmont & Cumberland Railway and West Virginia Central & Pittsburgh Railway. (MB, Val)
- May 21, 1886 Voluntary Relief Dept. now has 12,000 members, vs. 18,000 who expressed an intention to join before May 1 rules change. (RRGaz)
- May 21, 1886 Philadelphia, Newtown Square & Chester Railroad merged into Schuylkill River East Side Railroad under an agreement of May 19; SRES was too short to issue enough securities to build it under formula required by Pa. General Railroad Law; by adding this phantom railroad, it has enough mileage. (B&O)

Val, ICC,)

- May 21, 1886 Representatives of Trunk Lines and Central Traffic Association meet at Albert Fink's office; all Trunk Lines are dissatisfied with Fink's assignments of percentages for eastbound passenger traffic for 1886; NYC&HR cut from 35.92% to 29.6%; PRR from 26.07% to 22.5%; Erie from 21.92% to 18%; Grand Trunk from 8.76% to 7.8%; B&O from 7.33% to 7.1%; new members DL&W and West Shore given 7.5% each; freight rate situation is also in disarray. (NYT)
- May 21, 1886 Employees of the Kaighns Point & Philadelphia Ferry Company petition for shorter hours, 12 hours per day, six days a week. (MB)
- May 22, 1886 PRR VP Frank Thomson and family sail for England on the *Etruria* on an extended vacation. (RyRegister)
- May 22, 1886 Cincinnati, Columbus & Hocking Valley Railway sold at foreclosure. (ICC)
- May 24, 1886 Jamestown Short Line Railway incorporated in N.Y. to build from Jamestown to Falconer. (Poors)
- May 25, 1886 Section of the Baltimore & Philadelphia Railroad between Baltimore and Wilmington turned over to the Transportation Dept. (Gibb)
- May 25, 1886 East Tennessee, Virginia & Georgia Railroad sold at foreclosure to reorganization committee of bondholders for \$10,250,000; George I. Seney is out, and Calvin S. Brice and Samuel Thomas become the controlling figures. (ICC, Lambie, Klein)
- May 25, 1886 Coal strike ends in the Clearfield Region with no wage increase; miners were divided by rivalry between the National Federation of Miners & Mine Laborers and the Knights of Labor. (NYT, RyW)
- May 25, 1886 Special session of the General Assembly of the Knights of Labor convenes for 10-day meeting in Cleveland; on June 3?, a radical New York-based local called the "Home Club" seizes control of the Executive Board and ignores the sentiment of the rank-and-file for rapprochement with the trade unions. (Ware)
- May 26, 1886 Philadelphia & Atlantic City Railroad files map of revised Baltic Avenue Branch in Atlantic City. (NJCorp)
- May 26, 1886 East Tennessee, Virginia & Georgia Railroad system begins change of gauge from 5'-0" to 4'-9"; completed June 1. (RRGaz)
- May 28, 1886 PRR agrees with Pittsburgh & Lake Erie for use of each other's lines in the

Connellsville Coke Region. (MB)

- May 29, 1886 N.J. Courts uphold constitutionality of new tax law and railroad company liability under it. (RyW)
- May 29, 1886 Norfolk & Western Railroad changes the gauge of its New River Division from 5'-0" to standard. (AR)
- May 31, 1886 Colebrook Valley Railroad merged into Cornwall & Lebanon Railroad under agreement of Apr. 26, 1886. (Val)
- May 31, 1886 Louisville & Nashville Railroad, Nashville, Chattanooga & St. Louis Railway, Florida railroads, and Cincinnati, New Orleans & Texas Pacific Railway complete the change to 4'-9" gauge. (RRGaz)
- June 1, 1886 Most railroads in South, including Richmond & Danville, Atlantic Coast Line south of Wilmington, and Norfolk & Western Railroad main line, complete the conversion from 5'-0" gauge to PRR standard gauge of 4'-9" over 24 hours; prompted by necessity of interline movements; 11,500 miles of track changed; the change of gauge of the N&W eliminates the use of steam hoists to change trucks between the N&W and standard-gauge Shenandoah Valley Railroad at Roanoke. (RRGaz, AR, Striplin)
- June 1, 1886 Pennsylvania Supreme Court begins hearing appeals in South Pennsylvania and Beech Creek Cases. (RRGaz)
- June 1, 1886 PRR obtains trackage rights over Lehigh Valley between Tomhicken and Hazleton Jct, and between Hazleton and Newton (New Boston Jct.), forming through route between Philadelphia and Wilkes-Barre via Schuylkill Division; LV agrees to build necessary connections between Hazleton and New Boston Jct. to complete through line. (Val, MB)
- June 1, 1886 South-West Pennsylvania Railway purchases Mammoth Branch, Shoup to Mammoth, (2.37 miles) from J.W. Moore. (Val)
- June 1, 1886 Culver Barcalow (1826-1886), PRR's chief lobbyist in New Jersey since at least 1871, dies at home at Somerville, N.J. (RRGaz)
- June 1, 1886 Pennsylvania Company agrees with Cleveland, Akron & Columbus Railway to move Hudson, Ohio, station of Cleveland & Pittsburgh Railroad to site of present small passenger shed on CA&C. (MB)
- June 1, 1886 New York, Pittsburgh & Chicago Construction Company conveys portion of old Darlington Cannel Coal Railroad between New Galilee and Cannelton Jct. to Pittsburgh, Marion & Chicago Railway. (Val)

- June 2, 1886 Rockaway Village Railroad (horse railroad) opens in Beach 19th Street & Beach 20th Street in Far Rockaway. (NYState, Seyfried)
- June 2, 1886 Henry Havemeyer (1838?-1886), former Pres. of LIRR and son of William F. Havemeyer, dies at his Babylon summer home in his 48th year. (RRGaz, NYT)
- June 2, 1886 After 5 years of losses, the stockholders of the Queen Anne's & Kent Railroad order reducing expenses by reducing train service or by any other means. (MB)
- June 2, 1886 Pennsylvania Company Executive Committee authorizes new station at Ravenna, Ohio. (MB)
- June 2, 1886 Pres. Grover Cleveland (1837-1908), the only sitting Pres. to be married in office, marries Frances Folsom (1864-1947) in the East Room of the White House; the couple leave for a short honeymoon at the B&O's resort at Deer Park, Md., in a special consisting of Robert Garrett's private car *Baltimore*, a coach and combine; stories told by Vandalia Line engineer Andrew Ospring (1853-1921) that he ran such a special over the PRR to St. Louis are completely bogus. (NYT, Ospring)
- June 2, 1886 Richard Croker (1843-1922) succeeds the late John "Honest John" Kelly (1822-1886) as boss of New York's Tammany Hall; he solidifies his organization through the sale of city jobs and collecting protection money. (Trager)
- June 3, 1886 Nescopec Railroad incorporated in Pa. to build short cut from Sunbury, Hazleton & Wilkes Barre Railroad to Wilkes-Barre; J. N. Du Barry, Pres. (Val, C&C)
- June 4, 1886 Sea View Railroad incorporated in N.Y. as reorganization of the Coney Island Elevated Railway; controlled by William Richardson of the Atlantic Avenue Railroad Company of Brooklyn and James Jordan of the Kings County Elevated Railroad. (NYState, Cudahy)
- June 4, 1886 Beech Creek, Clearfield & South Western Railroad sold at foreclosure for \$1.3 million to William K. Vanderbilt, C.C. Clarke, George F. Baer, Joseph M. Gazzam and C. Jervis Langdon for the stockholders. (GrnBk, AR, RyW)
- June 4, 1886 Western Construction Company sues Toledo, Cincinnati & St. Louis Railroad to recover \$1.8 million in stock of Frankfort & State Line Railroad held as collateral for its contractors' liens, which have been paid in unredeemable receiver's certificates; threatens to cut the TC&StL in two. (NYT)

- June 4, 1886 Duquesne Steel Company incorporated with a capital of \$325,000 to compete with the Carnegie interests. (StdHistPitts, Seely)
- June 5, 1886 Kaighns Point & Philadelphia Ferry Company cuts workday for crews to about 12 hours a day during the summer; increases service in the early morning and evening to 15 minute headway until 9:30 PM. (MB)
- June 7, 1886 American Improvement Company sold at foreclosure. (MB)
- June 8, 1886 New York holders of the Texas & Pacific Railway's Rio Grande Division bonds meet; report that the Wistar Committee is losing the confidence of the bondholders and that the bonds sold today in Philadelphia have been purchased by New Yorkers. (NYT)
- June 8, 1886 North Carolina Railroad Division of Richmond & Danville Railroad is last Southern railroad to convert from 5'-0" gauge. (RRGaz)
- June 9, 1886 PRR stages three-day press excursion from Philadelphia and Baltimore to Watkins Glen in *New York & Chicago Limited* cars with Altoona Brass & String Band. (RyW)
- June 9, 1886 Muskegon, Grand Rapids & Indiana Railroad leased to Grand Rapids & Indiana Railroad for net earnings. (Church)
- June 9, 1886 Brotherhood of Railroad Telegraphers formed at Cedar Rapids, Iowa, at a convention called by Ambrose D. Thurston, publisher of *The Rail Road Telegrapher*. (PMiddleton)
- June 11, 1886 Passenger station at Suydam Street, New Brunswick, destroyed by fire; replaced later in the year. (AR)
- June 13, 1886 Pioneer civil engineer J(ohn) Dutton Steele (1810-1886) dies at Pottstown, Pa. (RRGaz)
- June 14, 1886 Merchants Warehouse Company incorporated in Pa. by PRR officers and Philadelphia merchants for the purpose of building railroad warehouses in the city. (PaCorps)
- June 14, 1886 Union Elevated Railroad Company of Brooklyn incorporated in N.Y. (NYState)
- June 14, 1886 Susquehanna & Delaware River Railroad sold at foreclosure at Easton for \$50; planned to build Harrisburg to Delaware River. (RyW, Kulp)
- June 14, 1886 Superior Court of Ohio refuses to dissolve the blind pool holding the key interest in the Cincinnati, Hamilton & Dayton Railroad; Henry S. Ives & Co.

has purchased 13,200 shares at 147, and Albert Netter has been able to buy 6,506 shares of pooled stock and 12,700 shares of unpooled stock, giving them together over 32,000 of the 35,000 shares. (NYT)

- June 1886 Syndicate led by H.S. Ives & Co. and Albert Netter & Co. of New York secures control of Cincinnati, Hamilton & Dayton Railroad. (RRGaz)
- June 15, 1886 Henry S. Ives (1860-1894), the young Wall Street wheeler-dealer, who last year got control of the Mineral Range Railroad on the Upper Peninsula of Michigan and looted its treasury, is elected to the Board of the Cincinnati, Hamilton & Dayton Railroad; elected with him are his cronies George H. Stayner (1841?-1914) and Alexander McDonald, and Christopher Meyer (1818-1888), a millionaire rubber manufacturer who Ives has talked into putting up money; only Christopher C. Waite, A.S. Winslow, and William A. Proctor are retained out of the old directors, but Waite is forced out as VP & General Manager; the CH&D, with a big surplus in its treasury and recently cut loose from its Trunk Line affiliation with the Erie, is a perfect victim for plundering. (NYT)
- June 15, 1886 Chesapeake & Ohio Railway (C&O) leased to Newport News & Mississippi Valley Company, a Connecticut holding company controlled by Collis P. Huntington; places all 1,040 miles of Huntington lines between Newport News and New Orleans (with a gap between Lexington and Louisville, Ky.) under one management; with his holdings in the Louisville, New Orleans & Texas and Southern Pacific, this gives Huntington a transcontinental line. (C&O, RRGaz)
- June 15, 1886 City of Indianapolis passes eight ordinances granting rights to Indianapolis Union Railway, including street closures. (Church)
- June 15, 1886 Henry S. Ives and George H. Stayner elected VP and Pres. of Cincinnati, Hamilton & Dayton Railroad; Ives' friend and partner Edward Wilson Woodruff is made Secretary-Treasurer, where he can control the books. (RyW, NYT)
- June 15, 1886 Bay Head, N.J., incorporated as a borough. (Miller)
- June 1886 PRR completes third and fourth track from Philadelphia as far west as Devon. (RRGaz)
- June 1886 Fourth track opens between Villanova and Devon, Pa. (AR, CCHS)
- June 1886 Vandalia's 50-ton freight locomotives are performing well. (RyRegister)
- June 1886 Pennsylvania, Slatington & New England Rail__ sold at Easton for \$50. (RRGaz)

- June 16, 1886 New York State Railroad Commissioners begin three days of coupler tests. (RRGaz)
- June 16, 1886 Future traffic officer Charles T. Mackenson, Jr. (1886-1940) born at Harrisburg, Pa. (PRRBio)
- June 17, 1886 Christopher Meyer, George H. Stayner and Henry S. Ives elected directors of Cincinnati, Richmond & Chicago Railroad, controlled by the Cincinnati, Hamilton & Dayton Railroad; Eugene Zimmerman elected Pres. (MB)
- June 17, 1886 Protectionist Democrats, led by Samuel J. Randall of Pennsylvania, join with Republicans to defeat a tariff reduction bill sought by Pres. Cleveland; they manage to block tariff reductions for the rest of Cleveland's administration. (Ratner)
- June 18, 1886 Congress authorizes construction of Baltimore & New York Railroad bridge over Arthur Kill. (Haney)
- June 18, 1886 Point Pleasant Bridge Company incorporated in W.Va. to acquire the bridge over the Ohio River owned by the former Point Pleasant & Ohio River Railroad. (GrnBk)
- June 21, 1886 Wilkesbarre & Western Railway incorporated in Pa. under articles of this date to build from Shickshinny to Watsonstown; W. B. Chamberlain, Pres. (Val, C&C)
- June 21, 1886 Henry S. Ives issues 6,000 new shares of Cincinnati, Hamilton & Dayton Railroad stock without authorization; the stock is then used as security to get a loan of £52,000. (NYT)
- June 22, 1886 U.S. Circuit Court awards Central Transportation Company back rent as per original 1870 lease to Pullman's Palace Car Company. (NYT)
- June 23, 1886 Chicago switchmen strike LS&MS over failure to honor settlement made in Apr. 1886; strikers seize a locomotive and stop others from running blockade. (RRGaz, RyW)
- June 24, 1886 U.S. Circuit Court denies Pullman's motion for a new trial of the Central Transportation Company case. (NYT)
- June 25, 1886 PRR signs through traffic contract with Tuckerton Railroad for use of its line between Whiting and Manahawkin, N.J.; Tuckerton is to supply engines and crews for working the Long Beach Railroad. (MB, Brinckmann)
- June 25, 1886 Keystone Hotel Company Board orders the construction of a separate

employee's dining room at Jersey City; appoints Charles E. Rector Inspector of Meats at Chicago. (MB)

- June 25, 1886 In the wake of the Haymarket Riot, Pennsylvania Company Finance Committee agrees to subscribe \$2,500 to a railroad fund to buy land and secure the construction of an Army post near Chicago whose troops can be used in future labor disputes. (MB)
- June 25, 1886 Long Island Elevated Railway incorporated in interest of Austin Corbin to build on Atlantic Avenue from the ferry to Kingston Street with connections to any elevated railroads to be built on Fulton Street or Adams Street; stock subscribed by LIRR and Atlantic Avenue Railroad Company of Brooklyn. (NYState, Seyfried, RyW, RyRegister)
- June 25, 1886 *Railroad Gazette* reports that the Lehigh & Hudson River Railway will put on a milk train from Orange County, N.Y., to Philadelphia via the PRR from Phillipsburg. (RRGaz)
- June 25, 1886 Wheeling & Lake Erie Railway incorporated in Ohio as reorganization of Wheeling & Lake Erie Railroad. (ICC) Gould group retains a large interest. (Rehor claims a Gould involvement which no scholar of Gould mentions - unclear)
- June 25, 1886 Kanawha & Ohio Railway acquires property of the former Point Pleasant & Ohio River Railroad, except for the bridge over the Ohio River, which is acquired by the subsidiary Point Pleasant Bridge Company. (GrnBk)
- June 26, 1886 West Jersey Railroad completes second track from Iona to Newfield, completing double track line from Camden. (AR)
- June 27, 1886 Summer schedule; summer-only Catskill and Saratoga express trains begin running over West Shore Railroad from PRR's Jersey City Terminal, with connections from Washington, Long Branch, etc. (NYT - not run in 1885, did it run in 1884 and possibly 1883 - no mention of thru service in it in PubLdgr)
- June 27, 1886 Cincinnati & Muskingum Valley Railway grants trackage rights to the Columbus & Eastern Railroad between Darlington and Zanesville, 4.48 miles, effective Jan. 8, 1887 (?). (AR - GrnBk does not have sep eff. date - check Church)
- June 28, 1886 Long Beach Railroad opens between Manahawken and Barnegat City, N.J., on Long Beach Island; operated by PRR as part of Amboy Division, with Tuckerton Railroad providing motive power and crews. (Val, AR)
- June 29, 1886 Future PRR Pres. William Wallace Atterbury (1866-1935) graduates from

the Sheffield Scientific School of Yale College with a degree of Bachelor of Philosophy; he receives honorable mention in mechanical drawing, third prize for freshman English composition and is a member of Chi Phi fraternity. (NYT, PRRBio, yale.edu/obituary)

- June 29, 1886 LIRR VP J. Rogers Maxwell presents a plan for the Long Island Elevated Railway's elevated line in Atlantic Avenue. (MB)
- June 29, 1886 PRR serves notice it will not accept any freight cars without air brakes from its southern connections. (Hoffman)
- June 29, 1886 Beech Creek Railroad incorporated as reorganization of Beech Creek, Clearfield & South Western Railroad. (GrnBk, AR)
- June 29, 1886 LS&MS restores service at Chicago using Pinkerton guards. (NYT)
- June 30, 1886 NYC&HR Board accepts offer of Cornelius Vanderbilt of lot at Madison & 45th Street as site for rest house for employees working or laying over in the Grand Central Depot area. (RRGaz)
- June 30, 1886 Walter Katté (1830-1917), formerly of West Shore Railroad, named Chief Engineer of NYC&HR. (RRGaz)
- July 1, 1886 Francis H. Kingsbury (1837-1903), Assistant General Freight Agent of Chicago, St. Louis & Pittsburgh Railroad and PC&StL Railway, becomes Through Freight Agent of PRR, succeeding George B. Edwards., to Eastern Manager of Union Line; Daniel T. McCabe (1849-1931) promoted to Assistant General Freight Agent of PC&StL/CStL&P at Columbus, replacing Kingsbury; J.B. Hill to General Western & Division Freight Agent of the CStL&P at Chicago, replacing McCabe; S.F. Gray to General Western & Division Freight Agent at Indianapolis. (MB, AR, RyW)
- July 1, 1886 PRR discontinues operation of Bryn Mawr Estate; maintenance of streets, etc. transferred to Lower Merion Township; management of unsold lots transferred from William H. Wilson, trustee, to PRR Real Estate Dept. (MB)
- July 1, 1886 Tuckerton Railroad begins furnishing engines and crews for through trains to Long Beach Railroad. (ICC)
- July 1, 1886 Pennsylvania Company and PC&StL Railway agree on joint use of new connecting track built at Steubenville Jct. (Church)
- July 1, 1886 I.H. Burgoon appointed receiver of Bellaire, Zanesville & Cincinnati Railway. (Church)
- July 1, 1886 NYC&HR leases the New Jersey Junction Rail__, being built along the base

of the Palisades/Bergen Hill between the West Shore Railroad and PRR terminals. (NYC&HR AR - eff. date, verify)

- July 1, 1886 Indiana, Bloomington & Western Railway, controlled by Austin Corbin, enters receivership as it is unable to negotiate an agreement with its lessor, the Cincinnati, Sandusky & Cleveland Railroad, which is demanding a rent increase that would result in an operating loss. (GrnBk, NYT, RyW)
- July 1, 1886 East Tennessee, Virginia & Georgia Railway incorporated in Tenn. as successor to East Tennessee, Virginia & Georgia Railroad under control of Samuel Thomas, and Calvin S. Brice. (Lambie, Harrison, ICC)
- July 1, 1886 Toledo, Ann Arbor & Mt. Pleasant Rail__ opens from Shepherd to Mount Pleasant, Mich. (Meints)
- July 4, 1886 Montauk Steamboat Company, Limited, places its new iron steamboat *Shelter Island* in service between New York and Sag Harbor, replacing the *W.W. Coit*. (Dunbaugh)
- July 7, 1886 Brooklyn City Council authorizes Atlantic Avenue Railroad Company of Brooklyn and Prospect Park & Coney Island Railroad to substitute cable haulage for horse power within the city limits from Fulton Ferry to Evergreen Cemetery and to the south end of 9th Avenue; done in the interest of Tom Loftin Johnson and Alexis I. du Pont, who had subleased the Park Avenue line. (NYState)
- July 7, 1886 Archer N. Martin of New York files bills in U.S. Circuit Court at Pittsburgh to compel Buffalo, New York & Philadelphia Railroad to pay interest on first mortgages of Oil Creek Railroad, Union & Titusville Railroad and Warren & Franklin Railroad. (RRGaz)
- July 7, 1886 B&O, Reading and CNJ sign through traffic agreement giving B&O access to New York; apparently CNJ balks at signing because of dispute with Reading over lease. (Rdg, RyW)
- July 7, 1886 New York State Railroad Commissioners announce results of their coupler tests; adopt MCB height of 2'-9" above rail and standard link; endorse various types but show preference for link-and-pin; first place given to a coupler invented by C.M. Hoag, an engineer with the Boston & Albany, which is not used by any railroad. (RRGaz, RyW, NYT)
- July 8, 1886 Chicago & Atlantic Railway abandons rate-cutting on eastbound fares. (NYT)
- July 9, 1886 Baltimore & Eastern Shore Railroad completes survey between Broad Cove (Claiborne) and Salisbury. (Truitt/Salisbury)

- July 10, 1886 PRR begins running a summer-weekend only express between Pittsburgh and Cresson and Ebensburg for the resort business; runs eastbound on Saturday. (PittsComGaz)
- July 10, 1886 Pennsylvania Company Executive Committee authorizes building second track between the Calumet River and Colehour. (MB)
- July 10, 1886 The rights and franchise of the American Improvement Company, one of the "Tom Scott" companies of 1871 are transferred to the purchasers at sheriff's sale; company is renamed the American Contract & Trust Company; W.N. West, Pres.; company remains dormant until 1901, when it is acquired by the PRR. (MB - C&C has 7/30 which may be filing date)
- July 11, 1886 B&O opens for freight service between Baltimore and South Philadelphia and passenger service between Baltimore and Wilmington; still requires train ferry at Baltimore. (AR)
- July 12, 1886 Cleveland & Marietta Railway incorporated in Ohio under articles dated July 7 as the reorganization of the Cleveland & Marietta Railroad. (Church)
- July 12, 1886 In a public letter, Franklin B. Gowen offers to resign as Pres. of the Reading if the reorganization trustees adopt his plan, which will protect the holders of stock and junior bonds; the trustees refuse. (NYT)
- July 12, 1886 Denver & Rio Grande Railway sold at foreclosure at Denver. (RRGaz)
- July 13, 1886 Freight car automatic brake trials begin on CB&Q at Burlington, Iowa.; first rigorous study of braking power and role of slack; Eames vacuum brake, Westinghouse air brake and American Brake Company are the only serious contenders; each of the five entrants provides a 50-car train equipped with its product. (RRGaz, Trains)
- July 13, 1886 New York dry goods merchants meet at the Merchants Club to pressure railroads into changing the class of certain types of cotton piece goods. (NYT)
- July 13, 1886 Harrisburg & New England Railroad incorporated in Pa. as the reorganization of the Susquehanna & Delaware River Railroad, Wind Gap to Pen Argyl, Pa. (Kulp/L&NE)
- July 14, 1886 PRR Board hears report on the sale of its interest in the Trenton Horse Railroad for \$38,500. (MB)
- July 14, 1886 Mineral Railroad & Mining Company Board authorizes Joseph Stickney to become a shareholder of the Union Coal Company and to be the sales agent

for their coal east of the Susquehanna River; authorizes the lease of its two remaining collieries. (MB)

- July 14, 1886 James Seaman Atterbury (1827-1886), former Pres. of the Cresson & Clearfield County & New York Short Route Railroad and distant cousin of future Pres. William Wallace Atterbury, dies at Allegheny City, Pa. (ancestry.com)
- July 15, 1886 PRR agrees with Merchants' Warehouse Company of Philadelphia; PRR to build a five-storey flour warehouse on site of old Commonwealth Passenger Station at northeast corner of 18th & Market which is to be leased to Warehouse Company. (MB, RyW)
- July 15, 1886 Deadline for depositing bonds under Buffalo, New York & Philadelphia Railroad reorganization plan. (RyW)
- July 15, 1886 Cleveland & Marietta Railway organized; directors include Morris K. Jesup and John W. Ellis of New York and A.J. Warner, A.T. Wikoff and George K. Nash of Ohio; A.T. Wikoff of Cambridge, Ohio, elected Pres. (MB)
- July 15, 1886 Cleveland & Marietta Railway Board orders release of all claims against Wheeling & Lake Erie Railroad and estate of Cornelius K. Garrison under aborted merger plan; and authorizes \$300,000 in new bonds. (MB, Church)
- July 15, 1886 Following the death of Judge Allison White, the Berwind-White interests sell the Manor Gas Coal Company; the Westmoreland Coal Company takes a two-thirds interest, and the Penn Gas Coal Company one-third. (WCCo)
- July 1886 West Jersey & Atlantic Railroad, Camden & Atlantic Railroad, and Philadelphia & Atlantic City Railroad agree to rearrange tracks in Atlantic City to eliminate crossings and to have only two bridges over the Thorofare. (RyW)
- July 1886 Clearfield & Jefferson Railway now laid to Mehaffey on the West Branch of the Susquehanna River, 16 miles. (RyW)
- July 1886 25,158 employees of Lines East examined by Dr. William Thomson, Prof. of Ophthalmology at Jefferson Medical College; finds 481 color blind, 661 with defective vision and 158 with defective hearing. (NYT)
- July 1886 Tyrone & Clearfield Railway extends Beulah Branch 0.54 mile. (C&C - Val says only construction, Beulah Jct. to coal mines)
- July 1886 Fort Wayne Shops turns out PFW&C No. 200, the first Class S (H2a) 2-8-0. (Keystone)

- July 1886 Rumors circulate that the New York, Danbury & Boston Railroad will acquire the partly graded line of the Ridgefield & New York Railroad in Connecticut and begin work; Pres. Charles P. Clark of the New York & New England Railroad denies that his company has anything to do with it. (RRGaz)
- July 1886 Rumors circulate that many British stockholders of the Ohio & Mississippi Railway have become dissatisfied with the management, which has been cited by the Illinois Railroad Commission for substandard service on its Springfield Division, and mean to elect a new Board favorable to their interest and less dependent upon the B&O. (RRGaz)
- July 1886 Membership in the Knights of Labor has increased to 729,677 from 111,395 in July 1885. (Nasaw, Weir - see 1885)
- July 1886 Pittsburgh & Whitehall Railroad opens from Pittsburgh, Virginia & Charleston Railway at 26th Street to 5th Street in Pittsburgh, South Side. (Val)
- July 1886 Pittsburgh, Marion & Chicago Railway contracts its line between Rogers and New Lisbon. (Cole)
- July 16, 1886 Pittsburgh, Chartiers & Youghiogeny Railway authorizes the extension of its main line to the lime mill of the Beechmont Lime Company. (MB)
- July 17, 1886 Philadelphia *Times* reports that George B. Roberts, Joseph D. Potts, Col. B.K. Jamison, John C. Bullitt, George F. Tyler et al., have applied for charter for Fourth Street National Bank in Philadelphia; plan is for bank to rival those of New York in floatation of railroad securities, etc. (NYT)
- July 17, 1886 *New York Times* reports that the New York, Lake Erie & Western Railroad is undercutting rates by relying on Lake steamboats west of Buffalo. (NYT)
- July 17, 1886 New York, Danbury & Boston Railroad executes a \$3 million mortgage; is to extend from the end of the Suburban elevated railroad at Bronxdale to Danbury, connecting with the Housatonic Railroad and New York & New England Railroad for Boston; underwritten by the American Finance Company. (NYT)
- July 19, 1886 Cresson & Clearfield County & New York Short Route Railroad begins revenue passenger service on a second route into the Clearfield coal fields from Cresson to Irvona. (Guide)
- July 19, 1886 Cincinnati, Lebanon & Northern Railway Board refers bids for retimbering Oak Street Tunnel to Executive Committee with power to act. (MB)

- July 20, 1886 Jersey City ordinance authorizes Jersey City & Bergen Railroad to lay track on Grand Street from Jersey Avenue to Washington Street and on Washington Street to Montgomery Street. (Digest)
- July 20, 1886 Bells Gap Railroad Board approves construction of bridge over West Branch, Susquehanna River at Mahaffey on Clearfield & Jefferson Railway. (MB)
- July 20, 1886 Thomas D. Messler elected Pres. of the South Chicago & Southern Railroad, replacing John I. Bennett. (MB)
- July 23, 1886 Argument in Philadelphia on PRR's suit to get right-of-way for Kensington & Tacony Railroad across Reading property, which Reading had blocked by injunction. (NYT)
- July 23, 1886 *New York & Chicago Limited* arrives in Pittsburgh with a soot-covered 18-year old P.A. Schell of Washington, D.C., riding on top of one of the trucks under the floorboards; Schell claimed to have been summoned home from Fort Wayne because of his mother's illness and has no money; people at the station buy him breakfast and take up a collection to buy him a ticket to Washington. (PhilaTimes/RyRegister)
- July 23, 1886 Turtle Creek Valley Railroad adopts location between Murraysville and Burnt Cabin Summit. (MB)
- July 24, 1886 Long Beach Railroad opens between Barnegat City Jct. (Surf City) and Beach Haven, serving entire length of Long Beach Island, N.J.; owned and operated by PRR with locomotives and crews supplied by the Tuckerton Railroad; the line from Barnegat City Jct. to Barnegat City is operated as a branch; narrow-gauge Beach Haven Railway builds a line from the railroad depot to the Baldwin Hotel via Atlantic Avenue and 3rd Street, later relocated to Beach Avenue; Tuckerton Railroad ends regular passenger service to Edge Cove via the Bay Track and connecting steamboats to Beach Haven. (AR, Brinckmann)
- July 24, 1886 *New York & Chicago Limited* begins stopping at Cresson in both directions to build summer resort business. (RyW)
- July 24, 1886 Kanawha & Ohio Railway obtains trackage rights over the Columbus, Hocking Valley & Toledo Railway between Pomeroy and Gallipolis (17.4 mi.) and between Athens and Armitage (1.3 mi.). (GrnBk)
- July 24, 1886 Henry B. Plant's Florida Southern Railway (narrow gauge) finally reaches the new, raw town of Trabue, laid out by Col. Isaac Trabue of Kentucky on the south side of Charlotte Harbor, Fla.; it is renamed Punta Gorda in 1887; however, Plant treats the entire line between Bartow and Punta Gorda as a secondary branch because he is busy developing Tampa to the north.

(Turner/Bramson)

- July 25, 1886 Pennsylvania & New York Canal & Railroad Company opens the Vosburg Tunnel, cutting off a bend on the North Branch of the Susquehanna River. (AR - RRGaz has 6/26)
- July 27, 1886 Cincinnati & Muskingum Valley Railway agrees with Columbus & Eastern Railroad for the use of its facilities at Zanesville. (Church)
- July 27, 1886 B&O, Reading, CNJ and Schuylkill River East Side Railroad contract to operate a through line between Baltimore and New York, including construction by B&O of line to reach Staten Island Rapid Transit Railroad. (AR, B&O Corp)
- July 27, 1886 New York committee of Texas & Pacific Railway bondholders issues a circular naming Robert Fleming, Jacob H. Schiff, Charles M. Fry, Frederic P. Olcott, Meyer Lehman, Charles M. McGhee, William T. Walters and J. Kennedy Tod as their new reorganization committee. (NYT)
- July 28, 1886 Wistar Committee of Texas & Pacific Railway bondholders meets at Philadelphia to consider Robert Fleming's offer on behalf of the Consolidated bondholders to buy their bonds at 96, or about \$8 million. (NYT)
- July 29, 1886 Cleveland & Pittsburgh Railroad begins building sidings and massing construction crews to block construction of Cleveland, Lorain & Wheeling Railroad (B&O) in Martins Ferry and Bridgeport. (NYT)
- July 30, 1886 American Contract & Trust Company incorporated in Pa. by the purchasers of the American Improvement Company, by which it acquires all the powers of that "Tom Scott" holding company; it remains dormant until 1926, when it becomes the vehicle for the PRR's securing control of truck, bus and shipping lines. (C&C - PaCorps has 8/24 orphans court)
- July 30, 1886 House votes to substitute Reagan Interstate Commerce Bill for Cullom Bill passed by Senate, 192-41; the Reagan Bill excludes passenger traffic and waterways and calls for no national commission. (Watkins, Haney)
- July 30, 1886 Robert Fleming meets with the Wistar Committee in Philadelphia to restate his offer to buy their bonds. (NYT)
- July 31, 1886 New Camden & Atlantic Railroad ferry placed in service.
- July 31, 1886 Franklin B. Gowen argues in Reading foreclosure suit that he can prove conspiracy by PRR and other rival interests to prevent completion of South Pennsylvania Railroad, obstruct the B&O's entrance into Philadelphia, and to

dismember the Reading System; also claims Reading has earned interest on General Mortgage bonds and thus no grounds for foreclosure. (NYT)

- Aug. 1, 1886 Engineer of Tests John W. Cloud (1851-1936) appointed Mechanical Engineer as well, replacing John B. Collin, deceased; continues to supervise Dept. of Physical Tests now run by W.O. Dunbar; Dept. of Physical Tests brought under Mechanical Engineer's office. (RRGaz, MB, CMP)
- Aug. 1, 1886 W.T. Morris resigns as Superintendent of Bellaire, Zanesville & Cincinnati Railway and office abolished; James K. Geddes appointed Chief Engineer & Roadmaster; J.M. Miller appointed Auditor; offices moved from Woodsfield to Zanesville. (RRGaz, RyW)
- Aug. 2, 1886 B&O begins running through from Baltimore to Bay Ridge over Bay Ridge & Annapolis, which opens from Bay Ridge Jct. on Annapolis & Elk Ridge Railroad to Bay Ridge. (BaltAm, Harwood, B&O Val)
- Aug. 3, 1886 Burlington brake trials end; reveal unanticipated serious problems with violent shocks from run-in slack with long trains, as it takes longer to set the brakes the further from the locomotive; while the mechanical or buffer-brake systems are eliminated, none of the entrants is entirely satisfactory, although Westinghouse had used spacer bars to limit the slack between cars created by the use of link-and-pin couplers. (RRGaz, Trains)
- Aug. 4, 1886 Charles Lyon Schlatter (1808-1886), state engineer of the original railroad surveys between Harrisburg and Pittsburgh, dies in Brunswick, Ga., in 79th year; had been Chief Engineer of Brunswick & Florida Railroad since 1855. (RRGaz)
- Aug. 4, 1886 Samuel Jones Tilden (1814-1886), lawyer, PFW&C director and former presidential candidate, dies at Yonkers, N.Y.; about half his \$6 million estate is used to establish a public library for New York City. (DAB)
- Aug. 6, 1886 PRR notifies B&O that it will henceforth charge local rather than through rates for B&O freight handled east of Baltimore effective Aug. 9, claiming B&O has violated its contract which required it to turn over all eastbound freight to PRR at Baltimore; PRR was supposedly furious that B&O had undercut its negotiations for the movement of 1,200 Mormon emigrants to Utah. (NYT, RyW)
- Aug. 6, 1886 Albert Fink agrees to change the classification of some cotton piece goods from 1st Class to 2nd Class or 3rd Class, to accommodate dry goods merchants. (NYT)
- Aug. 9, 1886 LIRR opens branch between Whitestone and Whitestone Landing using old right-of-way of Whitestone & Westchester Railroad suspended in 1873.

(Seyfried, Val)

- Aug. 9, 1886 B&O announces it will accept no westbound freight from New York because of actions of PRR. (NYT)
- Aug. 10, 1886 Muskegon, Grand Rapids & Indiana Railroad and Grand Rapids & Indiana Railroad agree with Chicago & West Michigan Railway for use of its tracks at Muskegon and North Muskegon and passenger station at Muskegon. (Church)
- Aug. 11, 1886 Camden & Atlantic Railroad opens new connection with West Jersey & Atlantic Railroad in the meadows west of Atlantic City. (AR)
- Aug. 11, 1886 Philadelphia & Atlantic City Railroad installs semaphore signals at crossing of West Jersey & Atlantic Railroad at Thorofare and at Baltic Avenue in Atlantic City. (Rdg)
- Aug. 11, 1886 B&O begins sending westbound freight from Pier 7, E.R., New York, to Baltimore via Shriver's line of propellers (New York & Baltimore Transportation Company) on Delaware & Raritan and Chesapeake & Delaware Canals. (NYT)
- Aug. 11, 1886 Norfolk & Western Railroad and Pocahontas coal operators sign Coal Producers' Contract; railroad is to appoint a General Coal Agent (the N&W subsidiary Pocahontas Coal Company) who will sell all output of producers under uniform conditions; production to be apportioned and railroad may restrict production by limiting supply of cars; contract makes Pocahontas coal, which is of superior quality, more formidable in market vs. coals from PRR and B&O; N&W opts for maximum tonnage at low rates. (Lambie)
- Aug. 11, 1886 Wistar Committee of Philadelphia holders of Texas & Pacific Railway bonds and the Olcott-Fleming Committee representing New York and British holders form a joint committee with Gen. Isaac J. Wistar as Chairman, and John Markoe, William D. Winsor, J. N. Hutchinson, and J. Lowber Welsh of Philadelphia, and C. M. McGhee, Robert Fleming and Meyer Lehman; they agree to increase the stock from \$32 million to \$40 million, with the increase to be marketed by Jay Gould, leaving him in control. (RRGaz, NYT)
- Aug. 11, 1886 Committee of New York dry goods merchants meets with Albert Fink and freight traffic officers and demand further changes in classification of cotton goods. (NYT)
- Aug. 12, 1886 CNJ Board approves traffic contract with B&O for access to New York; B&O is not to divert freight traffic to Staten Island for two years and passenger traffic for six years and will abandon plan of building a separate Baltimore & New York Railroad between Bound Brook and a point west of

- Elizabeth. (NYT)
- Aug. 12, 1886 Bondholders file in U.S. Circuit Court to foreclose Buffalo, New York & Philadelphia Railroad Consolidated mortgage. (RyRegister)
- Aug. 13, 1886 PRR objects to New York & Baltimore Transportation Company's use of Delaware & Raritan Canal to carry B&O freight to and from New York; demands they make a long term contract or pay local rates; forces New York & Baltimore Transportation Company to demand contract with B&O by which it is charged local rates, which B&O refuses. (NYT)
- Aug. 14, 1886 East and westbound freight trains collide head-on at Woodhaven on LIRR Flatbush Avenue line; 1 killed and 4 injured. (NYT)
- Aug. 14, 1886 Camden & Atlantic Railroad carries 128 carloads of passengers to Atlantic City; West Jersey Railroad 139 cars, Philadelphia & Atlantic City Railroad 115 cars. (RRGaz)
- Aug. 1886 CStL&P Railroad replaces 60-lb. rail between Indianapolis and Columbus with 70-lb. steel rail. (RyRegister)
- Aug. 1886 Terre Haute & Indianapolis Railroad completes a 17,703-foot extension of South Coal Branch towards Saline City. (RyRegister, C&C)
- Aug. 1886 Pullman's Palace Car Company purchases car works of Bowers & Dure on the PW&B at Wilmington, Del., to serve as its regional repair shop, replacing one at Elmira, N.Y. (RyW)
- Aug. 16, 1886 Baltimore & New York Transportation Company informs B&O that it will no longer carry its freight as has been barred from Delaware & Raritan Canal. (NYT, RRGaz)
- Aug. 16, 1886 B&O opens freight piers on Delaware River in South Philadelphia at Dickinson Street; car floats provide temporary link to East Side Yard. (Walther, NYT)
- Aug. 16, 1886 Bondholders of Paris & Decatur Railroad form committee to buy road at foreclosure. (Church)
- Aug. 17, 1886 Telegraph pioneer Henry O'Reilly (1806-1886) dies at Rochester, N.Y. (RochHist)
- Aug. 18, 1886 Trunk Line Pool meets in New York; Albert Fink makes no comment on latest PRR-B&O war; PRR wants B&O to lose its percentage of New York traffic, as it now has no connection. (NYT)

- Aug. 18, 1886 Pioneer civil engineer Ellis Sylvester Chesbrough (1813-1886), who worked on the Allegheny Portage Railroad, dies at Chicago. (RRGaz)
- Aug. 19, 1886 National Docks Railway authorizes branch to build north to make connection with New Jersey Junction Railway; this line has to pass by tunnel under PRR main line at Point of Rocks at the east end of the Bergen Hill Cut; PRR objections block completion of line for 10 years. (MB)
- Aug. 1886 Tarr Branch of South-West Pennsylvania Railway opens between Tarr and Central Coke Works (0.65 mile). (Val)
- Aug. 20, 1886 Thomas A. Edison visits Schenectady, N.Y., to inspect the property of the failed McQueen Locomotive Works; he buys the property and moves his manufacturing operation there from New York City in Oct.; as a result, Schenectady becomes the manufacturing and research hub of the future General Electric Company. (Blackwelder/Electric City, Hammond)
- Aug. 21, 1886 B&O VP Samuel Spencer blames PRR for cutting off access to New York but says that B&O will not break pools. (NYT)
- Aug. 22, 1886 Two head-on collisions on Camden & Atlantic Railroad; newspaper train deadheading back to Camden at 7:05 AM rams an eastbound Sunday excursion consisting of a "camelback" locomotive and 6 coaches on a curve near Ancora; 8 injured; 14 hours later an eastbound deadhead rams a Camden-bound excursion train near Berlin; 1 injured. (PubLdgr, RRGaz)
- Aug. 23, 1886 B&O inaugurates local passenger service between Baltimore and Wilmington. (RRGaz)
- Aug. 23, 1886 Member of Trunk Line Executive Committee announces that PRR has vetoed arrangement to allot B&O 9% of westbound traffic from New York. (NYT)
- Aug. 23, 1886 Poughkeepsie Bridge Company contracts with new Manhattan Bridge Building Company, incorporated in N.J. by Philadelphia interests (John W. Brock, Pres.), which acquires interest from old Union Bridge & Construction Company, assignee of American Bridge Company. (RRGaz, Mabee)
- Aug. 23, 1886 CB&Q opens an extension to St. Paul, Minn. (Overton)
- Aug. 26, 1886 Brooklyn Jockey Club opens new race track at Gravesend near the west end of Coney Island. (NYT)
- Aug. 27, 1886 Camden & Atlantic Board approves bringing West Jersey & Atlantic Railroad trains into its station at South Carolina Avenue in Atlantic City from new connection west of Thorofare bridge; West Jersey & Atlantic may remove track on Georgia Avenue from Thorofare to Excursion House. (MB)

- Aug. 27, 1886 Keystone Hotel Company Board authorizes assuming the operation of the Washington, D.C., station restaurant. (MB)
- Aug. 27, 1886 William Warren Gibbs (1846-1925), General Manager of United Gas Improvement Company of Philadelphia, having acquired control of the stock of the old Poughkeepsie Bridge Company, signs contract with Union Bridge Company to build bridge in 14 months; W. Van Benthuysen of New Orleans elected Pres., replacing J.H. Appleton of Springfield, Mass. (NYT, RyW)
- Aug. 27, 1886 Richmond & Danville Railroad moves headquarters from Richmond to Washington. (Harrison)
- Aug. 28, 1886 In a compromise arranged between the New York dry goods merchants and Albert Fink, the railroads begin carrying certain classes of cotton goods at a special fixed rate of 50 cents per cwt., New York to Chicago. (NYT)
- Aug. 30, 1886 PRR representative in Philadelphia informs Albert Fink that unless some mechanism can be devised to ensure honesty, the PRR will quit the pools. (NYT)
- Aug. 30, 1886 B&O begins running express matter and emigrant traffic westbound from Jersey City via Wayne Jct., Birdsboro and Wilmington; to run one round trip until Schuylkill River East Side Railroad opens; B&O begins selling emigrant tickets at New York outside the emigrant pool; first train carries 76 emigrants; B&O Express Company finally secures access to Philadelphia, breaking the Adams Express Company monopoly. (RRGaz, RyW, NYT, RyRegister)
- Aug. 30, 1886 Pennsylvania Company Executive Committee authorizes establishing station to be called "Constance" halfway between Grand Crossing and South Chicago. (MB)
- Aug. 30, 1886 Hanover Junction, Hanover & Gettysburg Railroad and Bachman Valley Railroad merge to form Baltimore & Harrisburg Railway. (Williams)
- Aug. 31, 1886 Sources supposedly close to PRR state that it has informed Commissioner Fink that it will leave the Trunk Line Pool unless conflict over express rates and other issues are settled. (NYT)
- Aug. 31, 1886 Oyster Bay Extension Railroad incorporated in N.Y. under articles dated Aug. 26 to build Locust Valley-Oyster Bay in interest of LIRR. (Val)
- Aug. 31, 1886 PC&StL Railway Executive Committee authorizes double-tracking between Wheeling Jct. and Collier. (MB)

- Sep. 1, 1886 First inspection train with PRR officials arrives in Pottsville over Pennsylvania Schuylkill Valley Railroad. (RyW)
- Sep. 1, 1886 Oyster Bay Extension Railroad organized at New York; Austin Corbin, Pres. (C&C)
- Sep. 1, 1886 PRR combines the offices of Mechanical Engineer and Engineer of Tests with John W. Cloud as incumbent. (MB)
- Sep. 1, 1886 Pennsylvania Company agrees with Chicago, Wabash & Michigan Railroad to build connection from PFW&C and secure trackage rights to new picnic ground being built by CW&M at Warsaw, Ind. (MB)
- Sep. 1, 1886 Big Four's Kankakee line is admitted to the eastbound Chicago freight pool. (NYT)
- Sep.1, 1886 Cincinnati & Eastern Railway (Cincinnati-Portsmouth) sold at foreclosure to Albert Netter for the Ives Syndicate that controls the Cincinnati, Hamilton & Dayton Railroad for \$900,050; the New Richmond Branch is sold separately to Devon & Co. for \$30,000. (RRGaz, RyRegister)
- Sep. 1, 1886 Texas & Pacific Railway defaults on First Mortgage bonds. (RRGaz)
- Sep. 2, 1886 *New York Times* reports that B&O will have two large train ferries built by Harlan & Hollingsworth for service between St. George, Staten Island, and Whitehall Street, carrying trains on lower deck and passengers on upper deck and making the run in 17 minutes; at Whitehall Street, B&O will enjoy under-cover connections to all the elevated railroads in Manhattan. (NYT)
- Sep. 3, 1886 Statement issued that New Yorkers, including Jay Gould, Russell Sage and Cyrus W. Field, have bought control of the New York & New England Railroad; rumors that it will connect with the Manhattan Elevated, which they also control, to enter New York. (NYT)
- Sep. 4, 1886 Baltimore & Eastern Shore Railroad Chief Engineer W.H. Eichelberger begins securing right-of-way in Wicomico County. (RyRegister)
- Sep. 6, 1886 Francis Funk (1818?-1886), PRR's longtime Emigrant Agent at Philadelphia, dies in his 68th year. (RRGaz, PubLdgr)
- Sep. 6, 1886 Reydon renamed Locustwood. (MB)
- Sep. 14, 1886 Sheriff sells all property of bankrupt Rockaway Beach Improvement Company, Ltd., including hotel. (NYT)
- Sep. 15, 1886 Cleveland & Marietta Railway Board authorizes changing the channel of

Duck Creek in Noble County. (MB)

- Sep. 1886 PRR is building 60 freight cars per day to meet heavy freight traffic. (RyW)
- Sep. 1886 PRR has started issuing “detention cards” to record delays, which are forwarded to division superintendents. (RyW)
- Sep. 1886 Cumberland Valley Railroad contracts with the Union Bridge Company of New York and the Edge Moor Iron Company of Delaware to replace the old wooden Howe truss bridge over the Susquehanna River at Harrisburg with an iron one, the Union Bridge Company building the western half and Edge Moor the eastern. (EngSocPaJrnl1915)
- Sep. 1886 Cleveland, Akron & Columbus Railway appoints agents to reclaim right of way on Dresden Branch where it has reverted to original owners. (AR)
- Sep. 1886 Midland Railway opens between Westfield and Eagleton, Ind. (Church - by 9/10 - RRGaz)
- Sep. 1886 Separate receivers appointed for the CNJ. (Rdg AR)
- Sep. 1886 B&O Pres. Robert Garrett returns from Europe. (BaltAm)
- Sep. 16, 1886 Anticipating the rise that will accompany the announcement of the Reading reorganization settlement, both Drexel, Morgan & Co. and Alfred Sully buy 30,000 shares of Reading each. (NYT)
- Sep. 16, 1886 First B&O passenger train leaves the new station at 24th & Chestnut Street, a special with 125 veterans for a reunion at Antietam. (NYT)
- Sep. 17, 1886 Assistant Treasurer William H. Frailey (1848-1886) dies at Devon after a long illness. (AR, RyW)
- Sep. 17, 1886 Pennsylvania Company Executive Committee authorizes construction of interlocking towers at Polk Street, 12th Street, and Harrison Street at Chicago, prompted by recent switch-tenders’ strike to eliminate hand-throwing of switches; authorizes building station at Wellsburg Shops. (MB)
- Sep. 17, 1886 Alfred Sully proposes terms of compromise settlement for Reading reorganization to Franklin B. Gowen; Robert K. Dow, Alfred Sully, John Wanamaker and Charles L. Borie (1819-1886) to be added to reorganization trustees; no foreclosure, which will preserve stock; stock to be placed in a five-year voting trust administered by J. Pierpont Morgan and J. Lowber Welsh representing the Drexel, Morgan syndicate, and Henry Lewis and John Wanamaker, representing Gowen’s supporters, who are to choose a fifth trustee; both Gowen and J. Pierpont Morgan accept in letters that are made

public; stock rises from 29-3/8 to 35. (NYT)

- Sep. 19, 1886 B&O begins revenue passenger service with three round trips between Baltimore and Philadelphia (24th & Chestnut Street) and the West; charges \$15 to Chicago vs. \$20 on other lines; the Philadelphia line has cost \$15-20 million, all paid for in bonds; it operates at a loss in its first year. (AR, RRGaz, Stover)
- Sep. 20, 1886 South Chicago & Indiana Railroad incorporated in Illinois to build from 95th Street in Hyde Park to Globe Station on CStL&P with a branch from Hegewisch to the Indiana state line; not a PRR company. (RyW)
- Sep. 21, 1886 Pennsylvania Company Executive Committee authorizes enlarging Dock No. 1 at Erie. (MB)
- Sep. 21, 1886 Cincinnati & Richmond Railroad makes first construction contract. (MB)
- Sep. 22, 1886 Franklin B. Gowen meets with directors residing in Philadelphia and resigns as Pres. of the Reading; nominates New York banker Austin Corbin, who is acceptable to both Gowen's partisans and J. Pierpont Morgan as his successor, and he is elected; (Rdg. RyW)
- Sep. 22, 1886 PRR Insurance Dept. enlarged to cover marine risks. (MB)
- Sep. 22, 1886 Turtle Creek Valley Railroad adopts revised line between Burnt Cabin Summit and Saltsburg. (MB)
- Sep. 22, 1886 Narrow gauge South Florida Railroad (Tampa-Sanford) and 5'-0" gauge Jacksonville, Tampa & Key West Railway (Sanford-Jacksonville), both parts of the Plant System, are both converted to standard (4'-9") gauge, allowing improved direct service between the Gulf Coast of Florida and New York, (Turner/Bramson)
- Sep. 23, 1886 Henry W. Oliver elected Pres. of the Pittsburgh & Whitehall Railroad. (C&C)
- Sep. 24, 1886 Pennsylvania Company Executive Committee authorizes enlarging Lines West office building on Pennsylvania Avenue in Pittsburgh. (MB)
- Sep. 25, 1886 PRR Treasurer John D. Taylor (1825-1886) dies of a heart attack at home in Philadelphia after 12 years of service; in poor health since Apr. 1886; on Sep. 20 had attended funeral of Assistant William H. Frailey. (AR, PubLdgr, RyW)
- Sep. 27, 1886 B&O Board approves Reading-CNJ through traffic contract. (RyW)

- Sep. 27, 1886 New Bolton Freight Yard opens in Baltimore; Old Bolton Yard abandoned and given to city; new Bolton Yard is primarily a produce terminal. (AR, Wilson)
- Sep. 27, 1886 New York & New England Railroad stock advances from 50 to 56 on heavy trading. (NYT)
- Sep. 28, 1886 PW&B sues Reading in Philadelphia Court of Common Pleas on grounds that 1873 lease of old PW&B main line required all traffic on the branch to be delivered to the PW&B. (RyW)
- Sep. 29, 1886 South Brooklyn & Flatbush Railroad incorporated in N.Y. to build from New York Bay at 38th Street in South Brooklyn eastwards into Flatbush. (NYState)
- Sep. 29, 1886 Ohio & Mississippi Railway signs contract for the use of the Kentucky & Indiana Bridge at Louisville. (KyRRCom)
- Sep. 30, 1886 For the month of Sep. 1886, Michigan Central Railroad carries 27.5% of eastbound traffic from Chicago; all Vanderbilt lines together carry 56%; all PRR lines carry only 29.5%. (NYT)
- Sep. 30, 1886 George K. Nash briefs the Cleveland & Marietta Railway Board on negotiations to sell the road to the Valley Railway and presents the terms offered by the Valley Railway. (MB)
- Sep. 30, 1886 Illinois Midland Railway sold at foreclosure to Robert K. Dow of Claremont, N.H., for \$1,145,519; of this, \$800,000 paid to bondholders of Paris & Decatur Railroad, \$46,000 to Paris & Terre Haute Railroad, and \$274,250 to Peoria, Atlanta & Decatur Railroad. (Church, RRGaz)
- Sep. 30, 1886 Strike of all switchmen in Cincinnati except PRR; all railroads grant small advance after the strike is over.
- Sep. 30, 1886 Baltimore & Hanover Railroad merged into Baltimore & Harrisburg Railway. (Williams)
- Sep. 30, 1886 Harrisburg & Potomac Railroad contracts with the Western Maryland Railroad for interchange at Shippensburg, Pa.; to extend both lines to a connection in Orange Street. (MB)
- Oct. 1, 1886 Rumors again floated that Pres. Roberts has threatened to withdraw from the Trunk Line Pool and the Central Traffic Association on Dec. 31 unless rate war in express company traffic is settled and PRR is awarded larger percentages of traffic; false rumors also spread that Albert Fink will resign as Pool Commissioner after receiving Pres. Roberts's letter; in fact, Fink merely

- offers to resign as arbitrator of percentages. (NYT)
- Oct. 1, 1886 PRR leases whole 4th floor of Lehigh Valley Building at 228 South 3rd Street, Philadelphia. (MB)
- Oct. 1, 1886 Housatonic Railroad leases the Danbury & Norwalk Railroad under an agreement of July 21. (NHCorp)
- Oct. 2, 1886 PRR buys train ferry *Canton* from PW&B to deny it to the B&O; makes last run between Canton and Locust Point. (BaltAm, AR)
- Oct. 2, 1886 Morgan Improvement Company, formerly the construction company for Gilman, Clinton & Springfield Railroad, renamed Manor Real Estate & Trust Company; becomes company for managing surplus PRR real estate on Lines East, including mineral and industrial properties. (MB)
- Oct. 2, 1886 PRR denies rumors that it is planning to join with the International Navigation Company to buy the Inman Line. (NYT)
- Oct. 2, 1886 Pa. Gov. Robert E. Pattison (1850-1904) directs Attorney General Lewis Cassidy to investigate the anthracite coal combination and the Trunk Line Pool and suggest legal remedies. (NYT)
- Oct. 3, 1886 In an interview with the *Philadelphia Times*, Pres. Roberts responds to Gov. Pattison's actions by stating that the PRR has never been a member of the anthracite coal combination; says PRR would gladly quit the Trunk Line Pool if it were found illegal, but that it serves the public interest by stabilizing rates; say pools would not be necessary if governments prevented the construction of unnecessary or speculative railroads. (NYT)
- Oct. 3, 1886 VP Frank Thomson and Clement A. Griscom arrive in New York on the *Etruria*; deny rumors that PRR is to sponsor a new line of Atlantic steamships. (NYT)
- Oct. 3, 1886 Division No. 74 of Brotherhood of Locomotive Engineers on Philadelphia Division organizes a Mutual Health Beneficial Association in competition with Voluntary Relief Dept. (BLE)
- Oct. 3, 1886 B&O begins connecting its South Philadelphia freight station between Poplar & Laurel Streets to River Front Railroad; three PRR locomotives show up and remove siding and regrade street; two locomotives parked on site overnight with guards. (RyW)
- Oct. 4, 1886 Sulphur Spring station renamed Arbutus on Baltimore & Potomac Railroad. (MB)

- Oct. 4, 1886 City of Brooklyn grants the Atlantic Avenue Railroad Company of Brooklyn permission to use cable propulsion on its Vanderbilt Avenue streetcar line. (NYT)
- Oct. 4, 1886 Fourth Street National Bank incorporated in Philadelphia; Sidney F. Tyler, Pres.; directors include John C. Bullitt and William L. Elkins; no PRR men are represented in the directory. (Moody's, PhilDirectories)
- Oct. 4, 1886 B&O establishes its new freight route from New York via CNJ and car floats between Jersey City and Pier No. 27, East River, north of Fulton Street. (NYT)
- Oct. 4, 1886 B&O resumes ferrying passenger trains between Locust Point and Canton with its Barge G refitted to carry 5 passenger cars and a locomotive. (BaltAm)
- Oct. 4, 1886 Knights of Labor convenes in Richmond, Va., for 16-day national General Assembly with 800 delegates representing 700,000 workers, the largest national union meeting yet held in the U.S.; the Knights expel the Cigar Makers International Union in a long-festering New York dispute with the more radical Progressive Cigar Makers Union, thus antagonizing the CMIU leaders, including Samuel Gompers (1850-1924); with its defeat in the Gould strike and Powderly's failure to respond forcefully to the Haymarket affair, the Knights go into a quick decline. (Ware)
- Oct. 5, 1886 Austin Corbin appointed a receiver of Philadelphia & Reading Railroad. (RyW)
- Oct. 5, 1886 British stockholders of PRR meeting in London call for distribution of a portion of the company's reserve fund as a dividend. (NYT)
- Oct. 5, 1886 Lawrence Railroad committee reports that a branch to the quarries of the Brier Hill Limestone Company, Ltd., has little chance of being profitable. (MB)
- Oct. 6, 1886 Supporters of Col. Joseph B. Seth's Baltimore & Eastern Shore Railroad meet at the Carrollton Hotel in Baltimore to try to get the city to guarantee \$500,000 bonds and the counties \$200,000; present engineer W.H. Eichelberger's estimate of \$727,000 for Claiborne-Salisbury, including train ferry. (BaltAm, RRGaz)
- Oct. 6, 1886 Nanticoke Branch opens between Nanticoke and Glen Lyon, Pa., opening lands of Susquehanna Coal Company. (?? actually in 1884?? passenger service?)
- Oct. 6, 1886 Metropolitan Railroad incorporated in Pa. to build electric rapid transit

subway under Market Street and other routes; William A. Ingham, Pres.; directors included J.W. Jones, William P. Henszey, and Samuel G. De Coursey. (RyW, PubLdgr)

- Oct. 6, 1886 Cripple Creek Extension of the Norfolk & Western Railroad opens between Pulaski and Foster Falls, Va., in an iron ore region (AR)
- Oct. 7, 1886 Metropolitan Railroad applies to Philadelphia City Council for franchises for subways under Market Street from 63rd Street to the Delaware River, on Broad Street from League Island to City Line Road, via Lancaster Avenue from Market Street to 52nd Street & Elm Avenue, from 4th & Pollock via Moyamensing and 3rd Street to Diamond Street and west on Diamond to 33rd Street, and on Ridge Avenue from Broad Street to Diamond Street. (PubLdgr)
- Oct. 7, 1886 Clearfield Bituminous Coal Corporation incorporated in Pa. as reorganization of Clearfield Bituminous Coal Company; eliminates common directors with Beech Creek Railroad; Charles Jervis Langdon, Chairman; owns Peale and Gazzam Tracts totaling 34,172 acres; company only provides fuel coal to New York Central Lines; its holdings eventually encompass over 160,000 acres in Clearfield, Indiana, Cambria and Blair Counties. (GrnBk, RyW, Stewart)
- Oct. 8, 1886 New alignment at Atglen, Pa., opens. (CCHS)
- Oct. 8, 1886 Western Pennsylvania Railroad begins a line relocation from Anderson through Leechburg to Hill Jct., including two through truss bridges over the Kiskiminetas River. (C&C)
- Oct. 8, 1886 New Manhattan Bridge Building Company resumes work on Poughkeepsie Bridge with excavations for shore piers; project now controlled by William W. Gibbs of Philadelphia; plan now calls for a steel cantilever bridge with four piers 212 feet high. (, ASCE, Mabee)
- Oct. 8, 1886 Connecting Terminal Railroad opens new merchandise warehouse at Buffalo.
- Oct. 8, 1886 PC&StL Railway grants the receivers of the Columbus & Eastern Railroad the use of the Columbus & Newark Division between Columbus and Alum Creek to Feb. 1, 1887. (MB)
- Oct. 9, 1886 Former PFW&C Chief Engineer Jesse L. Williams (1807-1886) dies at Fort Wayne at 79. (RRGaz)
- Oct. 9, 1886 Schuylkill & Lehigh Valley Railroad incorporated in Pa. to build from the Lehigh Valley Railroad main line at the mouth of Lizard Creek to Blackwood in the Schuylkill Coal Field west of Pottsville. (ICC)

- Oct. 11, 1886 Germantown, Norristown & Phoenixville Railroad dissolved without any construction. (MB)
- Oct. 11, 1886 Future Pres. W. W. Atterbury (1866-1935) enters PRR service as a special apprentice in the Altoona Shops after graduating from Yale. (PaNews)
- Oct. 13, 1886 General Time Convention approves a code for standard clocks and examination of watches. (Loree)
- Oct. 14, 1886 General Time Convention approves a code of general and train rules, including standard hand, lamp and whistle signals proposed by the committee earlier. (MB, NYT)
- Oct. 14, 1886 English stockholders control the Ohio & Mississippi Railway election and elect a Board of their liking; Robert Garrett is left the sole representative of the B&O; John F. Barnard elected Pres.; the move is seen as jeopardizing the B&O's access to St. Louis. (RRGaz, NYT)
- Oct. 15, 1886 U.S. Circuit Court creates new receivership for CNJ and appoints John Stewart Kennedy and Joseph S. Harris receivers, effective Jan. 1. (RRGaz)
- Oct. 1886 All yards of PRR and B&O in Pittsburgh District are clogged with traffic; PRR loans several locomotives to Lines West to deal with situation. (RyW)
- Oct. 1886 Cleveland, Akron & Columbus Railway resumes construction of Dresden Branch (Killbuck-Trinway) to reach coal mines around Zanesville; part already graded in 1870s. (AR, RyW)
- Oct. 1886 Vandalia Line and Cincinnati, Indianapolis, St. Louis & Chicago Railway reestablish fast through passenger service between St. Louis and Cincinnati. (RyRegister)
- Oct. 1886 Vandalia Line begins extending the South Branch further towards Saline City. (RyRegister)
- Oct. 1886 PRR No. 689, a smaller Class Q 0-4-0 with 44-inch drivers, is outshopped at Altoona (c/n 1066), later class A1, a tank engine with a small tender. (Keystone)
- Oct. 1886 Lehigh Valley Railroad's Wilkes-Barre Shops turns out the experimental camelback locomotive *Duplex* No. 444 designed by George S. Strong; first locomotive with a 4-6-2 wheel arrangement. (RRH 126)
- Oct. 1886 Toledo, Ann Arbor & North Michigan Rail__ opens between Durand and Owosso. (Meints)

- Oct. 18, 1886 Pennsylvania Supreme Court upholds decision of Dauphin County Court in South Pennsylvania suit, preventing transfer to PRR; Beech Creek remains in the hands of its original stockholders and eventually becomes part of NYC system; South Penn remains in hands of the Syndicate. (NYT, Schlegel)
- Oct. 18, 1886 John Taylor, representative of British stockholders arrives in New York on Cunard liner *Umbria* to pressure PRR into distributing entire net earnings as dividends. (RRGaz)
- Oct. 18, 1886 Bells Gap Railroad leases Clearfield & Jefferson Railway.
- Oct. 18, 1886 Inman Steamship Company Limited, beset by mounting debts and aging fleet, votes to liquidate, paving way for purchase by Clement A. Griscom and International Navigation Company. (Flayhart)
- Oct. 18, 1886 Duluth, South Shore & Atlantic Syndicate of George I. Seney, Frederic P. Olcott, James McMillan, et al., agrees with Brown, Howard & Co., contractors; syndicate is to buy Detroit, Mackinac & Marquette Railroad on the Northern Peninsula of Michigan and reorganize as Duluth, South Shore & Atlantic Railway; contractors are to construct extensions creating a new line from Sault Ste. Marie to Ashland, Wis. (ICC)
- Oct. 19, 1886 Thomas Morrison Carnegie (1843-1886), younger brother and partner of Andrew Carnegie and operating head of the Carnegie companies, dies of pneumonia at his home in the Homewood section of Pittsburgh. (RyW, Nasaw, Warren)
- Oct. 20, 1886 Detroit, Mackinac & Marquette Railroad sold at foreclosure to Hugh McMillan. (ICC)
- Oct. 21, 1886 Central Traffic Association begins two days of meetings at Chicago, although the Chicago & Atlantic Railway boycotts the meeting; all questions between the Central Traffic Association and the Trunk Lines are settled; the compilation of eastbound statistics is to be moved from Albert Fink's office in New York to George R. Blanchard's office in Chicago, while westbound statistics will continue to be kept by Fink; creates a joint committee with Fink as Chairman and Blanchard as Vice Chairman. (NYT)
- Oct. 22, 1886 International Navigation Company purchases the five liners of the Inman Line from the creditors of the Inman Steamship Company Limited for £205,000; organizes a new British subsidiary Inman & International Steamship Company, Ltd.; PRR promises \$2 million toward building new generation of liners; International Navigation Company begins rotating its U.S., Belgian and British ships on its several routes as needed. (NYT, Flayhart, Moyer/Keystone)

- Oct. 25, 1886 U.S. Supreme Court in *Wabash, St. Louis & Pacific Railway v. Illinois* overturns state court ruling that the Wabash is subject to the Illinois law against long-haul-short-haul discrimination, and holds that state rate regulation is an unconstitutional curb on interstate commerce, reversing the rulings in the 1877 Granger cases; a state cannot regulate rates beyond its borders; interstate commerce must be regulated by general rules established by Congress; it is already clear that Congress is about to substitute national regulation. (118 US 557, Haney, Hoogenboom, Kolko)
- Oct. 25, 1886 Kentucky & Indiana Bridge Company opens a bridge between Louisville and New Albany, Ind. (Poors)
- Oct. 26, 1886 Pennsylvania Company Executive Committee authorizes new stations at Lima, Canton and Sharon, Pa.; authorizes extension of four-track system from Stewart Avenue to City Line, about 0.75 miles. (MB)
- Oct. 27, 1886 Pres. Cleveland and party travel to Jersey City in a private car attached to the express arriving at 9:00 PM to attend the dedication of the Statue of Liberty; they cross to New York on the Debrosses Street ferry. (NYT)
- Oct. 27, 1886 Frank L. Hall named Secretary of the Smyrna & Delaware Bay Railroad, replacing Robert W. De Forest, resigned. (MB)
- Oct. 28, 1886 Statue of Liberty dedicated on Bedloe's Island in New York Harbor; the 152-foot statue is a gift of the people of France and stands on a 154-foot stone pedestal financed by individual contributions; Chauncey M. Depew gives the main, long commemorative address. (NYT, Trager)
- Oct. 28, 1886 Cincinnati broker Albert Netter defaults on the second installment payment for the purchase of the Cincinnati & Eastern Railroad; Ives & Co. had furnished \$25,000 in the form of a call loan, which has now been called in. (NYT)
- Oct. 29, 1886 George R. Hill, et al., representing the Income bondholders of the Allegheny Valley Railroad, file in U.S. Circuit Court to have John Scott removed as receiver. (RRGaz)
- Oct. 29, 1886 Toledo, Peoria & Western Railroad sold at foreclosure at Chicago for \$4.79 million to Charles Moran and Thomas Denny of New York for bondholders; stock wiped out, ending Wabash influence. (Church, RRGaz)
- Oct. 30, 1886 Richmond & Danville Railroad leases Washington, Ohio & Western Railroad to keep it out of the hands of the Norfolk & Western Railroad and prevent its extension into the Shenandoah Valley. (Harrison)

- Oct. 31, 1886 VP Frank Thomson joins annual track inspection already in progress; reports state Thomson intends to make a number of improvements based on examination of English railways during his summer vacation. (NYT)
- Nov. 1, 1886 NYP&N begins connecting steamboat service between Cape Charles and Richmond, Va., using the *Old Point Comfort*; later replaced by chartered *Samuel M. Felton*; route competes with Richmond, Fredericksburg & Potomac Railroad. (RyRegister, Lewis, Hayman)
- Nov. 1, 1886 PRR Board approves construction of new connection with National Docks Railway at Bergen Cut, account of track elevation; note intends to own all of its stock. (MB)
- Nov. 1, 1886 PRR Board authorizes Pres. George B. Roberts to convey the Eastwick, Hamilton, Hazleton, Nicholas Rope and D. Y. Wilson anthracite coal tracts to the Susquehanna Coal Company for \$1,000; later rescinded. (MB)
- Nov. 1, 1886 Hotel cars running on *Fast Line* between New York and St. Louis replaced by new buffet sleeping cars.
- Nov. 1, 1886 Future Signal Engineer Alexander Holley Rudd (1867-1949) joins the PRR as a draftsman in the Real Estate Dept. after graduating from the Sheffield Scientific School at Yale. (PRRBio)
- Nov. 1, 1886 Following the death of his brother Tom, Andrew Carnegie sells Henry Clay Frick, hitherto only his partner in the coke business, a \$100,000 interest in Carnegie Brothers & Co., Ltd., for \$184,000 to be paid out of dividends. (Warren)
- Nov. 1886 PRR begins running freight trains on passenger train schedules. (RyRegister)
- Nov. 2, 1886 PRR agrees to build a hay warehouse near the site of the old Centennial Station at 32nd & Market (current site of the later PRR/Conrail West Philadelphia office building); to be leased to the Merchants' Warehouse Company. (MB)
- Nov. 2, 1886 Republican James A. Beaver (1837-1914) defeats Democrat Chauncey F. Black for Governor of Pennsylvania, turning Attorney-General Lewis C. Cassidy into a lame duck and undercutting his prosecutions of big business. (EncycPa)
- Nov. 2, 1886 Industrialist and reform Democrat Abram S. Hewitt (1822-1903) is elected Mayor of New York with the backing of Tammany Hall in a three-way race with reform Republican Theodore Roosevelt (1858-1919) and economic gadfly Henry George (1839-1897) whose idee fixe of a single tax on land scares property owners, but attracts followers among the AFL and more

radical anarchists and socialists. (Trager, Nevins)

- Nov. 3, 1886 Cincinnati, Lebanon & Northern Railway Board hears report that retimbering of Oak Street Tunnel is almost done. (MB)
- Nov. 4, 1886 Youngstown & Beaver River Railroad incorporated in Ohio in interest of Pennsylvania Company to secure right of way along south bank of Mahoning River from Youngstown to Pennsylvania state line; no work done. (Church)
- Nov. 5, 1886 John Taylor, having failed to influence the PRR Board, hires a hall in Philadelphia and tries to get stockholders to back his demand that the PRR pay out its entire net income as dividends, with little success. (RRGaz)
- Nov. 1886 Robert Garrett buys control of the Annapolis & Bay Ridge Railroad and the Bay Ridge resort property for \$150,000. (RyRegister)
- Nov. 6, 1886 Pennsylvania Company Executive Committee authorizes construction of new engine terminal at Louisville. (MB)
- Nov. 6, 1886 Cincinnati & Richmond Railroad Board authorizes purchase of right-of-way between Maplewood and Hamilton. (MB)
- Nov. 7, 1886 Delaware & Hudson Canal Company assumes complete operating control of the Northern Coal & Iron Company's Railroad, running from Green Ridge on the north side of Scranton, to Union Jct, near Wilkes-Barre; ends operation of non-coal freight and passenger service by the Lehigh Coal & Navigation Company as part of its Lehigh & Susquehanna Railroad, cutting the L&S off from Scranton. (Val, CntryofPrgrss)
- Nov. 7, 1886 Philadelphia banker Charles L. Borie (1819-1886) dies. (RyW)
- Nov. 8, 1886 George B. Roberts and Frank Thomson meet Austin Corbin and Reading Receiver George de Benneville Keim at Reading offices; arrange a truce to competition in the Schuylkill Valley. (RyW, NYT)
- Nov. 8, 1886 Erie & Pittsburgh Railroad Board authorizes condemning the right-of-way for a side track to the Clark and Allen Furnaces at Sharpsville. (MB)
- Nov. 8, 1886 Delaware & Hudson Canal Company opens a 3.5-mile extension from Union Jct. though Hudson to Wilkes-Barre, connecting with the PRR and Lehigh Valley Railroad; passenger trains run into the LV station. (CntryofPrgrss)
- Nov. 9, 1886 George B. Roberts, trustee, and PRR deed 2,500 acres of anthracite coal lands in Eastern Middle Field northwest of Hazleton to the Susquehanna Coal Company for \$1,000; these tracts had originally been inherited by the Barings from William Bingham (check), were unproductive and never

worked by the PRR. (MB,)

- Nov. 9, 1886 Turtle Creek Valley Railroad adopts location extending west from the connection with the PRR down Turtle Creek to connect with the Pittsburgh, McKeesport & Youghiogheny Railroad and B&O at Port Clinton, giving George Westinghouse his choice of railroads to ship on. (MB)
- Nov. 9, 1886 PRR signs agency agreement for operating Pittsburgh & Whitehall Railroad, retroactive to Oct. 1. (Val)
- Nov. 9, 1886 Lehigh Valley Railroad Board reports the purchase of 2.5 miles of New Boston Branch owned by Warren Delano and James S. Cox; to be incorporated into the LV's new Hazleton-Delano line. (MB)
- Nov. 9, 1886 City of Jeffersonville, Ind., authorizes Jeffersonville, Madison & Indianapolis Railroad to build a track in 6th Street from west line of city to connect with yards in Wall Street. (Church)
- Nov. 9, 1886 Archelaus R. Pharo (1814-1886), founder and Pres. of Tuckerton Railroad, dies at Tuckerton, N.J. (RRGaz, findagrave)
- Nov. 9, 1886 Judge Pratt of the N.Y. Supreme Court at Brooklyn grants the petition of W.H. Olmstead representing dissident stockholders for a separate receiver for the portion of the Buffalo, Rochester & Pittsburgh Railroad in New York; however, Pratt leaves for a 10-day trip to the South without appointing a receiver, and Adrian Iselin vows to contest the ruling. (NYT)
- Nov. 10, 1886 PRR Pres. George B. Roberts and VP Frank Thomson meet at Reading Terminal with Reading receiver George deB. Keim and Austin Corbin in an attempt to arrange better relations between the two companies. (RRGaz)
- Nov. 10, 1886 PRR Board authorizes purchase of block bounded by 11th & 12th Avenues and 37th & 38th Streets in New York City for freight yard for \$334,000. (MB)
- Nov. 10, 1886 Keystone Hotel Company resolves to keep Superintendent P.S. Attick on the payroll only until Dec. 31, while it decides the future of the Bryn Mawr Hotel; Attick is eventually continued through 1887, when the hotel burns. (MB)
- Nov. 10, 1886 Lawrence Railroad Board appoints a committee, including Pres. Louis H. Meyer, to meet with PRR Pres. George B. Roberts to reach a settlement to preserve harmony of the roads between the Ohio Valley and the Lakes. (MB)
- Nov. 10, 1886 Henry Amy of New York and Edward P. Williams of Fort Wayne elected directors of the PFW&C replacing Samuel J. Tilden and Jesse L. Williams,

deceased. (MB)

- Nov. 11, 1886 PRR denies rumor that it intends to use its reserve fund to buy control of the Chicago & North Western Railway. (NYT)
- Nov. 11, 1886 First meeting held at Christ Methodist Episcopal Church at 38th & Spring Garden Streets to revive plans for a PRR YMCA in Philadelphia; called by W.A. Bowen, Assistant State Secretary of the YMCA for Pennsylvania. (Wilson)
- Nov. 11, 1886 The Enos system for an electric elevated railway is demonstrated on a 500-foot test track at the Daft Electric Light Company works at Greenville, Jersey City, using a Daft motor; the car is suspended from the truck, which runs on an overhead track like an overhead monorail. (NYT)
- Nov. 12, 1886 John Dougherty (1803-1886), inventor of Main Line section boats, dies at Pittsburgh at 83; in later life he was involved in a number of minor railroad schemes. (RRGaz)
- Nov. 13, 1886 Indianapolis, Peru & Chicago Railway sold at foreclosure to bondholders. (RRGaz)
- Nov. 14, 1886 First through sleeping cars inaugurated between New York and Tampa via Atlantic Coast Line. (PassDept)
- Nov. 15, 1886 LIRR Board approves settlement with heirs of Oliver Charlick; will cooperate with any company building a bridge over Blackwells (Roosevelt) Island to make connection with NYC&HR. (MB)
- Nov. 15, 1886 Pennsylvania Schuylkill Valley Railroad opens for regular service between Hamburg and Pottsville, Pa., completing line from Philadelphia; parallels main line of Philadelphia & Reading Railroad whose president, Franklin B. Gowen has been waging a multifaceted war against the PRR; too late in season for coal traffic. (Val, AR, MnrJrnl)
- Nov. 15, 1886 Pottsville & Mahanoy Railroad opens between Pottsville and New Boston, Pa.; operated by PRR. (Val, RRGaz, AR - RyW says St. Clair-New Boston open by 11/1 before line further south? - MnrJrnl shows no pass service until mid 12/87)
- Nov. 15, 1886 Sleeping car line established between Jersey City and Memphis via Cincinnati and L&N Railroad. (PassDept)
- Nov. 15, 1886 Committee draws up preliminary organization for "Pennsylvania Railroad Dept. of the YMCA of Philadelphia" at a meeting at Powelton Avenue Baptist Church; note that railroad YMCAs operate as branches of the local

YMCAs in individual PRR cities; collectively, all railroad YMCAs send delegates to international meetings held separately from those of regular YMCAs. (Wilson)

- Nov. 15, 1886 Clearfield & Jefferson Railway opens between Irvona and Mahaffey, Pa. (Guide); operated by Bells Gap Railroad under lease of Oct. 18, 1886. (may be actual opening date? - C&C shows 1887, which is wrong)
- Nov. 15, 1886 Orange Belt Railway (narrow gauge) opens between Monroe, Fla., and Oakland on Lake Apopka; the road has been acquired by its major creditor, Peter Demens (1850?-1919), born Pyotr Alekseyevich Dementyer in St. Petersburg, Russia; he solicits the aid of Edward T. Stotesbury (1849-1938) of Drexel & Co. and Philip Armour (1832-1901) to extend the line to Point Pinellas on Tampa Bay, where he will found St. Petersburg. (Turner/Bramson)
- Nov. 1886 PRR, CNJ and New York, Lake Erie & Western Railroad have adopted special workmen's commuter tickets for use between Newark and New York; 10 cents per trip vs. 20 cent regular fare. (RRGaz)
- Nov. 1886 Commerce Street Branch of River Front Railroad opens between Cedar and Norris Streets in Philadelphia; owned jointly with Reading. (Val)
- Nov. 1886 Turtle Creek Valley Railroad is under construction from Braddock to Saltsburg in interest of the Philadelphia Company; George Westinghouse, Pres. (RyW, RRGaz)
- Nov. 1886 Ashtabula & Pittsburgh Railway is to build a 6-mile low-grade freight line from Lawrence Jct. to Wampum Jct. on the PFW&C. (RyW, AR)
- Nov. 1886 Reading Pres. Austin Corbin brokers a series of meetings between Pres. Roberts and Robert Garrett after informing Garrett he will honor any informal agreements made by Gowen; PRR offers B&O use of Baltimore tunnels if it will abandon its planned terminus on Staten Island and operate over PRR east of Philadelphia. (NYT)
- Nov. 1886 Pennsylvania Company purchases all capital stock of Granite Improvement Company. (Church)
- Nov. 1886 Zanesville & Ohio River Railway opens between Zanesville and Malta, Ohio, making a connection with the Cincinnati & Muskingum Valley Railway 1.5 miles south of Zanesville. (AR, Poors, RRGaz)
- Nov. 1886 Belt Railroad & Stock Yards Company opens 2.15-mile extension of the Indianapolis belt line from Brightwood to Lake Erie & Western Railroad in north Indianapolis. (Church - C&C has from Peoria & Eastern Railway

Eastside Jct. to the Indianapolis, Peru & Chicago Railroad)

- Nov. 1886 Knights of Labor stages a brief strike against Armour & Co. at Chicago, which is put down by calling out the militia. (CHTaylor)
- Nov. 16, 1886 Philadelphia & Atlantic City Railroad, CNJ and New Jersey Southern Railway agree to extend Williamstown & Delaware River Railroad from Glassboro to the Delaware River; W&DR is to issue \$225,000 in bonds to retire old debt and pay for extension; to be guaranteed by P&AC, CNJ and NJS. (Rdg)
- Nov. 16, 1886 Austin Corbin and George DeB. Keim have long meeting with Robert Garrett in Baltimore and lunch at the Maryland Club. (RyW)
- Nov. 16, 1886 Passenger Dept. of Central Traffic Association meets and restores eastbound rates to old levels. (NYT)
- Nov. 16, 1886 Moncure Robinson files in the U.S. Circuit Court at Richmond against Benjamin F. Newcomer and William T. Walters asking for a court officer to monitor the voting at the upcoming Richmond, Fredericksburg & Potomac Railroad annual election; Robinson charges that Newcomer and Walters have received some of their stock by fraud and that they have distributed shares to some employees to evade the restrictions in Virginia laws that limit the voting power of large stockholders on a sliding scale; according to Robinson, they are claiming 4,700 votes when they are only entitled to 800; it should be noted that the Robinson holdings are also distributed among family members to the same end, but the Robinsons are an old Virginia dynasty, not outsiders from Baltimore. (RRGaz)
- Nov. 17, 1886 Richmond, Fredericksburg & Potomac Railroad annual meeting held in Richmond; a compromise settlement is announced before the vote by which the Robinson and Walters-Newcomer interests are to have an equal number of seats on the Board with the state directors holding the balance of power and arbitrating any disagreements; J.P. Brinton remains Pres. (RRGaz, RyRegister)
- Nov. 18, 1886 Richmond & West Point Terminal Railway & Warehouse Company Board votes \$42,000 in extra back compensation to Pres. William P. Clyde for his services since 1880; Clyde is about to be deposed. (Klein)
- Nov. 18, 1886 Pennsylvania Railroad Dept. of the YMCA of Philadelphia formally organized with adoption of organization and bylaws. (Wilson)
- Nov. 18, 1886 Lines West General Manager James McCrea orders that the Chief Engineer, Superintendent of Motive Power, and Superintendent of Transportation of the PC&StL Railway and CStL&P Railroad report to the General Superintendent

instead of the General Manager as on the “Northern Lines” of the Pennsylvania Company. (MB)

- Nov. 18, 1886 As the eastbound "St. Louis Limited Express" on PC&StL is approaching Pittsburgh between the Point and Smithfield Street bridges, it is struck by a landslide; 30 tons of rock, loosened by the previous day's rains, fall 350 feet, staving in the roofs and sides of Pullmans *Alsatia*, *Williamsport* and *Yarrow*; a total of 5 tons of rock penetrate the cars, crushing people in their berths and the aisles; 8 severely injured; train proceeds to Union Station to bring the injured to doctors; another 5-ton boulder demolishes a house located further down the hill. (PittsComGaz, NYT)
- Nov. 18, 1886 Ohio & Mississippi Railway Board meets at New York; rumors circulate that it will become more independent of the B&O and grow closer to the New York, Lake Erie & Western Railroad. (NYT)
- Nov. 19, 1886 Pres. Roberts and other officials hold formal inspection of Pennsylvania Schuylkill Valley Railroad as far as Pottsville. (NYT)
- Nov. 19, 1886 Marietta Mineral Railway renamed Marietta, Columbus & Northern Railroad. (Church)
- Nov. 19, 1886 Pennsylvania Company Executive Committee authorizes 0.8-mile branch at East Liverpool, Ohio. (MB)
- Nov. 20, 1886 Ohio Connecting Railway incorporated in Pa. under articles dated Nov. 17 to build a bridge over the Ohio River below Pittsburgh connecting the PC&StL Railway with the PFW&C Railway so that coal from the PC&StL territory can be shipped to the Lake Ports without passing through Pittsburgh. (C&C)
- Nov. 20, 1886 Syndicate of Alfred Sully, Thomas M. Logan, Isaac L. Rice, et al., controlling the Richmond & West Point Terminal Railway & Warehouse Company agrees to purchase 25,000 shares of the Richmond & Danville Railroad from the First National Bank of New York group for \$5 million in cash and \$1.5 million of Terminal common at par, converting the former parent company into a subsidiary and neutralizing the Clyde interests, who were trying to switch their investment from the Richmond Terminal to the R&D; however, they pay an exorbitant price for the R&D and burden the Terminal Company with a bloated capitalization. (Harrison, Klein)
- Nov. 20, 1886 Alfred Sully, protégé and associate of Austin Corbin, elected Pres. of Richmond & West Point Terminal Railway & Warehouse Company. (Klein)
- Nov. 21, 1886 PRR Dept. of the YMCA of Philadelphia holds first Sunday meeting at Grace Lutheran Church. (Wilson)

- Nov. 22, 1886 Ohio Connecting Railway organized; Thomas D. Messler, Pres. (C&C)
- Nov. 22, 1886 Cleveland & Marietta Railway Pres. A.T. Wikoff writes to directors Morris K. Jesup and John W. Ellis calling for more money for improvements, including steel rails and two new locomotives. (MB)
- Nov. 22, 1886 Representatives of the Adams Express Company, American Express Company, United States Express Company, Erie Express Company and B&O Express meet at New York and agree to end the rate war and restore rates; the B&O breaks the compact on Dec.1 by extending from Cincinnati to Chattanooga. (Harlow)
- Nov. 23, 1886 Over 300 employees of the Atlantic Avenue Railroad Company of Brooklyn meet with Pres. William Richardson at Fallesen's Hall to discuss labor questions. (NYT)
- Nov. 23, 1886 Pres. Roberts and other officers present William H. Brown's plans for elevating passenger tracks in Jersey City from Bergen Hill to Exchange Place to city officials. (NYT, RyW)
- Nov. 23, 1886 *New York Times* reports that Austin Corbin has refused to honor the old agreements between the Reading and B&O made by the receivers; also reports that Pres. Roberts and Robert Garrett have been in conference and that the PRR has offered to give the B&O the use of its tunnels and stations in Baltimore and of the main line between Philadelphia and New York, if the B&O will abandon its plans for terminals on Staten Island. (NYT)
- Nov. 23, 1886 B&O Pres. Garrett, responding to stories of negotiations with PRR, states B&O will never abandon its terminal on Staten Island; rumored traffic agreement to use PRR east of Philadelphia has been contemplated but not consummated. (NYT)
- Nov. 23, 1886 Anchor Line places new freight propeller *Susquehanna* in service between Buffalo and Chicago. (MB)
- Nov. 23, 1886 Representatives of bituminous coal producers meet at Philadelphia office of Berwind, White & Co.; Clearfield producers propose a pool for 1887 to include Pocahontas producers. (RyW)
- Nov. 25, 1886 Eel River Railroad Board reports that Wabash, St. Louis & Pacific Railway has removed the machinery from its Logansport Shops to its own shops and relaid old rail from its main line on the Eel River Railroad; Board authorizes repossessing the road. (MB)
- Nov. 26, 1886 Keystone Hotel Company appoints H.C. Miller Superintendent of the Jersey City station restaurant, replacing W.T. Bothwell, transferred to Washington;

- Wilson Brothers & Co. presents plans for altering the Bryn Mawr Hotel; the Board is divided, and a decision is postponed. (MB)
- Nov. 26, 1886 Harrisburg & Eastern Railroad incorporated in Pa. as the reorganization of the Harrisburg & New England Railroad, Wind Gap to Pen Argyl, Pa. (Kulp/L&NE)
- Nov. 27, 1886 Kaighns Point & Philadelphia Ferry Company buys the property at Kaighns Point previously leased. (MB)
- Nov. 28, 1886 Cincinnati & Richmond Railroad Board approves construction contracts between Maplewood and Hamilton. (MB)
- Nov. 29, 1886 Pennsylvania Schuylkill Valley Railroad opens between Pottsville and New Boston Jct., connecting with Lehigh Valley to Hazleton and forming new through route between Philadelphia and Wilkes-Barre. (AR, C&C says 11/15?! - this is PRR portion, not LV - LV does not open until 4/87 - Heydinger/RRH 109 gives this as the date of first coal shipments south from New Boston)
- Nov. 29, 1886 B&O finally makes definitive statement that it has no intention of abandoning its proposed independent line between New York and Philadelphia or its Staten Island terminal; it will build its own line east from Philadelphia if Reading refuses to honor promises. (NYT)
- Nov. 29, 1886 Pottsville & Mahanoy Railroad merged into Pennsylvania Schuylkill Valley Railroad under agreement of Nov. 8. (Val)
- Nov. 29, 1886 PC&StL Railway Executive Committee authorizes an extension to the Wheeling freight station. (MB)
- Nov. 29, 1886 John P. Green is elected Pres. of the Granite Improvement Company, which has been dormant since 1881; the Pennsylvania Company now owns all the shares except those to qualify directors. (MB)
- Nov. 29, 1885 Civil engineer and coal operator Martin Coryell (1815-1886) dies at Lambertville, N.J., at 71. (RRGaz)
- Nov. 30, 1886 In a complaint brought by the permanent residents of the area against all the Coney Island resort railroads, the N.Y. Railroad Commission orders the Prospect Park & Coney Island Railroad to operate a winter train from Brooklyn to Coney Island at 9:00 PM and a late theater train on Wednesday and Saturday evenings; rules that although the PP&CI has operated over the LIRR tracks to Bay Ridge during the summer of 1886, it is not obligated to operate over this route in the winter; also recommends that the New York, Brooklyn & Manhattan Railway provide off-season rush hour service

between the Bay Ridge ferry and Parkville or between Parkville and Long Island City. (NYState)

- Nov. 30, 1886 Alfred R. Fiske (1820-1886), former official of the Philadelphia & Sunbury Railroad, Northern Central Railway and LIRR, dies at Pottsville, Pa., at 66 after a long illness. (RRGaz, MnrJrnl)
- Late 1886 Parties led by Robert H. Cochran of the South Pennsylvania & Ohio Railway begin negotiations for control of the Wheeling & Harrisburg Railway Company of West Virginia as part of a new railroad between Bowerston, Ohio, and the Connellsville Coke Field. (MB)
- Late 1886 Indianapolis Union Railway begins rebuilding Indianapolis Union Depot. (AR)
- Dec. 1, 1886 At Trunk Line meeting, Pres. Roberts moves to grant B&O its allotment for the time it was out of the pool and restoring its 7.07%; situation is now more harmonious. (RyW, NYT)
- Dec. 1, 1886 Muskegon, Grand Rapids & Indiana Railroad opens between Grand Rapids (Muskegon Jct.) and Muskegon; leased by Grand Rapids & Indiana Railroad; uses trackage rights over Chicago & West Michigan between Fruitport and Muskegon (, Church)
- Dec. 1, 1886 Reading defaults on all interest payments due today, including those on the Schuylkill Navigation Company bonds. (BaltAm)
- Dec. 1886 American Finance Company lets the contract for the New York, Danbury & Boston Railroad between Danbury and Port Chester to Herman Clark & Co. (RRGaz, RyRegister)
- Dec. 2, 1886 PRR Board approves sale of 100 shares of Pennsylvania Steel Company at 200 and \$20,000 Shenandoah Valley General Mortgage bonds at 48½; authorizes a short-term loan of \$50,000 to the Piedmont & Cumberland Railway. (MB)
- Dec. 2, 1886 St. Johns & Halifax River Railway opens to Daytona Beach, creating a continuous line from South Jacksonville. (FEC)
- Dec. 3, 1886 Court of Common Pleas of Dauphin County grants Attorney General Cassidy leave to bring suit against the Reading receivers to test the legality of its membership in the Trunk Line Pool and against the Philadelphia & Reading Coal & Iron Company for its participation in the anthracite coal combination. (NYT)
- Dec. 3, 1886 Special PRR committee requests information on value of three coal tracts

near Shamokin owned by George B. Roberts as trustee and leased to the Mineral Railroad & Mining Company: Luke Fidler, Thomas Hamilton and D.G. Wilson Tracts totaling 925 acres. (MB)

- Dec. 3, 1886 Salem Branch Railroad incorporated in New Jersey under articles dated Dec. 1 to build a small industrial branch at Salem, N.J.; William J. Sewell, Pres. (Val, C&C)
- Dec. 3, 1886 Norfolk & Western Railroad Board authorizes negotiations for control of East Tennessee, Virginia & Georgia Railway through purchase of its first preferred stock. (Lambie)
- Dec. 4, 1886 Pennsylvania Schuylkill Valley Railroad contracts for line from Frackville, Pa., to St. Nicholas in Mahanoy Coal Field. (RyW)
- Dec. 6, 1886 PRR and Lehigh Valley Railroad sign new traffic contract for through service via New Boston Jct. to Mahanoy City, Ashland, etc. (RyW)
- Dec. 6, 1886 Attorney General Cassidy begins proceedings against roads in receivership under the U.S. Circuit Court, including the Buffalo, New York & Philadelphia Railroad and the Allegheny Valley Railroad. (NYT)
- Dec. 6, 1886 PC&StL Railway Executive Committee authorizes double-tracking between Steubenville and Mingo Jct. (MB)
- Dec. 6, 1886 City of New Albany, Ind., authorizes JM&I to build double track within city limits. (Church)
- Dec. 6, 1886 Chicago Live Stock Exchange issues a resolution against the high rates on eastbound livestock adopted on Mar. 1. (NYT)
- Dec. 6, 1886 Standard Oil interests organize the Solar Refining Company to build a refinery in the new Lima-Findlay Field; Lima crude becomes valuable as a source of heating oil, and Standard Oil soon has 70% of the U.S. market; Standard's Herman Frasch succeeds in producing marketable kerosene from Lima crude in 1888. (Hidy&Hidy)
- Dec. 7, 1886 PRR Chemist Charles B. Dudley begins a series of tests at McDonald on PC&StL to discover a reliable method of purifying locomotive boiler water. (CMP, RyW)
- Dec. 7, 1886 Schuylkill River East Side Railroad connected to Reading main line at Park Jct., Philadelphia; forms connection across Philadelphia independent of the Junction Railroad; B&O begins operating the Schuylkill River East Side Railroad. (Rdg, B&O Val)

- Dec. 1886 PRR asks Jersey City Board of Aldermen for permission to elevate main line tracks on Railroad Avenue. (RyRegister)
- Dec. 8, 1886 PRR Board receives letter from International Navigation Company offering to sell its interest in the Girard Point Storage Company and the Baltimore Elevator Company; approves agreement with Richmond & Danville Railroad, Virginia Midland Railway, and Alexandria & Washington Railroad, permitting R&D trains to operate into Washington via Lynchburg. (MB)
- Dec. 8, 1886 Pa. Attorney General Cassidy files bills in equity against the anthracite coal combination and the Trunk Line Pool as monopolies in restraint of trade; rumors in Pittsburgh have PRR behind or in sympathy with move and cite Cassidy as a friend of the PRR; feeling is that PRR sees itself as strong enough to get more without pools than if it has to share traffic. (NYT, RyW)
- Dec. 8, 1886 American Federation of Labor (AFL) is organized at a national Trade Union Conference at Columbus, Ohio, where the old National Federation of Organized Trades & Labor Unions is already meeting. (AFL AR, EAH, Ware)
- Dec. 9, 1886 Lawrence Railroad Board considers the circular of the Ashtabula & Pittsburgh Railway offering to buy the Lawrence Railroad stock at 60; rapid industrial growth in the Mahoning Valley has led to increasing railroad competition, and the company must enlarge its facilities. (MB)
- Dec. 9, 1886 *New York Times* reports that the Central Traffic Association lines are cutting eastbound grain rates from 2.5 to 5 cents. (NYT)
- Dec. 9, 1886 Delegates at the convention of the old, ineffectual National Federation of Organized Trades & Labor Unions, led by Samuel Gompers (1850-1924) of the Cigar Makers International Union, march as a body into the Trade Union Conference, where they merge into the American Federation of Labor; under the presidency of Gompers, who serves every year but one until his death, the AFL is a full-fledged federal organization of international unions based on craft lines and devoted to improving wages and working conditions and other bread-and-butter issues; while its membership remains low during the 19th century, the AFL proves a much more durable organization than the Knights of Labor; as the Knights' leadership is unsympathetic to trade-based assemblies, many craft workers drift into the AFL; the AFL thus becomes a strong advocate for the interests of skilled workers, especially in occupations based on traditional handicrafts but does not represent unskilled workers; the railroad Brotherhoods, skilled workers in non-traditional trades, remain apart from the AFL. (Ware, AFL AR)
- Dec. 9, 1886 Austin Corbin purchases majority of stock of East River Ferry Company,

- operating boats to East 34th Street, East 7th Street and James Slip. (NYT)
- Dec. 10, 1886 Pennsylvania Company Executive Committee authorizes enlarging yard and constructing new engine house at Steubenville on Cleveland & Pittsburgh Division. (MB)
- Dec. 10, 1886 Last bricks placed in the tunnel under Fairmount in Philadelphia on the Schuylkill River East Side Railroad (B&O), permitting run-through connection to Reading at Park Jct. (BaltAm)
- Dec. 11, 1886 Press reports circulate that Pres. Roberts and the PRR are in sympathy with lawsuits to break up all pools, as the PRR can dominate the Connellsville coke trade and east-west traffic without them. (NYT)
- Dec. 11, 1886 Western Maryland Railroad opens a 0.75-mile connection with Harrisburg & Potomac Railroad (Reading) at Shippensburg, forming through route competitive with Cumberland Valley Railroad. (RRGaz)
- Dec. 13, 1886 Schuylkill River East Side Railroad opens for revenue service to Park Jct. on Reading; at night, the first express and emigrant train from New York passes through the tunnel to the B&O; is to be used for freight service at first. (BaltAm)
- Dec. 13, 1886 Wilkesbarre & Western Railway opens between Watsonstown and Turbotville, Pa. (Val - Bell/Numberland say Watsonstown-Eyers Grove - verify PaState, RTL?)
- Dec. 13, 1886 Lake Erie & Western Railway sold at foreclosure to Calvin S. Brice of Lima and Samuel Thomas of New York. (RRGaz)
- Dec. 13, 1886 Upon making the last payments, the Richmond & West Point Terminal Railway & Warehouse Company takes possession of the Richmond & Danville Railroad. (Klein)
- Dec. 14, 1886 Reading reconstruction trustees sign the revised reorganization plan with the Welsh-Morgan syndicate; to protect against return of Gowen or other raids, voting control of entire stock is to be vested in five voting trustees: Welsh, Morgan, Henry Lewis, Robert H. Sayre, and Morgan's Pennsylvania lawyer George F. Baer. (later revised to be Welsh, Morgan, J. Wanamaker, and Corbin, who are to choose 5th - Rdg - NB Henry Lewis d. either late 11 or very early 12/86 and repl by Corbin - RyW 12/4)
- Dec. 14, 1886 New Yorkers control New York & New England Railroad election and oust the old Boston Board of Directors; Standard Oil director Jabez A. Bostwick elected Pres., replacing Charles P. Clark; Bostwick is allied with the Boston banking house of F.H. Prince & Co.; they intend to force a lease to the New

- Haven by threatening to parallel it into New York. (RRGaz, NYT, Kirkland)
- Dec. 15, 1886 B&O begins operation of one through passenger train, one local and one emigrant train between Jersey City and Washington via Schuylkill River East Side Railroad in competition with PRR. (Rdg, RRGaz)
- Dec. 15, 1886 Panic in the stock market with the first million-share day on the New York Stock Exchange; derails the attempt of the Norfolk & Western Railroad to buy the first preferred stock of East Tennessee, Virginia & Georgia Railway. (Wyckoff, Lambie)
- Dec. 15, 1886 Samuel Garwood appointed Superintendent of Philadelphia & Atlantic City Railroad and Camden, Gloucester & Mt. Ephraim Railway, replacing W. Bertolet. (Rdg)
- Dec. 15, 1886 Mineral Railroad & Mining Company Board declines a request from William L. Scott to make his lease of the company's collieries perpetual. (MB)
- Dec. 1886 PRR approaches New York Elevated Railroad asking that it extend branches to Cortlandt and Debrosses Street ferry houses; if so it will double-deck its boats to eliminate climbing stairs. (WkStGaz)
- Dec. 1886 PRR is now considering building its own railroad from Richmond, Ind., to Hamilton, Ohio, to meet the road building from Red Bank to Hamilton. (RyRegister)
- Dec. 1886 Terre Haute & Indianapolis Railroad contracts to extend branch from Centre Point to Saline City, Ind. (RyW)
- Dec. 1886 B&O has suspended double-tracking its Baltimore-Philadelphia line. (RyW)
- Dec. 1886 B&O begins operating the Bay Ridge & Annapolis Railroad. (B&O Val)
- Dec. 1886 New York Central Sleeping Car Company renamed Wagner Palace Car Company. (ICC)
- Dec. 16? 1886 U.S. Court at Chicago appoints Judge Thomas M. Cooley as a separate receiver of the Wabash, St. Louis & Pacific Railway in Indiana and Illinois on suit of dissident bondholders. (RyRegister)
- Dec. 17, 1886 Third track opens between Parkesburg and a half mile west of Atglen on Philadelphia Division. (CCHS, AR)
- Dec. 17, 1886 Representative of New York & New England Railroad Pres. Jabez A. Bostwick elected to Board of Housatonic Railroad, which is to provide it with a new outlet to New York. (NYT)

- Dec. 18, 1886 Pres. Roberts is first witness as trial of state's suit against the Trunk Line Pool and the anthracite combination begins in Philadelphia. (RyW)
- Dec. 19, 1886 C. Shaler Smith (1836-1886), assistant engineer on Eads Bridge, dies at St. Louis at age 50 of pleurisy contracted after a fall four years ago. (RyW, RyRegister)
- Dec. 20, 1886 PRR files an answer Supreme Court motion to make injunction against the South Pennsylvania Railroad purchase permanent; denies it owns the Northern Central Railway and that the South Penn is a parallel competing line. (RyRegister)
- Dec. 20, 1886 Eastbound rates from Chicago scheduled to be raised to 30-cent basis; however, most roads continue charging a 25-cent or even 20-cent basis. (RyW, NYT)
- Dec. 21, 1886 South Pennsylvania Syndicate holds meeting in New York to consider B&O Pres. Garrett's offer to invest. (RRGaz)
- Dec. 21, 1886 Southern Express Company reincorporated in Georgia. (PL)
- Dec. 22, 1886 PRR Board authorizes purchase of up to \$216,000 First Mortgage bonds of Piedmont & Cumberland Railway, providing it receives an equal amount of stock free; appoints a committee to consider whether to sell the hotels and lease the restaurants now operated by the Keystone Hotel Company; authorizes application to the City of Jersey City for an ordinance permitting track elevation in Railroad Avenue. (MB)
- Dec. 22, 1886 Franklin B. Gowen announces that South Pennsylvania Railroad will be revived shortly and syndicate will complete it; in Baltimore, Robert Garrett declines comment on rumors that B&O will buy and complete the South Penn. (NYT)
- Dec. 22, 1886 Pennsylvania Company agrees with Cleveland, Akron & Columbus Railway for joint use of Hudson, Ohio, station. (MB)
- Dec. 22, 1886 Cleveland, Akron & Columbus Railway Board agrees to settle with Parker & McLean, contractors, and dismiss them from work on the Dresden Branch line; George A. Parker reports that he has sold his Zanesville & Ohio River Railway, aka the "River Road," to Chase Andrews of Zanesville. (MB)
- Dec. 22, 1886 William P. Shinn, formerly General Superintendent of PFW&C and now arbitrator of Lake Superior iron ore pool, named VP of New York & New England Railroad. (NYT, RyW)

- Dec. 23, 1886 PC&StL Railway Executive Committee authorizes construction of a middle track at the east end of the new Bulger Tunnel. (MB)
- Dec. 23, 1886 PRR VP John P. Green writes to Sen. John Sherman of Ohio urging him to reshape the compromise Reagan-Cullom Bill before it passes, and the long haul-short haul clause will bankrupt many railroads or force them to abandon through traffic to water carriers; Green repeats the railroads' call that pools should be legalized rather than prohibited. (Hoogenboom)
- Dec. 23, 1886 Dr. David Hostetter says that Pittsburgh syndicate will complete the South Pennsylvania Railroad within the year. (NYT)
- Dec. 24, 1886 Bituminous coal company executives and railroad officials meet at Berwind-White Coal Mining Company's office in Philadelphia and arrange a pool allotting percentages to each coal-carrying railroad in Pennsylvania. (Kurtz)
- Dec. 1886 East Tennessee, Virginia & Georgia Railway gives an option to the Richmond & West Point Terminal & Warehouse Company. (Lambie)
- Dec. 27, 1886 National Storage Company Pres. William H. Barnes writes to PRR giving six months' notice of terminating 1879 and 1881 agreements with PRR, effective June 27, 1887; causes National Docks Railway to stop work on its extensions south to Bayonne. (MB)
- Dec. 27, 1886 Ashbel N. Barney (1816-1886), Pres. of Wells, Fargo & Co., Northern Pacific Railroad, etc., dies at his home at New York. (RRGaz)
- Dec. 28, 1886 South Pennsylvania Syndicate meets at New York; appoints committee to consider offer of Gowen-Bagaley-Hostetter faction to purchase majority holding. (RyW)
- Dec. 29, 1886 Dr. David Hostetter, arriving back in Pittsburgh from South Pennsylvania Syndicate meeting, says that project will be carried on by Pittsburgh interests, including himself and Carnegie, Gowen and Standard Oil; old company will probably be foreclosed and reorganized. (NYT)
- Dec. 29, 1886 Edward T. Jeffrey (1843-1927), Chairman of the Chicago General Managers' Association, sends a circular letter asking other companies to contribute to a \$25,000 fund to pay expenses of LS&MS during spring strike. (MB)
- Dec. 29, 1886 Chicago & Atlantic Railway consents to join Central Traffic Association and eastbound pool when its traffic contract with the Wabash, St. Louis & Pacific Railway expires on Feb. 1, 1887; demands 9½% of traffic. (NYT)
- Dec. 29, 1886 Jamestown Short Line Railway and Westfield & Chautauqua Railway merged into Chautauqua Lake Railway; old Mayville Extension Railroad to

- Chautauqua Assembly grounds is in poor condition and is operated only in summer. (NYState)
- Dec. 29, 1886 Lehigh Valley Railroad leases the Southern Central Railroad (Sayre to North Fair Haven on Lake Ontario). (MB, AR)
- Dec. 30, 1886 U.S. Court orders Receivers Solon Humphreys and Thomas E. Tutt to turn over all Wabash property east of the Mississippi to Receiver Thomas Cooley; also to abandon all leased lines that do not meet expenses. (RyRegister)
- Dec. 31, 1886 West Jersey Railroad Board orders an examination of the Cumberland & Maurice River Railroad with an object to purchase. (MB)
- Dec. 31, 1886 Chemung Railway; Elmira, Jefferson & Canandaigua Railroad, and Sodus Bay & Southern Railroad merge to form Elmira & Lake Ontario Railroad under agreement of July 27, 1886; controlled and operated by Northern Central Railway under an agency agreement dated Feb. 15, 1887; operated as part of the Elmira & Canandaigua Division. (Digest, Val, AR, C&C)
- 1886 PRR stock price peaks at 60¼, up sharply from 1885, following settlement of rate wars and building of parallel lines. (MB)
- 1886 Net earnings of Lines West rebound to \$205,787 vs. loss of \$1,115, 546 in 1885; freight increases by 5.66 million tons and passengers by 876,406. (AR)
- 1886 Class R (later H3) 2-8-0 freight locomotive introduced. (Mutual says is first to be built with Belpaire firebox - says 1885! - dwg. in RRG of 1886 does not show Belpaire)
- 1886 Signal Dept. established on Lines West under William McGrafton (?-1913), Supervisor of Signals.
- 1886 Chicago, St. Louis & Pittsburgh Railroad ceases carrying the Erie & Pacific Despatch Line eastwards from Chicago; has great increase in Green Line traffic from Southern States as a result of new uniform gauge. (AR)
- 1886 LIRR purchases the Long Beach Marine Railway. (NYState)
- 1886 PRR opens new building at Jersey City for emigrant waiting room for International Navigation Company. (AR)
- 1886 Part of Centre Street-Newark passenger station converted to freight. (AR)
- 1886 “__” Tower built at New Brunswick. (AR)
- 1886 New stations built at Fair Ground Avenue on New York Division. (AR)

- 1886 New stations built at West Palmyra, Moorestown, Lower Jamesburg and Browns Mills on the Amboy Division. (AR)
- 1886 Shelter built at Bristol on the New York Division. (AR)
- 1886 New station and tower built at Holmesburg Jct. (AR)
- 1886 New stations built at Tioga Street and Zoological Gardens in Philadelphia. (AR)
- 1886 New draw span installed on the Arsenal Bridge. (AR)
- 1886 Camden & Atlantic Railroad opens new station at Arkansas Avenue in Atlantic City. (AR)
- 1886 West Jersey & Atlantic Railroad loses the use of its Excursion House at Georgia Avenue in Atlantic City when a storm washes out 250 yards of track. (Andrew - verify)
- 1886 West Jersey & Atlantic Railroad Excursion House and ocean pier at Georgia Avenue dismantled. (Butler)
- 1886 West Jersey Railroad builds interlockings at crossing of Atlantic City Railroad in Atlantic City and at end of double track at Newfield; Camden & Atlantic Railroad builds interlocking at junction with West Jersey Railroad at south end of Atlantic City draw. (AR)
- 1886 Dwelling at Trenton Avenue & Somerset Street, Kensington, remodeled for a passenger station. (AR)
- 1886 PRR builds five-story brick flour warehouse, 84' x 180', with a capacity of 50,000 bbls. at 18th & Market Street. (AR)
- 1886 20 Hansom cabs built at Altoona Shops for Broad Street Station taxi service. (AR)
- 1886 Two new hay warehouses built at 31st & Market Streets and leased to the Merchants Warehouse Company. (AR)
- 1886 Old wooden Columbia Bridge at Philadelphia, built by Philadelphia & Columbia Railroad in 1834 and now part of Reading main line, replaced by an iron truss bridge. (Rdg)
- 1886 Henry H. Houston completes his country house "Druim Moir" (Great Ridge) on 52 acres at Wissahickon Heights, Philadelphia. (Contosta)

- 1886 Delaware Railroad builds a new passenger station at Delmar. (AR)
- 1886 Delaware Railroad peach traffic has fallen to 1,750 cars from 3,052 cars in 1885 because of the “peach yellows”; berry traffic begins to become of equal importance with 1,232 cars vs. 975 cars in 1885. (AR)
- 1886 PW&B builds a coal trestle and freight house at Easton, Md., on the Delaware & Chesapeake Railway. (C&C)
- 1886 Delaware, Maryland & Virginia Railroad enlarges its pier at Franklin City for the growing Chincoteague oyster traffic. (Keystone)
- 1886 Northern Central Railway completes 12-track roundhouse at North Street in Mount Vernon Yard, Baltimore; includes new line between engine house and Madison Street. (AR)
- 1886 Northern Central Railway completes a new warehouse, 70 x 270 feet at Canton; ore pier 60 x 700 feet at 13th Street, Canton, and a coal pier at Clinton Street. (C&C)
- 1886 Northern Central Railway completes a 2,000-car yard at Canton in Baltimore. (Gunnarsson - check AR)
- 1886 New stock yard under construction at Calverton, Md., south of Baltimore on Baltimore & Potomac Railroad. (MB)
- 1886 Steam engine placed at draw span of Long Bridge at Washington. (MB)
- 1886 Northern Central Railway builds new stations at Ruxton and New Cumberland. (AR)
- 1886 Northern Central Railway builds new signal tower at Timonium, Md. (AR)
- 1886 New stations built at Frazer and Green Tree on the Philadelphia Division. (AR)
- 1886 “__” Interlocking built at Gap, Pa. (AR)
- 1886 Harrisburg train shed completed. (AR)
- 1886 Northern Central Railway installs new interlockings at Hecks and Dauphin at each end of double track on the Rockville Branch. (AR)
- 1886 Northern Central Railway completes double track between Summit and Conewago (4.15 miles) and between Millersburg and Mahantongo (6.35

miles). (AR)

- 1886 New passenger stations built at White Hill, Shiremanstown and Gettysburg Jct. on the Cumberland Valley Railroad. (C&C)
- 1886 Great Grangers' Interstate Picnic & Exhibition begins being held at Williams Grove on Dillsburg & Mechanicsburg Railroad; PRR runs average 350 trains during week of picnic runs through 1898. (Watts)
- 1886 Chemung Railroad buys land for a major yard at Southport for \$176,000. (C&C)
- 1886 Sidings built at Phelps Jct. and Newark, N.Y., for interchange with the NYC&HR and West Shore Railroad on the Elmira & Canandaigua Division. (C&C)
- 1886 New stations built at Watsontown and Beechwood on the Philadelphia & Erie Railroad. (AR)
- 1886 New interlocking built at Allen's at the junction of the Linden Branch near Williamsport. (AR)
- 1886 Second track completed between Northumberland and Dewart and between Warren and Irvineton on the Philadelphia & Erie Railroad. (AR)
- 1886 New gravity coal pier built at Erie on the Philadelphia & Erie Railroad with a storage capacity of 6,000 tons and working capacity of 2,500 tons per day. (C&C)
- 1886 New engine house built at Lewistown on the Middle Division. (Keystone)
- 1886 New station built at Spruce Creek on the Middle Division. (AR)
- 1886 Fire destroys the flue shop at Altoona Machine Shops. (altoonaworks.info)
- 1886 PRR makes plans for an additional reservoir on Brush Mountain upstream from the Pottsgrove Reservoir to meet the water needs of the Altoona Shops. (altoonaworks.info)
- 1886 PRR begins planning for expanding the Altoona Shops complex northward, what will become the Juniata Shops. (altoonaworks.info)
- 1886 PRR purchases Martin Branch running 0.75 miles from Bens Creek Branch near Portage to terminus at mines on the Pittsburgh Division. (AR, Val - AR has 2.76 mi)

- 1886 Second track opens between Greensburg and County Home on South-West Pennsylvania Railway. (AR)
- 1886 Sewickley Branch of South-West Pennsylvania Railway extended 0.23 mile. (Val)
- 1886 New stations built at Homestead, Woodsboro and California, Pa. (AR)
- 1886 Interlocking built at the crossing of the Allegheny Valley Railroad and West Pennsylvania Division at Kiskiminetas Jct. (AR)
- 1886 Interlockings built at Willow Grove, Pine Creek and PFW&C Crossing on the West Pennsylvania Division. (AR)
- 1886 “__” Interlocking built at PC&StL Jct.-Pittsburgh. (AR)
- 1886 Replacement of banner block signals by semaphores completed on main lines of Lines East. (C&C)
- 1886 Marietta Mineral Railway opens branch from B&O at Stewart, Ohio to its main line. (Church)
- 1886 Penn Street Freight Yard at Pittsburgh rebuilt on the PFW&C. (AR)
- 1886 Construction of Conway Yard begun west of Pittsburgh on PFW&C. (AR)
- 1886 Lines West begins using dump cars to transfer ore from ships to trains at Ashtabula. (AR)
- 1886 Cleveland, Akron & Columbus Railway establishes joint station with Cleveland & Pittsburgh Railroad at Hudson, Ohio. (AR)
- 1886 Traffic on the Chartiers Railway is increasing because of the development of the Washington County oil field. (AR)
- 1886 New freight station built at Zanesville on the Cincinnati & Muskingum Valley Railway. (C&C)
- 1886 Double track completed between Collier and Wheeling Jct. (5.9 miles) on the PC&StL Railway. (AR, C&C)
- 1886 Double track completed, Ohio Central Jct. to Union (2.6 miles) and Caldwell to Big Walnut (5.1 miles) on the Columbus & Newark Division. (AR, C&C)
- 1886 PC&StL Railway is building new shops at Dennison and Columbus. (AR)

- 1886 PC&StL Railway makes further additions to Columbus Shops. (C&C)
- 1886 New yards open at Smith Street and Eggleston Avenue in Cincinnati. (AR)
- 1886 Cincinnati, Lebanon & Northern Railway offers a year's free transportation to commuters who build houses along its line. (AR)
- 1886 Cincinnati, Lebanon & Northern Railway begins replacing 40-lb. steel rail with 56-lb. (AR)
- 1886 Electric light plant built at Fort Wayne Shops. (AR)
- 1886 Double-tracking of the New Albany Branch completed. (AR)
- 1886 Logansport Shops of Chicago, St. Louis & Pittsburgh Railroad enlarged. (AR)
- 1886 Pennsylvania Company builds new freight station at Jackson Street in Chicago. (DeRouin)
- 1886 General Managers of most railroads entering Chicago form the General Managers Association to deal with interchange and common problems, including labor. (Lindsey)
- 1886 Installation of steel rail completed on main line of Grand Rapids & Indiana Railroad between Fort Wayne and Mackinaw City. (C&C)
- 1886 Grand Rapids & Indiana signs agreements with Michigan Central and Detroit & Cleveland Steam Navigation Company to encourage the construction of resort hotels on Mackinac Island. (C&C - check Church?)
- 1886 Old freight house at East St. Louis that was destroyed by fire is rebuilt. (C&C)
- 1886 Irving A. Stearns (1845-1920) introduces the first electric mine haulage in the U.S. and the second in the world at the PRR's Lykens Valley Colliery. (AIMMPE)
- 1886 PRR establishes first Veterans' Association. (verify B&K)
- 1886 Future PRR civil engineer Joseph U. Crawford (1842-1924) is engaged to build the Piedmont & Cumberland Railroad. (PRRBio)
- 1886 Coxe Brothers & Co. assumes the operation of the Eckley Colliery. (Bradsby)

- 1886 Coal operator Calvin Pardee (1841-1923) leaves Hazleton for Germantown, so that his family can have the advantages of city life; he buys a country estate in the Whitemarsh Valley in 1889. (Foulke&Foulke)
- 1886 McIntyre Coal Company ceases operation northeast of Ralston, Pa., on the Elmira & Canandaigua Division, as the mines are near exhaustion; the machinery is removed, and McIntyre becomes a ghost town. (Meginnis/Lycoming)
- 1886 Judge John Dean (1835-1905) first ships coal from the Frugality District on Clearfield Creek. (Storey)
- 1886 (Former S. Florida RR) standard-gauged, permitting through cars between Jacksonville and Tampa. (Hoffman - see 11/14)
- 1886 Pullman Palace Car Company buys the car-building plant of the Dure Manufacturing Company on the PW&B just north of Wilmington, Del., to be its eastern maintenance facility. (Arnold)
- 1886 Sen. Cullom and Rep. Reagan draft a compromise railroad regulation bill; Reagan outrages the Grangers by agreeing to a commission and outrages the railroads by insisting on an anti-pooling provision and a stronger long haul-short haul clause; the Northeast and particularly New England oppose the bill on fears it will allow 5 commissioners to damage their competitive position vs. rival ports; Southern Democrats favor the more extreme Reagan Bill, while the main supporters of the compromise bill come from the old Granger strongholds in the Midwest on the grounds that the railroads oppose it. (Hoogenboom)
- 1886 Record year for rail production with output 21% over the best previous year. (Warren)
- 1886 U.S. steel production surpasses that of Great Britain. (Appleby)