

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

By Christopher T. Baer

1887

- Jan. 1, 1887 Robert W. Smith (1836?-1906), Treasurer of the Norfolk & Western Railroad since 1885, becomes PRR Treasurer, succeeding John D. Taylor, deceased; George E. Peabody becomes Assistant Treasurer, succeeding William H. Frailey, deceased. (AR)
- Jan. 1, 1887 George M. Roberts named PRR New England Passenger Agent, replacing Leslie P. Farmer resigned to be General Passenger Agent of the New York, Lake Erie & Western Railroad. (RyW, BioRyOff)
- Jan .1, 1887 Samuel Moody (1851-1927) named Division Passenger Agent at Pittsburgh on Lines West. (MB obit)
- Jan. 1, 1887 PRR begins operating the Wilcox Railroad, running between Wilcox and Rocky Run. (Cards, Taber/Kline)
- Jan. 1, 1887 Archibald Angus McLeod (1846-1902), a protégé of Austin Corbin from his western ventures, is made General Manager of the Reading System, replacing John E. Wootten (1823-1898), retired; McLeod pronounces his name “Mac-LEE-odd” instead of the more common “Mac-CLOUD.” (Rdg)
- Jan. 1, 1887 Reading lease of CNJ ends; operation assumed by John Stewart Kennedy (1830-1909) and Joseph S. Harris (1836-1910), Receivers; Jacob H. Olhausen, a veteran of the Reading, named General Superintendent. (AR, RREmply)
- Jan. 1, 1887 Columbus, Hocking Valley & Toledo Railway renews trackage rights over Pennsylvania Company between Walbridge and Toledo and use of Toledo terminal. (Church)
- Jan. 1, 1887 Pennsylvania Company appoints B.F. Fitch, formerly of C&O, to new post of General Agent of Union Line at Omaha; is to supervise agents in territory between Mississippi and Missouri Rivers from Kansas City to Minneapolis. (MB)

- Jan. 1, 1887 CStL&P Railroad adopts an organization equal to that of the PC&StL Railway; on both roads, the Superintendent of Motive Power and Superintendent of Transportation are made to report to the General Superintendent instead of the General Manager; Muskingum Valley Division of the PC&StL Railway is formally dropped. (MB)
- Jan. 1, 1887 Benjamin McKeen (1864-1947), son of William Riley McKeen, made Engineer of Maintenance of Way of the Terre Haute & Logansport Railroad. (RyRegister)
- Jan. 1, 1887 Lehigh Valley Railroad begins operating the Southern Central Railroad (Pennsylvania state line to North Fairhaven) under a lease dated Dec. 29, 1886. (ICC)
- Jan. 1, 1887 Columbus & Eastern Railroad opens extension from Thurston to Cannelville (44.6 mi.), from Alum Creek Jct. to 5th Avenue, Columbus, Fultonham to Redfield (6 mi.), and Redfield to Coyles (2.5 mi.); enters the Columbus Union Depot over Big Four tracks from just south of the state fairgrounds. (GrnBk, roadrunner.com)
- Jan. 1, 1887 Thomas M. Cooley takes over as receiver of the Wabash, St. Louis & Pacific Railway east of the Mississippi River. (Grodinsky)
- Jan. 2, 1887 Local Assembly 6366 of the Knights of Labor calls a strike of the coal handlers who work on the coal piers of the DL&W and other anthracite railroads in New York Harbor to protest a wage cut. (NYTrib)
- Jan. 3, 1887 Coal handlers' strike spreads to the Elizabethport and Port Johnston (Bayonne) coal piers of the CNJ, the Weehawken piers of the Delaware & Hudson Canal Company, the Perth Amboy piers of the Lehigh Valley Railroad, and the PRR piers at South Amboy; about 1,000 men out. (NYTrib)
- Jan. 3, 1887 William W. Gibbs (1846-), New York banker Watson Van Benthuyzen, iron manufacturer Arthur Brock (1850-1909), Henry C. Gibson (1830-1891) of the Fidelity Insurance, Trust & Safe Deposit Company, Morton McMichael (1837-1904) of First National Bank of Philadelphia, and Philadelphia distiller Andrew Moore elected to Board of Poughkeepsie Bridge Company; Van Benthuyzen elected Pres. (Mabee)
- Jan. 3, 1887 Cleveland & Marietta Railway stockholders authorize a 2.5-mile branch from 0.5 mile north of Newcomerstown to the mines of the Excelsior Coal Company on Lick Run. (MB)
- Jan. 3, 1887 City of New Albany, Ind., grants permission for JM&I to establish new station at 9th Street. (Church)

- Jan. 3, 1887 Robert W. Smith resigns as Treasurer of the Norfolk & Western Railroad to become Treasurer of the PRR. (AR)
- Jan. 4, 1887 Trimmers who help load the boats and boatmen who barge coal around New York Harbor join the coal handlers' strike; the strikers now number about 2,000; they ask District Assembly 49 of New York to take charge of the strike; mines located on the CNJ in the Wyoming Valley shut down, as there is no place to move the coal. (NYTrib)
- Jan. 4, 1887 In his annual message, Pennsylvania Gov. Robert E. Pattison chastises the Legislature for failing to enforce the constitutional guarantees against discriminations in transportation. (Johnson)
- Jan. 5, 1887 Cincinnati & Eastern Railway, a narrow gauge line between Portsmouth and Idlewild on the Cincinnati, Lebanon & Northern Railway north of Cincinnati, is sold at foreclosure a second time, because Albert Netter failed to complete payment; is reorganized as Ohio & North Western Railroad and standard-gauged, after which it runs into Cincinnati over the Little Miami from Batavia Jct. (RRGaz, RyRegister, Hauck)
- Jan. 5, 1887 The Art Club organized at Philadelphia; its members are wealthy men who patronize or collect the fine arts and some practicing artists; it holds exhibitions and lectures; early members include: Edward Randolph Wood (1840-1932), Justus C. Strawbridge (1838-1911), A. J. Cassatt, Richard D. Barclay, George W. Childs (1829-1894), Charles H. Cramp (1828-1913), Horace C. Disston (1855-1900), Theodore N. Ely, John P. Green, H.H. Houston, William H. Joyce, Frederick J. Kimball, A.A. McLeod, Robert E. Pettit, Joseph D. Potts, Sutherland M. Prevost, William H. Rau, Joseph T. Richards, George B. Roberts. John B. Stetson (1830-1906), Frank Thomson, Axel S. Vogt, John Wanamaker (1838-1922), George D. Widener, and John A. Wilson. (Sheridan)
- Jan. 6, 1887 PRR puts on new local train between Wilmington and Landenberg, Pa., via Newark. (CCHS)
- Jan. 6, 1887 John N. Hutchinson elected Pres. of the Lawrence Railroad, replacing Louis H. Meyer, resigned, and a Lines West Board replaces a PFW&C/Winslow, Lanier & Co. one, after the PRR system buys all the stock. (MB)
- Jan. 7, 1887 Testimony continues in Attorney-General Cassidy's suit against the anthracite coal combination. (NYT)
- Jan. 7, 1887 CStL&P Railroad Executive Committee authorizes improvements at Indianapolis Shops. (MB)

- Jan. 7, 1887 Ohio River Railroad opens extension from Parkersburg, W.Va., to Point Pleasant for passenger traffic; to be opened for freight on Feb. 1. (RyRegister, B&O CorpHist)
- Jan. 8, 1887 PRR announces it has purchased land for freight yard at 37th and 38th Street and Hudson River in New York City. (NYT)
- Jan. 8, 1887 Pennsylvania Company files its answers in the South Pennsylvania suit. (RyW)
- Jan. 8, 1887 Eastbound traffic from Chicago falls off after rates raised to a 30-cent basis; Grand Trunk Railway of Canada carries 22.7%, Michigan Central 21.1%; LS&MS 12.4%; Pan Handle Route 11.1%, and PFW&C 10.8%. (NYT)
- Jan. 9, 1887 Columbus & Eastern Railroad begins operating over Cincinnati & Muskingum Valley Railway for 4.48 miles southwest of Zanesville. (AR)
- Jan. 9, 1887 Kuhn, Loeb & Co. forms syndicate to purchase 55,000 first preferred shares of East Tennessee, Virginia & Georgia Railway for Norfolk & Western Railroad by exchange of N&W preferred stock. (Lambie)
- Jan. 10, 1887 Ten-day PRR excursion leaves Philadelphia for Old Point Comfort. (RyW)
- Jan. 10, 1887 To replace his late brother Tom, Andrew Carnegie contracts to sell a 2% interest in Carnegie Bros. & Company, Ltd. to Henry Clay Frick, to be paid for over time out of profits; Frick becomes Carnegie's most able partner. (Nasaw - Standiford dates this as 11/1/86)
- Jan. 10, 1887 Columbus & Eastern Railroad opens between Fultonham and Cannelville. (Poors, Miller)
- Jan. 11, 1887 Meeting in Philadelphia fails to produce a coke pool for the year. (RRGaz)
- Jan. 11, 1887 Robert Garrett gives a lavish ball for 600 guests at his home; it proves a literal as well as metaphorical Belshazzar's feast. (RRGaz)
- Jan. 12, 1887 PRR Board accepts offer of William L. Scott to purchase \$2 million in Chicago, St. Louis & Pittsburgh Railroad bonds at 94; authorizes subscribing for 18,000 shares of the Manor Real Estate & Trust Company at par. (MB)
- Jan. 12, 1887 Cleveland, Akron & Columbus Railway VP Josiah A. Horsey cables A.C. Wertheim, the representative of the Dutch bondholders in Amsterdam noting that it is impracticable to make treaties with the Pennsylvania Company and George W. Parker's Zanesville & Ohio Railway at present; company is in danger of losing its interest in the Dresden Branch unless it acts now; asks authority to build the branch immediately without agreements with other

railroads. (MB)

- Jan. 13, 1887 J. R. Wood, Pres. of the Keystone Hotel Company recommends that the Bryn Mawr Hotel property be sold, as it will be too expensive to bring it into first-class condition. (BdFl)
- Jan. 13, 1887 Pennsylvania Company buys tract of land at Fairport Harbor for future terminal for \$20,000. (MB)
- Jan. 13, 1887 Norfolk & Western Railroad's option on East Tennessee, Virginia & Georgia Railway shares expires; Jacob H. Schiff's lawyer had delayed coming to a conclusion that the N&W's issue of preferred stock would be legal. (Lambie)
- Jan. 13, 1887 Richmond & West Point Terminal Railway & Warehouse Company appoints a committee to secure control of the East Tennessee, Virginia & Georgia Railway; the deal for the purchase of 60,000 shares of preferred stock from the Brice-Thomas Syndicate is closed within a week; the ETV&G thus eventually becomes part of Southern Railway; Norfolk & Western Railroad turns instead towards the Midwest and ceases to be a southern railroad. (Klein, Lambie)
- Jan. 14, 1887 PRR Board appoints committee to report on cost of new boiler, electric lights and more bathrooms at the Bryn Mawr Hotel. (MB)
- Jan. 14, 1887 LIRR Pres. J. Rogers Maxwell sends LIRR car floats to Delaware & Hudson Canal Company basin at Weehawken, which are as yet unaffected by strike; coal is moved from Long Island City to Brooklyn, where coal is in short supply, via Jamaica; strikers then pressure Weehawken piers to close. (NYT)
- Jan. 14, 1887 Milton & North Mountain Railroad and Millville & North Mountain Railroad merged into Wilkesbarre & Western Railway under of agreement of Dec. 24, 1886; Rudolph T. McCabe, Pres. (Val, C&C, RyW)
- Jan. 14, 1887 Pennsylvania Company and CStL&P Railroad Executive Committees decline to subscribe \$1,500 to a fund to defray expenses of LS&MS during 1886 Chicago strike, saying they are "utterly opposed to any movement in the direction of a combination of the railroad corporations as such against railroad employees"; they will change their minds by the time of the Pullman Strike in 1894. (MB)
- Jan. 14, 1887 Senate defeats a move to recommit the compromise Interstate Commerce Bill, 30-41; it then passes, 50-20; Rep. Reagan forces the anti-pooling clause into final bill; of the 20 Senators opposing the bill, 15 are Republicans, 12 are from New England, New York, or Pennsylvania, and 5 have been railroad presidents; 40 of its 41 chief supporters come from west of Pennsylvania and south of the Mason-Dixon Line. (RyW, NYT, Haney, Hoogenboom)

- Jan. 15, 1887 Last run of East River Ferry Company ferry between East 7th Street and Long Island City because of continuing losses; retains the ferries to James Slip and East 34th Street. (NYT)
- Jan. 15, 1887 Spencer Rumsey named Superintendent of Allegheny Valley's Low Grade Division, replacing A.A. Jackson, to New York & New England Railroad. (AR)
- Jan. 15, 1887 Pa. Attorney-General Lewis C. Cassidy stops testimony in the State's suit against the Trunk Line Pool and the anthracite combination, as his tenure expires on Jan. 18, when the new Republican administration takes over. (NYT)
- Jan. 1887 Delaware Division of PW&B being double-tracked; to reach Clayton by June and Wyoming by the end of the summer. (RyW)
- Jan. 1887 NYP&N Railroad acquires terminal property at Pinner's Point, Portsmouth, Va. (MB)
- Jan. 1887 Terre Haute & Indianapolis Railroad completes extension of Brazil South Branch to Saline City, making a total length of 11.8 miles. (AR, C&C, RyRegister)
- Jan. 1887 PRR and South Penn Syndicate people meet in New York; they agree that they will not transfer the South Penn to others who might want to complete it; J. Pierpont Morgan then proposes to pay the South Penn Associates \$1.5 million for their claims; he eventually pays over \$2 million. (PRR MB)
- Jan. 1887 South Penn Syndicate members are being asked to sign an agreement giving them 4% bonds equal to 75% of the amount actually paid in. (RyW)
- Jan. 16, 1887 Strikers march on PRR piers at Harsimus Cove, where LIRR car floats are being loaded with coal. (NYT)
- Jan. 17, 1887 Former Little Miami Railroad Pres. William H. Clement (1815-1887) dies at his home "Oak Hill" near Morrow, Ohio. (White)
- Jan. 18, 1887 Press reports a truce between the PRR and Reading/B&O; the Reading is to allow other companies into the Schuylkill Anthracite Coal Field and provide the PRR with 1 million tons of coal a year for the Pennsylvania Schuylkill Valley Railroad; the PRR is to maintain rates, end its opposition to the B&O's extension to New York, and stop buying anthracite coal lands. (NYT)
- Jan. 18, 1887 General Freight Agent John S. Wilson denies PRR has cut eastbound freight rates. (RyW)

- Jan. 18, 1887 Cambria & Clearfield Railroad incorporated in Pa. under articles dated Jan. 13 to open 14,000 acres of coal lands in the Chest Creek-Hastings section of the Clearfield Coal Region, that have been purchased by future Gov. Daniel H. Hastings (1849-1903), Gov. James A. Beaver (1837-1914), Jackson L. Spangler (1849-1936), et al., at \$5-7 per acre, with financing from Robert Coleman of Lebanon; they later incorporate their holdings as the Blubaker Coal Company; J. N. Du Barry is Pres. (Val, C&C, Gable, Storey)
- Jan. 18, 1887 DL&W resumes operation at its Jersey City coal piers with Pinkerton guards. (NYT)
- Jan. 18, 1887 Dutch bondholders of the Cleveland, Akron & Columbus Railway approve construction of the Dresden Branch for \$600,000; prefer route "C" over the more expensive route via Coshocton. (MB)
- Jan. 18, 1887 Republican James Addams Beaver (1837-1914) inaugurated as Gov. of Pa.; appoints William J. Kirkpatrick as Attorney-General replacing Lewis C. Cassidy; this pulls the plug on Cassidy's suits against the railroads. (NYT)
- Jan. 19, 1887 CNJ resumes operations at coal piers with Pinkerton guards. (NYT)
- Jan. 19, 1887 Dressed beef shippers at Chicago fail to win the establishment of a separate rate classification for dressed beef; is currently not classified but shipped at a rate 75% above the rate for livestock. (NYT)
- Jan. 21, 1887 Cleveland, Akron & Columbus Railway Board authorizes building the Dresden Branch, but on the more expensive "tunnel route," and the issue of \$1.6 million in bonds; rejects line "C" favored by the Dutch as dependent upon the PC&StL Railway to reach the coal fields; appoints James Harrington Chief Engineer. (MB)
- Jan. 21, 1887 Wheeling & Harrisburg Railway of West Virginia Board meets at the New York office of Reon Barnes for the first time since 1884; issues stock to the subscribers; authorizes taking steps to preserve the charter and orders an early commencement of the bridge over the Ohio River; new parties acquire all but 14 shares and elect R.H. Cochran a director as part of a scheme to build a new railroad from Connellsville to Bowerston; later meet with representatives of the South Pennsylvania Railroad and others radiating from Wheeling, but find all are suspended; a complete line from Connellsville to Bowerston will cost \$8 million; come to the conclusion to concentrate on the bridge, for if that is built, others will build the connection to the Connellsville Coke Field; local Wheeling investors and the city want a free bridge open to all railroads. (MB)
- Jan. 21, 1887 Terre Haute & Peoria Railroad incorporated in Illinois as reorganization of

Paris & Decatur, Paris & Terre Haute, and Paris, Atlanta & Decatur Railroads (formerly Illinois Midland Railway); organized with C.W. Fairbanks of Indianapolis as Pres. (Church, C&C, RyW)

- Jan. 21, 1887 House passes compromise Interstate Commerce bill, 219-41; regional support breaks down the same as in the Senate; the bill is pushed through by the farmers, merchants and small businessmen in the interior and opposed in the ports and terminal points in the Northeast and California. (Haney, Hoogenboom)
- Jan. 22, 1887 New York & Massachusetts Railroad incorporated in N.Y. as a reorganization of the Poughkeepsie, Hartford & Boston Railroad. (ICC)
- Jan. 23, 1887 Knights of Labor call out coal handlers working at bituminous coal piers at South Amboy; most other railroad companies had resumed work with strikebreakers. (NYT)
- Jan. 23, 1887 PRR Dept. of the YMCA of Philadelphia begins holding Sunday afternoon services in a dwelling at 118 North 32nd Street. (Wilson)
- Jan. 24, 1887 Wabash Receivers Solon Humphreys and Thomas E. Tutt tender the Eel River Railroad and Detroit & Butler Railroad to Receiver Cooley, who refuses to accept them. (RyRegister)
- Jan. 24, 1887 CStL&P Railroad Executive Committee authorizes cancelling the lease of the ground containing the grain elevator at Milford Center, Ohio, because the lessee ships exclusively on the CCC&I Railway. (MB)
- Jan. 25, 1887 Committees of Philadelphia Maritime Exchange and Board of Trade meet to consider plans for removing Smiths and Windmill Islands. (RyW)
- Jan. 26, 1887 PRR Board appoints committee to consider question of electric light in Broad Street Station building; appoints a committee to negotiate new contract with National Storage Company as they complain of unprofitability under the contract of 1879. (MB)
- Jan. 26, 1887 Fifteen miles of Columbia & Port Deposit Railroad covered by an ice gorge in the Susquehanna River. (RRGaz)
- Jan. 26, 1887 Railroads forming Atlantic Coast Line organize the Atlantic Coast Line Association with William T. Walters as Pres.; is to provide the system with a uniform administration, but it only meets one more time in June and is discontinued because of potential conflict with the Interstate Commerce Act, passed later in the year. (Hoffman)
- Jan. 27, 1887 Strike spreads to longshoremen, grain handlers and lighterage men at New

York. (NYT)

- Jan. 27, 1887 Press reports that PRR supports the New York & New England Railroad's attempt to reach New York via the Housatonic Railroad to South Norwalk and building a parallel line along Long Island Sound. (NYT)
- Jan. 27, 1887 Pennsylvania Company Executive Committee authorizes purchase of 28 acres at Fairport, Ohio, at mouth of Grand River for future port development. (MB)
- Jan. 27, 1887 Pennsylvania Company agrees with Superior Coal Company to build spur from Island Creek Coal Branch near Dugger, Ind., to mines in Sullivan County. (Church, MB)
- Jan. 27, 1887 James K. Billingsley of Washington County introduces in the Pa. House a bill "to punish corporations ... engaged in the business of transporting by pipe-line or lines or storing petroleum in tanks ..."; the bill is clearly driven by the independents desire for revenge upon Standard Oil, with many impossible conditions coupled with large fines and jail terms. (Johnson)
- Jan. 28, 1887 West Jersey Railroad Board reports that the owners of the Cumberland & Maurice River Railroad have refused to honor their agreement with William J. Sewell and broken off negotiations; orders the construction of a competing line to the Maurice River oyster docks running south of the river from Manumuskin. (MB)
- Jan. 28, 1887 PRR committee inspects the Bryn Mawr Hotel. (MB)
- Jan. 28, 1887 Poughkeepsie Connecting Railroad incorporated in N.Y. to build from the western end of the Poughkeepsie Bridge to LaGrange on the Newburgh, Dutchess & Connecticut Railroad, a road controlled by Brown Brothers. (NYCorps, RyW)
- Jan. 28, 1887 PC&StL Railway Executive Committee authorizes strengthening main line bridges, including the Steubenville Bridge. (MB)
- Jan. 28, 1887 Cleveland & Marietta Railway accepts the bid of McArthur Brothers to build the Liberty Hill Tunnel for \$81,600; authorizes A.J. Warner, et al., to build a branch from Post Boy to the black band ore deposits. (MB)
- Jan. 29, 1887 Hudson Connecting Railroad incorporated in N.Y. to build western connection from Poughkeepsie Bridge to Pine Bush. (ICC)
- Jan. 29, 1887 All roads have abandoned adhering to 30-cent basis eastbound from Chicago. (NYT)

- Jan. 31, 1887 Knights of Labor attempts to spread strike to railroad freight handlers and other railroad and street railroad workers at New York in hope of paralyzing traffic in and out of city; demands for wage increases made at PRR Piers No. 1, 5, 8 & 39; Berwind-White Coal Mining Company sends 110 Scandinavian strikebreakers to South Amboy. (NYT)
- Jan. 31, 1887 English PRR stockholders, meeting in London, again call for larger dividends; John Taylor reports based on his last visit that the company accounts are kept in a very unsatisfactory manner. (RRGaz)
- Jan. 31, 1887 LIRR reduces interest paid on Brooklyn & Montauk Railroad bonds. (MB)
- Jan. 31, 1887 Andrew Carnegie sells Henry Clay Frick a 2% interest in Carnegie Brothers & Company, Ltd. (Seely - see 1/10 and 11/1/86)
- Early 1887 Clearfield & Jefferson Railway opens between Irvona and Mahaffey; operated by Bells Gap Railroad under lease of Oct. 18, 1886. (Val)
- Feb. 1, 1887 About 500 PRR freight handlers strike at its New York freight piers. (NYT)
- Feb. 1, 1887 Pennsylvania Company Executive Committee makes donation of \$1,000 to Summer Resort Association of Warsaw, Ind. (MB)
- Feb. 1, 1887 Reading surrenders own express operation started by Gowen in favor of Adams Express Company, to become effective Feb. 7. (Rdg, RRGaz)
- Feb. 1, 1887 CNJ begins operating Cumberland & Maurice River Railroad (Bridgeton Jct.-Bivalve) after acquiring stock control; cuts off West Jersey Railroad's access to the important Maurice River oyster traffic. (RyRegister)
- Feb. 1, 1887 Commonwealth of Massachusetts sells the old Troy & Greenfield Railroad, including the Hoosac Tunnel to the Fitchburg Railroad under an agreement of Jan. 5; the Fitchburg provides its connection to Boston. (ICC, NYT)
- Feb. 1, 1887 B&O withdraws from the Globe Line, which expires of its own limitations on Apr. 1. (RRGaz)
- Feb. 1, 1887 Lake Erie & Western Railway reorganized as Lake Erie & Western Railroad. (Rdg)
- Feb. 2, 1887 Austin Corbin and J. Rogers Maxwell attempt to arbitrate the freight handlers' dispute at the request of the Knights of Labor. (NYT)
- Feb. 2, 1887 Susquehanna Coal Company Board approves creation of a Relief Fund. (MB)
- Feb. 2, 1887 PFW&C cancels its lease of the Lawrence Railroad. (MB)

- Feb. 2, 1887 Central Traffic Association orders member roads to observe the 30-cent basis eastbound from Chicago, but none do so; rates are demoralize as companies wait to see the effects of the new Interstate Commerce Act. (NYT)
- Feb. 3, 1887 Huntington Street Railway incorporated in N.Y. (NYState)
- Feb. 3, 1887 Congress authorizes construction of Merchants Bridge across the Mississippi River at St. Louis. (Church)
- Feb. 3, 1887 Alfred Sully, Thomas M. Logan, John H. Inman, Isaac L. Rice and others representing the Richmond & West Point Terminal Railway & Warehouse Company are elected to the Board of the East Tennessee, Virginia & Georgia Railway, following the purchase of 60,000 shares. (C&FC)
- Feb. 4, 1887 Interstate Commerce Act passed; creates Interstate Commerce Commission (ICC) effective Apr. 5, 1887; outlaws pooling and rebating and requires open publication of rates; under the long and short haul clause, but has no enforcement mechanism other than using the regular courts; five commissioners are to be appointed by the Pres. with the consent of the Senate to serve staggered terms of six years; no more than three are to be from the same party; commissioners are to be paid a salary of \$7,500, higher than any federal judges except those on the Supreme Court. (Locklin, McCraw, Young)
- Feb. 4, 1887 To meet conditions set by the ICC, local rates on Delaware Railroad cut to equal the lowest through rate of water competition, since most of its territory is easily served by steamboats, increasing PRR's operating loss. (AR)
- Feb. 4, 1887 LIRR Traveling Auditor Joseph G. Farr arrested in a sting operation at East New York station; Farr had been using his control of the books to accuse station agents of stealing funds that he himself pocketed. (NYT)
- Feb. 4, 1887 Mortgage trustees of Toledo, Peoria & Western Railroad place property in hands of reorganization committee. (RyW)
- Feb. 7, 1887 PRR Road Committee recommends conference to renegotiate National Storage Company agreement. (MB)
- Feb. 7, 1887 PC&StL Railway Executive Committee authorizes double track on the Columbus & Newark Division between Newark and Lockport, Union and Kirkersville, Black Lick and Big Walnut and 4 miles centered on Summit. (MB)
- Feb. 7, 1887 All constituent roads of Illinois Midland Railway surrendered to purchasers; committee of Simon Borg, Mayer Lehman, Alfred Sully and Leopold

Wallach takes over Paris & Decatur Railroad; Robert K. Dow takes possession of the Peoria, Atlanta & Decatur Railroad and Paris & Terre Haute Railroad; D.H. Conklin is General Manager of all three properties. (Rdg Circ)

- Feb. 7, 1887 British government cancels the mail contract of the International Navigation Company's Inman Line, relying on the Cunard Line and White Star Line alone; INCo. begins lobbying for a U.S. mail subsidy. (Moyer/Keystone)
- Feb. 8, 1887 Executive Committee of the Central Traffic Association meets at Cleveland and resolves to continue in operation despite the new Interstate Commerce Law. (NYT)
- Feb. 9, 1887 PRR Board authorizes construction of new straighter line between Brinton and Turtle Creek as approved by Chief Engineer on Nov. 12, 1885. (MB)
- Feb. 10, 1887 PRR closes bids on third and fourth track between Bear Swamp south of Monmouth Jct. and Millstone Jct. and between Metuchen and Menlo Park, N.J. (NYT)
- Feb. 10, 1887 Calvin S. Brice, Samuel Thomas and George Scott of the East Tennessee, Virginia & Georgia Railway are elected to the Richmond & West Point Terminal Railway & Warehouse Company Board, completing the new alliance. (Klein)
- Feb. 10, 1887 U.S. Circuit Court at Indianapolis issues decree of foreclosure against Indianapolis, Bloomington & Western Railway. (NYT)
- Feb. 11, 1887 Philadelphia *Times* reports that B&O is buying land to enable it to build a line from the Schuylkill at Callowhill Street south to 22nd & Filbert Streets and along the north side of Filbert Street to a new station just north of PRR's Broad Street Station. (NYT)
- Feb. 1887 Tyrone & Clearfield Railway opens Madera Branch off Moshannon Branch from Vulcan to Madera (8.44 miles). (Val - Guide has after 1/31/87)
- Feb. 13, 1887 Pres. George B. Roberts announces plan to complete four-track line between Jersey City and Trenton by building 16 miles of third and fourth track near Monmouth Jct.; will complete four tracking except through Elizabeth and between Bristol and Holmesburg. (NYT)
- Feb. 14, 1887 At PRR annual meeting, resolution of William E. Lockwood for appointment of an investigating committee again defeated. (AR)
- Feb. 14, 1887 John W. Cloud (1851-1936) resigns as PRR Mechanical Engineer to become Superintendent of Motive Power of New York, Lake Erie & Western

Railroad. (CMP, RRGaz, NYT)

- Feb. 14, 1887 Keystone Hotel Company appoints Edward Welsh to be Assistant Superintendent, W.H. Somers as Superintendent of the Broad Street Station restaurant, replacing Welsh, and C.M. Truman Superintendent of the Washington restaurant. (MB)
- Feb. 15, 1887 Northern Central Railway begins operating Elmira & Lake Ontario Railroad. (Val)
- Feb. 15, 1887 Crescent station renamed Powys on the Elmira & Williamsport line. (MB)
- Feb. 15, 1887 Eagle, Pa., station renamed Strafford; Chalfont renamed Lenover. (MB)
- Feb. 1887 Cape May & Sewell's Point Railroad enters receivership. (RyW)
- Feb. 1887 Salt manufactories on the Genesee Valley Canal Railroad are unable to ship by rail because of a shortage of cars on the Buffalo, New York & Philadelphia Railroad. (RyRegister)
- Feb. 1887 Austin Corbin has acquired about 40,000 shares of CNJ. (RyRegister)
- Feb. 1887 PRR completes a survey from Peters Creek on the Pittsburgh, Virginia & Charleston Railway to McDonalds on the PC&StL Railway. (RyW)
- Feb. 1887 Cleveland, Akron & Columbus Railway places a loan in Amsterdam to build the Dresden Branch. (RyW)
- Feb. 1887 Terre Haute & Peoria Railroad appoints D.H. Conklin General Manager. (RyW)
- Feb. 16, 1887 West Shore Railroad, DL&W and New York, Lake Erie & Western Railroad meet B&O's cut of \$2.50-\$3.00 in second class westbound fares. (NYT)
- Feb. 16, 1887 Connellsville Coke Syndicate rejects the Knights of Labor and Miners & Laborers Amalgamated Association demands for a 20% increase. (Warren)
- Feb. 17, 1887 Pier No. 6 of Poughkeepsie Bridge finished. (ASCE)
- Feb. 18, 1887 Report on lighting Broad Street Station building; will cost \$15-18,000; save 25% per year over gas lighting. (MB)
- Feb. 18, 1887 Executive Committees of Trunk Lines and Central Traffic Association meet at Albert Fink's office in New York to consider response to Interstate Commerce Act; Frank Thomson, John S. Wilson and F.H. Kingsbury represent PRR and William Stewart Lines West; Fink announces lines will

examine current tariffs and bring them into line with the new law; decide that the proportion of a through rate cannot determine the local rate between the same points. (NYT)

- Feb. 19, 1887 Trunk Lines and Central Traffic Association meet at Albert Fink's office; appoint a committee, including F.H. Kingsbury of the PRR, to devise a simplified classification system to be effective under the ICC. (NYT)
- Feb. 19, 1887 Bankers' reorganization committee appointed for CNJ: Frederic P. Olcott (1841-1909) of the Central Trust Company, J. Rogers Maxwell (1846-1910) of Maxwell & Graves, George F. Baker (1840-1931) of the First National Bank, J. Crosby Brown (1838-1909), and J. Kennedy Tod (1852-1925); Maxwell is supposed to represent the Corbin interest and will be made Pres. (NYT)
- Feb. 20, 1887 Olean roundhouse of Buffalo, New York & Philadelphia Railroad burns with loss of six locomotives. (RRGaz)
- Feb. 21, 1887 Allegheny Valley Railroad files its answer in U.S. Circuit Court in the suit brought by the Pittsburgh Junction Railroad (B&O) to force a connection with the AV; says the PJ is a mere connection, not a bona fide railroad. (RyW)
- Feb. 21, 1887 First portion of South Chicago & Southern Railroad opens between Colehour Jct. on the PFW&C main line and the crossing of the Chicago & Western Indiana Railroad at Hegewisch; controlled by Pennsylvania Company. (MB, AR)
- Feb. 21, 1887 Strike of Lehigh Valley Railroad coal handlers at Perth Amboy ends. (AR)
- Feb. 23, 1887 PC&StL Railway Executive Committee authorizes a new passenger station and station park at Dennison. (MB)
- Feb. 24, 1887 George B. Roberts elected Pres. of Camden & Atlantic Railroad, replacing William L. Elkins. (MB)
- Feb. 25, 1887 West Jersey Board authorizes the extension of a branch at Bridgeton, now built to the city line, to Pearl & Lemon Streets. (MB)
- Feb. 25, 1887 Chatham Railroad incorporated in Mass. (NHCorp)
- Feb. 26, 1887 Columbia & Port Deposit Railroad reopens after being blocked by ice gorge for a month. (RRGaz)
- Feb. 26, 1887 Pennsylvania Company Executive Committee authorizes new station at Sewickley, Pa. (MB)

- Feb. 26, 1887 Lawrence Railroad Board asks the Pennsylvania Company to keep operating the road until more definite arrangements can be made. (MB)
- Feb. 28, 1887 Union Bridge Company moves the cornerstone of the Poughkeepsie Bridge, set in 1873, to the east anchor pier. (RRGaz)
- Early 1887 New alignment opens between Elizabethtown and Conewago, Pa., on Philadelphia Division; Elizabethtown tunnel daylighted. (AR)
- Mar. 1, 1887 Axel S. Vogt (1849-1921) appointed PRR Mechanical Engineer, replacing John W. Cloud, resigned. (RRGaz, NYT)
- Mar. 1, 1887 "Eastern Carolina Despatch" fast freight line begins operation; joint venture of NYP&N, Norfolk Southern Railroad, Wilmington Steamship Company of Delaware and Atlantic & North Carolina Railroad formed under agreement of Jan. 3, and Feb. 23; includes railroad connections and steamer operating on Albemarle and Pamlico Sounds between Elizabeth City and New Berne, N.C.; serves perishables traffic to northeastern cities. (MB, Pam)
- Mar. 1, 1887 Bondholders of Paris & Decatur Railroad, Peoria, Atlanta & Decatur Railroad, and Peoria & Terre Haute Railroad deed properties to Terre Haute & Peoria Railroad. (Church)
- Mar. 1, 1887 Annapolis, Washington & Baltimore Railroad ends through ticketing with the B&O in retaliation for the latter's backing the Annapolis & Baltimore Short Line Railroad; AW&B continues through ticketing with the Baltimore & Potomac Railroad. (RyRegister)
- Mar. 1, 1887 Ohio & Mississippi Railway ousts Baltimore & Ohio Express Company in favor of Adams Express Company; O&M Pres. J.F. Barnard hopes to force better terms from the B&O. (RyRegister, RRGaz)
- Mar. 2, 1887 Trunk Line Executive Committee and Central Traffic Association begin series of meetings at Albert Fink's office; Freight Classification Committee presents its report, which recommends replacing the existing system with six classes but with no subdivisions; classes are to be based on fragility, bulk and value; Chicago rates are to vary from 25 to 75 cents both eastbound and westbound. (NYT)
- Mar. 2, 1887 Republicans and conservative rural Democrats in the New Jersey Legislature elect NY&LB Superintendent Rufus Blodgett (1834-1910), Democrat of Monmouth County, to fill the U.S. Senate seat being vacated by the PRR's William J. Sewell; coup orchestrated by his enemies denies the seat to ex-Gov. Leon Abbett (1836-1894), the champion of the urban working classes; Blodgett's only claim to fame will be as the only Senator to vote against the

- Sherman Antitrust Act, supposedly on the grounds that it is anti-railroad. (NYT, Sackett)
- Mar. 2, 1887 Former Lines West official James D. Layng elected Pres. of CCC&I Railway. (RRGaz)
- Mar. 2, 1887 Columbus Club, the city's most exclusive social club incorporated last Dec., opens in the former Benjamin E. Smith mansion at 181 East Broad Street in Columbus, Ohio. (Columbusclub.org)
- Mar. 3, 1887 PRR issues general notice withdrawing all existing tariffs at the end of business on Apr. 4, day before Interstate Commerce Act takes effect. (NYT)
- Mar. 3, 1887 Firebomb explodes in waiting room of PRR's Jersey City ferry house around midnight; fire is soon put out. (NYT)
- Mar. 3, 1887 Two B&O officials meet with Reading and other officers in Philadelphia, stoking rumors that the B&O, Reading and CNJ, and possibly the Richmond & West Point Terminal Railway & Warehouse Company, are to be consolidated by a Corbin-Sully-Brice Syndicate. (RyRegister)
- Mar. 3, 1887 Knights of Labor agrees with the PRR and Reading that the wages of coal handlers are to be 22½ cents per hour. (NYT)
- Mar. 3, 1887 House Committee appointed in 1886 to investigate the railroad strikes reports; denies that arbitration is the solution. (PMiddleton)
- Mar. 3, 1887 Robert Garrett gives another large dinner party; guests include George B. Roberts, George de B. Keim, Calvin S. Brice, Alfred Sully, J. Donald Cameron, Samuel Sloan, Wayne MacVeagh and Joseph Pulitzer; leads to rumors that Sully, Brice, Samuel Thomas and Austin Corbin have purchased the B&O; after the banquet, George deB. Keim, Alfred Sully and Calvin S. Brice remain nearby at the Mount Vernon Hotel for three days to plot strategy; Garrett's obsession with building to New York has created an unacknowledged \$10 million floating debt, which threatens to wreck the B&O. (RRGaz, NYT, Wallis)
- Mar. 4, 1887 Other attempts made in early morning to fire the PRR's Jersey City ferry house and ferry *Chicago* with incendiary liquids; supposed in revenge for defeat of Knights of Labor strike. (NYT)
- Mar. 4, 1887 PRR makes a traffic contract with the Georges Creek & Cumberland Railroad. (MB)
- Mar. 4, 1887 Philadelphia capitalists controlling the Poughkeepsie Bridge buy \$1.2 million stock of Hartford & Connecticut Western Railroad. (RRGaz)

- Mar. 4, 1887 Trunk Line Executive Committee hears passenger committee report recommending separation of 2nd Class and emigrant rates. (NYT)
- Mar. 4, 1887 Alfred Sully and Calvin S. Brice meet with B&O officials in Baltimore, with talks continuing on Mar. 5. (RyRegister)
- Mar. 5, 1887 Sweep of Jersey City Terminal discovers more firebombs; extra guards and detectives posted. (NYT)
- Mar. 5, 1887 General Manager Charles E. Pugh recommends to Pres. George B. Roberts building a complete double track on the Delaware Railroad from New Castle to Middletown and for 1.7 miles south of Dover. (MB)
- Mar. 6, 1887 Calvin S. Brice meets with Robert Garrett at his home in Baltimore. (NYT)
- Mar. 7, 1887 PRR notifies Albert Fink that it will withdraw from all Trunk Line Pool contracts effective Apr. 1, because of the ICC Act. (MB)
- Mar. 7, 1887 PRR Road Committee declines to change name of Schencks Station on Philadelphia & Trenton line after protest from Dr. J.H. Schenck. (MB)
- Mar. 8, 1887 R.H. Cochran replaces Dr. George Baird as Pres. of the Wheeling & Harrisburg Railway Company of West Virginia. (MB)
- Mar. 8, 1887 Robert Garrett gives an option to purchase \$8.5 million in B&O stock at 200 to a syndicate headed by Alfred Sully, Pres. of the Richmond & West Point Terminal Railway & Warehouse Company, and including Calvin S. Brice, Samuel Thomas, George F. Baker and Austin Corbin; payment is \$1 million in cash up front and the rest in cash over two years; \$4 million is to come from the Garretts' holdings, \$2 million for the holdings of the Gregg and Burns Estates, \$750,000 from the holdings of Johns Hopkins University, and the rest from small holders; Sully's plan is to consolidate the CNJ, Reading, B&O and Richmond Terminal into one system blanketing much of the East; B&O officers refuse all comments. (NYT)
- Mar. 8, 1887 James Buchanan Eads (1820-1887), engineer of the Eads Bridge, dies at Nassau, Bahamas, of pneumonia. (RRGaz)
- Mar. 8, 1887 Wabash Western Railway Company incorporated in Missouri as a partial reorganization of the Wabash, St. Louis & Pacific Railway. (ICC)
- Mar. 9, 1887 PRR Board authorizes purchase of 2,000 shares of Johnsonburg Railroad. (MB)
- Mar. 9, 1887 Annapolis & Baltimore Short Line Railroad opens for revenue service from

Cliffords on the B&O to Annapolis along the north shore of the Severn River. (RRGaz, Poors)

- Mar. 9, 1887 Pennsylvania court discharges the receiver of the Pittsburgh & State Line Railroad, clearing the way for the merger with the Buffalo, Rochester & Pittsburgh Railroad under the control of Adrian Iselin. (ICC)
- Mar. 10, 1887 New York merchants' committee protests new system of freight classification. (NYT)
- Mar. 10, 1887 Meriden, Waterbury & Connecticut River Railroad incorporated in Conn. to build Waterbury to Cromwell. (NHCorp)
- Mar. 10, 1887 Shepaug, Litchfield & Northern Railroad incorporated in Conn. for the purpose of reorganizing the Shepaug Railroad. (NHCorp)
- Mar. 11, 1887 Pres. Roberts chairs a meeting of Trunk Line and other presidents; approve work of Joint Committee in adopting new freight classifications and rate structure. (NYT)
- Mar. 11, 1887 First rumors begin circulating in Wall Street that the sale of the B&O to Alfred Sully has fallen through. (NYT)
- Mar. 11, 1887 Schuylkill & Lehigh Valley Railroad absorbs the Pottsville & New York Railroad, a paper company incorporated in 1882. (Baird, ICC)
- Mar. 11, 1887 Pittsburgh & State Line Railroad (Pa.) and Buffalo, Rochester & Pittsburgh Railroad (N.Y.) merge to form Buffalo, Rochester & Pittsburgh Railway under articles dated Oct. 30, 1885; controlled by the New York house of Adrian Iselin & Co. (ICC)
- Mar. 12, 1887 PRR notice announces that in keeping with the ICC Act. it will limit free passes in interstate service to officials and employees of railroads. (MB)
- Mar. 12, 1887 Reading announces it is withdrawing its 350 boats from the Schuylkill Canal, leaving about 60 boats owned by individuals. (RyW)
- Mar. 12, 1887 PRR and Lines West begin operating a new fast mail service for the Post Office Dept. between New York and Kansas City, Pittsburgh and St. Louis, and Pittsburgh and Cincinnati. (MB)
- Mar. 12, 1887 South Ferry Hotel, owned by the South Camden Ferry Company and originally built by Joseph Kaighn as a residence in 1750, is partly destroyed by fire. (Boyer)
- Mar. 12, 1887 George H. Watrous (1829-1889) resigns as Pres. of the New Haven for

health; replaced by Charles P. Clark (1836-1901), formerly of the New York & New England Railroad; Clark initiates a policy of expanding outside the borders of Connecticut and reverses the policy of neglecting freight traffic. (NYT, Baehr)

- Mar. 13, 1887 B&O Pres. Robert Garrett meets with various Wall Street capitalists in New York regarding sale of his controlling interest in B&O; deal to sell to Alfred Sully (1841-1909), Pres. of Richmond & West Point Terminal, announced in Baltimore. (NYT)
- Mar. 13, 1887 Piedmont Air Line inaugurates through sleeping cars between Washington and Little Rock, Ark., via Bristol, Chattanooga and Memphis, and between Washington and New Orleans via Bristol, Chattanooga and Louisville & Nashville Railroad. (RyRegister)
- Mar. 14, 1887 Kaighns Point & Philadelphia Ferry Company receives a request from A.A. McLeod of the Reading for its terms for doing the ferry business of the Philadelphia & Atlantic City Railroad if it moves its Camden terminal to Kaighns Point. (MB)
- Mar. 14, 1887 Johnsonburg Railroad incorporated in Pa. under articles dated Mar. 9 in the interest of PRR to build from Johnsonburg to Clermont. (Val, C&C, RyW)
- Mar. 14, 1887 PRR Dept. of the YMCA of Philadelphia appoints its first Committee of Management headed by J.A. Keesberry. (Wilson)
- Mar. 14, 1887 PC&StL Railway Executive Committee authorizes a second track between Colliers and Wheeling Jct. and at Bulger Tunnel (may be approving work done in 1886?), also Dennison to Philadelphia Road, Dennison to Trenton, Steubenville to Mingo Jct., and from Colliers to a point 3 miles east; authorizes a branch to New Cumberland. (MB)
- Mar. 14, 1887 Press reports Alfred Sully is trying to persuade Jay Gould and Austin Corbin to provide the cash he needs to buy the B&O; rumors say Gould refuses without a general settlement between the B&O and PRR, and Corbin thinks no such settlement is possible; later reports say Brice and Thomas balked at Garrett's demand for payment entirely in cash, as they had been hoping to use Richmond & West Point Terminal stock. (NYT)
- Mar. 14, 1887 Robert Garrett grants an option on B&O stock to Henry S. Ives and George H. Stayner of the Cincinnati, Hamilton & Dayton Railroad at 175 per share with a \$500,000 cash down payment. (NYT)
- Mar. 15, 1887 Indianapolis Division of the Wabash, St. Louis & Pacific Railway, formerly the Indianapolis, Peru & Chicago Railway running from Indianapolis to Michigan City, sold at foreclosure to Lake Erie & Western Railroad; PRR

- retains trackage rights between Indianapolis and Kokomo. (AR, Rehor)
- Mar. 15, 1887 William W. Gibbs and W.B. Scott of Philadelphia elected to Board of Hartford & Connecticut Western Railroad. (RyW)
- Mar. 15, 1887 Baltimore & Philadelphia Railroad (B&O) purchases the Leiper Railroad running from tidewater to Leiper Quarries on Crum Creek; built in 1852 as successor to earlier Leiper Canal and Leiper Tramroad. (B&O Val, ICC)
- Mar. 1887 Economic expansion peaks; one-year contraction begins. (NBER)
- Mar. 1887 Reading ceases shipping coal on the Schuylkill Canal. (RRGaz)
- Mar. 1887 Clearfield Bituminous Coal Company (?), which is controlled by the Beech Creek Railroad, agrees to deliver all its coal to New York via the CNJ and the Haucks gateway. (RRGaz)
- Mar. 1887 State of Illinois begins *quo warranto* proceedings against the Ohio & Mississippi Railway on the grounds that only one director is a resident of Illinois, contrary to the charter, which requires all directors to be state residents; the O&M claims that in consequence of its merger with the Indiana companies, it has ceased to be an Illinois corporation. (RRGaz)
- Mar. 1887 Masonry portion of Philadelphia City Hall's tower topped out at 337 feet, the tallest load-bearing masonry structure in the world; the 175-foot iron cupola and clock and 37-foot statue of William Penn are completed in 1894. (PhlInq)
- Mar. 1887 Apollo Branch of Western Pennsylvania Railroad opens from Apollo Jct. to terminus (1.98 miles). (Val)
- Mar. 1887 Pittsburgh, Virginia & Charleston Railway is surveying an extension from Brownsville to Morgantown, W.Va. (RyRegister)
- Mar. 1887 First Class S (H2) 2-8-0 built at Altoona; Southwest System No. 5.
- Mar. 16, 1887 Charles K. Landis gives notice of his intent to extend the Pleasure Railroad north from Sea Isle City to Corsons Inlet. (MB)
- Mar. 16, 1887 Ohio act authorizes Muskingum County to sell Muskingum County Railroad. (Church)
- Mar. 16, 1887 Press reports that Alfred Sully has been deserted by his Richmond & West Point Terminal associates in his attempt to buy the B&O; Sully's option expires, and Henry S. Ives closes his deal with Robert Garrett and makes a first down payment of \$100,000. (NYT)

- Mar. 17, 1887 Pier No. 1 of Poughkeepsie Bridge finished. (ASCE)
- Mar. 17, 1887 NYC&HR runs first test of Martin system of steam heating of passenger cars on a 5-car train running from Poughkeepsie to New York and back; in the evening, a meeting of the Master Car Builders Association in New York discusses different systems of heating, ventilating and lighting. (NYT)
- Mar. 17, 1887 Cleveland, Akron & Columbus Railway Board authorizes the issue of \$1.8 million General Mortgage bonds to redeem the old First Mortgage bonds at 97, sell \$700,000 at 90 to build the Dresden Branch, and deposit \$400,000 with the Assocatia Cassa in Amsterdam; authorizes a \$1,000 subscription to a fund to build a girls' school at Gambier to be repaid by deductions from freight and passenger bills, the contractors for the school to obtain and ship all brick and stone over the C&AC. (MB)
- Mar. 17, 1887 Pittsburgh Region and Hocking Valley coal operators and lake shippers meet at Cleveland to raise rates; current rates shut out Hocking Valley coal from the lake trade; Pittsburgh operators want a 15-cent differential because of Pittsburgh coal's higher quality. (NYT)
- Mar. 18, 1887 Midland Railway (Indiana) begins tracklaying west from Lebanon. (RRGaz)
- Mar. 18, 1887 Henry S. Ives and George H. Stayner of the New York banking house of H.S. Ives & Co. and Cincinnati, Hamilton & Dayton Railroad announce they have purchased control of B&O from Robert Garrett; pay Garrett \$215,000 cash and \$1.5 million in (fraudulent) CH&D preferred stock as down payment on option; Garrett never has more than half the amount of stock he promises to deliver. (NYT, RyW)
- Mar. 18, 1887 Anthony J. Drexel gives a dinner for Robert Garrett in Philadelphia. (NYT)
- Mar. 19, 1887 Ohio act authorizes sale of Muskingum County Railroad and abolition of Board of Trustees as Bellaire, Zanesville & Cincinnati Railway has not paid rent. (Church)
- Mar. 19, 1887 Robert Garrett confers with Anthony J. Drexel in Philadelphia and returns to Philadelphia. (NYT)
- Mar. 21, 1887 Heavy snow storm moves from southwest to northeast across eastern Pennsylvania and into Hudson Valley next day; railroads obstructed and telegraph wires downed. (NYT)
- Mar. 22, 1887 New Jersey House passes bill to outlaw PRR Relief Dept. 33-22. (NYT)
- Mar. 22, 1887 Pres. Cleveland appoints first Interstate Commerce Commissioners: William

R. Morrison (1824-1909) of Illinois, Augustus Schoonmaker (1828-1894) of New York, and Walter L. Bragg (1838-1891) of Alabama, Democrats, and Thomas M. Cooley (1824-1898) of Michigan and Aldace F. Walker (1842-1901) of Vermont, Republicans; the Chairman, Cooley, is a Michigan law professor and judge; although a Republican, he has begun life as an equal-rights Jacksonian Loco-Foco Democrat in New York State; Cooley is a foe of various forms of special privilege but in favor of personal and property rights; after Cooley's tenure, however, the courts gradually whittle away the ICC's powers, until a decade later, it is little more than a collector of data. (NYT, Hoogenboom, McCraw)

- Mar. 22, 1887 Trunk Line Executive Committee meets at Albert Fink's office and decides it will continue in operation, although settlement checks between lines for pooled traffic will cease. (NYT)
- Mar. 22, 1887 Shawnee & Muskingum River Railway incorporated in Ohio to build from the Muskingum River in Morgan County southwest to Shawnee in Perry County. (GrnBk)
- Mar. 23, 1887 PRR Board approves installation of electric light in the Broad Street Station office building but not in the station itself. (MB)
- Mar. 23, 1887 East anchorage pier of Poughkeepsie Bridge finished. (ASCE)
- Mar. 23, 1887 Broker Henry S. Ives and partner George H. Stayner meet with B&O Pres. Garrett in Baltimore to close deal for purchase of his B&O stock; says Garrett collected \$200,000 from Alfred Sully as forfeit on his option. (NYT)
- Mar. 23, 1887 Central Traffic Association meets in Chicago to consider plan of reorganization under which it would assess penalties for rate cutting but end pooling of earnings; New York, Pennsylvania & Ohio Railroad is opposed, and Chicago, Burlington & Quincy Railroad, Chicago, Rock Island & Pacific Railway, and Chicago & Alton Railroad abstain. (NYT)
- Mar. 23, 1887 New Haven & Derby Railroad stockholders vote in favor of the City of New Haven selling its interest. (NYT)
- Mar. 24, 1887 Grand Trunk Railway of Canada announces it will withdraw from the freight and passenger committees of the Central Traffic Association unless the new schedule of eastbound rates includes a differential for Montreal and that differentials now granted to strong railroads such as the PC&StL-PRR route, and combinations of the Michigan Central, LS&MS, West Shore, New York, Lake Erie & Western and DL&W are abolished; other lines refuse to concur. (NYT)
- Mar. 24, 1887 Alfred Sully denies he lost his \$200,000 payment to Robert Garrett. (NYT)

- Mar. 25, 1887 James M. Oakley (1838-1887), Pres. & General Manager of New York, Woodhaven & Rockaway Railroad, dies at Jamaica. (RRGaz)
- Mar. 25, 1887 Two days of argument in Pennsylvania's suit against the Trunk Line Pool and anthracite coal combination begins at Harrisburg; new Attorney-General William J. Kirkpatrick heads prosecution; affidavits presented from George B. Roberts, Chauncey M. Depew, John King, et al., that the Pool has not been against the public interest and will expire on Apr. 1 in any event; the anthracite roads testify that coal is more plentiful and cheaper than in previous years. (NYT)
- Mar. 25, 1887 Cincinnati, Jackson & Mackinaw Railroad buys the Michigan & Ohio Rail__ ; Dundee to Allegan. (Meints)
- Mar. 26, 1887 CStL&P Railroad Executive Committee authorizes 2 miles of second track between 49th Street, Chicago, and South Lynne. (MB)
- Mar. 27, 1887 Local sleeping car line established between Indianapolis and St. Louis. (PassDept)
- Mar. 28, 1887 Toledo, Peoria & Western Railway Company incorporated in Illinois as reorganization of Toledo, Peoria & Western Railroad Company. (Church)
- Mar. 28, 1887 Indianapolis, Bloomington & Western Railway (Springfield, Ohio to Pekin, Ill., with leased lines from Springfield to Sandusky) sold at foreclosure to J.D. Campbell for \$3 million. (NYT, GrnBk)
- Mar. 28, 1887 Pioneer civil engineer Sylvester Medbury (1802-1887) dies at Columbus, Ohio. (ancestry.com)
- Mar. 29, 1887 Delaware Railroad Board authorizes a second track from State Road, the junction with the New Castle & Frenchtown Railroad, to Kirkwood, and from Mt. Pleasant to Ginns Siding. (MB)
- Mar. 29, 1887 Cincinnati, Lebanon & Northern Railway Board contracts for arching southern portion of Oak Street Tunnel. (MB)
- Mar. 29, 1887 Trunk Line presidents, including Robert Garrett, who almost never attends such meetings, meet in New York and approve the actions of the Executive Committee of Mar. 22 continuing the organization; are unable to agree on what to do about the Grand Trunk. (NYT)
- Mar. 29, 1887 Rumors circulate on Wall Street that the Ives-Garrett deal has collapsed. (NYT)

- Mar. 29, 1887 George Westinghouse receives patent No. 360,070 for the quick-action triple valve for the air brake. (Prout)
- Mar. 30, 1887 PRR begins testing train with steam heat between Philadelphia and Jersey City. (RyW)
- Mar. 31, 1887 New Interstate Commerce Commissioners sworn in. (NYT)
- Mar. 31, 1887 Judge Thomas M. Cooley, who had been appointed to the Interstate Commerce Commission, resigns as receiver of the Wabash, St. Louis & Pacific Railway (?). (NYT)
- Mar. 31, 1887 Anthracite coal combination expires; not renewed because production quotas had been set too high, and prices fell; although there is no formal combination, the sales agents of the anthracite railroads continue to meet to fix prices and output. (Jones)
- Mar. 31, 1887 George S. Scott introduces a resolution at the Richmond & West Point Terminal Railway & Warehouse Company Board meeting to instruct the General Manager to divert traffic now going from the East Tennessee, Virginia & Georgia to the Norfolk & Western Railroad to the Richmond & Danville system; directors with substantial interests along the ETV&G protest that West Point, Va., is an inadequate port. (Klein)
- Apr. 1, 1887 New Trunk Line Association formed to work under ICC by PRR, NYC&HR, West Shore, NYLE&W, DL&W, and B&O. (Rdg)
- Apr. 1, 1887 CNJ officers elected to Board of Cumberland & Maurice River Railroad. (Rdg)
- Apr. 1, 1887 PC&StL Railway traffic interchange contract with New York, Ohio & Pennsylvania Railroad at Dayton, Ohio, annulled under ICC Act. (PCStL AR)
- Apr. 1, 1887 Wabash Western Railway begins operation of Eel River Railroad under lease of Oct. 6, 1887, replacing Wabash Railway.
- Apr. 1, 1887 PRR Dept. of the YMCA of Philadelphia secures its first permanent quarters by leasing a house at 3607 Haverford Street in West Philadelphia; in its first decades, over half of YMCA members are clerical and other white collar employees, most of whom live in Powelton and adjacent sections of West Philadelphia; the YMCA movement also appeals to skilled engine and train forces. (WBWilson)
- Apr. 1, 1887 Last run of narrow-gauge service between Dodds and Dayton, Ohio, by Cincinnati, Lebanon & Northern Railway. (Hauck)

- Apr. 1, 1887 Trunk Line Joint Committee's new freight classification takes effect; rebates abolished. (RyW, CCHS)
- Apr. 1, 1887 Seven Mile Beach Company incorporated in Cape May County by Joseph L. Wells of Germantown, Pa.; buys 3,000 acres and begins the development of Avalon, N.J. (Dorwart)
- Apr. 1, 1887 New Haven leases the Naugatuck Railroad, running from Devon to Derby and Winsted. (NHCorp - see below)
- Apr. 1, 1887 Shepaug Railroad placed in the hands of trustees. (NHCorp)
- Apr. 1, 1887 Boston & Maine Railroad leases the Boston & Lowell Railroad, running northwest from Boston. (Moody's)
- Apr. 1, 1887 Robert H. Townsend, Jr., retires from Cassatt, Townsend & Co.; John Lloyd returns to the reorganized Cassatt & Co. (Barnes)
- Apr. 2, 1887 VP Frank Thomson and Gen. Isaac J. Wistar of PRR coal companies meet with Reading General Manager A. A. McLeod and other Reading officers to agree on uniform policy on anthracite rates. (NYT)
- Apr. 2, 1887 PRR grants the Tide-Water Pipe Company, Limited, the right to cross the PRR main line at Menlo Park, N.J., and also the Perth Amboy & Woodbridge Branch. (MB)
- Apr. 2, 1887 CStL&P Railroad Executive Committee authorizes purchase of land for a new yard on the west side of the Wabash River at Logansport. (MB)
- Apr. 3, 1887 Dayton & Ironton Railroad, formerly the Southeastern Division of the Toledo, Cincinnati & St. Louis Railroad, converts to standard gauge; narrow-gauge Cincinnati, Lebanon & Northern Railway stops operating over the former Cincinnati Division of the Toledo, Cincinnati & St. Louis Railway between Lebanon Jct. and Dodds, Ohio, and over Dayton & Ironton between Lebanon Jct. and Dayton; leaves CL&N isolated with no connections and no on-line industries; line between Dodds and Lebanon Jct. later sold back to G.N. Smalley, et al., mortgage trustees, and is reopened by the Dayton, Lebanon & Cincinnati Railroad as a standard gauge line in 1891. (MB, AR, Church, Hauck)
- Apr. 4, 1887 PRR Lines West issues a circular temporarily stopping the issue of through tickets to 29 railroads both, east and west, until their legality is cleared under Interstate Commerce Act; the PRR hopes to use the ICC to end the practice of selling tickets through commission agents, who usually undersell the published rates, a problem that has plagued the Trunk Lines and eluded

solution since the 1850s. (NYT)

- Apr. 4, 1887 First section of Conway Yard opens (720-car, 6-track poling yard and engine terminal); used by Cleveland & Pittsburgh freights only; four-track system extended westward from Dixmont to Conway. (Conway)
- Apr. 4, 1887 Toledo, Columbus & Southern Railway enters receivership. (Poors)
- Apr. 4, 1887 Palatka & Indian River Railway merged into Jacksonville, Tampa & Key West Railway. (ICC)
- Apr. 4, 1887 St. Louis Car Company incorporated in Missouri; it becomes a major builder of traction and transit passenger cars, including the famous PCC streetcar; the major figure is John H. Kobusch. (Young/Provenzo)
- Apr. 1887 Camden & Atlantic Railroad abandons freight car float bridge at Coopers Point; freight now drayed on ferry. (AR)
- Apr. 5, 1887 Interstate Commerce Commission (ICC) organized.
- Apr. 5, 1887 General Passenger Agents of the Trunk Lines meet at Albert Fink's office and agree to impose a boycott of through tickets on all roads, primarily those west of Chicago and St. Louis, that do not abandon the use of commission agents; a blacklist is drawn up covering most western roads; the B&O, NYO&W and Chesapeake & Ohio Railway refuse to join the boycott, which is led by the PRR and NYC&HR. (NYT)
- Apr. 5, 1887 *New York Times* reports from London that speculative entrepreneur Josiah Caldwell (-) has failed again; had failed previously for £1 million. (NYT)
- Apr. 6, 1887 PRR and Reading reach agreement; PRR is to open its lines to westbound shipments of Reading anthracite and open Delaware & Raritan Canal to Reading coal that now goes over CNJ to Elizabethport; Reading is supposed to give PRR control of Chester Valley Railroad. (CCHS - may be 1 wk earlier)
- Apr. 6, 1887 Reading contracts coal towing on Delaware & Raritan Canal to R.S. Conover and disposes of own mules and gear. (Rdg)
- Apr. 6, 1887 NYO&W Railway announces it is leaving the emigrant pool and forming a new through line with the Rome, Watertown & Ogdensburg Railroad in order to secure business. (NYT)
- Apr. 6, 1887 Suit of Central Trust Company to apportion creditors' claims in foreclosure of Toledo, Cincinnati & St. Louis Railroad begins in U.S. Circuit Court at Cleveland. (NYT)

- Apr. 8, 1887 Wilkesbarre & Western Railway opens between Turbotville (? or Lethergo?) and Millville, Pa.; opening excursion held Apr. 7. (RRGaz, RyW, Val - Guide says part open earlier - RyW says open Watsonstown-Millville in 3/19 issue - C&C says open Turbotville-Millville ca. 4/87)
- Apr. 9, 1887 Pres. Harrison appoints ex-Gov. Robert E. Pattison, E. Ellery Anderson (1833-1903) of N.Y., and David L. Littler of Illinois to be commissioners to investigate the history and finances of all the Pacific railroads. (NYT)
- Apr. 9, 1887 New Haven Board votes to complete four-track system between Woodlawn Jct. and Rye, N.Y. (NYT)
- Apr. 9, 1887 The *Maryland* of the Cambria Line, the first ship built originally for Bernard Nadal Baker arrives in Philadelphia; owned by the dummy Maryland Steamship Company, Ltd.; later in the year, the line is renamed the Atlantic Transport Line; it operates Philadelphia-Baltimore-London, Philadelphia-London and Baltimore-London routes; by 1892, all of the one-ship dummy companies are merged into the Atlantic Transport Company, Ltd., which is controlled by Baker's Baltimore Storage & Lighterage Company. (Moyer/Keystone)
- Apr. 10, 1887 Richmond, Fredericksburg & Potomac Railroad and Richmond & Petersburg Railroad open new joint station at Byrd & 7th Streets in Richmond. (Mordecai)
- Apr. 10, 1887 Former contractor on the Philadelphia & Columbia Railroad John E. Parke (1808-1887) dies at Downingtown; had followed J. Edgar Thomson to Georgia and returned in 1858. (RyW)
- Apr. 11, 1887 At 11:40 PM, B&O begins to install crossing of PRR line at 29th Street in South Philadelphia; at 2:00 AM on Apr. 12 move on to install second crossing at 25th Street, where disrupt movement of PRR freight; PRR under Joseph T. Richards sends 6 locomotives and 200 men from West Philadelphia; locomotives run on to ground, B&O men driven off, and brawl erupts, which is quelled by police. (NYT, PubLdgr)
- Apr. 11, 1887 First complete train of narrow-vestibule Pullman cars for PRR's *New York & Chicago Limited* makes a test run on the Illinois Central near Chicago.
- Apr. 11, 1887 PRR Road Committee refuses request to change name of Elm station to Narberth. (MB)
- Apr. 11, 1887 Erie & Ashtabula Division freights begin using Conway Yard. (Conway)
- Apr. 11, 1887 Pennsylvania Company Executive Committee authorizes double track

between Wellsville station and yard. (MB)

- Apr. 11, 1887 Detectives break freight theft ring operating on Pittsburgh Division of PC&StL Railway between Pittsburgh and Dennison, including members of 75 out of 80 crews employed between those points; over 100 warrants issued and 56 arrested in one sweep; supposedly stole and fenced \$500,000 worth of goods over three years; *Railway World* reports the amount is more like \$15,500. (RyW, RRGaz, NYT)
- Apr. 11, 1887 General Time Convention adopts rules for the continuous movement of freight trains. (Loree)
- Apr. 12, 1887 Cleveland & Marietta Railroad files a certificate for constructing a branch from 0.5 mile north of Newcomerstown to the mines of the Excelsior Coal Company (2.5 miles). (C&C)
- Apr. 12, 1887 Eel River Railroad Board offers the road to either the LS&MS or the Michigan Central Railroad at 2% dividend for the first two years, then 2½% for three years and 3% thereafter; if this fails, are to contact the purchasing committee of the Wabash. (MB)
- Apr. 12, 1887 B&O joins Trunk Line boycott to stop selling through tickets with western railroads that pay commission agents. (NYT)
- Apr. 12, 1887 U.S. Circuit Court at Cleveland files decree in case of creditors' claims against the Toledo, Cincinnati & St. Louis Railroad. throws out claim of Dayton & South Eastern Railroad for hauling coal. (NYT)
- Apr. 13, 1887 PRR Board authorizes subscription of \$340,000 of \$3 million International Navigation Company bonds for building new ships; also donations of \$500 each to the trainmen's libraries at Broad Street Station and Kensington. (MB)
- Apr. 13, 1887 Trainset for *New York & Chicago Limited* exhibited at Chicago; combine *Esperanza* with bath, barber, buffet and library, diner *Ponce de Leon*, and sleeping cars *America*, *England* and *France*. (RyW)
- Apr. 14, 1887 General Time Convention finally adopts the first Standard Code of Train Rules, effective May 15. (MB, RRGaz)
- Apr. 14, 1887 Far Rockaway Railroad incorporated in N.Y. to build from the intersection of Catharine Street & Mott Avenue to Caffrey's Hill, more or less the same route as the Rockaway Village Railroad. (NYState)
- Apr. 14, 1887 Trunk Line blacklist extended to the Chicago, Milwaukee & St. Paul Railway, leaving the Chicago & North Western Railway the only approved line west of Chicago. (NYT)

- Apr. 15, 1887 Rockaway Village Railroad leased to the Far Rockaway Railroad; lease is surrendered by the following year. (NYState)
- Apr. 15, 1887 Star Union Line reduces the LCL rate on sugar to points west of Harrisburg, which amounts to changing its classification. (NYT)
- Apr. 1887 Chief Engineer William H. Brown is pursuing a plan of replacing all iron bridges over non-navigable streams with stone arches; new 4-track arch bridge over Neshaminy Creek at Torresdale nearly done. (RyW)
- Apr. 1887 PRR orders installation of electric lights at all stations within 15 miles of Philadelphia. (RyW)
- Apr. 1887 Rumors spread that PRR has secured control of Chester Valley Railroad between Bridgeport (Norristown) and Downingtown. (RRGaz)
- Apr. 1887 PW&B has purchased 190 acres on Shellpot Creek near Wilmington for future shops. (RRGaz)
- Apr. 1887 Seaboard Steam Coal Association formed by shippers on PRR, B&O, C&O, N&W, Beech Creek, New York, Lake Erie & Western and West Virginia Central to replace earlier railroad pools now outlawed by ICC Act;; PRR allotted 32.25% of projected 5 million tons for 1887-88; success aided by improved economic conditions. (Lambie)
- Apr. 1887 PRR gives notice that Cumberland coal will be shipped to tidewater at the same rate as Clearfield coal. (RRGaz)
- Apr. 1887 GR&I building new stations at Big Rapids and Petoskey, Mich. (RRGaz)
- Apr. 1887 Reuben Wells (1829-1912) leaves the Louisville & Nashville Railroad to be Superintendent of the Rogers Locomotive & Machine Works at Paterson, N.J. (RRGaz)
- Apr. 1887 New Haven pressures the New York & New England Railroad into selling the New Haven its half interest in the New England Transfer Company, operating the train ferry *Maryland*, for \$50,000; PRR had asked to buy a one-third interest. (NH AR, NY&NE AR, RRGaz)
- Apr.? 1887 New York & New England Railroad sells its half-interest in the New England Transfer Company, operating the train ferry *Maryland*, to the New Haven. (RyRegister)
- Apr. 1887 Plant Steamship Company begins service between Port Tampa and Havana. (Turner/Bramson)

- Apr. 17, 1887 PRR Dept. of the YMCA of Philadelphia holds first Sunday service and public meeting at new quarters in West Philadelphia. (Wilson)
- Apr. 18, 1887 First trainset of five narrow-vestibuled cars for *New York & Chicago Limited* placed on display at Philadelphia Centennial Station at 32nd & Market Streets; combine-lounge, diner and three sleeping cars; two additional trainsets on order. (NYT)
- Apr. 18, 1887 Central Transportation Company holds its annual meeting in Philadelphia; John S. Stevens, Pres.; George M. Pullman is still about 5,000 shares short of control and the other stockholders have placed their shares in trust to prevent their sale. (NYT)
- Apr. 18, 1887 The blacklisted western railroads agree among themselves to refuse to recognize through tickets from the eastern railroads and only accept those sold by scalpers in Official Territory. (NYT)
- Apr. 18, 1887 Andrew Carnegie writes to PRR General Freight Agent J. S. Wilson that the PRR's rates are penalizing Carnegie's steel works compared to the Cambria Iron Company, Pennsylvania Steel Company, and particularly the Chicago mills; the PRR's actions now give Chicago a \$3 per ton edge in costs; there are now 4 rail mills in the Chicago area, vs. only 2 in western Pennsylvania; improvements have reduced the amount of coke needed per ton of iron from 1½ to 1 and reduced the cost of making a ton of rails in Chicago by \$3.50 per ton; Carnegie notes that the PRR earns 3 times as much on rails made at Johnstown and Pittsburgh as at Chicago; Carnegie notes his companies generate 10,000 tons of freight per day for the PRR and asks that his rates move in lockstep with those given his competitors. (Warren)
- Apr. 19, 1887 Special run of new *New York & Chicago Limited* cars to Downingtown and back for PRR officials and press. (NYT)
- Apr. 20, 1887 Pennsylvania Company Executive Committee authorizes construction of new station at 9th Street and Ohio Avenue at Jeffersonville. (MB)
- Apr. 20, 1887 William W. Gibbs (-) elected Pres. of Poughkeepsie Bridge Company, replacing Watson Van Benthuisen, resigned. (Mabee)
- Apr. 20, 1887 Pennsylvania, Slatington & New England Railroad sold at foreclosure to William W. Gibbs for \$50,000. (RRGaz, RyRegister)
- Apr. 21, 1887 Five-car *New York & Chicago Limited* consist makes another press run to West End, Long Branch, on the NY&LB; guests include George M. Pullman. (NYT)

- Apr. 21, 1887 Pennsylvania Company removes the CB&Q and the Chicago, Milwaukee & St. Paul Railway from its boycott; it also resumes selling through tickets with the Gould lines in the Southwest, for the self-serving reason of increasing its business through the St. Louis gateway; Chicago, Milwaukee & St. Paul Railway is first western road to resume ticket sales in New York. (NYT)
- Apr. 21, 1887 Pennsylvania, Slatington & New England Railroad sold at foreclosure to W. W. Gibbs. (Poors)
- Apr. 22, 1887 At meeting in Cleveland, lake bituminous coal rates set at \$1.10 for Pittsburgh and \$0.95 for Ohio. (NYT)
- Apr. 23, 1887 Cape Charles-Richmond steamer service with *Samuel M. Felton* makes last run after imposition of ICC all-water route rates. (Lewis, Hayman)
- Apr. 23, 1887 B&O awards contract for Arthur Kill Bridge. (RyW)
- Apr. 23, 1887 George H. Stayner visits Robert Garrett and succeeds in getting Ives's option on B&O, which expires on Apr. 25, extended by 30 days. (NYT)
- Apr. 23, 1887 Centreville & Corsica River Steamboat Company begins running the *Captain Miller* to Centreville, Jacksons Creek and all landings on the Corsica River. (BaltAm)
- Apr. 23, 1887 Kentucky Central Railroad sold at foreclosure by Henry E. Huntington (1850-1927) to the bondholders' committee. (NYT)
- Apr. 23, 1887 Santa Fe issues a circular against the blacklist, saying it will abide only by the rules of the ICC. (NYT)
- Apr. 24, 1887 Lehigh Valley Railroad opens its branch from Hazleton to New Boston Jct. via Delano. (AR)
- Apr. 24, 1887 B&O establishes limited suburban service between Philadelphia and Singerly, Md. (PubLdgr, AR)
- Apr. 25, 1887 Northern Central Railway Board authorizes building a connecting track with the Union Railroad of Baltimore at the west end of the Union Tunnel in Baltimore. (MB)
- Apr. 25, 1887 Lehigh Valley Railroad opens for passenger service between Hazleton and New Boston Jct. (MnrsJrnl)
- Apr. 25, 1887 PRR begins passenger service north of Pottsville to Frackville and Shenandoah. (MnrsJrnl - some sources show to Shenandoah 12/19/86??)

- Apr. 25, 1887 Nescopec Railroad opens between Nescopec and Rock Glen Jct. shortening distance on through line between Philadelphia and Wilkes-Barre; becomes part of Sunbury Division; operated by PRR under agreement of Oct. 12, 1887; PRR begins operating two round trips between Philadelphia and Wilkes-Barre via Pottsville, Hazleton, Tomhicken, and Nescopec; runs a through car to Scranton via the Delaware & Hudson Railroad from Wilkes-Barre. (Val, AR, MnrsJrnl, RRGaz)
- Apr. 25, 1887 Pennsylvania Company Executive Committee authorizes new coal pier at Toledo. (MB)
- Apr. 26, 1887 Central Traffic Association ends its boycott of western lines that pay commissions; E.A. Ford of Lines West does not attend the meeting. (NYT)
- Apr. 26, 1887 Robert Garrett gives another lavish dinner at his mansion in Mount Vernon Place, Baltimore; most guests are politicians, bankers and editors, including ex-Attorney General Lewis C. Cassidy, Wharton Barker, and Hamilton Disston. (NYT)
- Apr. 26, 1887 New York & Massachusetts Railway incorporated in N.Y. as reorganization of the Poughkeepsie & Eastern Railroad; new management is hostile to the Poughkeepsie Bridge project interests. (NYCorps, Mabee)
- Apr. 27, 1887 As part of the settlement of their 15-year dispute over the "West Line Tract" in Jersey City, CNJ agrees to grant LV trackage rights over its line between Roselle (Central Jct.) and Communipaw (Jersey City Jct.) to reach the tract, which lies just to the north of the CNJ's terminal; LV is not to build further east than Roselle and is to ship all freight to and from the yards on the West Line Tract via the CNJ; CNJ will sell LV tickets at New York, Jersey City and Elizabeth. (MB, Baird)
- Apr. 27, 1887 Automatic freight coupler tests begin at Burlington, Iowa, on CB&Q. (RRGaz)
- Apr. 28, 1887 Long Island City & Flushing Railroad acquires property of former Whitestone & Westchester Railroad (Whitestone-Whitestone Landing) from J. Rogers Maxwell and Henry Graves. (Val, NYState)
- Apr. 28, 1887 PFW&C Railway Executive Committee approves the following betterments for 1887: double track, Alliance-Strasburg-Louisville, Crestline-Robinson, and GR&I Jct.-Hadley; combined station at Elida. (MB)
- Apr. 28, 1887 U.S. Circuit Court restrains the Central Transportation Company from suing Pullman's Palace Car Company to recover rent it claims under the old lease after July 1, 1886, the date of surrender, and from reducing the par value of its shares to \$38 by a \$12 dividend. (NYT)

- Apr. 29, 1887 Pennsylvania Senate defeats the Billingsley pipeline bill, 25-18, killing it. (Johnson)
- Apr. 29, 1887 West Jersey Railroad Board reports some opposition to the Bridgeton Extension and no work done yet. (MB)
- Apr. 29, 1887 Trunk Line General Passenger Association extends ticket embargo to Atchison, Topeka & Santa Fe, Hannibal & St. Joseph, St. Joseph & Council Bluffs, and Council Bluffs & Northern Railroads. (NYT - check ProQuest for when began)
- Apr. 30, 1887 PRR begins work on third track between Valley Creek and Frazer. (CCHS)
- Apr. 30, 1887 PRR refuses to sell a ticket to Chicago to the New York passenger agent of the Chicago, Milwaukee & St. Paul Railway. (NYT)
- Apr. 30, 1887 Reading admitted to Trunk Line Association. (Rdg)
- Apr. 30, 1887 New York & South Brooklyn Ferry & Transportation Company inaugurates a new ferry service between South Ferry, Manhattan (Pier No. 2 E.R.), and 39th Street, Brooklyn, in interest of property owners at the latter place; first run with boat *South Brooklyn*; cuts travel time to about 18 minutes, instead of long ride on horse cars from Atlantic Avenue or Hamilton Avenue ferries. (NYT, Cudahy)
- Spring 1887 Samuel Rea travels to London to examine terminals, suburban service and London Underground.
- Spring 1887 Georgia Company incorporated in N.C. as a holding company to control the Central Railroad & Banking Company of Georgia; the backing syndicate includes men from the Richmond & West Point Terminal Railway & Warehouse Company, but also the Clarks of the Norfolk & Western Railroad, as well as the Seligmans, August Belmont and Lehman Brothers. (Klein - verify Harrison)
- May 1, 1887 PRR opens new Philadelphia Transfer freight station, 700' x 70', in 46th Street Yards and closes Mantua Transfer. (AR)
- May 1, 1887 NYP&N moves from old Norfolk wharf at Town Point to new wharf at Granby Street leased from A.A. McCullough and C.W. Grandy under agreement of Jan. 26; includes new warehouse, float bridge, etc. (MB)
- May 1, 1887 Pullman vestibuled cars exhibited at St. Louis Union Depot. (RyRegister)
- May 1, 1887 A. A. Jackson (1831-1895) named General Superintendent of New York &

New England Railroad. (RyRegister)

- May 1, 1887 Cincinnati Southern Railway discontinues its portion of the Cincinnati-Jacksonville sleeping car between Cincinnati and Chattanooga. (NYT)
- May 2, 1887 Midland Railway (Indiana) opens to Lebanon. (RRGaz)
- May 3, 1887 Pres. Roberts and PRR and Lehigh Valley Railroad officials arrive in Scranton after inspecting Nescopec Railroad; supposed to make arrangements for extending PRR service to Scranton over Delaware & Hudson from Wilkes-Barre; return by way of Sunbury next day. (RyW, NYT)
- May 3, 1887 Safety Car Heating & Lighting Company incorporated in N.J. by Sidney Dillon, Henry G. Marquand, William P. Shinn, Ed Lauterbach, et al. (NYT)
- May 4, 1887 George F. Baker (1840-1931), head of the National City Bank of New York, named to the semi-honorary position of Pres. of the NY&LB, replacing Henry S. Little; Baker has a large investment in the CNJ, which controls the NY&LB, and maintains a summer house at Monmouth Beach, N.J. (MB)
- May 4, 1887 After an arbitrator rules against them, the coke handlers in the Connellsville Field represented by the Knights of Labor and the Miners & Laborers Amalgamated Association strike; by June, only 98 of 148 furnaces in western Pennsylvania and Ohio remain in blast. (RRGaz, Warren)
- May 5, 1887 Work resumes on the New Jersey side of the Hudson Tunnel Railroad, suspended since fall of 1882, with fresh funds; work begins pumping out tunnels. (Brennan, RRGaz)
- May 5, 1887 Big Rapids & Western Railroad incorporated in Mich. to build from point on Muskegon River just north of Big Rapids in a northwest direction. (Church)
- May 5, 1887 Trunk Line passenger agents meet at New York; NYO&W, the last holdout cooperating with the western lines, becomes a member of passenger Association; CB&Q joins Trunk Lines in their ticket embargo. (RyW, NYT)
- May 5, 1887 CB&Q ends commission sales of tickets, joining the eastern roads and ending solidarity west of the Mississippi. (NYT)
- May 5, 1887 Future LIRR Superintendent and banker Ralph Peters, Jr. (1887-1957) born at Cincinnati. (PR)
- May 6, 1887 New CNJ Board elected; control divided among three factions; George F. Baker (1840-1931) and Harris C. Fahnestock (1835-1914) of First National Bank of the City of New York, Austin Corbin and his allies J. Rogers Maxwell and Henry Graves of Maxwell & Graves, plus banker Edward D.

Adams (1840-1931), and Elisha P. Wilbur, Charles Hartshorne and Robert H. Sayre of the Lehigh Valley Railroad. (NYT)

- May 6, 1887 NYC&HR and P&LE petition ICC to be allowed to charges rates as low as PRR between Pittsburgh-Youngstown area and New York and New England. (RyW)
- May 7, 1887 Chester River Steamboat *B.S. Ford*, burned in 1884 and rebuilt by Columbian Iron Works & Dry Dock Company, makes first trip from Baltimore to Chestertown for Chester River Steamboat Company. (Usilton)
- May 7, 1887 Pittsburgh, Lackawanna & Northeastern Railroad renamed Central New York & Southwestern Railroad. (RRH 92)
- May 7, 1887 Pennsylvania Company Executive Committee authorizes purchase of Morton Farm (80 acres) at Rock Point, Pa., for \$9,600 to eliminate interference from old owners with operation of picnic ground. (MB)
- May. 7, 1887 Charles H. Rockwell of the Cincinnati, Hamilton & Dayton Railroad meets with William Riley McKeen at Terre Haute and asks his price for his interest in the Terre Haute & Indianapolis Railroad. (Wallis)
- May 1887 Baltimore & Western Railway incorporated in Md. by Henry G. Davis, Stephen B. Elkins, et al., to build from Hagerstown on the Western Maryland Railroad to Cumberland to connect with the West Virginia Central & Pittsburgh Railway (RyW)
- May 9, 1887 LIRR extends Flatbush Avenue-Woodhaven rapid transit service to Jamaica.
- May 9, 1887 J. Rogers Maxwell elected Pres. of CNJ; CNJ now has top managers and directors in common with LIRR until 1901. (NYT)
- May 9, 1887 Atlantic & Brigantine Railroad incorporated in New Jersey. (Rdg)
- May 9, 1887 NYP&N occupies McCullough's Wharf at Granby Street, Norfolk, and abandons use of Town Point Wharf; new depot has float bridge, freight house and space for 100 freight cars. (MB)
- May 9, 1887 NYC&HR inaugurates a sleeping car line between New York and Toronto. (NYT)
- May 9, 1887 West anchorage pier of Poughkeepsie Bridge finished. (ASCE)
- May 9, 1887 Second round of freight brake trials begins on the CB&Q at Burlington, Iowa; tests result in adoption of quick-action triple-valve brake for freight service. (RRGaz, AAR, RyW)

- May 10, 1887 Charles Rockwell returns to tell William Riley McKeen that Henry S. Ives has accepted his price of \$2 million for his Terre Haute & Indianapolis Railroad stock; McKeen then meets with Ives; Ives plan is to loot the TH&I to get money to buy the B&O, while using the TH&I as a plum to woo Garrett, who has lost control of his St. Louis connection, the Ohio & Mississippi Railway. (Wallis)
- May 10, 1887 Lehigh Valley Railroad Board considers the settlement with CNJ of their 15-year legal dispute over "West Line Tract" in Jersey City; CNJ is to transfer its claims to the Easton & Amboy Railroad in return for \$82,000 and sell its \$900,000 in New Jersey West Line Railroad bonds to the LV for \$18,000; Board appoints John B Garrett (1836-1924) to the new post of Third VP in charge of accounting. (MB)
- May 11, 1887 PRR Board authorizes issue of \$8 million in new stock to pay for improvements; offered to existing stockholders at up to 8% of their current holdings. (MB)
- May 13, 1887 Union Elevated Railroad Company of Brooklyn leased to Brooklyn Elevated Railroad Company. (NYState)
- May 13, 1887 Henry Clay Frick submits his resignation as Pres. of the H.C. Frick Coke Company, which is now really controlled by Andrew Carnegie and his associates, after Carnegie demands that Frick grant the workers an increase to keep the coke flowing to his steel works. (Warren)
- May 14, 1887 U.S. Circuit Court issues decree of foreclosure against Buffalo, New York & Philadelphia Railroad. (RyW)
- May 14, 1887 New Haven leases the New Haven & Northampton Company and Holyoke & Westfield Railroad, retroactive to Apr. 1. (NHCorp)
- May 1887 New Jersey Junction Railroad, controlled by West Shore Railroad, opens for freight traffic along the foot of the Palisades between the Weehawken terminal of the West Shore Railroad and a junction with PRR at Point of Rocks, Jersey City. (NYC&HR AR)
- May? 1887 Cape May & Sewell's Point Railroad sold at foreclosure to Capt. Jonathan Cone for \$60,000 and leased to Mayor Edmond. (RRGaz)
- May 1887 NYP&N Railroad signs a traffic contract with the Norfolk & Western Railroad and will reroute some traffic away from the Hagerstown interchange. (RyW)
- May 1887 Trunk Lines form joint agency at Castle Garden for emigrant traffic. (NYT)

- May 1887 Orleans, West Baden & French Lick Springs Railway opens between Orleans and French Lick, Ind.; part of the Monon system; later used by the PRR for through resort service from Indianapolis and New York. (RRGaz, ICC, tt)
- May 16, 1887 Double track opens on Perth Amboy Branch between Union Jct. (Rahway) and Woodbridge Jct. (Perth Amboy). (AR)
- May 16, 1887 Tyrone & Clearfield Railway extends Moshannon Branch 0.64 miles (from Madera to Belsena?). (Val - matches with Guide which shows to Belsena by 11/14/87)
- May 16, 1887 William Riley McKeen and his counsel meet Henry S. Ives in Indianapolis; McKeen lets slip the fact that the Terre Haute & Indianapolis Railroad has 8,840 shares of its own stock, worth 25 above par, in its treasury; Ives offers to buy 11,160 shares from McKeen for \$1,447,500, which McKeen accepts if in cash. (Wallis)
- May 1887 Tyrone & Clearfield Railway opens Banian Branch between Banian Jct. and coal mines (0.47 mile). (Val)
- May 17, 1887 LIRR begins construction of its line from Far Rockaway to Hammels. (NYT)
- May 17, 1887 John B. Garrett (-1924) resigns as Pres. of the Girard Life Insurance, Annuity & Trust Company to become VP of the Lehigh Valley Railroad but remains a trust company director; he is replaced by Effingham B. Morris (1856-1937), who serves as Pres. and later Chairman until his death and will become an influential PRR director. (GrdTrst)
- May 18, 1887 *Indianapolis Journal* publishes rumors that Henry S. Ives is trying to buy the Terre Haute & Indianapolis Railroad. (Wallis)
- May 18, 1887 City of New Haven's Board of Finances reports in favor of rejecting New York & New England Railroad's proposition to buy the city's stock in the New Haven & Derby Railroad for \$175,000; NH&D remains in the New Haven system. (NYT)
- May 18, 1887 Omaha & St. Louis Railway Company incorporated in Missouri as a reorganization of parts of the old Wabash, St. Louis & Pacific Railway; does not return to the Wabash system until 1901. (ICC)
- May 18, 1887 ICC hears the petition of the Queen & Crescent Route for permanent suspension of Section 4 of the Interstate Commerce Act, the long haul-short haul clause; on the same day, Commissioner Thomas M. Cooley rules that the ICC does not have the power to suspend any part of the act. (NYT)

- May 19, 1887 Capt. George B. Edwards (1842-1887), Eastern Manager of Union Line, dies at his home in Shadyside near Pittsburgh at age 42 of heart disease; member of old Pittsburgh family and son-in-law of William Thaw. (RyW, PittsComGaz)
- May 19, 1887 Henry S. Ives wires William Riley McKeen that he has the money, which he does not; Ives then orders Cincinnati, Hamilton & Dayton Railroad General Manager Christopher C. Waite to raise the money by whatever means. (Wallis)
- May 19, 1887 New York, Chicago & St. Louis Railway (Nickel Plate) sold at foreclosure for \$16 million to the Vanderbilt interests. (RRGaz)
- May 19, 1887 PRR Dept. of the YMCA of Philadelphia formally dedicates its new quarters at 3607 Haverford Street with a public program. (Wilson)
- May 19, 1887 Track of Pittsburgh, Marion & Chicago Railway construction train reaches New Lisbon. (RyRegister)
- May 20, 1887 Ohio Connecting Railway adopts a final location for its bridge connecting the PC&StL Railway and PFW&C Railway below Pittsburgh. (C&C)
- May 20, 1887 Clinch Valley Railroad merged into Norfolk & Western Railroad. (AR)
- May 21, 1887 Two young Philadelphia reporters, J. Ray Shepperd of the *Record*, 26, and E.J. Isaacs of the *Press*, 20, are run over and killed by a PRR train while taking a short cut on the PRR bridge over the Reading tracks at Germantown Jct. (North Philadelphia); solid fence on each side of the bridge prevents their escape. (NYT)
- May 21, 1887 Philadelphia Court of Common Pleas orders the Philadelphia Trust Company to pay all of the surplus fund, now at \$628,021, back to the Central Transportation Company. (NYT)
- May 21, 1887 New Haven Board authorizes negotiating a lease of the Naugatuck Railroad. (NYT)
- May 21, 1887 Cincinnati Southern Railway restores the Cincinnati-Jacksonville sleeping car, now running via the Western & Atlantic Railroad, Central of Georgia, Brunswick & Western and Savannah, Florida & Western. (NYT)
- May 23, 1887 Chicago & Alton Railroad and Chicago, Rock Island & Pacific Railway, the primary leaders in the opposition to the eastern roads' boycott, file against the PRR and NYC&HR before the ICC, charging PRR gives preference to the CB&Q in through-routing passengers at Chicago and that the boycott and refusal to honor tickets sold by commission agents are violations of the

Interstate Commerce Act. (NYT)

- May 23, 1887 T. DeWitt Cuyler and Hugh L. Cole elected directors of the Cleveland & Marietta Railway, replacing Morris K. Jesup and J.W. Ellis, resigned; Board authorizes an issue of \$600,000 Gold bonds to stockholders to pay debts; approves an agreement with the Ohio Coal Company to build a mine branch. (MB)
- May 23, 1887 Lehigh Valley Railroad opens a branch from Highland to Sandy Run Jct. on the CNJ's Nescopec Branch, with a connection between the Nescopec Branch and the LV main line south of White Haven, permitting LV trains to run from Hazleton to Wilkes-Barre on a more direct route. (AR)
- May 23, 1887 William Jackson Palmer's Mexican National Railway Company is sold at foreclosure; it is reorganized as the Mexican National Railroad Company. (Poors)
- May 1887 Pa. Supreme Court reverses Court of Common Pleas verdict in favor of property owners on Filbert Street for increased damages caused by the Filbert Street Elevated. (RyW)
- May 24, 1887 Dauphin County Court refuses preliminary injunction in suit of State vs. the anthracite coal combination. (RyW)
- May 24, 1887 PC&StL Railway Executive Committee notes that Collis P. Huntington's Kentucky & Ohio Bridge at Cincinnati damages their property and obstructs the Cincinnati Street Connection Track. (MB)
- May 24, 1887 New Haven leases the Naugatuck Railroad and the Hartford & Connecticut Valley Railroad, retroactive to Apr. 1. (NHCorp - also has 4/24 for H&CV lease?)
- May 25, 1887 *Public Ledger* reports that VP Frank Thomson and one engineer have been studying the Hudson River Tunnel for several years; this spring, sent Samuel Rea to Europe to study submarine tunnels; a PRR source says a tunnel to New York would be too expensive, and company needs all money to increase traffic capacity on existing lines. (RyW)
- May 25, 1887 Willard White of Boston, Pres. of new Chautauqua Lake Railway, purchases the Red Stack Line of steamboats and three miles of track from Mayville to the Assembly Grounds (the Mayville Extension Railroad) from the Buffalo, New York & Philadelphia Railroad for \$120,000, giving it control of all boats on Lake Chautauqua. (NYT, RRGaz)
- May 26, 1887 Seashore Railroad Company, a paper company for a street railroad at Cape May, dissolved. (NJCorp)

- May 26, 1887 First coal shipped from Rogers to New Galilee on Pittsburgh, Marion & Chicago Railway. (Cole)
- May 26, 1887 Property of the old Indiana, Bloomington & Western Railway conveyed by the Master in Chancery to the Purchasing Committee of Frederic P. Olcott, Dumont Clarke, John L. Farwell, J. Rogers Maxwell and William G. Wheeler. (GrnBk)
- May 26, 1887 Certain lines of the old Wabash, St. Louis & Pacific Railway in Missouri conveyed to the Omaha & St. Louis Railway Company. (ICC)
- May 27, 1887 Prospect Park & Coney Island Railroad sells all its horse powered street railroads specified in the lease of Dec. 9, 1885, to the Atlantic Avenue Railroad Company of Brooklyn, primarily from Fulton Ferry to 9th Avenue & 20th Street, for \$420,000. (NYState)
- May 27, 1887 Westbound *Fast Line* strikes the car of eastbound freight train derailed by broken wheel one mile east of Kittanning Point at 8:22 PM; 8 killed, 6 injured; first major wreck on Horseshoe Curve. (RRGaz, NYT, Cupper)
- May 28, 1887 Connellsville coke operators begin importing large numbers of strike breakers from New York. (Warren)
- May 30, 1887 Pennsylvania and Maryland capitalists tour the Pennsylvania Steel Company plant at Steelton with a view to moving some operations to Sparrow's Point near Baltimore, where ore can be brought directly by ship from Cuba; construction begins on a 1,000 acre site at Sparrow's Point. (RyW, BethSteel)
- May 30, 1887 Cincinnati, Hamilton & Dayton Railroad Board authorizes Henry S. Ives to purchase 20,000 shares of the Terre Haute & Indianapolis Railroad for \$2 million and to sell their interest in the Dayton & Michigan Railroad to raise the money. (Wallis)
- May 31, 1887 Bridgeton, N.J., ordinance provides for the extension of the new West Jersey Railroad line into the city. (MB)
- May 31, 1887 Keystone Hotel Company Superintendent J.H. Wall fires W.H. Somers, the Superintendent of the Broad Street Station restaurant for laxity. (MB)
- May 31, 1887 PW&B locomotive No. 317 sets new record of running 17,112 miles in the month of May, making two round trips a day; beats a previous record of 16,368 miles set on the PRR Middle Division in the summer of 1886. (RyW)
- May 31, 1887 Harrisburg & Eastern Railroad reorganized as the Harrisburg & Delaware

River Railroad, Wind Gap to Pen Argyl, Pa. (Kulp/L&NE)

- May 31, 1887 Striking coke workers attack the Davidson Shaft of the H.C. Frick Coke Company. (Warren)
- May 31, 1887 William H. Council, a prominent African American of Mobile, Ala., petitions the ICC to extend its principle of “non-discrimination” in rates and services to bar “Jim Crow” segregation on southern railroads; a specific ban has been dropped from the ICC bill to gain southern support, but the language of the act remains ambiguous on this question; however, the ICC does nothing on the question until the burgeoning of the Civil Rights Movement in the late 1950s and 1960s. (NYT)
- June 1, 1887 Henry S. Ives acquires stock control of Terre Haute & Indianapolis Railroad (11,160 shares) from William R. McKeen for \$1,447,500; also 5,981 shares of Terre Haute & Logansport Railroad; McKeen is to produce 8,560 shares up front and is given 30 days to buy the rest in the open market; Ives is to pay \$250,000 cash now and \$639,500 on June 4, when McKeen delivers the first shares; McKeen accepts Ives’s 6-month note for \$669,150 for the balance; during the negotiations, a wire comes from Lines West VP J.N. McCullough, who has heard rumors of the sale; McKeen replies that no deal has been consummated, then signs. (Wallis, Church, RRGaz - RyRegister says McKeen keeps ownership of South Branch between Brazil and Saline City)
- June 1, 1887 Red Line Transit Company fast freight line begins operating over Toledo, Peoria & Western Railroad. (Rdg)
- June 1, 1887 Shepaugh, Litchfield & Northern Railroad takes over the property of the Shepaug Railroad. (NHCorp)
- June 1, 1887 New York, Pittsburgh & Chicago Rail__ opens between New Galilee and New Lisbon. (McCord - NYP&C ends in 1885?)
- June 1, 1887 Pekin & Danville Railway incorporated in Illinois for the purpose of reorganizing the portion of the old Indiana, Bloomington & Western Railway in that state. (GrnBk)
- June 1, 1887 With his blast shutting down for lack of coke, Andrew Carnegie sends a second ultimatum to Henry Clay Frick demanding that the H.C. Frick Coke Company grant its workers a 12.5% increase, breaking the united front of the coke operators. (Warren)
- June 2, 1887 New Brighton & New Castle Railroad and Lawrence Railroad merge to form Youngstown, Lawrence & Pittsburgh Railroad under agreement of May 3, 1887; Pennsylvania Company had acquired entire capital stock of Lawrence Railroad this year. (Church)

- June 2, 1887 Ashtabula & Pittsburgh Railway and Alliance, Niles & Ashtabula Railroad merge to form Ashtabula, Niles & Youngstown Railroad under agreement of May 4, 1887. (Church)
- June 2, 1887 Keystone Hotel Company Board considers firing Superintendent J.H. Wall for mismanagement, leaving the final decision to Pres. James R. Wood. (MB)
- June 2, 1887 Mrs. Mary E. Thomson (-1887), wife of VP Frank Thomson, dies at Hollywood, Long Branch, N.J., after a long period as an invalid. (PubLdgr, RRGaz)
- June 3, 1887 PRR announces purchase of land for new shops at Pavonia, north of Camden to serve Amboy Division, Camden & Atlantic Railroad, and West Jersey Railroad. (NYT)
- June 3, 1887 Henry S. Ives's purchase of the Terre Haute & Indianapolis Railroad is now known; Ives says that he has paid his deposit and will take possession tomorrow; Cincinnati, Indianapolis, St. Louis & Chicago Railway will be allowed to keep using the TH&I. (NYT)
- June 3, 1887 Terre Haute & Indianapolis Railroad grants Evansville & Indianapolis Railroad trackage rights over Brazil South Branch between Saline City and Brazil, Ind. (Church, Lyford)
- June 3, 1887 Dodds & Cincinnati RPO established. (Kay)
- June 4, 1887 Metropolitan Ferry Company incorporated in N.Y. in the interest of the LIRR to operate on the East River between Long Island City and 34th Street, 7th Street, and James Slip on Manhattan; the 7th Street ferry has been abandoned as unprofitable, and the city brings suit to collect the back rent; the LIRR denies any interest in the deal. (Val, C&C, NYT)
- June 4, 1887 Henry S. Ives receives the first installment of stock from William Riley McKeen; at the Terre Haute & Indianapolis Railroad Board meeting, Frederick H. Short, Henry S. Ives, William M. Ramsey, Christopher C. Waite and Christopher Meyer are elected directors in place of local men Henry Ross, John G. Williams, Francis C. Crawford, Delos W. Minshall and George E. Farrington, leaving only McKeen and Josephus Collett of the old Board; Ives elected Pres. of Terre Haute & Indianapolis Railroad replacing William R. McKeen; Frederick H. Short elected Secretary & Treasurer; Christopher C. Waite VP & General Manager; before his election, Ives cons the old Board into authorizing the sale of the 8,840 shares in the treasury to H.S. Ives & Co. at \$62.50; H.S. Ives & Co. is also named the company's fiscal agent, giving it free access to the TH&I's treasury, including its \$1.5 million cash surplus, which is sent to New York. (MB, Wallis, AR)

- June 4, 1887 George H. Stayner meets with Robert Garrett, presumably to brief him on the Terre Haute & Indianapolis Railroad purchase. (NYT)
- June 6, 1887 Pres. Roberts meets with Lines West executives in Pittsburgh over sale of Terre Haute & Indianapolis Railroad. (Wallis)
- June 6, 1887 CStL&P Railroad Executive Committee authorizes reducing grades between Chicago and Logansport. (MB)
- June 6, 1887 Indiana, Bloomington & Western Railway Purchasing Committee conveys the property to Charles W. Fairbanks (Sen) of Indianapolis, who in turn conveys the section in each state to a separate corporation; they continue to be operated by the receiver of the IB&W. (GrnBk, Harlow)
- June 6, 1887 Kentucky Central Railway incorporated in Ky. as the reorganization of the Kentucky Central Railroad. (ICC)
- June 7, 1887 Pres. Roberts and Lines West executives confer with local counsel in Indianapolis; PRR announces it will fight the sale of the Terre Haute & Indianapolis Railroad. (NYT, Wallis)
- June 7, 1887 *New York Times* reports that Henry S. Ives, in returning from Cincinnati, has stopped at Old Point Comfort, Va., where Jay Gould entertains him on his yacht *Atalanta*. (NYT)
- June 7, 1887 Decree of foreclosure sale entered against the Bay View, Little Traverse & Mackinaw Railroad in the Circuit Court of Emmet County, Mich. (C&C-verify actual date of sale)
- June 7, 1887 Pittsburgh, Marion & Chicago Railway extension from Rogers to Lisbon, Ohio, opens for revenue service. (Cole)
- June 7, 1887 Henry Clay Frick resigns as Pres. of the H.C. Frick Coke Company in a huff and takes a vacation in Europe; Frick is replaced by Henry Phipps. (Warren)
- June 8, 1887 PRR agrees with Reading to operate in harmony; will not join with third parties to interfere with each other's traffic and will refrain from rate wars. (MB)
- June 8, 1887 Pittsburgh & Western Railroad [and Pittsburgh, Bradford & Buffalo Railroad? RyW] sold at foreclosure at Pittsburgh to John Lowber Welsh, John T. Terry, Charles H. Coster and Anthony J. Thomas. (B&O Corp, RyW - PB&B is defunct in 1883?)
- June 8, 1887 Chicago & Western Indiana Railroad grants Santa Fe trackage rights into

Dearborn Station. (NYT)

- June 9, 1887 Metropolitan Ferry Company organized at New York; Charles E. Edey elected Pres. (C&C)
- June 1887 Henry S. Ives and George H. Stayner sell 20,000 shares of the Dayton & Michigan Railroad held in the Cincinnati, Hamilton & Dayton Railroad treasury to David Sinton and the Emery brothers of Cincinnati at 70 cents on the dollar; remains leased to CH&D. (NYT)
- June 10, 1887 PRR Board hears report on hotels; orders termination of Keystone Hotel Company contracts on all but Logan House and orders notice of sale or lease of Bryn Mawr Hotel and Mountain House at Cresson and new leases of station restaurants. (MB)
- June 11, 1887 Keystone Hotel Company Pres. and General Passenger Agent James R. Wood reports that the PRR will discontinue dining cars on the *New York & Chicago Limited*; Board approves placing them on the *New York/Washington Limited Express* and the *Congressional Express* between New York and Washington and on the *Western Express* westbound and *Fast Line* eastbound between Jersey City and Philadelphia; disposition of the four old smoker-combines from the *New York & Chicago Limited* referred to William J. Latta. (MB - must refer to disposition of old PRR cars displaced by new Pullman equipment on the *New York & Chicago Limited*)
- June 11, 1887 Dr. William Schmoele, M.D. (1811-1887), organizer of savings and loan associations, founder of Egg Harbor City, and participant in the Memphis, El Paso & Pacific Railroad speculation in the 1860s, dies at Philadelphia of a pulmonary infection. (findagrave)
- June 11, 1887 H.C. Frick Coke Company reopens paying the increased wages demanded by the unions; the other companies remain on strike but are demoralized and angry at Carnegie's concessions to the unions. (Warren)
- June 13, 1887 Jersey City & Bergen Railroad applies for permission to lay tracks in 1st Street, Jersey City; leads to speculation that PRR will build new elevated passenger line to river via 1st Street, as Board of Aldermen has refused to allow elevating tracks on Railroad Avenue. (NYT)
- June 13, 1887 Camden & Atlantic Railroad agrees with John Lucas & Co. to build branch to Gibbsboro. (MB)
- June 13, 1887 Boston Commercial Club travels from Chicago to New York in one of PRR's new vestibuled train sets. (NYT)
- June 13, 1887 U.S. Court at Buffalo orders foreclosure sale of Buffalo, New York &

Philadelphia Railroad under foreclosure of First Mortgage, Consolidated Mortgage and Collateral Mortgage. (NYT)

- June 13, 1887 PC&StL Railway Executive Committee authorizes additional tracks in the Columbus Shop Yard. (MB)
- June 13, 1887 William Riley McKean transfers the last 2,600 shares of Terre Haute & Indianapolis Railroad stock to Henry S. Ives. (Wallis)
- June 14, 1887 Old iron Conemaugh River bridge at Johnstown moved 75 feet downstream to make room for new 4-track stone arch bridge. (RyW)
- June 14, 1887 Youngstown, Lawrence & Pittsburgh Railroad organized; Thomas D. Messler, Pres. (Church)
- June 14, 1887 Lehigh Valley Railroad Second VP Robert H. Sayre recommends the construction of the Mountain Cutoff between Pittston and Fairview at the top of Penobscot Mountain, bypassing Wilkes-Barre; will provide easier grades for eastbound freight than the existing line via Sugar Notch and Wilkes-Barre; also recommends constructing an extension from South Plainfield to the CNJ at Roselle (Central Jct.) and yards and wharves on the Jersey City property. (MB)
- June 14, 1887 Under the threat of cutthroat competition, Charlemagne Tower sells the Minnesota Iron Company and Duluth & Iron Range Railroad for \$8.5 million to Henry H. Porter of Chicago representing a syndicate that includes John D. Rockefeller, William Rockefeller, Marshall Field, and Cyrus McCormick. (Walker)
- June 14, 1887 Price of wheat at Chicago falls 19 cents a bushel in panic selling; house of Rosenfeld & Co. fails. (CHTaylor)
- June 15, 1887 New Pullman vestibuled train sets placed in revenue service on *New York & Chicago Limited*; new amenities also include a barber shop located in the combine; electric lights powered by storage batteries, first such train in the world; *New York & Chicago Limited* renamed *Pennsylvania Limited* on Lines West. (NYT,)
- June 15, 1887 In a key decision on the Louisville & Nashville Railroad, the ICC rules that the railroads will have to decide if the “circumstances and conditions” of long-haul and short-haul traffic are sufficiently different to justify charging less for a long haul than a short haul; the ICC gives as exceptional circumstances competing with an unregulated waterway or foreign or intrastate railroads; failure to prove such a difference will result in a \$5,000 fine if challenged; railroads tend to continue discrimination, and the rules are tightened in 1892. (Hoogenboom)

- June 15, 1887 Woonsocket & Pascoag Railroad incorporated in R.I. (NHCorp)
- June 15, 1887 The other big Connellsville coke operators meet in Pittsburgh and resolve to hold out despite Andrew Carnegie's settlement. (Warren)
- June 1887 PRR has purchased control of Bergen Point & Port Richmond Ferry Company. (RRGaz)
- June 1887 New Jersey Junction Railway opens for passenger service between Weehawken and connection with PRR near Point of Rocks at the east end of the Bergen Hill cut; first train carries Pres. Cleveland; permits West Shore trains running into PRR's Jersey City Terminal to avoid use of the New York, Susquehanna & Western Railroad along the west side of Bergen Hill to Marion Jct.; today, this right of way is occupied by the Hudson-Bergen Light Rail Line, and freight again moves on the west side of the Palisades. (AR, RRGaz - see 6/27)
- June 1887 PRR has contracted with Easton & McMahon Transportation Company to move all bituminous coal from Greenwich Point in South Philadelphia to eastern ports. (RRGaz)
- June 1887 Northern Central Railway declares 10% stock dividend. (AR)
- June 1887 The Amalgamated Association of Iron & Steel Workers orders its members to leave the Knights of Labor and affiliate with the American Federation of Labor. (Ware)
- June 16, 1887 PRR assigns dining cars to *Washington Limited Express* and *Congressional Limited Express* between Jersey City and Washington; have previously run only on *Western Express* and *New York & Chicago Limited*. (NYT)
- June 16, 1887 ICC issues ruling on 4th Section, the "long haul-short haul" clause, stating that its application is limited to "similar cases." (NYT, Watkins)
- June 16, 1887 ICC hears case of Chicago & Alton Railroad and Chicago, Rock Island & Pacific Railway vs. PRR and NYC&HR; PRR officials testify that they shut out the C&A because it refused to sign a circular agreeing not to demand commissions for through ticket sales; PRR, CB&Q and other lines had hoped to use the ICC to enable them to end the practice of employing commission agents throughout the industry, something the railroads have been unable to stop on their own since the 1850s. (NYT)
- June 16, 1887 Ashtabula, Niles & Youngstown Railroad organized; John N. Hutchinson, Pres. (Church, C&C)

- June 16, 1887 Chase Andrews, General Manager of the Zanesville & Ohio River Railway meets with the Board of the Cleveland, Akron & Columbus Railway about a traffic contract to reach Cleveland; Board hears a report on the prospects of the Dresden Branch; the Akron Iron Company was to have opened a coal property in Perry County and built a branch to it from McLuney, but its president, John R. Buchtel of Akron, has suffered a stroke; therefore, the C&AC should not build too much equipment until the mines are opened; recommends two 2-8-0's for freight, one helper, and two 2-6-0's, 2 baggage-mail cars, 4 coaches, 25 stock cars, 25 flat cars, and 100 box cars. (MB)
- June 17, 1887 Amendment to PRR-Reading settlement; PRR will set interchange with Reading at Harrisburg (i.e., Reading is not to extend further west); Reading promises to deliver to PRR near Pottsville 1 million tons of anthracite per year for PRR points in return for 1/6 gross rate from mines to Philadelphia; PRR promises not to divert any other coal from Reading mines; differences to be settled by arbitration. (MB)
- June 17, 1887 West Jersey Terminal Railroad incorporated in New Jersey under articles dated June 7 to build an extension to a new station closer to downtown Bridgeton; West Jersey Railroad charter does not cover such an extension; Maurice River Railroad incorporated under articles dated June 7 to build a branch to Maurice River Cove to retain oyster traffic lost with CNJ's acquisition of the Cumberland & Maurice River Railroad. (Val, C&C, RRGaz)
- June 17, 1887 PRR begins two days of testing oil-burning locomotive No. 408 (Class O 4-4-0) on mail and passenger train from Altoona to Pittsburgh and return. (RyW, AAR)
- June 17, 1887 Westbound mail train travels between Altoona and Pittsburgh behind locomotive No. 408, modified by Dr. Charles B. Dudley to burn crude oil using a process originally developed in Russia; first oil-burning locomotive on PRR; first over-the-road test on a long-distance run; work at Altoona has been going on since late 1886. (RyW - see 7/87)
- June 18, 1887 Reading and Beech Creek Railroad establish through sleeping car between Philadelphia and Clearfield. (Rdg)
- June 20, 1887 PRR committee reports on hotels. (MB)
- June 20, 1887 West Jersey Terminal Railroad and Maurice River Railroad organized at Philadelphia; William J. Sewell, Pres. of both companies. (C&C)
- June 20, 1887 Strong 4-6-2 camelback *Duplex* No.444 with special cylindrical firebox hauls PFW&C No. 3 from Fort Wayne to Chicago, 225 miles, in 148 minutes; locomotive was built at Wilkes-Barre by Alexander Mitchell (1832-1908),

- Master Mechanic of the Lehigh Valley Railroad to the patent of George Strong of New York. (RRGaz)
- June 20, 1887 PC&StL Railway Executive Committee authorizes extending the passing siding at Frazeyburg. (MB)
- June 20, 1887 Eel River Railroad becomes part of new through freight route to be operated at differential of 1.5-8 cents; previously carried passengers from the B&O at Chicago to the Wabash at Butler, from which they were carried to Detroit and to points east via the Great Western Railway and West Shore; B&O diverts passenger service to Chicago & Atlantic Railway between Chicago and Lakestown, Ind., while Wabash runs through with own locomotives and crews. (NYT)
- June 20, 1887 Harrison, Jefferson & Belmont Railway incorporated in Ohio for the purpose of extending the Wheeling & Lake Erie Railway to a point opposite Wheeling. (ICC)
- June 20, 1887 Gov. David B. Hill of N.Y. signs law forbidding use of stoves as heaters in passenger cars after May 1, 1888, except for mixed train service and on lines under 50 miles long. (NYT)
- June 21, 1887 Northbound *Congressional Limited Express* No. 66, running at high speed, rams the rear cars of southbound express No. 41 as it is switching from the single track on the Susquehanna River Bridge to double track at Havre-de-Grace, Md.; 1 killed and many passengers on No. 41 injured; little damage to the *Congressional*, whose passengers include Stephen B. Elkins and Samuel Spencer. (NYT)
- June 22, 1887 New York, Chicago & St. Louis Railway Company of New York incorporated as part of the reorganization of New York, Chicago & St. Louis Railway (Nickel Plate); Daniel W. Caldwell, Pres. (GrnBk, Rehor)
- June 23, 1887 Christopher Meyer elected Pres. of Cincinnati, Richmond & Chicago Railroad, replacing Eugene Zimmerman. (MB)
- June 23, 1887 Pennsylvania Company Executive Committee authorizes second track between Alliance and Strasburg and between Crestline and Rohinson. (MB)
- June 23, 1887 City of Cincinnati authorizes the PC&StL Railway to build additional tracks in Eggleston Avenue. (MB)
- June 1887 PRR buys Bergen Point-Staten Island ferry. (WkStGaz)
- June 24, 1887 West Jersey Railroad Board authorizes the purchase of the Anglesea Railroad; reports that the cost of extending the Sea Isle City Pleasure

Railroad across Townsends Inlet to Tatham's Island is \$50,000, and it is inexpedient to build it at this time, but that the residents should do so at their own expense. (MB)

- June 24, 1887 Brief panic on Wall Street; stocks drop 2-40 points; Gould stocks hit hard; Manhattan Railway drops 25%, Missouri Pacific 12% and Western Union almost 10%; the market then reverses itself in the afternoon; the panic ends Cyrus W. Field's attempt to corner Manhattan Railway, and he is forced to sell his remaining stock to Jay Gould, cementing Gould's control of the New York City elevated railroads. (NYT, Grodinsky)
- June 25, 1887 N.J. Court of Chancery issues an injunction against the Arthur Kill Bridge as lacking state authorization. (NYT)
- June 25, 1887 Supplement to charter of Poughkeepsie Bridge Company extends time for completion to Jan. 1, 1889; names new group of incorporators. (PL)
- June 25, 1887 Pittsburgh & Western Railway reorganized; James Callery Pres. (RyRegister)
- June 25, 1887 Springfield & Western Railway incorporated in Ohio for the purpose of reorganizing the portion of the old Indiana, Bloomington & Western Railway in that state. (GrnBk)
- June 26, 1887 Pennypack Creek Bridge at Holmesburg Jct. shifted 50 feet to permit construction of four-span stone arch bridge. (NYT)
- June 27, 1887 New Jersey Junction Railroad opens for revenue passenger service between Weehawken terminal of West Shore and junction with PRR at Jersey City, and interchange moved from NYS&W line via Marion Jct.; some West Shore commuter trains begin operating into PRR Jersey City Terminal via New Jersey Junction Railroad from Weehawken for more direct access to downtown business district. (HC, AR)
- June 27, 1887 NYP&N accepts offer of CNJ to lease train ferry *Cape Charles* for three months with option to buy; it has proved unsuitable for the Chesapeake crossing; used by CNJ on its summer service between New York and Sandy Hook; NYP&N appoints R.B. Cooke as General Agent at Norfolk in charge of ferry service, in addition to his duties as General Passenger & Freight Agent. (MB)
- June 27, 1887 J.H. Wall resigns as Superintendent of the Keystone Hotel Company and of the PRR's Dining Car Dept.; W.T. Bothwell is appointed Superintendent of Dining Cars; R.M. Bell appointed Superintendent of the Dining Car Store Room; Edward Welsh is promoted to Superintendent of the Keystone Hotel Company. (MB)

- June 27, 1887 Boston & Maine Railroad and Maine Central inaugurate summer-only, all-Pullman *Mt. Desert Limited*, between Boston and Mount Desert Ferry (to Bar Harbor); in 1887 season runs non-stop between Portland and Bangor; first limited in New England (or is New England Ltd?). (Kratville, RRH, Guide)
- June 27, 1887 Indiana & Lake Michigan Railway incorporated in Indiana to build from South Bend to Michigan state line. (Church)
- June 27, 1887 Indiana Railway incorporated in Indiana for the purpose of reorganizing the portion of the old Indiana, Bloomington & Western Railway in that state. (GrnBk)
- June 27, 1887 Erie & State Line Railroad Company of Pennsylvania incorporated as the portion of the former New York, Chicago & St. Louis Railway (Nickel Plate) in that state. (GrnBk)
- June 28, 1887 New York, Woodhaven & Rockaway Railroad sold at foreclosure to Austin Corbin, J. Rogers Maxwell, Henry W. Maxwell, Henry Graves and Stephen A. Caldwell of Pa. for LIRR for \$600,000. (CorpHist, NYT)
- June 28, 1887 Indiana & Lake Michigan Railway incorporated in Michigan to build from St. Joseph to Indiana state line. (Church)
- June 28, 1887 Fort Wayne & Illinois Railroad incorporated in Indiana as the reorganization of that part of the former New York, Chicago & St. Louis Railway (Nickel Plate) in that state. (GrnBk)
- June 30, 1887 PRR Dept. of the YMCA of Philadelphia holds a “book reception” at which over 400 volumes are donated, forming the nucleus of its library. (Wilson)
- June 30, 1887 Central Transportation Company stockholders vote to distribute the surplus, released by the courts, as a \$12 per share dividend over the objections of George M. Pullman. (NYT)
- June 30, 1887 PFW&C Board approves betterments for 1887: extending a branch up Block House Run at New Brighton; extending Alliance Yard; a new yard east of the Calumet River in South Chicago; stations at Elida and Constance; second track between Alliance and Louisville, Crestline and Robinson, GR&I Jct. and Hadley. (MB)
- June 30, 1887 Henry S. Ives hypothecates \$100,000 in Second Mortgage bonds of the St. Louis, Vandalia & Terre Haute Railroad and a large amount of other securities in the Terre Haute & Indianapolis Railroad treasury to William Fellows Morgan & Co. of New York in return for a large loan; they in turn use the securities as collateral for a large loan they have obtained from Kidder, Peabody & Co. of Boston; Kidder, Peabody ends up with the

- securities. (MB)
- June 30, 1887 Hanover Branch Railroad (Mass.) conveys its property to the Old Colony Railroad. (NHCorp)
- June 30, 1887 Chicago & State Line Railroad incorporated in Illinois as the reorganization of the part of the former New York, Chicago & St. Louis Railway (Nickel Plate) in that state. (GrnBk)
- Summer 1887 On grounds that the 1886 reorganization terminated the 1881 joint traffic contract with the Norfolk & Western Railroad, new officials of East Tennessee, Virginia & Georgia Railway announce they will not discriminate in favor of any eastern connection and begin routing traffic by way of the Western North Carolina Railroad to the Richmond & Danville. (Lambie - check NYT, RRG p. 790)
- July 1, 1887 Metropolitan Ferry Company acquires the boats, property and franchises of East River Ferry Company; routes from Long Island City to 34th Street, 8th Street, and James Slip in Manhattan for \$2.75 million. (Val, C&C)
- July 1, 1887 New iron truss bridge over Susquehanna River opens at Harrisburg on Cumberland Valley Railroad. (AR)
- July 1, 1887 PC&StL Railway agrees to grant the Louisville & Nashville Railroad the use of the Little Miami facilities in Cincinnati. (MB)
- July 1, 1887 Terre Haute & Indianapolis Railroad Board authorizes Henry S. Ives to sell \$300,000 in unissued 5% Consolidated Mortgage bonds (which Ives has already sold the day before), plus \$100,000 of St. Louis, Vandalia & Terre Haute Railroad bonds and \$50,000 in American Bottom Lime, Marble & Coal Company bonds; W. (?) C. Boone and George H. Stayner elected directors in place of William M. Ramsey and Josephus Collett, resigned. (MB, Wallis)
- July 1, 1887 Property of Toledo, Peoria & Western Railroad conveyed to new Toledo, Peoria & Western Railway. (RyW)
- July 1, 1887 Future Superintendent Noel W. Smith (1869-) joins the PRR as a clerk in the Division Freight Agent's office at his native Williamsport, Pa. (PRRBio)
- July 1, 1887 Big Four evicts Ohio & Mississippi Railway from Central Union Station in Cincinnati, breaking its connection with the B&O; the O&M gets an injunction blocking the eviction. (RyW, RRGaz)
- July 1, 1887 Michigan Central Railroad begins selling 2,000-mile tickets good for one year at a flat 2 cents per mile. (NYT)

- July 1, 1887 Andrew W Mellon and brother Richard Beatty Mellon become sole partners in the private bank of T. Mellon & Sons; both will become PRR directors. (Cannadine, B&K)
- July 2, 1887 Pennsylvania Company agrees with Louisville & Nashville Railroad; L&N to build new Louisville Union Passenger Station between 10th & 11th Streets and grant use to PRR system upon completion of station. (Church)
- July 2, 1887 South Chicago & West Shore Railway incorporated in Illinois for purpose of extending the Cummings Branch of the PFW&C to Dolton on the CStL&P; company is organized, but no work is done, and the project is built under the charter of the Calumet Western Railway. (Church)
- July 5, 1887 Members attending convention of American Society of Civil Engineers in New York City view the Poughkeepsie Bridge under construction. (NYT)
- July 5, 1887 Pres. George B. Roberts writes to South Pennsylvania Syndicate informing them of rumors that they are planning to void the Bedford & Bridgeport debentures given by PRR or have it transferred to other parties beyond their control and threatening a lawsuit if they proceed. (RyW)
- July 5, 1887 Youngstown, Lawrence & Pittsburgh Railroad files location for two branches: one from junction of Canfield Branch with main line north along Mahoning River to connection with Ashtabula, Niles & Youngstown Railroad near Brier Hill Furnaces (4.0 miles - not built), and from crossing of main line and Crab Creek north and east to Valley Mills. (Church)
- July 5, 1887 Connellsville coke operators announce they will reopen next day at old rates; Pinkertons are sent into the region to protect those who return to work. (RRGaz, Warren)
- July 5, 1887 Centreville & Corsica River Steamboat Company places the *Gratitude* on the run to Jacksons Landing, replacing the *Captain Miller*. (BaltAm)
- July 6, 1887 St. Louis, Vandalia & Terre Haute Railroad files for injunction and receiver against lease to Terre Haute & Indianapolis Railroad on grounds lease was executed without consent of local stockholders; PRR had to move to detach StLV&T after Henry S. Ives grabbed TH&I. (RyW, Wallis)
- July 6, 1887 Robert A. McGuinn, an African American Baptist pastor of Annapolis traveling to Virginia on the Weems Line's *Mason L. Weems*, seats himself at a dinner table occupied by three white people and refuses to move, whereupon the dishes, food and other passengers are moved to another table; McGuinn is threatened and forced to leave the boat early; in 1890, his suit for damages is rejected by the U.S. District Court on the grounds that

humiliation is insufficient grounds and that although the law requires equal accommodations, the carriers are bound to observe local pressures for segregation or lose their business. (Holly)

- July 8, 1887 Speaker J.W. Husted announces he has accepted presidency of Hartford & Connecticut Western Railroad; will ally with Poughkeepsie Bridge route and abandon association with plans for a competing Hudson River bridge at Storm King. (NYT)
- July 8, 1887 *New York Times* reports that Jay Gould and Russell Sage are buying heavily into New York & New England Railroad. (NYT)
- July 9, 1887 Alexandria & Washington Railroad sold at foreclosure to Francis L. Smith for \$100,000 vs. total debts of \$418,232; foreclosure was on suit brought by Alexander Hay. (MB, Harrison)
- July 9, 1887 St. Louis ordinance authorizes St. Louis Merchants Bridge & Terminal Railway Company to build through city. (Church)
- July 9, 1887 Storage battery streetcar demonstrated at works of William Wharton, Jr. & Co., Ltd., at 23rd & Washington Streets in Philadelphia. (RyW)
- July 9, 1887 *Engineering News* runs an account probably written by Gustav Lindenthal in favor of the North River Bridge; notes that tunnels will cost \$11 million for only two tracks, whereas the growing business of the PRR will require four tracks alone; a total of six tracks should be built at a cost of \$33 million, with all the problems of drainage, lighting, etc.; instead a six-track bridge can be built across the Hudson to an elevated terminal in Manhattan. (Petroski)
- July 10, 1887 Mackinac Island Hotel Company opens 600-room Grand Hotel on Mackinac Island; not fully completed until Aug.; promoted by Sen. Francis Stockbridge (-) of Kalamazoo and owned jointly by GR&I, Michigan Central, and Detroit & Cleveland Steam Navigation Company. (AR, michrrs, Dunbar - Wood has 7/15?? NB - not inc til 8/87? Church may have wrong year for inc.)
- July 11, 1887 Future VP Charles Shalter Krick (1866-1943) joins the PRR as a rodman on the Schuylkill Division after graduating from Lafayette College. (PRRBio, MB)
- July 12, 1887 Rumors circulate in New York that Henry S. Ives's B&O deal has fallen through and that Robert Garrett has walked away from it. (NYT)
- July 12, 1887 U.S. Circuit Court begins hearing in suit to overturn New Jersey Court of Chancery injunction vs. Arthur Kill Bridge. (RyW)

- July 12, 1887 U.S. Circuit Court in N.J. confirms recent sale of Pennsylvania, Slatington & New England Railroad to W.W. Gibbs for \$50,000. (NYT)
- July 13, 1887 PRR signs draft track elevation agreement with Jersey City. (UNJ MB)
- July 13, 1887 Stock market breaks on sales of large amounts of CH&D stock by Stayner-Ives Syndicate; bear raids drive the price down to 40; the stock has been pledged as collateral for Ives' loans; the Gould roads are also attacked. (RyW, Wallis, NYT)
- July 14, 1887 PRR's case for a receiver for St. Louis, Vandalia & Terre Haute Railroad argued before U.S. Circuit Court in Illinois. (Wallis)
- July 14, 1887 During week ending this date, PFW&C gets 29% of eastbound business from Chicago, and CStL&P gets 20.8% vs. 14.3% for LS&MS and 10.6% for Michigan Central Railroad. (NYT)
- July 15, 1887 New Trunk Line classifications take effect; about 100 commodities changed. (NYT)
- July 1887 Northern Central Railway opens coal pier at Clinton Street for anthracite coal exported from Baltimore. (AR)
- July 1887 Cumberland Valley Railroad completes replacing the superstructure of the Susquehanna River Bridge at Harrisburg with iron spans. (C&C)
- July 1887 PRR is hauling a large traffic in produce from the NYP&N to Jersey City in open lattice cars; about 75 cars of potatoes and 20 cars of watermelons daily; will enlarge facilities for perishables at Jersey City. (RyW)
- July 1887 Sleeping car line established between Chicago and Springfield, Ohio, via Dayton and Xenia. (PassDept)
- July 1887 Wabash, St. Louis & Pacific Railway arranges to run a through passenger train between Detroit and St. Louis using the Vandalia Lines west of Clymers, Ind. (RyW)
- July 1887 PRR tests steam locomotive modified to burn fuel oil on Pittsburgh Division; modification of a Russian design; proves successful but calculate that PRR would consume one third of U.S. fuel oil output if all locomotives converted, causing shortages and price increases. (, CMP)
- July 16, 1887 Court dismisses PRR application for a receiver for St. Louis, Vandalia & Terre Haute Railroad and sets trial to break lease to Terre Haute & Indianapolis Railroad for Oct. 1887. (Wallis, RyW)

- July 16, 1887 West Side & Yonkers Railway merged into New York City & Northern Railroad. (NYState)
- July 18? 1887 Philadelphia paper reports that the Knights of Labor have afoot a plan to organize all Knights in the PRR work force into a single assembly of the KofL. (NYT)
- July 18, 1887 Future Treasury Dept. officer George A. Walker (1865-) leaves the Norfolk & Western Railroad to follow his former boss, Robert W. Smith, to the PRR, becoming Treasurer Smith's private secretary. (PRRBio)
- July 18, 1887 Altoona Shops foreman Andrew Constant Vauclain (1809-1887) dies at Altoona as the result of a paralytic stroke suffered the year before; he is the father of future Baldwin Locomotive Works Pres. Samuel M. Vauclain; another son, Constant Andrew Vauclain (1849-1910) is also employed at the shops and is later an inspector in the Motive Power Dept. after losing a finger in the machinery in 1899. (Crimmins, findagrave)
- July 18, 1887 Charles T. Parry (1825-1887), partner in Baldwin Locomotive Works, dies at his summer home at Beach Haven, N.J. (RyW, WwasW)
- July 19, 1887 PRR and Philadelphia & Reading arrange truce in anthracite coal regions; PRR secures trackage rights over Philadelphia & Reading between Wetherill Jct. and Frackville Jct.; Reading given trackage rights over PRR between Frackville and Bear Run Jct. (MB, Rdg, Val, AR)
- July 19, 1887 West Virginia Central & Pittsburgh Railway and Piedmont & Cumberland Railway begin through revenue passenger service between Davis, W.Va., and Cumberland, Md.; opening excursion on July 18. (RyW)
- July 19, 1887 Wheeling & Cleveland Railroad incorporated in Ohio. (GrnBk - check RRG & Poors for details)
- July 19, 1887 Mrs. Bessie Davids Scott (1853?-1887), wife of James P. Scott, dies at London, where she and her husband have been traveling, of what is described as a accidental drug overdose. (NYT)
- July 20, 1887 ICC dismisses suit of Chicago & Alton Railroad and Chicago, Rock Island & Pacific Railway vs. PRR and NYC&HR; holds 2-1 that form of through ticketing is a matter of mutual agreement, not ICC dictation, and that seeking to end commission agencies is a legitimate goal; the ICC has no power to force railroads to issue through tickets over other lines. (NYT)
- July 20, 1887 B&O Pres. Robert Garrett issues public letter from Elberon, N.J., saying proposed sale of B&O with its telegraph, express and sleeping car businesses to syndicate of Henry S. Ives and George Stayner of Cincinnati, Hamilton &

Dayton is off, as they have failed to deliver the money as promised; letter appears in press on July 21; Garrett had found out that Ives had offered to sell the B&O Telegraph to Jay Gould, something the Garretts had fought for years. (NYT, RyW)

- July 20, 1887 PC&StL Railway grants the Ohio & North Western Railroad (N&W) trackage rights between Red Bank and Cincinnati and the use of its Cincinnati stations. (MB)
- July 21, 1887 Robert Garrett, in New York intending to sail for Europe on July 23, is served with writs by Ives group seeking to recover \$200,000 cash and \$1.8 million in CH&D stock given as down payment;. (RyW, NYT)
- July 21, 1887 One mile of Kensington & Tacony Railroad opens in Northeast Philadelphia. (check C&C - AR says open 2.56 miles south from Tacony)
- July 21, 1887 Canandaigua Lake Railroad incorporated in New York to build a branch from Canandaigua to the lake; funds supplied by the Northern Central Railway; S. Reeves Adriaance, Pres. (Val, C&C)
- July 21, 1887 Pennsylvania Company Executive Committee authorizes construction of a line between Hegewisch and Hammond, Ind. (MB)
- July 21, 1887 New Chicago ordinance permits PFW&C to build 3rd & 4th track between 23rd & 39th Streets in return for widening Stewart Avenue by 33 feet. (MB)
- July 21, 1887 CStL&P Railroad Executive Committee authorizes a second track between Pogues Run and Cruse Street at Indianapolis. (MB)
- July 21, 1887 Knights of Labor calls off the Connellsville coke strike. (Warren)
- July 22, 1887 Ashtabula, Niles & Youngstown Railroad and Youngstown, Lawrence & Pittsburgh Railroad merge to form Pittsburgh, Youngstown & Ashtabula Railroad under agreement of June 16, 1887. (Church)
- July 22, 1887 B&O's percentage of flour, grain and provisions east from Chicago falls from 25% to 4% over last two weeks after LS&MS cuts its export rate to reverse loss to B&O and PRR caused by differentials; LS&MS begins charging Baltimore rates to New York and Boston. (NYT)
- July 22, 1887 Future PRR traffic officer Edward Steptoe Neilson (1887-1947) born at Warrenton, Va., son of Robert William Neilson (1859-1935) and Margaret Keith Neilson. (CInl&RevFmlsPa)
- July 22, 1887 Joshua T. Heald (1820?-1887), founder of Wilmington & Western Railroad, dies at Wilmington. (RyW)

- July 22, 1887 Miners & Laborers Amalgamated Association calls off the Connellsville coke strike; both unions are defeated. (Warren)
- July 23, 1887 Robert Garrett sails for Europe on the *Etruria*, along with Chauncey M. Depew of NYC&HR. (NYT)
- July 23, 1887 Chautauqua Lake Railway opens with excursion between Jamestown and Mayville, N.Y. (NYT)
- July 1887 PRR is now operating passenger trains to Hegewisch, Ill., site of United States Rolling Stock Company shops, over South Chicago & Southern Railroad. (RRGaz)
- July 25, 1887 Baltimore & Sparrow's Point Railroad incorporated in Maryland. (Val)
- July 25, 1887 Chautauqua Lake Railway begins revenue service between Jamestown Mayville, with through service between Mayville and Brocton over (WNY&P). (NYT, Poors - check NYState)
- July 25, 1887 State Line & Indiana City Railway incorporated in Indiana under articles dated July 21 to extend the South Chicago & Southern Railroad from Hegewisch into the industrial area around Hammond, Ind.; Joseph T. Torrance, Pres. (Church, C&C)
- July 25, 1887 At Board meeting, New York & New England Railroad interests take control of the New York & Derby Railroad after William H. Starbuck purchases the stock owned by the City of New Haven. (RyRegister)
- July 26, 1887 Advisory Committee of Relief Dept. adopts resolution in favor of establishing a Pension Fund. (MB)
- July 26, 1887 Dam at Coatesville, Pa., breaks, washing out Main Line; trains detour via Port Road. (CCHS)
- July 26, 1887 Dr. Elisha D. Standiford (1831-1887), former Pres. of Louisville & Nashville Railroad and VP of JM&I, dies at age 56 at Louisville. (RRGaz, RyW)
- July 1887 Wheeling & Lake Erie Railway Board decides to extend from Bowerston to Wheeling. (RyRegister)
- July 1887 There is now a car famine at Pittsburgh. (RyW)
- July 27, 1887 Lykens Valley Coal Company places first electric mine locomotive in service underground; supposedly the first in the U.S. (RyW)

- July 27, 1887 Broker H.B. Moorehead returns to Cincinnati and announces that the \$10 million preferred stock authorized by Cincinnati, Hamilton & Dayton Railroad won't be issued because of the collapse of the B&O deal; \$1.8 million of the preferred, which had been given to the B&O as a down payment, is lost. (NYT, RyW)
- July 29, 1887 VP Frank Thomson holds interviews with managers of major southeastern railroads seeking establishment of three cooperative fast freight lines: one via Virginia Midland and Richmond & Danville system, one via Atlantic Coast Line, and one via NYP&N and Seaboard & Roanoke (the future Seaboard Air Line) system. (NYT)
- July 29, 1887 PFW&C cancels lease of Lawrence Railroad under agreement of Feb. 2, 1887, as Pennsylvania Company has become sole stockholder of Lawrence Railroad. (Church)
- July 29, 1887 Columbian Bank of Philadelphia closes and makes an assignment the next day; held large number of acceptances from Henry S. Ives which Ives refused to redeem. (NYT)
- July 29, 1887 New York & New England Railroad acquires the property of the Springfield & New London Railroad. (NHCorp)
- July 30, 1887 VP Frank Thomson and General Freight Traffic Manager John S. Wilson announce traffic agreements for three fast freight lines through to the south: one via the Virginia Midland/Richmond & Danville route, one via the Atlantic Coast Line route and one via Cape Charles to Portsmouth, Va. (RyW)
- July 30, 1887 Knights of Labor strike and close Erie docks of Anchor Line; all business diverted to Buffalo. (MB)
- July 30, 1887 New York & Long Island Railroad incorporated to build tunnel from 9th Avenue and 30th Street to Long Island City for purpose of linking LIRR and NYC&HR; also a branch to connect with the Hudson Tunnel Railway near Washington Square; backed by banker Walter S. Gurnee (1813-1903) as Pres.; directors include Gen. Roy S. Stone, who built the park railroad for the 1876 Centennial Exhibition, and Thomas Rutter (1825?-1895), who built the B&P Tunnel in Baltimore. (NYState, RRGaz, Hood, ElectricRR)
- July 30, 1887 B&O makes its official announcement on the Ives situation; say the deal with Alfred Sully was for the union of the B&O, Reading, CNJ and Richmond & West Point Terminal Railway & Warehouse Company, but all three other parties failed to consent; Robert Garrett had learned the Henry S. Ives had planned to sell the B&O's telegraph lines to Jay Gould to raise \$3.5 million for further conquests, a thought anathema to the Garrett family, and so he

- ended negotiations. (NYT)
- July 30, 1887 U.S. Navy awards Bethlehem Iron Company contracts for steel gun forging and armor plate; Bethlehem becomes the main supplier for modernizing the navy and one of the first companies to grow fat on military contracts since the Civil War. (Warren)
- Summer 1887 Cincinnati, Columbus & Hocking Valley Railway abandoned and station at Claysville Jct. on PC&StL Railway abandoned. (AR)
- Aug. 1, 1887 George D. Fowle (1859-1909) succeeds H.F. Cox as Engineer of Signals; Cox named Assistant Engineer of Motive Power Dept. (AR).
- Aug. 1, 1887 PRR discontinues the operation of dining cars on the *Western Express* westbound and *Fast Line* eastbound between Jersey City and Philadelphia as unprofitable. (MB)
- Aug. 1, 1887 U.S. Circuit Court, Justice John P. Bradley presiding, dissolves N.J. Court of Chancery injunction against Arthur Kill Bridge asserting is a federal, not a state, issue. (RyW, NYT)
- Aug. 1, 1887 PRR, Wilmington & Weldon Railroad, and Seaboard & Roanoke Railroad establish fast freight line Atlantic Coast Despatch, particularly for southern fruits and vegetables; cars operate via both the NYP&N and Richmond, Fredericksburg & Potomac Railroad routes; PRR furnishes 30 cars and other parties 70 cars; causes freight on Petersburg Railroad to double. (Hoffman, Dozier)
- Aug. 1, 1887 Piedmont & Cumberland Railway opens between Cumberland, Md., and West Virginia Jct. near Piedmont on West Virginia Central & Pittsburgh Railway. (Williams - see above)
- Aug. 1, 1887 New York Board of Trade & Transportation petitions the ICC citing discrimination by all the Trunk Lines out of New York against LCL freight and small shippers. (NYT)
- Aug. 2, 1887 Fifteen iron and steel companies sign the first of a new series of rail pools at Chicago; the object is to arrange a division of the market between the Pennsylvania-Ohio and Chicago area companies; Carnegie's share of the pool increases from 11.6% in 1888 to 25.8% in 1892. (Warren)
- Aug. 3, 1887 PRR representative responds to charge of New York Board of Trade & Transportation by noting that the law requires "equal rates under equal conditions,"
- Aug. 3, 1887 Thomas T. Weirman (1813-1887), Superintendent & Chief Engineer of

Pennsylvania Canal Company, dies at Harrisburg at 74; survived by children Thomas T. Wierman, Jr., Victor P. Wierman, and Mrs. Theodore N. Ely. (RyW)

- Aug. 3, 1887 Robert Garrett meets with Junius S. Morgan in London re B&O financing; Garrett has heard rumors making the rounds that the Morgans and others are demanding his ouster from the presidency. (RyW, Stover)
- Aug. 3, 1887 Louisville & Jeffersonville Bridge Company incorporated in Indiana to build a second railroad bridge over the Ohio River at Louisville. (GrnBk)
- Aug. 5, 1887 Work begins on Maurice River Railroad.
- Aug. 5, 1887 In Cincinnati, Christopher Meyer issues a statement that the Cincinnati, Hamilton & Dayton Railroad has been “completely gutted” by Ives; minority stockholders of the CH&D meet in Cincinnati and appoint a committee of Julius Dexter, Thomas J. Emery and Gazzam Gano to represent them against Henry S. Ives; they demand that Ives and Stayner resign. (Wallis, NYT)
- Aug. 6, 1887 PRR files two bills in U.S. Circuit Court in Philadelphia; one to prevent South Penn Syndicate from interfering with the rights of the Bedford & Bridgeport by selling or reorganizing the South Pennsylvania Railroad; second is brought by Northern Central Railway to prevent William H. Vanderbilt's heirs from disposing of the Beech Creek Railroad against its interests and refusing to honor July 19, 1885 traffic arrangement with William H. Vanderbilt. (NYT, RRGaz)
- Aug. 6, 1887 Philadelphia detectives arrest four PRR brakemen and the wife of one of them on charges of breaking open freight cars, stealing the goods and pawning them over several months. (NYT)
- Aug. 6, 1887 At the Cincinnati, Hamilton & Dayton Railroad stockholders' meeting, the minority committee confronts Ives, who tries to stall by saying the books are still in New York; the meeting orders the committee to go to New York at Ives's invitation; William Riley McKeen arrives in Cincinnati by special fast train from Terre Haute just as the meeting is ending; he accompanies the CH&D committee, leaving for New York in the evening. (Wallis)
- Aug. 7, 1887 CH&D directors arrive in New York via the PRR, where they discover that Henry S. Ives has issued \$500,000 in common stock and \$10 million in preferred stock without authority; preferred had been given to H.S. Ives & Co. to finance acquisition of B&O and TH&I. (AR)
- Aug. 7, 1887 Conestoga Bridge east of Lancaster shifted 44 feet to permit construction of a new stone arch bridge. (RyW)

- Aug. 7, 1887 Greyhound Corporation founder Martis Jerk (1887-1954) born at Våmhus, Sweden; he emigrates to Minnesota in 1905 and sensibly changes his name to Carl Eric Wickman. (wiki)
- Aug. 8, 1887 A meeting of the Terre Haute & Indianapolis Railroad Board is held at Ives's office in New York; orders the company's General Counsel to represent their interests at a meeting of Ives's creditors but to do nothing without instructions; McKeen and Waite object to this condition; everyone then demands an accounting from Ives for both the TH&I and the CH&D; Ives stalls for five hours and the meeting adjourns until 9:00 PM; during the day, CH&D stock falls from 120 to 40; Ives' creditors begin calling in their loans, which are secured by CH&D stock; Ives appears at 10:00 PM and claims to be too tired to produce the books; the CH&D committee then leaves for Cincinnati. (Wallis, NYT)
- Aug. 8, 1887 *New York Times* prints letter from an anonymous prominent banker calling Robert Garrett "a round man in a square hole" who has "always managed to do the wrong thing at the wrong time." (NYT)
- Aug. 8, 1887 Pennsylvania & New York Canal & Railroad Company begins running excursion trains between Wilkes-Barre and Harveys Lake, after the West Pittston Branch is extended 0.88 mile to a connection with the Wilkes-Barre & Harveys Lake Railroad; full revenue service begins Aug. 14. (AR)
- Aug. 9, 1887 George H. Stayner and Henry S. Ives are forced to resign as Pres. and VP of CH&D but remain on Board; A.S. Winslow of Cincinnati, brother of James Winslow of Winslow, Lanier & Co., made Pres. and Christopher Meyer VP; in return, Cincinnati investors agree to take up Ives's loans; both are to benefit by the expected rise in CH&D stock; Ives also resigns as Pres. of Terre Haute & Indianapolis Railroad but stays on Board; William Riley McKeen elected Pres.; CH&D stock rises back to 100. (MB, AR, Wallis)
- Aug. 9, 1887 Henry S. Ives has looted the Terre Haute & Indianapolis Railroad of assets worth \$3,000 and securities worth \$135,000, which are credited on the books of Henry S. Ives & Co. in New York. (AR)
- Aug. 9, 1887 Carbon Coal Company incorporated in Pa. to operate in the Hastings area of Cambria County. (PaCorps, Gable)
- Aug. 10, 1887 Terre Haute & Indianapolis Railroad Board meets at the Cincinnati, Hamilton & Dayton Railroad office in New York; revokes the appointment of Henry S. Ives & Co. as fiscal agent and demands a full accounting; Frederick H. Short resigns as a director and replaced by A.S. Winslow. (MB)
- Aug. 10, 1887 Cincinnati, Hamilton & Dayton Railroad moves to repudiate the \$1.8 million in preferred stock which Ives gave to Robert Garrett as collateral. (NYT)

- Aug. 10, 1887 Eastbound Toledo, Peoria & Western Railway excursion train, consisting of 2 locomotives and 16 cars bound from Peoria to Niagara Falls, derails trying to cross a burning trestle between Chatsworth and Piper City, Ill.; 85 killed and 151 injured, most by shattering and burning of wooden cars; worst train wreck in Illinois history. (RRGaz, Young)
- Aug. 11, 1887 Just before the closing bell on the Exchange, Henry S. Ives & Company announces its suspension, which is greeted by cheers from the floor; Ives makes an assignment to his lawyer, William Nelson Cromwell (1854-1948) of Sullivan & Cromwell, who will become a master of the intricacies of corporate reorganizations; the Cincinnati, Hamilton & Dayton Railroad cancels \$5.55 million in unissued preferred stock. (NYT, DAB)
- Aug. 12, 1887 Chicago & Atlantic Railway sold to the New York, Lake Erie & Western Railroad for \$6 million. (Mott)
- Aug. 13, 1887 Dr. William Thomson (1833-1907), Prof. of Ophthalmology at Jefferson Medical College in Philadelphia, publishes an article on railroad color blindness in *Medical News* describing his work on the PRR. (RyW)
- Aug. 15, 1887 Mackinac Island Hotel Company incorporated in Mich. to build a resort hotel (now the Grand Hotel) on Mackinac Island; owned by Grand Rapids & Indiana Railroad, Michigan Central Railroad, and Detroit & Cleveland Steam Navigation Company. (Church)
- Aug. 15, 1887 Wheeling & Lake Erie Railway stockholders vote to issue \$3.5 million in new stock to extend from Bowerston to Wheeling, aiming for Trunk Line status. (RyRegister)
- Aug. 15, 1887 Cleveland & State Line Railroad incorporated in Ohio as the reorganization of the part of the former New York, Chicago & St. Louis Railway (Nickel Plate) in that state. (GrnBk)
- Aug. 15, 1887 New York, Chicago & St. Louis Railway Company of New York and Erie & State Line Railroad Company of Pennsylvania merged to form the New York, Chicago & St. Louis Railroad Company under an agreement of July 7. (GrnBk)
- Aug. 1887 PRR is threatening to build its Jersey City elevated passenger road down 1st Street and establish a new ferry terminal and ferry, as the city is objecting to its plan to elevate the tracks on Railroad Avenue. (RyRegister)
- Aug. 1887 Kensington & Tacony Railroad opens between Tioga Street and Frankford Creek (1.05 miles), serving industries along Delaware River. (Val)

- Aug. 1887 Clearfield & Jefferson Railway has completed laying 2.5 miles of track from Mehoffey to McGees and a 3.0-mile branch from Irvona to the coke ovens. (RyW)
- Aug. 1887 Union Switch & Signal Company completes interlocking towers at Van Buren, Harrison, and Polk Streets in Chicago on PFW&C approach to Union Passenger Depot. (RyW)
- Aug. 1887 J.D. Layng and W.D. Caldwell are a committee to select a new passenger car heating system for the Vandalia Line. (RyRegister)
- Aug. 1887 Pennsylvania Steel Company begins work on a new plant at Sparrows Point, Md., sited on deep water so that it can receive high-quality iron ore from Cuba by ship. (McGrain)
- Aug. 1887 Fifteen leading manufacturers form a rail pool to allocate production; it manages to maintain prices until the depression of 1893. (Warren)
- Aug. 16, 1887 Striking dock workers return to work at Erie a few days before 150 Italian strikebreakers were to arrive. (MB)
- Aug. 16, 1887 New England Transfer Company, former operator of the train ferry *Maryland*, dissolved. (Conn. PL)
- Aug. 17, 1887 NY&LB Board approves the sale of the NY&LB to the CNJ, which has acquired the last 25% of the stock and assumed the guarantee of the New Jersey Southern Railway bonds; authorizes the transfer to the CNJ of all the New Jersey Southern Railway, Long Branch & Sea Shore Railroad, Toms River Railroad, and Vineland Railroad stocks held by the NY&LB. (MB)
- Aug. 17, 1887 Ashtabula, Niles & Youngstown Railroad and Youngstown, Lawrence & Pittsburgh Railroad consolidated to form Pittsburgh, Youngstown & Ashtabula Railroad Company. (Church)
- Aug. 17, 1887 United States Express Company acquires B&O's express system effective Sep. 1; first step in dismantling the Garretts' self-sufficient but overstretched empire. (AR, RyW)
- Aug. 17, 1887 New York City & Northern Railroad sold at foreclosure to William Mertens. (NYState)
- Aug. 18, 1887 St. Louis Merchants Bridge Terminal Railway incorporated in Missouri in interest of Merchants Exchange of St. Louis to build railroad to connect with Merchants Bridge. (Church)
- Aug. 18, 1887 William N. Cromwell demands that Henry S. Ives produce certain important

missing account books, although everyone in the company has sworn they have been lost. (NYT)

- Aug. 19, 1887 New York & Rockaway Beach Railway incorporated in N.Y. under articles dated Aug. 11 as the reorganization of the New York, Woodhaven & Rockaway Railroad by Austin Corbin, J. Rogers Maxwell, Henry W. Maxwell, Henry Graves and Stephen A. Caldwell of Pa.; brings last independent railroad on Long Island under LIRR control. (Val, CorpHist, C&C)
- Aug. 19, 1887 William N. Cromwell applies to the N.Y. Supreme Court to order Henry S. Ives to produce his missing books; Wall Street first learns that Ives has destroyed the evidence of his dealings. (NYT)
- Aug. 20, 1887 Austin Corbin, et al., convey property of former New York, Woodhaven & Rockaway Railroad (Glendale Jct.-Rockaway) to New York & Rockaway Beach Railway. (CorpHist)
- Aug. 20, 1887 The Blue Line is reported cutting export grain rates by 10-15 cents per cwt. (NYT)
- Aug. 21, 1887 Delmarva farmers are upset that they are subject to short-haul rate discrimination; the NYP&N has spurred development in Northampton and Accomac Counties, Va., but produce from Norfolk and North Carolina gets preferential long-distance rates. (NYT)
- Aug. 22, 1887 J.B. Clough (1823-1887), former Assistant Chief Engineer of the Northern Pacific Railroad and locating engineer of the Cleveland & Pittsburgh Railroad, dies. (RRGaz)
- Aug. 22, 1887 Terre Haute & Indianapolis Railroad Board meets at the Cincinnati, Hamilton & Dayton Railroad office in Cincinnati; Christopher C. Waite resigns as General Manager and duties given to Pres. William Riley McKeen; Frederick H. Short resigns as Secretary & Treasurer, and old Secretary George E. Farrington and Treasurer J.W. Cruft resume their posts; with Ives, Stayner and Meyer no longer attending meetings, the Board lacks a quorum until the next annual election in Jan. 1888. (MB, Wallis)
- Aug. 23, 1887 Ives group voted off the Board of the Mineral Range Railroad. (NYT)
- Aug. 24, 1887 New York & Rockaway Beach Railway organized at New York; Austin Corbin, Pres. (C&C)
- Aug. 25, 1887 Nescopeck Railroad opens between Rock Glen Jct. and Nescopeck, Pa., completing short cut between Philadelphia and Wilkes-Barre. (C&C - Guide shows no pass service before 1888?)

- Aug. 25, 1887 General Manager Christopher C. Waite and General Superintendent C. Neilson of TH&I (CH&D men) resign; duties of General Manager given to Pres. William R. McKeen and Joseph Hill, whose title is changed from General Superintendent to Assistant General Manager. (RyW, AR)
- Aug. 25, 1887 Brooklyn, Flatbush & Coney Island Railway sold at foreclosure to Second Mortgage bondholders for \$601,000. (NYState, NYT)
- Aug. 26, 1887 Eastbound export freight rates are falling and completely demoralized. (NYT)
- Aug. 26, 1887 Investigation conducted by N.Y. Supreme Court fails to produce Henry S. Ives's missing account books. (NYT)
- Aug. 27, 1887 B&O Board holds an emergency session to deal with crisis posed by New York loans coming due on Sep. 1; authorizes acceptance of terms of a Drexel, Morgan & Co. syndicate. (NYT)
- Aug. 29, 1887 Crew of Cleveland & Marietta Railway freight train No. 12 discovers Oldham's trestle four miles north of Cambridge is on fire as the train approaches; all crew members jump; 60 feet of the trestle collapses, dropping the last three cars into the ravine. (RyRegister)
- Aug. 30, 1887 Williamstown & Delaware River Railroad contracts Mullica Hill extension to F.H. Thomas. (Rdg)
- Aug. 30, 1887 Charles Foster of Ohio, a small stockholder, sues the Mansfield, Coldwater & Lake Michigan Railway, the Northwestern Ohio Railway, the Pennsylvania Company and the PRR seeking to have the 1877 sale of the MC&LM set aside. (RyRegister)
- Aug. 31, 1887 A. J. Cassatt, who owns \$61,000 in bonds, and Reading, which owns \$252,800 in bonds and \$470,500 in stock, file to have the Chester Valley Railroad sold at foreclosure. (RyW)
- Aug. 31, 1887 Chicago & Atlantic Railway reorganized as Chicago & Erie Railroad under complete control of New York, Lake Erie & Western Railroad; Samuel M. Felton, Jr. (1853-1930) Pres. (Mott)
- Sep. 1, 1887 New York & Rockaway Beach Railway leases operation of LIRR between N.Y. & Rockaway Beach Jct. and Far Rockaway (1.9 miles); New York & Rockaway Beach Railway may operate over the LIRR to Long Island City and Bushwick; LIRR will haul its trains to Flatbush Avenue; New York & Rockaway Beach Railway agrees not to extend its lines. (Val, NYState)

- Sep. 1, 1887 Drexel, Morgan & Co. execute a contract between the B&O and a syndicate of J.S. Morgan & Co., Baring Brothers & Co., and Brown, Shipley & Co. in Britain and Drexel, Morgan & Co., Brown Bros. & Co., Drexel & Co. and Kidder, Peabody & Co. to underwrite \$5 million in B&O Consolidated bonds and \$5 million in preferred stock to retire the floating debt; in return, B&O is to be placed "in competent hands" and construction of parallel lines north and east of Philadelphia is to cease; in Baltimore, VP Samuel Spencer had issued a statement denying that the company was negotiating with London bankers or that Robert Garrett & Sons was about to sell their stock; PRR issues a statement denying that it is a party to any proposed sale; Robert Garrett has gone to Europe for a rest and thus escapes the fury and mocking in Baltimore when the surrender is announced the next day. (NYT)
- Sep. 1, 1887 United States Express Company assumes the operation of the B&O's formerly-independent express business. (AR, RyRegister)
- Sep. 1, 1887 George J. Bland, claiming to be a small Cincinnati, Hamilton & Dayton Railroad stockholder, sues in U.S. Circuit Court in New York to invalidate Henry S. Ives's issue of \$10 million of preferred stock, most of which wound up in Ives's own pockets. (NYT)
- Sep. 1, 1887 Steamboat *Essex* of the Weems Line burns at Pier No. 18, Light Street, Baltimore; later rebuilt. (Burgess)
- Sep. 2, 1887 Brooklyn & Brighton Beach Railroad incorporated in New York as reorganization of the Brooklyn, Flatbush & Coney Island Railway. (NYState)
- Sep. 2, 1887 Drexel, Morgan & Co. announce they have today executed a preliminary contract to place \$5 million B&O Consols with a syndicate of J.S. Morgan & Co., Baring Brothers & Co., and Brown, Shipley & Co., on condition that the destructive competition for New York business ends. (NYT)
- Sep. 2, 1887 U.S. Circuit Court denies Bland's suit for an injunction against Henry S. Ives. (NYT)
- Sep. 3, 1887 Forced auction sale of Cincinnati, Hamilton & Dayton Railroad preferred stock held in the wake of the Ives scandal; company says it considers the issue fraudulent. (RyRegister)
- Sep. 4, 1887 Pres. Roberts gives an interview to the *Philadelphia Inquirer* on the B&O deal, saying that it will end rate cutting; PRR has not been approached on handling B&O traffic east of Philadelphia; thinks neither A. J. Cassatt nor John King, Jr. of the Erie will consent to succeed Garrett as Pres. of the B&O, despite popular rumors. (NYT)
- Sep. 4, 1887 Steamboat *Avalon* of the Maryland Steamboat Company burns to the water

line at Freeport, Va.; it is converted to a coal barge at Chester, Pa., on Jan. 28, 1888; the *Joppa* replaces the *Avalon* on the Piankatank River line. (Burgess)

- Sep. 1887 Pres. William R. McKen of the Vandalia Line orders all employees discharged by Henry S. Ives and the Cincinnati, Hamilton & Dayton Railroad rehired and wages restored to the previous level. (RyRegister)
- Sep. 5, 1887 New York declares Labor Day a state holiday.
- Sep. 5, 1887 Pennsylvania Company Executive Committee authorizes new station at East Liverpool, Ohio. (MB)
- Sep. 6, 1887 William N. Cromwell makes public his report on Henry S. Ives & Co.; has liabilities of \$17.67 million, of which \$9.58 million are unsecured; nominal value of assets is \$25.66 million, but real value is only \$11.12 million because of the difference between the par value and market value of Ives's railroad stocks; has less than \$1,000 in cash; owes CH&D \$12 million. (NYT, CH&D AR, RRGaz)
- Sep. 1887 Work on Hudson Tunnel Railroad tunnel at 15th Street, Jersey City, suspended after exhausting funds; north tunnel extended to 2,000 feet; closed up under supervision of Col. DeWitt C. Haskin. (RRGaz, H&M)
- Sep. 8, 1887 Jersey City merchants hold meeting in support of PRR track elevation; fear PRR will move passenger terminal to Harsimus Cove away from business district. (RyW)
- Sep. 8, 1887 Indiana & Western Railway incorporated by the merger of the Indiana Railway and the Pekin & Danville Railway; operated by the receiver of the Indiana, Bloomington & Western Railway. (GrnBk)
- Sep. 10, 1887 Property of Buffalo, New York & Philadelphia Railroad in New York sold at foreclosure in Buffalo for \$3.45 million to Carl Schurz, Clarence H. Clark, Charles M. Fry, Isaac N. Seligman and T. H. Adrian Tromp, reorganization committee, under decree of New York Supreme Court; the sale also includes the bonds of the Olean & Salamanca Railroad, the Genesee Valley Terminal Railroad, the Oil City & Chicago Railroad, and the Northwestern Coal & Iron Company. (Val, C&C, RRGaz)
- Sep. 10, 1888 Cleveland, Akron & Columbus Railway files to extend Fox Lake Coal Branch 3.35 miles in Wayne County, Ohio; built later in year. (C&C)
- Sep. 10, 1887 Harlan & Hollingsworth delivers the train ferry *John W. Garrett* to the B&O for use between Locust Point and Canton at Baltimore. (BethStl)

- Sep. 10, 1887 Poughkeepsie, Hartford & New England Railway incorporated in N.Y. to build from Poughkeepsie Bridge to Silvernails on Hartford & Connecticut Western Railroad; William W. Gibbs a director; the New York & Massachusetts Railway, formerly the Poughkeepsie & Eastern Railroad, is now under hostile management, necessitating a parallel line. (RyW, Mabee)
- Sep. 10, 1887 Henry S. Ives and George H. Stayner resign from Cincinnati, Hamilton & Dayton Railroad Board. (CH&D AR)
- Sep. 10, 1887 George K. Duckworth, a small stockholder applies to the Butler County Court of Common Pleas for a receiver for the Cincinnati, Hamilton & Dayton Railroad. (NYT, RyRegister)
- Sep. 11, 1887 Fire destroys new roundhouse, shop and five locomotives at Lewistown, Pa. (RyW)
- Sep. 11, 1887 Knights of Labor and Miners & Laborers Amalgamated Association begin anthracite coal strike in Southern and Middle Coal Fields for 15% wage increase; Philadelphia & Reading Coal & Iron Company has signed for an 8% increase through the end of the year and stays at work, promising that the terms will be continued if the Lehigh operators agree to the same terms; Mineral Railroad & Mining Company's Luke Fiddler Colliery and others at Shamokin closed. (RyW - Aurand, Cornell have strike beginning 9/10?)
- Sep. 12, 1887 Former civil engineer Matthew A. Gamble (1812-1887) dies at Jersey Shore, Pa. (HistLycomingCo)
- Sep. 13, 1887 Protest meeting held in the New York Produce Exchange protesting the charging of lower differential rates to Philadelphia (2 cents) and Baltimore (3 cents); accuses the PRR of charging the lower differential export rates on eastbound freight that is only going to Philadelphia and Baltimore and not being exported from there; on the same day, the Trunk Line Association and Central Traffic Association meet at Albert Fink's office and appoint a committee to investigate the charges. (NYT)
- Sep. 13, 1887 Jersey City ordinance authorizes the Jersey City & Bergen Railroad to lay track on 1st Street from Newark Avenue to the Hudson River and on Henderson Street from Grand Street to Pavonia Avenue. (Digest)
- Sep. 13, 1887 Lehigh Valley Railroad Board announces it has purchased a half interest in the New York Lighterage & Transportation Company. (MB)
- Sep. 14, 1887 PRR Board exercises right to make offer to purchase Pemberton & Hightstown at cost. (MB)
- Sep. 15, 1887 Constitutional Centennial Parade held in Philadelphia as centerpiece of six-

day celebration; PRR contingent is organized by General Agent William J. Latta and consists of a series of floats depicting the progress of transportation, preceded by the Altoona Cornet Band; includes a Conestoga Wagon, a Concord stagecoach, half-size models of a canal packet and freight boat, squads of engineers and track-layers with their tools, a model of the *Stourbridge Lion* borrowed from the Delaware & Hudson, models of freight and passenger cars, and the PRR's latest Baldwin locomotive drawn on a pallet by 30 horses; during the week, PRR carries 593,000 passengers in and out of Philadelphia. (RyW)

- Sep. 15, 1887 Property of Buffalo, New York & Philadelphia Railroad in Pennsylvania sold at foreclosure at Pittsburgh to the Reorganization Committee for \$1.9 million under decree of U.S. Circuit Courts for the Western District of Pennsylvania and for the Northern District of New York and of the New York Supreme Court. (Val, C&C, NYT)
- Sep. 15, 1887 Pennsylvania, Poughkeepsie & Boston Railroad incorporated in N.J. and Pa. as the reorganization of the Pennsylvania, Slatington & New England Railroad. (L&NE, RyW - check ICC)
- Sep.? 1887 PRR establishes Tourist Bureau in Passenger Dept. "devoted to the development of educational and pleasure travel" to retain business being lost to private tour operators Raymond & Whitcomb; arranges conducted group tours to places of scenic or historical interest on PRR and all connecting lines; PRR invents the railroad-operated personally-guided tour; advertises special trains with a matron for single women passengers for excursions to Boston, Richmond, Natural Bridge and intermediate points. (Mutual ad, RRGaz)
- Sep. 1887 PRR is again surveying for an independent line from Bonhamton, N.J. on the Bonhamton Branch to Long Branch and Sea Girt. (RyW)
- Sep. 1887 Ground broken for new Pavonia Shops north of Camden. (RyW)
- Sep. 1887 Canandaigua Lake Railroad opens 1.43-mile spur from Canandaigua, N.Y., to lake for freight only; serves agricultural traffic around lake taken from steamboats; operated by Northern Central Railway without agreement. (Val, AR)
- Sep. 1887 Union Switch & Signal Company is building two large interlocking plants on PRR at Pittsburgh and others on Philadelphia and Middle Divisions. (RRGaz)
- Sep. 1887 Wheeling & Harrisburg Railway Company of West Virginia receives a preliminary offer of support from eastern capitalists providing the City of Wheeling subscribe \$500,000, which it declines to do. (MB)

- Sep. 1887 B&O discontinues employee education program because of financial difficulties. (RRGaz)
- Sep. 1887 Lilly Branch opens from Lilly to terminus (0.77 miles) on Pittsburgh Division. (Val)
- Sep. 1887 Pennsylvania Company acquires control of State Line & Indiana City Railway. (Church)
- Sep. 1887 Pennsylvania Iron Works moves from Reading to the north side of Merion Avenue & 50th Street in West Philadelphia, adjacent to the PRR main line; the complex of factory buildings will be purchased by the PRR in the 1920s and become its Merion Avenue Records Warehouse. (RRGaz)
- Sep. 16, 1887 Henry W. Wynkoop (1837-1887), Superintendent of Telegraph of Lines West, dies suddenly at Crestline. (RRGaz)
- Sep. 18, 1887 A freak accident occurs at Broad Street Station, where a switching engine runs over a misplaced switch and runs into a standing engine, throwing the crew of the latter out of the cab; the engineer of the second engine is fatally injured; the shock opens the throttle of the second engine, sending it west across the Schuylkill River, where it collides with a third engine, throwing that crew out of the cab and opening the throttle; the two engines run down the PW&B connection, where they overturn on the curve and roll down the embankment. (RRGaz)
- Sep. 19, 1887 Mineral Railroad & Mining Company, Union Coal Company and William L. Scott's collieries at Shamokin settle with Knights of Labor and Miners & Laborers Amalgamated Association; operators in Lehigh Region remain intransigent. (RyW)
- Sep. 19, 1887 Two PRR freight trains on the North & West Branch collide head-on near Mocanaqua, Pa., causing 4 cars of giant powder to explode, killing one; in a similar accident at Forest, Ohio, on the PFW&C, the second section of a freight train rear-ends the first and catches fire, causing a car of dynamite to explode. (NYT)
- Sep. 19, 1887 CH&D committee reports that Henry S. Ives has issued \$10 million in fraudulent preferred stock; about half has been found and cancelled; Robert Garrett has \$1.58 million given to secure Ives's option on B&O. (RyW)
- Sep. 19, 1887 Trunk Line Association and Central Traffic Association toughen the enforcement of eastbound export rates; George R. Blanchard wants the total of the rail and ocean rates from each of the ports to be equal. (NYT)
- Sep. 20, 1887 Philadelphia & Port Norris RPO cut back to Philadelphia & Bridgeton RPO.

(Kay)

- Sep. 20, 1887 Chicago & State Line Railroad, the Illinois portion of the Nickel Plate, is leased to the Fort Wayne & Illinois Railroad, the Indiana portion. (GrnBk)
- Sep. 22, 1887 Col. Amos E. Kapp (1814?-1887), a projector of the Northern Central Railway, dies at Northumberland at 73. (RRGaz)
- Sep. 23, 1887 Susquehanna Coal Company Board authorizes purchase of all 5,000 shares of Broad Mountain Coal Company for \$300,000; operating lease to E. B. Leisenring (1845-1894) had been transferred to Joseph Stickney on Nov. 16, 1886. (MB)
- Sep. 23, 1887 Sprague battery car tested on 4th Avenue Line of the New York & Harlem Railroad. (Stokes)
- Sep. 23, 1887 Vandalia Line joins with the CCC&I ("Bee Line") in cutting eastbound rates in a coordinated war against the Ohio & Mississippi Railway. (NYT)
- Sep. 24, 1887 Indianapolis & Vincennes Railroad Board authorizes filing location of Summit Coal Company Branch from Bushrod to lands of Summit Coal Company. (MB)
- Sep. 26, 1887 "HG" Tower opens at Holmesburg Jct. (PRRFAX)
- Sep. 27, 1887 New York, Chicago & St. Louis Railroad Company absorbs the Cleveland & State Line Railroad Company and the Fort Wayne & Illinois Railroad Company, bringing the entire line from Buffalo to the Illinois state line under a single charter; the Illinois portion is leased; Daniel W. Caldwell is Pres. (GrnBk, Rehor)
- Sep. 28, 1887 PRR Board adopts revisions to Voluntary Relief Dept. rules: furloughed employees to have a three-month grace period to make own payments to stay active members; benefits for disability are to be for the month, and a person recovering within the month does not have to make contribution for that month; a relapse suffered within two weeks does not count as a second illness; if a member is permanently disabled, may continue the death benefit by paying premiums at the same rate as the age when first entered the plan. (MB)
- Sep. 30, 1887 Property of former Buffalo, New York & Philadelphia Railroad in New York conveyed to "Western New York & Pennsylvania Railway Company of New York"; operated by G. Clinton Gardner, receiver. (Val)
- Sep. 30, 1887 Certain lines of the former Wabash, St. Louis & Pacific Railway in Missouri conveyed to the Wabash Western Railway. (ICC)

- Oct. 1, 1887 McKeesport station on Monongahela Division renamed Risher. (MB)
- Oct. 1, 1887 Thomas T. Wierman, Jr. (1850-), appointed Chief Engineer of Pennsylvania Canal Company, succeeding his late father. (RyW)
- Oct. 1, 1887 B&O ends all payments to cover operations of the Baltimore & Ohio Telegraph Company. (RyRegister)
- Oct. 1, 1887 New York & New England Railroad leases the Milford, Franklin & Providence Railroad (Franklin-Bellingham) and the Milford & Woonsocket Railroad (Bellingham-Ashland), under agreements of Sep. 30. (AR, NHCorp)
- Oct. 1, 1887 Railroads adopt the per diem method of billing accounts for the use of foreign line cars. (RyW)
- Oct. 2, 1887 New straight line opens at Bergen Hill Cut (named Shanley's Cut after the contractor) in Jersey City from "SC" Tower to "RU" Office at New Jersey Jct.; old "WI" Tower at Communipaw Jct. (connection with National Docks Railway) abandoned, and "SC" Tower increased from 19 to 32 levers. (RRGaz)
- Oct. 3, 1887 Cincinnati, Lebanon & Northern Railway files to construct branch to connect with PS&StL Railway south of Court Street, Cincinnati; opposed by City Council. (Church)
- Oct. 3, 1887 Grand Central Railroad YMCA formally opens on the northeast corner of 45th Street & Madison Avenue, New York; paid for by Cornelius Vanderbilt. (Stokes, RRGaz)
- Oct. 3, 1887 Nathaniel L. McCready (1820-1887), Pres. of the Old Dominion Steamship Company and former Pres. of the Delaware, Maryland & Virginia Railroad, dies at sea on the Cunard liner *Etruria*. (AmScsflMen)
- Oct. 4, 1887 Pennsylvania Company Executive Committee authorizes new passenger station at Mingo Jct., Ohio; purchasing land at Toledo for Outer Depot. (MB)
- Oct. 4, 1887 Pennsylvania, Poughkeepsie & Boston Railroad formed at the foreclosure of the Pennsylvania, Slatington & New England Railroad. (NJCorps)
- Oct. 5, 1887 PC&StL Railway Executive Committee authorizes construction of the Outer Yard between Nimmick and Sheridan. (MB)
- Oct. 5, 1887 Rumors that the Cincinnati, Indianapolis, St. Louis & Chicago Railway will be the St. Louis connection of the B&O following the installation of a new Board on the Ohio & Mississippi Railway by its English stockholders. (NYT)

- Oct. 6, 1887 South Brooklyn & Flatbush Railroad renamed South Brooklyn Railroad & Terminal Company, effective Nov. 10; plan is to build a passenger and freight terminal at the new 39th Street ferry and build east on a straight line through a deep cut in the hill between 3rd & 9th Avenues to an intersection with the Brooklyn, Bath & West End Railroad and the Prospect Park & Coney Island Railroad for Coney Island. (NYState, NYT)
- Oct. 6, 1887 Keystone Hotel Company Board votes to lease out the operation of all hotels and station restaurants and cease being an operating company. (MB)
- Oct. 6, 1887 Wabash Western Railway leases operation of Eel River Railroad retroactive to Apr. 1, 1887, on the same terms originally offered to the LS&MS. (MB, Church)
- Oct. 9, 1887 Robert Garrett hurriedly leaves New York over the PRR in his private car *Baltimore* accompanied by family and Dr. Metcalfe of New York; goes into seclusion at his country house; the cause is given as "fatigue" and otherwise covered up, but Garrett has suffered a complete mental breakdown. (NYT)
- Oct. 9, 1887 British investment banker Hugh McCalmont (1810-1887) dies in London; he is one of the richest men in England and leaves an estate of nearly £4 million. (rootsweb, legaciesofbritishslaveownership)
- Oct. 10, 1887 Standard Oil man Charles Pratt (1830-1891) opens Pratt Institute in Brooklyn for the training of artisans and draftsmen. (PrattInstit)
- Oct. 11, 1887 First Bryn Mawr Hotel destroyed by fire which starts in the roof adjoining a smoke stack about 7:00 AM and burns for six hours; Philadelphia fire engines sent on railroad cars but arrive too late; students from Haverford College help save much of the furniture, only to have it ruined by rain. (MB, LMHS, NYT)
- Oct. 11, 1887 N.Y. Secretary of State refuses the filing of the Western New York & Pennsylvania Railway Company of New York because it refuses to pay the organization tax on a capital of \$15 million; the company claims it is a mere change of name. (NYT)
- Oct. 11, 1887 New York & Northern Railway incorporated in N.Y. as reorganization of the New York City & Northern Railroad. (NYState)
- Oct. 11, 1887 Agreement between the Lehigh Valley Railroad Company and the CNJ signed at the law offices of Alexander & Green; LV is to get the West Line Tract, and the National Storage Company is to have its title confirmed for a big tract south of Communipaw on which it is to build a big terminal. (NYT)

- Oct. 12, 1887 "Western New York & Pennsylvania Railway Company of New York" incorporated in N.Y. (C&C)
- Oct. 12, 1887 Robert Garrett resigns the presidency of the B&O after a mental and physical collapse; William F. Burns is named Pres. pro-tem; B&O Board passes semiannual dividend except for 5% on Washington Branch stock; ratifies sale of B&O telegraph to Gould's Western Union Telegraph Company for 50,000 shares and an annual rental fee. (RRGaz, Stover)
- Oct. 12, 1887 General Time Convention adopts rules for standard telegraphic train orders. (MB, RyW, Loree)
- Oct. 13, 1887 Mayville Extension Railroad (Mayville-Chautauqua Assembly grounds) merged into Chautauqua Lake Railway under agreement of Sep. 28; the two railroads are linked by trackage rights over the [WNY&P]. (NYState, Pools)
- Oct. 13, 1887 Master Car Builders Association adopts Janney-type knuckle coupler by vote of 474-194. (RyW)
- Oct. 13, 1887 Central Traffic Association creates a permanent export freight committee and invites the Chesapeake & Ohio Railway to join. (NYT)
- Oct. 15, 1887 South Chicago & Southern Railroad opens an extension from the Chicago & Western Indiana crossing near Hegewisch to SC&S Jct. (Bernice) on the CStL&P Railroad after agreeing to build an interlocking at the crossing of the Michigan Central Railroad; owned and operated by Pennsylvania Company; stations at Eggers, Hegewisch and Liberty; freight-only with twice-daily service on weekdays. (MB,Church, C&C RyW)
- Oct. 15, 1887 Western Union Telegraph Company acquires B&O telegraph system under agreement of Oct. 5. (AR, RyW)
- Oct. 1887 PRR is to change trainmen's uniforms from double-breasted to single-breasted cutaway coats; to eliminate white caps for summer use. (RyW - white caps apparently remained)
- Oct. 1887 PRR has nearly completed a new low-grade line at Leechburg on the West(ern?) Pennsylvania Division. (RyRegister)
- Oct. 1887 PRR is experimenting with a 90-lb. rail with a double head and British-style chairs; to be laid in two miles of half-mile sections, Menlo Park-Metuchen, Leaman Place-Kinzers, one mile near Huntingdon and at Allegrippus. (RyW)
- Oct. 1887 Holders of old Warren & Franklin Railway bonds have so far declined to come into the Western New York & Pennsylvania Railroad. (RyW)

- Oct. 1887 Gustav Lindenthal has printed a private prospectus, *The Proposed New York City Terminal Railroad, Including North River Bridge and Grand Terminal Station*; calls for a 6-track bridge with 2,850-foot span and minimum 145-foot clearance; the total cost of the project, including terminal station is estimated at \$37 million. (Petroski)
- Oct. 1887 Both LIRR and CNJ have adopted the Gold system of continuous steam heat for passenger cars. (RRGaz)
- Oct. 1887 Old Colony Railroad leases Boston & Providence Railroad. (RyRegister)
- Oct. 18, 1887 U.S. Circuit Court begins hearing case of St. Louis, Vandalia & Terre Haute Railroad vs. Terre Haute & Indianapolis Railroad to break the lease; TH&I's coal traffic is declining, and loss of through St. Louis traffic would cripple it. (Wallis, RyW)
- Oct. 19, 1887 Western New York & Pennsylvania Railway Company of New York organized to assume property of Buffalo, New York & Philadelphia Railroad in that state; G. Clinton Gardner, Pres. (C&C)
- Oct. 19, 1887 Master decides that the Pittsburgh & Lake Erie Railroad trust is invalid and gives control to the Vanderbilts. (RyRegister)
- Oct. 20, 1887 "Western New York & Pennsylvania Railway Company of Pennsylvania" organized at Philadelphia; G. Clinton Gardner, Pres.; operation by Gardner as receiver of the Buffalo, New York & Philadelphia Railroad continues. (C&C)
- Oct. 21, 1887 Central Traffic Association adopts uniform export rates; to average the railroad and ocean rate to create a uniform through rate; long advocated by the Vanderbilt lines and opposed by the PRR, B&O, and Grand Trunk Railway of Canada. (NYT)
- Oct. 23, 1887 Robert Garrett leaves Baltimore for San Francisco; to spend the winter in Mexico. (RRGaz)
- Oct. 1887 PRR adopts 85-lb. rail as standard section. (RyW - is late Sep. or 10/1)
- Oct. 24, 1887 Western Pennsylvania Railroad completes a grade reduction between the west end of West Tunnel bridge and Tunnelton station (2.75 miles). (C&C)
- Oct. 24, 1887 Future motive power officer Persifor Frazer Smith, Jr. (1870-1939) joins PRR as a special apprentice at Altoona after having attended Worrall's Technical Academy in his native West Chester. (RyAge, PRRBio)
- Oct. 25, 1887 B&O completes second track on Newark & Columbus Division between Kirkersville and Union and between Lockport and Newark. (AR)

- Oct. 25, 1887 Meeting held at Albert Fink's office to try to create a uniform freight classification for both eastern and western roads. (NYT)
- Oct. 26, 1887 New "OS" Interlocking placed in service at west end of Meadows Yard, N.J. (PRRFAX)
- Oct. 26, 1887 U.S. Circuit Court appoints James E. Campbell receiver of the Cincinnati, Hamilton & Dayton Railroad as a result of the Duckworth Suit; lost \$2 million in Henry S. Ives's attempt to buy Terre Haute & Indianapolis Railroad and B&O; liabilities of \$17 million vs. assets of \$8 million; injunction secured invalidating stock issued by Ives; James E. Campbell is appointed receiver by the Butler County Court of Common Pleas, but after three-and-a-half hours is prohibited from running the property by an injunction from a judge of the Ohio Circuit Court. (RRGaz, NYT, RyW, RyRegister)
- Oct. 28, 1887 Clearfield & Jefferson Railway completes track from Mahaffey to Clayville. (RyW)
- Oct. 28, 1887 Chesapeake & Ohio Railway (C&O) again enters receivership after Collis P. Huntington's expansion projects burden it with too much debt; VP Williams C. Wickham (1820-1888) of Richmond appointed receiver. (C&O, Bias)
- Oct. 29, 1887 Pres. Roberts returns to Philadelphia from annual inspection trip delighted with the state of the road. (NYT)
- Nov. 1, 1887 Supply Dept. renamed Purchasing Dept.; Treasury Dept. removed from General Office Dept. and made independent; Union Line Bureau made joint organization between PRR and Pennsylvania Company. (Org)
- Nov. 1, 1887 New organization on Lines West; creates General Office Dept.; James McCrea named to new post of Fourth VP of Lines West as well as General Manager with supervision of the Transportation, Freight and Passenger Depts. as well as rates and new construction, under First VP J.N. McCullough; the Freight and Passenger (Traffic) Depts. are now separated from the Transportation Dept., reporting directly to the Fourth VP.; Joseph Wood (1846-1922), named to new post of General Superintendent of Transportation, Lines West on the staff of the General Manager; Real Estate Dept. of PC&StL/CStL&P created under Chief Engineer Max J. Becker who is also named Real Estate Agent on the staff of the Manager; Edmund Yardley appointed to new post of Superintendent of Transportation (Pa. Co.) on Manager's staff. (MB, AR)
- Nov. 1, 1887 David S. Gray appointed General Agent of Pennsylvania Company and Manager of the Union Line; F.H. Kingsbury named Eastern Superintendent

of Union Line; E.A. Dawson named Western Superintendent of Union Line; F.D. Casanave named Superintendent of Motive Power of Pennsylvania Company; Reuben F. Smith named General Agent at Cleveland. (MB)

- Nov. 1, 1887 Maurice River Railroad opens between Manumuskin and Heislerville, N.J.; controlled by West Jersey Railroad; operated by West Jersey Railroad without agreement; passenger service runs to Heislerville only, which is short distance from Maurice River; stations at Port Elizabeth, Bricksboro, Mauricetown, Dorchester, Leesburg, and Heislerville. (Guide, Val, RyW)
- Nov. 1, 1887 Kaighns Point & Philadelphia Ferry Company withdraws and then sells the ferry *Agnes*. (MB)
- c. Nov. 1, 1887 PRR inaugurates the Richmond & Danville Despatch and Atlantic Coast Line Despatch as through fast freight lines to the South. (RyW)
- Nov. 1, 1887 PRR raises semi-annual dividend from 2.5% to 3%; stock rises from 55-3/8 to 56-1/4. (NYT, RRGaz)
- Nov. 1, 1887 West Shore Railroad opens new freight and passenger station at Hoboken, N.J. (RyRegister)
- Nov. 1, 1887 B&O completes second track on Newark & Columbus Division between Williams and Pataskala. (AR)
- Nov. 1, 1887 Julius Dexter elected Pres. of Cincinnati, Hamilton & Dayton Railroad, replacing A.S. Winslow, resigned. (RyRegister)
- Nov. 2, 1887 Deadline for Vanderbilts filing an answer to new suits brought by PRR to block transfer of South Pennsylvania Railroad or Beech Creek Railroad passes without them filing; PRR holds that original case filed in Dauphin County against transfer to PRR cannot proceed until this other suit settled, thereby creating a stalemate, and with the connivance of the Vanderbilts, preventing the South Penn from being revived. (NYT)
- Nov. 2, 1887 Trunk Line Executive Committee ratifies the report fixing uniform average export rates base on combining the inland and ocean rates by each route. (NYT)
- Nov. 3, 1887 "Western New York & Pennsylvania Railway of Pennsylvania" incorporated as reorganization of that portion of former Buffalo, New York & Philadelphia Railroad in Pennsylvania; operated by G. Clinton Gardner, receiver. (Val - filing date)
- Nov. 3, 1887 Trial of appeal in the Duckworth Suit for a receiver for the Cincinnati, Hamilton & Dayton Railroad begins in Cincinnati. (RyRegister)

- Nov. 4, 1887 Philadelphia & Bridgeton RPO extended back to Philadelphia & Port Norris RPO. (Kay)
- Nov. 4, 1887 Pennsylvania Company agrees with Bessemer Limestone Company of West Virginia to build Bessemer Branch of Pittsburgh, Youngstown & Ashtabula Railroad from Covert's Mill on main line to quarries of Bessemer Limestone Company in North Beaver Township, Lawrence County. (Church)
- Nov. 4, 1887 Pennsylvania Company Executive Committee authorizes extension of Hammond Branch (South Chicago & Southern Railroad) 1.5 miles to two rolling mills; donates \$1,000 to support 2nd Regiment of Illinois National Guard at Chicago. (MB)
- Nov. 4, 1887 PRR Dept. of the YMCA of Philadelphia offers first educational course, in stenography. (Wilson)
- Nov. 4, 1887 Mineral Railroad & Mining Company offers its men at Shamokin a 5-10% increase but refuse to recognize the Knights of Labor; men reject the offer. (NYTrib)
- Nov. 4, 1887 Kanawha & Ohio Railway leases its unbuilt Buckingham Branch from Glouster to Mine No. 21 in Perry County to the Shawnee & Muskingum River Railway. (GrnBk)
- Nov. 5, 1887 Alexandria & Washington Railway incorporated as reorganization of Alexandria & Washington Railroad under complete PRR control. (Digest)
- Nov. 5, 1887 Having made peace with Andrew Carnegie while in Europe, Henry Clay Frick is reelected Pres. of the H.C. Frick Coke Company. (Warren)
- Nov. 7, 1887 Jersey City Board of Public Works accepts PRR plan to elevate tracks on Railroad Avenue and close Greene Street across the approach to Jersey City Terminal. (NYT)
- Nov. 7, 1887 Housatonic Valley Railroad passes into the hands of the New York & New England Railroad. (RyRegister)
- Nov. 9, 1887 PRR Board approves sale of steamboat *Richard Stockton*. (MB)
- Nov. 9, 1887 Benjamin B. Comegys (1819-1900), Pres. of Philadelphia National Bank, elected a PRR director, replacing Daniel B. Cummins (1810-1892), resigned. (MB, B&K)
- Nov. 9, 1887 Wilson Station renamed Landover, Md., on the Baltimore & Potomac Railroad. (MB)

- Nov. 10, 1887 Ohio & North Western Railroad establishes interchange with PC&StL Railway at Batavia Jct. with trackage rights over PRR to Cincinnati. (AR)
- Nov. 11, 1887 Giffen station renamed Calumet on the South-Western Pennsylvania Railway. (MB)
- Nov. 11, 1887 Yonkers Rapid Transit Railway merged into New York & Northern Railway. (NYState)
- Nov. 11, 1887 Ohio Circuit Court reverses lower court decision in the Duckworth Suit, ruling that there was no need to appoint a receiver for the Cincinnati, Hamilton & Dayton Railroad; also lifts injunction against the Board purchasing Ives's hypothecated CH&D preferred stock. (RyRegister)
- Nov. 12, 1887 *Railway World* reports the Wilkes-Barre & Western Railway open between Watsontown and Millville and nearly all graded to Shickshinny. (RyW)
- Nov. 12, 1887 Ohio & Northwestern Railroad begins running its passenger and freight trains into Cincinnati over the Little Miami Division from Batavia Jct. and stops use of the Cincinnati, Lebanon & Northern Railway from Idlewild, except for three commuter round trips between Court Street and New Richmond. (Hauck)
- Nov. 1887 Clearfield & Jefferson Railway opens South Witmer Branch (3.86 miles), Irvona to Witmer mines at Frankhurst (Brattans/Brattons Mills). (Val, RRGaz - pre-11/4)
- Nov. 13, 1887 New interlocking machine installed at "FJ" ("FORD") Tower at Frankford Jct. (PRRFAX)
- Nov. 13, 1887 NYC&HR begins stopping most long-distance trains at the new 138th Street Station in the Bronx. (NYT)
- Nov. 14, 1887 Grand Trunk Railway of Canada cuts its eastbound export rates 2-3 cents below those of the U.S.; rate on beef cut 10%. (NYT)
- Nov. 14, 1887 PC&StL Railway Executive Committee authorizes an extension of the Columbus Shops. (MB)
- Nov. 14, 1887 CStL&P Railroad Executive Committee authorizes a new passenger station at Logansport and a new freight station at Milford Center, Ohio. (MB)
- Nov. 15, 1887 Austin Corbin writes to Brooklyn Mayor Whitney urging haste in approving his application for an elevated railroad in Atlantic Avenue from East New York to South Ferry. (NYT)

- Nov. 15, 1887 Henry Howard Sessions (1847-1915) of Pullman Palace Car Company awarded patent for passenger car vestibule and diaphragm. (RRGaz)
- Nov. 15, 1887 PRR Dept. of the YMCA starts lessons in choral singing. (Wilson)
- Nov. 1887 Wheeling & Harrisburg Railway Company of West Virginia receives a new proposition from eastern capitalists to build the Ohio River Bridge and 40 miles of railroad in Ohio (the South Pennsylvania & Ohio Railway or its successor), but demands generous terminal facilities on both sides of the river and a local subscription of \$300,000. (MB)
- Nov. 1887 Circuit Court of Cincinnati overrules placing CH&D in receivership. (RRGaz)
- Nov. 1887 South Chicago & Southern Railroad finally makes a connection to the plant of the United States Rolling Stock Company at Hegewisch after exorbitant demands by the land owners. (MB)
- Nov. 1887 U.S. Circuit Court for the Southern District of Ohio rules in the suit of Charles Moran vs. the PC&StL Railway that the trustees can not compel the PC&StL to specifically perform to the provisions of the lease or make advances beyond the net earnings sufficient to pay the interest on the Cincinnati & Muskingum Valley Railway or try to reimburse themselves when the road is unprofitable. (MB, AR)
- Nov. 1887 Percentages of livestock and dressed beef traffic east from Chicago are: Grant Trunk - 22.82%, Michigan Central - 21.59%, LS&MS - 21.21%, Nickel Plate - 16.87%, PFW&C - 9.15%, CStL&P - 4.21%, B&O - 4.15%. (NYT)
- Nov. 1887 "State Line" Tower opens at the Illinois-Indiana state line; controls the crossing of the Chicago & Western Indiana Railroad, PCC&StL Railway, Nickel Plate, Monon, Michigan Central, Wabash, Pere Maquette and other lines; 160 levers. (Howat)
- Nov. 16, 1887 Upon report by Pres. Roberts to petition of employees of Central Division, PRR Board establishes Pennsylvania Railroad Employees' Saving Fund on Lines East; begins functioning Jan. 2, 1888; Daniel S. Newhall (1849-1913) appointed Superintendent; employees earning under \$300 per month may deposit up to \$100 per month or a total of \$5,000 with the company through ticket agents, earn 4% interest; established in response to petitions from Philadelphia & Erie Grand Division, where employees have few convenient savings banks. (MB, ATO)
- Nov. 16, 1887 Springfield & Western Railway and Indiana & Western Railway merge to

form the Ohio, Indiana & Western Railway, running from Springfield, Ohio, to Pekinn, Ill.; operated by the receiver of the Indiana, Bloomington & Western Railway. (GrnBk - first state file 11/11)

- Nov. 17, 1887 Martinsburg & Potomac Railroad (W.Va.) sold at foreclosure to Thomas B. Kennedy for \$65,000. (Digest, RyW)
- Nov. 17, 1887 Freight steamer *Arizona* of Anchor Line destroyed by fire, after containers of acid shatter in heavy seas off Marquette, Mich.; Capt. George Graser manages to make the Marquette breakwater, where it burns to the water's edge; it is rebuilt as a steam barge in 1888 and finally burns at Cape Vincent, N.Y., on Dec. 1, 1922. (MB, Keystone)
- Nov. 18, 1887 Central Traffic Association cuts U.S. eastbound export rates to match those of the Grand Trunk Railway of Canada. (NYT)
- Nov. 20, 1887 N.Y. Board of Railroad Commissioners rules that the New York, Brooklyn & Manhattan Beach Railway is an excursion road and granting the company the right to suspend operations in the off-season. (NYState)
- Nov. 20, 1887 Former General Freight Agent and Pres. of Ohio Valley Natural Gas Company James McClintock Creighton (1822-1887) dies at West Philadelphia. (RyW)
- Nov. 21, 1887 Jersey City Mayor Orestes Cleveland (1829-1896) vetoes Board of Public Works' approval of PRR track elevation; Board later passes over his veto. (RyW)
- Nov. 21, 1887 PC&StL Railway Executive Committee authorizes a change of alignment near Mansfield, Pa.; second track between Hamlin and Bulger; construction of the Bridgeville Branch from Bridgeville towards McDonalds. (MB)
- Nov. 21, 1887 Westinghouse Air Brake Company holds a demonstration of freight air brakes with 50-car train of PRR cars equipped with Janney couplers on the West Shore Railroad at Ridgefield Park; a train of 20 freight cars stops in 495 feet, vs. 709 feet for a train of 10 West Shore passenger cars; Westinghouse demonstration train has been touring country since Oct.; Westinghouse uses an improved, quick-acting triple-valve and a larger air pipe so that the air can move more quickly (550 feet per second) than the slack. (RRGaz, Trains)
- Nov. 21, 1887 New York & New England Railroad leases the Rhode Island & Massachusetts Railroad (Franklin-Valley Falls), retroactive to Oct. 1. (NHCorp)
- Nov. 21, 1887 Chatham Railroad opens between Harwich and Chatham; operated by Old Colony Railroad under agreement of June 27, 1887. (NHCorp)

- Nov. 23, 1887 Alexandria & Washington Railway organized at Alexandria; J.N. Du Barry Pres. (MB)
- Nov. 23, 1887 Headhouse of new Harrisburg station formally opens. (Keystone - Mutual & AR have 11/1 -Keystone also has 11/1); trainshed, 420' x 90' completed in 1885. (AR says shed in 1886)
- Nov. 24, 1887 Restaurant opens in the Harrisburg station, operated by the Keystone Hotel Company; Edward A. Tinker, Superintendent. (MB)
- Nov. 25, 1887 Trunk Lines meet the Grand Trunk Railway of Canada's new cuts on dressed beef and set the rate at 42.5%. (NYT)
- Nov. 26, 1887 Westinghouse Air Brake Company holds air brake tests at Wynnewood for officials of PRR, Reading, B&O and Western Maryland; 50-car freight moving at 23 MPH stopped in 14.5 seconds; at 36 MPH in 19.5 seconds. (NYT, RyW)
- Nov. 26, 1887 Baltimore & Sparrow's Point Railroad organized at Baltimore. (Val)
- Nov. 26, 1887 Probate Court of Hamilton County grants Cincinnati, Lebanon & Northern Railway permission to build branch to PC&StL Railway south of Court Street, Cincinnati, after City Council refused. (Church)
- Nov. 26, 1887 Last of New Haven's executive offices moves from Grand Central Depot to New Haven. (NYT)
- Nov. 26, 1887 Grand Trunk Railway of Canada makes a further cut of 2-3 cents on export freight via Portland, Me., and of 4 cents on beef to 38.5 cents. (NYT)
- Nov. 27, 1887 PRR in committee says it won't go below 42.5 cents on export dressed beef, thus breaking the united front of the U.S. roads against the Grand Trunk; the others cut their rates to 38.5 cents. (NYT)
- Nov. 27, 1887 Blubaker Coal Company leases 900 acres of coal land at Hastings, Pa., to Edward McHugh for a minimum output of 200,000 tons a year; is a dummy contract to goad the PRR into paying for a branch from LaJose on the Bells Gap Railroad to Hastings. (Gable)
- Nov. 28, 1887 Jersey City Board of Public Works passes resolution over Mayor Cleveland's veto authorizing the PRR's construction of an elevated line in Railroad Avenue. (RyRegister)
- Nov. 28, 1887 Western New York & Pennsylvania Railway Companies of New York and Pennsylvania merged to form Western New York & Pennsylvania Railroad

- Company; Calvin H. Allen, Pres.; operation by G. Clinton Gardner as receiver continues. (Val, C&C)
- Nov. 28, 1887 George R. Blanchard of the Central Traffic Association proposes a 20% advance on eastbound export freight to match an advance in the ocean rates and to save his uniform rate plan, which lasts until Feb. 1888. (NYT)
- Nov. 29, 1887 Property owners in Jersey City file in New Jersey Supreme Court to block closing of Greene Street by PRR. (NYT)
- Nov. 29, 1887 Harbor Commission and Advisory Committee of U.S. Army Engineers hold meeting on removal of Smith and Windmill Islands in Delaware River. (Walther)
- Nov. 29, 1887 Pennsylvania Company Executive Committee authorizes second storage trestle and extending Dock No. 5 at Ashtabula. (MB)
- Late 1887 Queen Anne's & Kent Railroad cuts passenger service and raises rates. (MB)
- Late 1887 New alignment opens at Brintons Curve on the Pittsburgh Division. (AR)
- Dec. 1, 1887 LIRR Board orders application to N.Y. Board of Railroad Commissioners to cease operation of Bay Ridge Branch in winter season; reports purchase of a majority of New York, Woodhaven & Rockaway Railroad stock. (MB)
- Dec. 1, 1887 Receiver G. Clinton Gardner restores property to Western New York & Pennsylvania Railroad Company. (C&C)
- Dec. 1, 1887 Clearfield & Jefferson Railway opens from Mehaffey to Horatio; passenger service only as far as Punxsutawney. (Guide - C&C has whole line in ca. 1/88 - RyW of 12/3 says done to Horatio but not yet open)
- Dec. 1, 1887 PRR begins running "Richmond & Danville Dispatch" cooperative fast freight line from New York to points in South and Southwest over Virginia Midland and Richmond & Danville system. (NYT)
- Dec. 1, 1887 Vandalia Lines ban smoking on duty. (RyW)
- Dec. 1, 1887 Trunk Line officers meet at Commissioner Albert Fink's office in New York and establish new per diem rules effective Jan. 1, 1888. (RyW)
- Dec. 2, 1887 New Jersey Supreme Court rules that Jersey City Board of Public Works has power to grant PRR track elevation and dismisses suit of property owners against PRR track elevation and street closing. (NYT)
- Dec. 3, 1887 "Fast Orange Despatch" train inaugurated between Jacksonville and Jersey

City via Atlantic Coast Line and PRR for Florida citrus fruits; operates at near passenger train speeds. (RRGaz)

- Dec. 3, 1887 Robert Curtis (1835-1887), long time Master Mechanic of Columbus, Ohio, Shops, dies at 52. (RRGaz)
- Dec. 4, 1887 New Jersey City Terminal of New York, Lake Erie & Western Railroad formally opens at the foot of Pavonia Avenue in Jersey City; wooden train shed is 140 x 600; 7 tracks and 3 ferry slips; the wooden “carpenter’s Gothic” style building is briefly the most modern terminal in Jersey City, but is soon outclassed by those of the CNJ and PRR, and later the Hoboken Terminal of the DL&W; the light wooden building is build on pilings, so that it settles and weathers badley. (NYT, RRGaz)
- Dec. 5, 1887 New Cumberland Branch of PC&StL Railway opens between Hollidays Cove (Weirton Jct.) and New Cumberland, W.Va. to reach fire brick and pottery district. (AR, Church, C&C - Guide has 1st service 5/13/88 - note not auth til 3/88)
- Dec. 5, 1887 Reading men are elected as directors and officers of the Harrisburg & Potomac Railroad, replacing local interests. (MB)
- Dec. 6, 1887 Westinghouse Air Brake Company holds tests of freight brakes near Washington, D.C. (RyW)
- Dec. 6, 1887 Yard brakeman strike CStL&P at Dayton; replaced with strikebreakers. (RRGaz)
- Dec. 6, 1887 Pres. Cleveland, in his annual message, reverses his previous stance and comes out for tariff reduction and actions to curb the “trusts.” (Nasaw)
- Dec. 7, 1887 New Pullman vestibuled cars for PRR’s *New York & Chicago Limited* leave Chicago for the East on first run; steam heat replaces car stoves. (NYT, RyW)
- Dec. 7, 1887 NYC&HR runs press tour of new six-car consist of vestibuled equipment for its *Famous Chicago Limited* between New York and Albany; includes combine-buffet-lounge, diner, parlor and three Wagner sleeping cars; equipped with oil lamps and hot-water heating; PRR General Passenger Agent James R. Wood is among the guests. (NYT, RRGaz)
- Dec. 7, 1887 PRR and Lehigh Valley Railroad begin joint passenger service between Pottsville and Sunbury via Shenandoah and Mount Carmel and between Pottsville and Wilkes-Barre via New Boston, Delano and Hazleton. (Heydinger/RRH 109)

- Dec. 7, 1887 First train operates over Dresden Branch of Cleveland, Akron & Columbus Railway between Killbuck and Warsaw, Ohio, in cannel coal district. (RRGaz, AR - Guide has open 1/9/88)
- Dec. 7, 1887 Cincinnati, Hamilton & Dayton Railroad officials visit William Riley McKeen and offer \$226,500 in settlement for Henry S. Ives's \$700,000 note, secured by 11,160 shares of Terre Haute & Indianapolis Railroad stock; CH&D wishes to proceed with the acquisition, but has been stripped of assets by Ives and is unable to pay full value; McKeen wants full value or control of the stock. (Wallis)
- Dec. 7, 1887 Under pressure from Adams Express Company, which had assumed its express business, Reading bars United States Express Company from operating in B&O trains over its line between Jersey City and Philadelphia, preventing B&O from offering express service to New York. (NYT, RyW)
- Dec. 8, 1887 "FZ" Tower opens at Frazer with additional track between Frazer and Glen Loch. (CCHS)
- Dec. 8, 1887 Cincinnati, Hamilton & Dayton Railroad sues in U.S. Circuit Court to block William Riley McKeen from selling the 11,160 shares of TH&I stock and force him to accept \$226,500 or else return the \$889,500 already paid him by Ives.; court grants CH&D a preliminary injunction; Henry S. Ives meets secretly with McKeen at Terre Haute to offer his support, since as trustee, Ives is allowed to vote the TH&I stock. (NYT, Wallis)
- Dec. 8, 1887 PRR Dept. of the YMCA of Philadelphia begins its first lecture series with "How to Preserve Health" by Chief Medical Examiner Dr. Samuel Whitehill Latta (1848-1923). (Wilson)
- Dec. 1887 Tight clearances prevent PRR from shipping two plates of glass 14 x 16 feet manufactured in Pittsburgh for a building in Philadelphia; have to be sent by river and sea. (NYT)
- Dec. 10, 1887 Frist VP Samuel Spencer (1847-1906), a Morgan protégé, elected president of B&O; moves to cut debt, reform accounting practices, and end the disastrous competition of the Garrett years. (NYT, Stover)
- Dec. 10, 1887 M & SV and Shenango Valley Rail opens from Doughton Jct. on the Mahoning Coal Railroad to Sharon, giving the LS&MS access to the Sharon iron district. (AR)
- Dec. 12, 1887 Line relocation opens between Anderson and Hill Jct. through Leechburg on the Western Pennsylvania Railroad, eliminating a 1400-foot tunnel at Leechburg. (C&C)

- Dec. 12, 1887 Pennsylvania Company leases Pittsburgh, Youngstown & Ashtabula Railroad retroactive to Aug. 1, 1887. (Church)
- Dec. 12, 1887 South Chicago & Southern Railroad opens branch between Hegewisch, Ill., and "State Line" on the Indiana border in the direction of Hammond. (Church, C&C)
- Dec. 12, 1887 PC&StL Railway Executive Committee authorizes a new freight yard east of Columbus. (MB)
- Dec. 12, 1887 Connecticut Central Railroad deeded to the New York & New England Railroad at a foreclosure sale. (NHCorp)
- Dec. 12, 1887 Ridley Park, Pa., incorporated as a borough. (portdeposit.org)
- Dec. 13, 1887 Henry S. Ives is arrested on a charge of grand larceny made by Julius Dexter of the Cincinnati, Hamilton & Dayton Railroad and released on bail; charge is that Ives appropriates a \$100,000 draft intended as part payment for the Terre Haute & Indianapolis Railroad. (NYT, Wallis)
- Dec. 13, 1887 Trunk Lines meet to consider livestock and beef rates; vote to restore the tariff of Nov. 14 in 10 days, 65 cents on dressed beef and 35 cents on livestock; the actions of the Grand Trunk Railway of Canada had demoralized rates to the point that the U.S. roads could not keep up. (NYT)
- Dec. 13, 1887 Pennsylvania, Poughkeepsie & Boston Railroad (N.Y.) formed by the merger of the Poughkeepsie, Hartford & New England Railroad and Poughkeepsie & Southwestern Railroad; William W. Gibbs, Pres. (NYState, Mabee)
- Dec. 13, 1887 In this year's election, 9 New Yorkers and 3 Bostonians, including Sidney Dillon, Eckstein Norton (1831-1893) and William P. Shinn, are elected to the Board of the New York & New England Railroad. (RyW, Harlow)
- Dec. 14, 1887 PRR Board hears report on Mobile and Montgomery Lands; have sold 270,000 acres for \$303,000, of which PRR receives \$91,800 on an \$11,227 investment. (MB)
- Dec. 14, 1887 N.Y. Board of Railroad Commissioners rules that the LIRR is exempt from providing passenger service on the Bay Ridge Branch in the off-season. (NYState)
- Dec. 15, 1887 Baltimore & Potomac Railroad Board votes to join the PRR Employee's Saving Fund. (MB)
- Dec. 15, 1887 PRR and NYP&N establish "Seaboard Despatch" and "Atlantic Coast Despatch" freight lines via Cape Charles and Portsmouth. (NYPN MB)

- Dec. 15, 1887 “SF ” Interlocking placed in service at crossing of Reading and Northern Central Railway at Sunbury, Pa. (Rdg)
- Dec. 15, 1887 Henry S. Ives arraigned on charges of grand larceny brought by CH&D. (Wallis)
- Dec. 15, 1887 NYC&HR introduces vestibuled Wagner cars, created by pirating the Sessions vestibule patent held by Pullman, on its *Famous Chicago Limited*, which becomes the *Famous Vestibuled Chicago Limited*. (NYT, RRGaz)
- Dec. 1887 Altoona Shops is equipping two train sets with steam heat to be tested this winter. (RyW)
- Dec. 1887 *Passaic*, last car built at Altoona for Pullman’s Palace Car Company, leaves Altoona Shops. (AltoMirror)
- Dec. 1887 PRR Relief Dept. now has about 20,000 members. (RRG)
- Dec. 1887 PRR experiments with automatic stops to activate whistles as trains approach grade crossings. (RyW)
- Dec. 1887 PRR places a wooden coaling station in service at east end of Meadows Yard serving both yard and main line tracks. (RRGaz)
- Dec. 1887 South Pennsylvania Railroad stockholders announce they can resume construction or sell the property to whomever they wish. (NYT)
- Dec. 1887 Wabash Western Railway inaugurates its famous *Cannon Ball* as a fast train between St. Louis and Kansas City, connecting with the *Overland Flyer* of the Union Pacific Railway. (RyRegister - Grant says Omaha?)
- Dec.? 1887 Henry B. Plant opens the Hotel Punta Gorda at Punta Gorda, Fla.; built by the Florida Commercial Company, the real estate subsidiary of the Florida Southern Railway. (Turner/Bramson - verify?)
- Dec. 1887 Andrew Carnegie places the Edgar Thomson Works on a 12-hour shift, on the grounds that mechanization means that the men do not have to work as hard and can thus work longer; it becomes the industry standard for basic steel work; the changeover from the night to the day shift requires 24 hours of labor. (Brody)
- Dec. 1887 B&O opens a new transfer grain elevator at Chicago. (CHTaylor)
- Dec. 16, 1887 Advisory Committee submits report to Philadelphia Harbor Commissioners calling for removal of Smith and Windmill Islands and extension of

- Philadelphia piers. (Port of Phila.)
- Dec. 16, 1887 Beach Haven, N.J., station destroyed by fire. (AR)
- Dec. 16, 1887 Baltimore & Potomac Railroad agrees with the Union Stock Yard Company for a stock yard for Washington near Benning's station. (MB)
- Dec. 16, 1887 Carnegie Bros. & Company, Ltd. shuts down the Edgar Thomson Works "for annual repairs," but really to wait out labor negotiations. (Nasaw)
- Dec. 17, 1887 Keystone Hotel Company Board reports that the Cresson Springs Company has decided to resume operation of the Mountain House itself rather than have it subleased to outside operators by the Keystone Hotel Company. (MB)
- Dec. 17, 1887 Pennsylvania Steel Company gives tour of its new steel works under construction at Sparrow's Point, outside of Baltimore. (RyW)
- Dec. 17, 1887 Pullman's Palace Car Company sues Wagner Palace Car Company for violation of H.H. Sessions' patent for the vestibule. (NYT)
- Dec. 17, 1887 New York Police Court dismisses theft charges against Henry S. Ives for lack of evidence. (NYT)
- Dec. 1887 PRR surveys for direct line from Medford, N.J. to Long Beach Island. (RRGaz)
- Dec. 1887 Salem Branch Railroad opens one mile industrial branch at Salem from old Salem Railroad to Broadway; operated by West Jersey Railroad without agreement. (Val)
- Dec. 1887 Tyrone & Clearfield Railway opens Amesville Branch No. 1 from Amesville Jct. to coal mines (2.39 miles). (Val - ca. 12/87)
- Dec. 1887 Cincinnati, Lebanon & Northern Railway lays track across Court Street, Cincinnati, to reach industries in an area also served by the Eggleston Street Branch of the PC&StL Railway; can be used by locomotives only between 12:00 M and 6:00 AM and by horses at other times. (Hauck)
- Dec. 19, 1887 Shenandoah Branch of Pennsylvania Schuylkill Valley Railroad opens between Frackville Jct. and Shenandoah, Pa., giving PRR additional access to the Western Middle Anthracite Field; connected by trackage rights over Reading between Wetherill Jct. and Frackville Jct.; stations at Frackville, Gilberton and Wiggan; PRR allows Lehigh Valley Railroad to run through trains between Pottsville and Shamokin via its lines between Pottsville and Shenandoah and between Mount Carmel and Shamokin. (Val, RRGaz, RyW, LV AR)

- Dec. 20, 1887 PRR issues circular announcing creation of Pennsylvania Railroad Employes' Saving Fund for Lines East; will pay 4% interest; to go into effect on Jan. 2, 1888. (NYT)
- Dec. 20, 1887 United New Jersey Railroad & Canal Company Board approves sale of steamboat *Richard Stockton*, formerly used in Jersey City-Newburgh excursion service. (MB)
- Dec. 20, 1887 A recent report by Albert Fink on the meat traffic is made public in Chicago; Fink proposes to restore traffic to those roads which lost it through the rate cutting of the Grand Trunk Railway of Canada by cutting rates to the extent needed to restore the previous percentages; the question remains as to whether this is another name for pooling and thus banned under the Interstate Commerce Act. (NYT)
- Dec. 20, 1887 Reading train crews refuse to deliver cars to Philadelphia Grain Elevator Company at Port Richmond on grounds the elevator won't employ members of the Knights of Labor and are immediately fired. (Rdg AR)
- Dec. 22, 1887 PRR officials arrive at Manahawkin, N.J., to locate a direct route from there to Medford, shortening the distance between Philadelphia and Long Beach Island and eliminating the use of the Tuckerton Railroad; plans are occasionally revived over the next decade but never executed. (Brinckmann)
- Dec. 23, 1887 Spencer Meade of the PRR elected Pres. of the Canandaigua Lake Railroad, replacing S. Reeves Adriance. (C&C)
- Dec. 23, 1887 Knights of Labor strikes the Reading at Port Richmond; over 2,500 quit voluntarily. (Rdg)
- Dec. 24, 1887 Keystone Hotel Company rescinds its award of a lease of the Jersey City station restaurant to H.C. Miller, after an investigation reveals that he has a drinking problem. (MB)
- Dec. 24, 1887 Reading orders employees to resign from the Knights of Labor and return to work by Dec. 27 or be fired. (Rdg)
- Dec. 1887 Ohio & Northwestern Railroad removes remaining commuter trains from the Cincinnati, Lebanon & Northern Railway between Court Street and Idlewild; a single through coach between Court Street and New Richmond is restored early in 1888. (Hauck)
- Dec. 27, 1887 Knights of Labor strike against Reading collapses and strikers are blacklisted. (RRGaz)

- Dec. 28, 1887 PRR Board approves the form of "betterment certificates" to be issued to the PFW&C in denominations of \$1,000 due July 1, 1913. (MB)
- Dec. 28, 1887 PRR Board forbids sale of liquor in company hotels and restaurants. (Watkins - verify)
- Dec. 30, 1887 New interlocking placed in service at "Tower No. 3" at Mantua Jct. (PRRFAX)
- Dec. 30, 1887 West Jersey Railroad Board approves a contract with the Seven Mile Beach Company for an extension south from Sea Isle City across Townsends Inlet. (MB)
- Dec. 31, 1887 Salem Railroad, Salem Branch Railroad, Swedesboro Railroad, Woodstown & Swedesboro Railroad, West Jersey Terminal Railroad, and Maurice River Railroad merged into West Jersey Railroad Company under agreement of Oct. 25, 1887. (Val)
- Dec. 31, 1887 West Jersey Railroad has completed laying steel rails between Camden and Cape May and Newfield and Atlantic City. (AR, C&C)
- Dec. 31, 1887 U.S. Circuit Court enters decree for foreclosing mortgage of Cincinnati & Muskingum Valley Railway in suit brought by trustee Charles Moran but denies appeal to reinstate the lease of the C&MV to the PC&StL Railway abrogated in 1886. (Church)
- 1887 Delaware Railroad and PW&B are heavily impacted by the long-haul-short-haul clause of the Interstate Commerce Act, as their local rates must be lowered to the lowest through rates set by water carriers; most points on both railroads are within 5-10 miles of navigable water, and many points are much closer. (AR)
- 1887 Lines West net profits are up from \$205,787 in 1886 to \$1.28 million in 1887; traffic is up by 3.998 million tons and 1,146,013 passengers. (AR)
- 1887 PRR concludes tests on lighting systems for passenger cars; adopt Frost system of dry carburetors over compressed gas; electricity from storage batteries is suitable only for high-class long-distance trains. (CMP)
- 1887 PRR adopts 85-lb. rail as standard. (WHWilson)
- 1887 PRR builds 18 new hansom cabs in own shops for purpose of operating its own cab service at Broad Street Station; by 1898, has 25 hansom cabs and 25 4-wheelers in this service. (AR, RRGaz)
- 1887 LIRR installs interlocking at Jamaica cross switches. (AR)

- 1887 Brooklyn, Bath & West End Railroad abandons its old Coney Island terminal and builds 0.25 miles of new road across the marsh on the west side of the New York & Sea Beach Railway depot, which it now uses. (NYState)
- 1887 Rockaway Village Railroad opens street railroad between LIRR's Far Rockaway station and beach at Rockaway Inlet, 1.15 mi. (Cards)
- 1887 National Storage Company notes that the draft of ocean-going vessels is becoming too great to tie up at its Black Tom terminal in Jersey City, which has only a 20-foot channel; has secured traffic contracts with CNJ and Lehigh Valley Railroad, particularly to act as grain and flour terminal for LV; unfortunately, in order to deepen the channel, the company has to blast through rock at great expense. (MB, Baird)
- 1887 PRR begins replacing the trestle leading to the Harsimus Cove Yard across the streets of Jersey City with iron bridges on stone piers. (AR)
- 1887 PRR begins grading for the Mount Pleasant Yard (later Waldo Avenue Yard), located between the old and new Bergen Hill Cuts at the east end of Bergen Hill; to be the main coach yard for Jersey City Terminal. (AR)
- 1887 New iron draw span installed on the Centre Street Bridge at Newark, N.J., replacing the old wooden one. (AR)
- 1887 "WC" Interlocking placed in service at Woodbridge Jct. (AR)
- 1887 "___" Interlocking placed in service at South Amboy Jct. on the NY&LB. (MB)
- 1887 NY&LB builds track pans near Branchport, N.J. (MB)
- 1887 NY&LB builds shelter sheds at Elberon, Ocean Beach and Spring Lake stations. (MB)
- 1887 Track pan opens at Howells, N.J., on the Amboy Division; used by expresses to Long Branch. (AR)
- 1887 New stations built at Harrison and Edgar, N.J., and Frankford, Pa.; new shelters built at Princeton Jct. and Bories on the New York Division. (AR)
- 1887 Barracks Yard opens on main line just east of Trenton, N.J., station. (AR)
- 1887 New station established at Unruh Street-Tacony on the New York Division. (AR)

- 1887 New station built at Riverton; shelters built at State Street-Camden, Island Heights, and Allenwood on the Amboy Division. (AR)
- 1887 New station built at Cheltenham Avenue on the Chestnut Hill Branch. (AR)
- 1887 New interlocking built at the junction of the PW&B and the Delaware Extension in Philadelphia. (AR)
- 1887 West Jersey Railroad builds new passenger and freight stations at Glassboro. (AR)
- 1887 Camden & Atlantic ferry *Atlantic* burns to water line; rebuilt by J.H. Dialogue & Son as first Delaware River ferry with electric light. (Boyer)
- 1887 Atlantic City Railroad completes Baltic Avenue Branch in Atlantic City, running down middle of street as far as Massachusetts Avenue; all express trains operate over branch as well as into main station to reach city's principal cottage and rooming house district. (Co. records - Guide says open 7/1/88)
- 1887 West Jersey Railroad and West Jersey & Atlantic Railroad complete replacement of iron rails with steel on their main lines. (AR)
- 1887 PW&B completes a new engine house at 31st & Chestnut Streets in Philadelphia and removes old machine shop and engine house. (AR)
- 1887 PW&B completes second track between Philadelphia and Swarthmore. (AR)
- 1887 PW&B completes second track between State Road and Rodney on the New Castle Branch and Rodney-Kirkwood, and Mt. Pleasant-Ginns on the Delaware Railroad. (AR)
- 1887 PW&B builds new station at North East, Md.; shelters at Bacon Hill and Fernwood. (AR)
- 1887 PW&B relocates station at Middletown, Del. (AR)
- 1887 PW&B builds new turntable at Delmar. (AR)
- 1887 Delaware Railroad fruit traffic is now at 1,414 cars of peaches, down from 3,581 in 1884, and 1,196 cars of berries. (AR)
- 1887 Northern Central Railway opens 700 x 60 pier at foot of 13th Street, Canton, for iron ore; also builds tobacco warehouse and extends Piers No. 3 & 4. (AR - NB: C&C credits ore pier to 1886)
- 1887 Baltimore & Potomac Railroad builds __ Interlocking at Odenton and __

- Interlocking at Loudon Park, Md. (MB)
- 1887 Ruxton, Md., laid out as a suburb on the Northern Central Railway 2 miles south of Lutherville. (Gunnarsson)
- 1887 Northern Central Railway builds new stations at Freeland, York Haven and Fairview. (AR)
- 1887 Northern Central Railway completes second track between Selinsgrove Jct. and Fishers Ferry (3.89 miles). (AR, C&C)
- 1887 Northern Central Railway builds “__” Interlocking at Conewago. (AR)
- 1887 Northern Central Railway begins operating Summit Branch Railroad. (AR)
- 1887 Through business from Canada Southern Railway to Northern Central Railway falls off greatly. (AR)
- 1887 Track pans built at Radnor, Latrobe and Homewood. (AR)
- 1887 Third and fourth tracks open between Devon and Berwyn and three miles at Berwyn; fourth track opens between Paoli and Frazer and between Frazer and Glen Loch on the Philadelphia Division. (AR)
- 1887 New station built at Newark Center, Del., on the Pomeroy Branch. (AR)
- 1887 Cornwall & Lebanon Railroad double-tracked between Cornwall and Lebanon. (C&C)
- 1887 New station built at Steelton, Pa. (AR)
- 1887 New interlockings built at Berwyn, Frazer, Coatesville, Atglen, Conestoga and Harrisburg on the Philadelphia Division. (AR)
- 1887 Engine House No. 2 with 39 stalls built at Harrisburg; used for freight locomotives, while Engine House No. 1 of 1877 is used for passenger locomotives. (RyAge 1938)
- 1887 New freight car repair shop built at Sunbury. (C&C)
- 1887 New connection to the Lumber Branch built west of Williamsport. (AR)
- 1887 New stations built at Garland and Rolfe to replace those burned on the Philadelphia & Erie Railroad. (AR)
- 1887 New station built at Johnsonburg on the Philadelphia & Erie Railroad. (AR)

- 1887 New interlockings built at Baileys and Port Royal on the Middle Division. (AR)
- 1887 14-stall roundhouse built at Lewistown Jct., but it burns down later in the year. (AR - Keystone has built 1886 - verify)
- 1887 Tyrone & Clearfield Railway extends Moshannon & Clearfield Branch 0.54 mile. (Val)
- 1887 PRR opens new Altoona station at 10th Avenue & 13th Street, just south (railroad west) of the Logan House. (AR, Loeb)
- 1887 New locomotive paint shop opens at Altoona. (AR)
- 1887 New stations built at Shadyside, Scottdale, Leechburg, Munhall, Cochran, Webster, Glenlyon, Vicksburg, Belsena, Madeira, Walkerville and Blair Furnace. (AR)
- 1887 Bens Creek branch opens from Portage to terminus (0.75 miles) on Pittsburgh Division. (Val)
- 1887 Wynn Branch of South-West Pennsylvania Railway opens from Fairchance Branch to Wynn Coke Works (0.26 mile). (Val)
- 1887 Second track installed on the South-West Pennsylvania Railway near Greensburg (2.89 miles). (C&C)
- 1887 Western Pennsylvania Railroad opens 0.74 mile line relocation between Petersons and Hites stations. (C&C)
- 1887 Double tracking of the Western Pennsylvania Railroad resumes north of Sharpsburg. (C&C)
- 1887 Third track (1.9 miles) and fourth track (1.7 miles) built eastwardly from Allegheny on the Western Pennsylvania Railroad. (C&C)
- 1887 New interlockings built at Natrona and Kennedy. (AR)
- 1887 “__” Interlocking opens at Pittsburgh Union Depot. (AR)
- 1887 Allegheny Valley Railroad moves Brookville station from west side to east side of the tunnel on the Low Grade Line. (AR)
- 1887 PFW&C completes second track between Alliance and Strasburg. (AR)

- 1887 PFW&C builds a new station at Lima. (Keystone)
- 1887 PFW&C builds a new station at Ada, Ohio. (Keystone)
- 1887 PFW&C begins new inbound freight yard at Chicago. (AR)
- 1887 Chartiers Railway completes conversion from iron to steel rails. (AR)
- 1887 PC&StL Railway completes second track between Hanlin and Collier (3.85 miles), Wheeling Jct. and Ohio River (0.22 mile), Steubenville and Mingo Jct. (3.92 miles), Bridge 60 to Trenton (7.40 miles), Pataskala to William Crossing (5.1 miles), and Union to Kirkersville (5.0 miles). (AR, C&C)
- 1887 PC&StL Railway widens Bulger Tunnel for two tracks. (AR)
- 1887 PC&StL Railway opens new brick station at Dennison, Ohio, and old station converted to freight. (AR)
- 1887 Marietta, Columbus & Northern Railroad opens extension from Big Run to Sharpsburg, Ohio. (Church)
- 1887 Bellaire, Zanesville & Cincinnati Railway sues to block or limit 1883 agreement granting Ohio Valley Railway a space on the Ohio River side of its right of way south of Bellaire; courts find for Ohio Valley Railway, allowing construction to proceed. (Church)
- 1887 PC&StL Railway builds “WX” (“GREENE”) Tower at the crossing of the Dayton, Fort Wayne & Chicago Railway (B&O) at Xenia, Ohio. (Shell)
- 1887 Logansport Shops turn out last new locomotives. (RRs of Ind.)
- 1887 CStl&P Railroad completes second track from Chicago to South Lynne, 2.03 miles. (AR)
- 1887 GR&I completes second track between Petoskey and Bay View, Mich. (AR)
- 1887? Big Rapids & Western Railroad opens between from Stimson Jct. north of Big Rapids for 8.56 miles. (Church - verify, may be 1888)
- 1887 Toledo, Ann Arbor & North Michigan Railway reaches Cadillac. (MichRRs)
- 1887 Midland Railway opens between Eagleton and Ladoga, Ind. (Church, C&C)
- 1887 Indianapolis & Vincennes Railroad builds an 11,000-foot spur from the Greene County Coal Branch to the Superior Coal Company. (MB)

- 1887 New passenger station built at Greencastle on the Vandalia Line. (C&C)
- 1887 Change of alignment at Cloverland on the Vandalia Line. (C&C)
- 1887 East St. Louis Connecting Railway opens from Trendley Avenue to Winters Avenue. (Church)
- 1887 British government withdraws Royal Mail contract from Inman & International Line, limiting it to Cunard and White Star Lines. (Flayhart)
- 1887 Future PRR director Moorhead C. Kennedy (1862-1936) moves to Junction City, Kan., and organizes the banking house of Kennedy & Kennedy. (PRRBio)
- 1887 Peak year for U.S. railroad-building; 12,876 miles added. (Wyckoff)
- 1887 Year for maximum new rail mileage in the U.S.; 13,081 miles. (RyAge - RRG of 1893 says 12,879 miles)
- 1887 New Haven completes four-tracking between Williamsbridge Jct. and Marmaroneck. (NYT, RyRegister)
- 1887 New Haven completes a new station at New London, Conn., designed by Henry Hobson Richardson (1838-1886) in his Romanesque Revival style. (AR,)
- 1887 Staten Island Rapid Transit Railroad opens from Port Richmond to South Avenue, Arlington. (B&O Val)
- 1887 Ohio & Mississippi Railway (B&O) builds line from Watson, Ind., to reach Kentucky & Indiana Bridge; continues to use NYC Bridge (?) at Jeffersonville. (Sanders - verify)
- 1887 Cincinnati, Jackson & Mackinaw Railroad completes line from Addison, Mich., to Carlisle, Ohio, near Franklin; looks to Cincinnati, Hamilton & Dayton Railroad or Cincinnati, Lebanon & Northern Railway for entrance to Cincinnati. (Hauck)
- 1887 Reading sells its interest in Tide-Water Pipe Company, Ltd., and ceases hauling crude oil from terminus of pipe line at Tammanend to Tidewater refineries at South Chester, Pa., and Bayonne, N.J; Tide-Water pipeline extended to Bayonne refinery. (TWOC, Nevins - ext to Bayonne may be 1888 - ICC)
- 1887 Cincinnati, Lebanon & Northern Railway builds engine terminal at Blue Ash for suburban trains. (AR)

- 1887 Henry S. Ives's management evicts M.E. Ingalls's Cincinnati, Indianapolis, St. Louis & Chicago Railway from using the Terre Haute & Indianapolis Railroad as its connection to St. Louis; it turns to the Bee Line, leading to its passing into the Vanderbilt orbit and merging with the Bee Line two years later. (Wallis)
- 1887 In the South, the ICC puts an end to the effectiveness of the pooling and territorial arrangements that had existed between the Richmond & Danville/Piedmont Air Line, Atlantic Coast Line, and Seaboard Air Line; aggressive expansion by the R&D pushes ACL and Seaboard to fight for the traffic of the southeastern coastal zone. (Hoffman)
- 1887 Samuel Rea is elected to membership in the elite Philadelphia Club, the first PRR figure to be so honored and the only one in the 19th century; the sons of George B. Roberts, A.J. Cassatt and Frank Thomson will be elected, but not their parents. (PhilaClub - NB - Sheridan's list indicates A.J. Cassatt, Francis I. Gowen, C.A. Griscom, Wayne MacVeagh, Richard Peters, Sr. & Jr., James P. Scott, Frank Thomson all as members in 1894 - not on club's official list??)
- 1887 A. J. Cassatt and family leave to spend a year in France with sister Mary Cassatt; their son Edward Buchanan Cassatt (1869-1922) attends the French military academy at St. Cyr. (Mathews)
- 1887 Future PRR tunnel engineer Charles Mattathias Jacobs (1850-1919) forms a civil engineering partnership in London with Herbert Barringer as Jacobs & Barringer. (ASCE)
- 1887 New York, Providence & Boston Railroad relaid from Harbor Jct. to Crary Street in Providence. (NHCorp)
- 1887 Coxe Brothers & Co. assumes the operation of the Stockton Colliery. (Bradsby - verify Bur of Mines)
- 1887 J.H. Weaver & Co. formed by John Heisley Weaver (1860-1934); becomes a major bituminous coal operator with mines at Nanty Glo, Heisley and Revloc in Cambria County. (BethStl - verify PaCorps?)
- 1887 Thomas Barnes (1843-1911) and Beverly Tucker of Philadelphia develop the Staffordshire Nos. 1, 2 & 3, Baltic Nos. 1, 2 & 3, and Yorkshire No. 1 coal mines at Ramey, Pa. (Gable)
- 1887 Competitive pressures in the basic steel industry begin to stabilize, as the use of steel is spreading beyond the volatile rail market; rails now account for less than 50% of steel production, down from about 90% in 1882; however,

fierce competition returns in the depression of the early 1890s. (Brody)

- 1887 McConway & Torley Company incorporated in Pa., replacing the partnership of McConway & Torley, manufacturers of the Janney knuckle coupler. (StdHistPitts - verify PaCorps)
- 1887 Armour-Cudahy Packing Company incorporated in Illinois. (Moodys)
- 1887 Brotherhood of Railway Trackmen formed in Demopolis, Alabama; for white foremen and apprentices only. (PMiddleton)