

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

**By Christopher T. Baer**

**1897**

**December 2010 Edition**

- Jan. 1, 1897            PRR revises Voluntary Relief Dept. regulations creating post of Chief Medical Examiner. (MB)
- Jan. 1, 1897            Working hours at Altoona Shops increased by 10 hours per week. (RRGaz)
- Jan. 1, 1897            William Frederick Potter (1855-1905), General Superintendent of Flint & Pere Marquette Railroad, named General Superintendent of LIRR. (RRGaz)
- Jan. 1, 1897            Ferryboat *Pittsburgh* arrives at Hoboken Shops from Philadelphia for fitting out; is to go on 23<sup>rd</sup> Street ferry. (NYT)
- Jan. 1, 1897            Cumberland Valley Railroad begins operating Mont Alto Railroad under lease of Dec. 27, 1896. (Val)
- Jan. 1, 1897            Harry I. Miller (1862-1930) promoted from General Superintendent of Terre Haute & Indianapolis Railroad to Superintendent of Main Line Division, Indianapolis to St. Louis. (RyW, RRGaz)
- Jan. 1, 1897            Otto H. Kahn (1867-1934) joins Kuhn, Loeb & Co. as a partner, having married the daughter of partner Abraham Wolff; Kahn develops close ties with Edward H. Harriman, who becomes a prime ally of Kuhn, Loeb. (Trager, Collins)
- Jan. 1, 1897            Summit Branch Railroad defaults on its bonds. (Poors)
- Jan. 7, 1897            United States Mortgage & Trust Company has arranged to take up loans made by the late Austin Corbin totaling \$1.5-\$2 million, for which his 60,000 shares of LIRR stock and his 5<sup>th</sup> Avenue house property have been pledged as collateral; is brokering a sale to Charles Pratt and will release

the house and cash to the family. (NYT)

- Jan. 8, 1897 United States Mortgage & Trust Company announces it has purchased all the LIRR stock held by the Corbin Estate at 42½ for a syndicate including August Belmont (1853-1924), William A. Read of Vermilye & Co., Brown Brothers & Co., Theodore A. Havemeyer, George F. Baker, et al., who will act in concert with Charles Pratt, the other major holder. (NYT, RyW)
- Jan. 8, 1897 Atlantic Avenue Commissioners make report to Brooklyn Mayor Frederick W. Wurster; call for placing the LIRR in a tunnel from Flatbush Avenue to Bedford Avenue and then elevated to Howard Avenue, then another tunnel to East New York, then elevated to Elkton Street, where it will join the existing track at grade; also a tunnel to Cortlandt Street in Manhattan. (BrklnEgl, RRGaz)
- Jan. 8, 1897 Joint Traffic Association authorizes PRR and B&O to run four summer excursions each from Pittsburgh to New Jersey shore resorts at a \$10 round trip fare. (NYT)
- Jan. 8, 1897 Railroad lake boat companies, including the Erie & Western Transportation Company, organize a pool to work in concert with the Joint Traffic Association. (NYT)
- Jan. 9, 1897 PRR sources deny rumor that Pres. Roberts won't stand for reelection because of his health; Roberts has not left his home at Pencoyd Farm (Bala) since Sep. 1896. (NYT)
- Jan. 1897 Dow Jones average split into 12 industrials and 20 rails, reflecting growth of manufacturing corporations. (Wyckoff)
- Jan. 11, 1897 PRR Road Committee authorizes negotiations with Berwind-White Coal Mining Company on advancing money to build Scalp Level Railroad. (MB)
- Jan. 11, 1897 Two cars of *Pan Handle Limited* No. 5 derailed near McDonald, Pa., on the Pittsburgh (Panhandle) Division by a broken rail; cars are the Columbus sleeping car *Thisbe* and Pres. Roberts's business car No. 120 with several Lines West officers aboard; Chief Engineer of the Southwest System Thomas H. Johnson is thrown into the aisle and slightly injured. (NYT, PubLdgr)
- Jan. 12, 1897 Pres. William H. Baldwin reports to LIRR Board that an Atlantic Avenue Improvements bill is being prepared by the Atlantic Avenue Commission. (MB)

- Jan. 12, 1897 Salem Railroad (Ohio) enters receivership. (Cards-PL&W)
- Jan. 14, 1897 Enlarged PRR YMCA formally dedicated in West Philadelphia with services in the new semicircular auditorium at the rear of the building; Pres. Roberts is too ill to attend. (PRRMN)
- Jan. 15, 1897 Elias M. Poston of Nelsonville named receiver of Columbus, Sandusky & Hocking Railroad by U.S. Circuit Court. (RyW, NYT)
- Jan. 15, 1897 J.F. Barnard named receiver of St. Clair, Madison & St. Louis Belt Railroad. (Church)
- Jan. 15, 1897 Wheeling & Lake Erie Railway enters receivership, partly precipitated by coal strike; Cleveland banker and Gould ally Myron T. Herrick (1854-1929) and Robert Blickensderfer named receivers; joined by William G. Mather and Earl W. Oglebay, and indirectly by John D. Rockefeller, Sr. (NYT, Rehor)
- Jan. 15, 1897 Henry B. Plant opens the Hotel Belleview at Clearwater, Fla. (Turner/Bramson)
- Jan. 1897 PRR increases hours at New York area shops from 40 to 54 hours per week. (RRGaz)
- Jan. 1897 LIRR syndicate arranges for H.H. Vreeland, General Manager of the Metropolitan Traction Company, to inspect the property. (MB)
- Jan. 1897 LIRR adopts "Brown System" of discipline devised by George R. Brown (1840-1916), General Superintendent of Fall Brook Railway, in which employees are awarded merits and demerits ("Brownie points"), and evaluated on their whole record rather than being suspended for individual infractions. (RRGaz)
- Jan. 1897 PRR announces it has equipped its fast passenger trains with a new water scoop capable of scooping 9,000 gallons in 9 (?) seconds at 70 MPH. (NYT)
- Jan. 1897 Pittsburgh, Wheeling & Kentucky Railroad is to begin an new freight yard at Wheeling. (RRGaz)
- Jan. 1897 Columbus, Sandusky & Hocking Railroad begins running passenger trains to Toledo over Wheeling & Lake Erie Railway from Bellevue; trackage rights are cancelled later in the year by the receiver. (RRGaz, Church)
- Jan. 1897 North Tower interlocking opens at Jeffersonville, Ind. (AR)

- Jan. 1897 St. Louis, Vandalia & Terre Haute Railroad has abandoned freight station in St. Louis and delivers freight in East St. Louis via ferry; station was near Merchants Bridge, and as was in unfavorable location, had charged 2-3 cent differential, which other railroads had objected to; Pennsylvania Company and Terre Haute & Indianapolis Railroad had disputed division of rate. (RRGaz)
- Jan. 16, 1897 Meadows Shops resumes full time from half-time. (NYT)
- Jan. 16, 1897 Passenger train is derailed near Media, and the engine rolls down an embankment, injuring the crew; Lewis Gable, 13, and Robert Gray, 9, are arrested for placing a shovel handle on the tracks “to see the engine jump.” (NYT)
- Jan. 16, 1897 Henry M. Flagler opens Royal Palm Hotel at Miami; first full season at Miami. (Bramson)
- Jan. 18, 1897 PRR authorizes Max Riebenack, VP Charles E. Pugh and General Manager Sutherland M. Prevost to prepare a pension plan. (MB)
- Jan. 18, 1897 New Haven places an express passenger car with copper sheeting instead of paint on the exterior in service on New York-Boston expresses. (RRGaz)
- Jan. 18, 1897 Sleeping car line established between Jersey City and Nashville via Asheville and Chattanooga over Southern Railway and Nashville, Chattanooga & St. Louis Railway. (PassDept)
- Jan. 18, 1897 Southern Railway’s *New York & Florida Limited* resumes running to St. Augustine for the winter season, with sleeping cars to Augusta and Aiken. (NYT)
- Jan. 18, 1897 Chicago ordinance orders track elevation of PCC&StL from Ogden Avenue to Western Avenue by Dec. 31, 1898; includes parallel track of Chicago & North Western. (Church, RRGaz)
- Jan. 19, 1897 Conference of bituminous coal roads held to end rate cutting by B&O; PRR had kept 50% of total, but B&O has slipped from about 3 million tons to 1 million in recent years and was trying to recoup by undercutting. (RyW)
- Jan. 19, 1897 At the Lehigh Valley Railroad annual meeting, William E. Lockwood calls on the company to build a locomotive test plant similar to the one at Perdue and renews his call for a Chairman of the Executive Committee to be CEO. (MB)

- Jan. 20, 1897 William Thornburgh resigns as General Superintendent of Columbus, Sandusky & Hocking Railroad. (RRGaz)
- Jan. 21, 1897 Sharpsville Railroad enters receivership; owned 49% by PRR and 51% by B&O. (ICC)
- Jan. 21, 1897 Robert E. Eddy and Newton A. Eddy, trustees for the contractors, convey railroad known as "Camp's Railroad" between Custaloga and Jeromeville, Ohio, to Millersburg, Jeromeville & Greenwich Railroad. (Church)
- Jan. 21, 1897 Millersburgh, Jeromeville & Greenwich Railroad organized. (Church)
- Jan. 22, 1897 PRR contracts for superstructure of new Columbia Bridge over the Susquehanna to A. & P. Roberts Company and the Edge Moor Bridge Works. (Wilson)
- Jan. 22, 1897 G.M. McIlvaine appointed receiver of Sharpsville Railroad on complaint of B&O, which is major creditor. (Church - see above)
- Jan. 26, 1897 Ohio Supreme Court removes E.M. Poston as receiver of Columbus, Sandusky & Hocking Railroad. (RyW, Church)
- Jan. 27, 1897 PRR contracts with Berwind-White Coal Mining Company to build the Scalp Level Railroad from Lovett on the South Fork Branch to its coal mines. (MB)
- Jan. 27, 1897 Officers of Columbus, Sandusky & Hocking Railroad file for injunction and \$200,000 damages against George W. Saul, Elias M. Poston, et al., alleging a conspiracy to seize the company through a receivership; Poston is removed as receiver, and an injunction issued against the further appointment of receivers. (NYT, RyW, RRGaz)
- Jan. 27, 1897 Pennsylvania Company Executive Committee authorizes fitting up south baggage room at Chicago Union Passenger Depot as Post Office; extending Cummings Branch jointly with Rock Island. (MB)
- Jan. 27, 1897 PCC&StL Railway Executive Committee authorizes an electric light plant at Cincinnati station; accepts Chicago ordinance of Jan. 18, 1897 for track elevation at Rockwell Street. (MB)
- Jan. 28, 1897 Presidents of bituminous coal carriers (Tidewater Bituminous Steam Coal Traffic Association) meet in New York; fail to agree on division of traffic as PRR and B&O had exceeded quotas in 1896; agree on rates only; tidewater prices fall to very low levels during 1897. (Lambie)
- Jan. 29, 1897 United States Mortgage & Trust Company announces that accountant

Stephen Little and H.H. Vreeland have reported favorably on the condition of the LIRR, and the purchase from the Corbin Estate has been completed. (NYT)

- Jan. 30, 1897 Pres. George Brooke Roberts (1833-1897) dies of heart failure at “Pencoyd Farm” at 4:30 PM after a long illness. (AR, NYT, PRRMN)
- Jan. 31, 1897 Rev. Charles R. Erdman of Overbrook Presbyterian Church preaches a memorial sermon on the life of George B. Roberts at the PRR YMCA at 41<sup>st</sup> Street; based on such outpouring, Roberts may have been the PRR’s best-loved president; at least he embodied the Quaker-derived Philadelphia ideal of quiet diligence and an unostentatious life style; interestingly, he will be the last PRR president of Quaker heritage. (RyW, PRRMN)
- Feb. 1, 1897 Voting trust formed to hold \$6,030,000 of \$10 million of LIRR stock; to be voted for five years by Charles M. Pratt, Lewis C. Ledyard, August Belmont, and F.G. Bourne; purchase is completed after examination of property and of books by accounting expert Stephen Little. (NYT, RyW)
- Feb. 1, 1897 PRR men elected to the Board of the Delaware River Railroad. (RRGaz)
- Feb. 1, 1897 Adams Express Company replaces American Express Company on Cincinnati, Lebanon & Northern Railway. (AR)
- Feb. 1, 1897 Ohio Coal Traffic Association meets at New York and makes a preliminary agreement on dividing the Ohio lake coal traffic; Columbus, Hocking Valley & Toledo Railway is to have 28%; Columbus, Sandusky & Hocking Railroad 12%, B&O 10%, and Toledo, Walhonding Valley & Ohio Railroad (PRR) 7%. (NYT)
- Feb. 2, 1897 Funeral of Pres. George B. Roberts held at “Pencoyd Farm” and St. Asaph’s Episcopal Church in Bala, which he had founded; burial in the family plot at Laurel Hill Cemetery; attended by all PRR officers and many from other railroads, including J. Pierpont Morgan, Chauncey M. Depew, Andrew Carnegie, Henry Clay Frick, et al.; actual pallbearers are eight African American family servants, porters and PRR messengers, including James Preston Baker, the chief porter of Roberts’s business car No. 180; Roberts is later re-interred in a place of honor in St. Asaph’s church yard. (PRRMN, RyW, NYT, PubLdgr)
- Feb. 2, 1897 Philadelphia ordinance provides for track elevation on Philadelphia & Trenton Railroad. (Moore)
- Feb. 2, 1897 Ohio Coal Traffic Association ratifies the agreement on percentages of coal traffic from southeastern Ohio; Columbus, Hocking Valley & Toledo

Railway gets 28.19%; Toledo & Ohio Central Railway, 16.4%; Wheeling & Lake Erie Railway, 13.44%; Cleveland, Lorain & Wheeling Railway, 12.97%; Columbus, Sandusky & Hocking Railroad, 12%; B&O, 10%; Toledo, Walhonding Valley & Ohio Railroad, 7%; Columbus, Sandusky & Hocking had demanded 15% instead of 10%. (RyW, NYT)

- Feb. 3, 1897 First VP Frank Thomson (1841-1899) elected Pres. to succeed George B. Roberts. (MB)
- Feb. 3, 1897 N.J. House debates a bill sponsored by the League of American Wheelmen to force all railroads to carry bicycles free of charge. (NYT)
- Feb. 4, 1897 Suffolk County Court grants Wyandanck, “King” of the Montauk Indians, the right to sue the Montauk Extension Railroad to recover 9,000 acres of land at Montauk Point. (RRGaz)
- Feb. 4, 1897 Mahaffey & Cresson RPO extended to Glen Campbell & Cresson RPO. (Kay)
- Feb. 4, 1897 Frank Thomson elected Pres. of Pennsylvania Company and C. Stuart Patterson elected director, replacing George B. Roberts. (MB)
- Feb. 4, 1897 Frank Thomson elected Pres. of the PCC&StL Railway, and N. Parker Shortridge elected a director to replace George B. Roberts. (MB)
- Feb. 4, 1897 A Chicago paper completes a series of attacks on the Joint Traffic Association and the railroad presidents; charges that a new rate war is underway with rebates being given on export traffic; claims that the PRR is behind in its quota; William Stewart of Lines West denies that the PRR is granting rebates. (NYT)
- Feb. 7, 1897 Rev. Charles S. Olmstead, Rector of St. Asaph’s Church, preaches a memorial sermon on the life of George B. Roberts, taking as his text 2 I Samuel, “Them that honor me, I will honor.” (PRRMN)
- Feb. 9, 1897 D.C. District Commissioners report on program of grade crossing elimination. (Moore)
- Feb. 9, 1897 Lehigh Valley Railroad Board authorizes building two extra coaches for the new Philadelphia connection of the *Black Diamond*; rules that it is inexpedient to build a locomotive test plant. (MB)
- Feb. 10, 1897 New organization: John P. Green to First VP; Charles E. Pugh to Second VP; Sutherland M. Prevost to Third VP; Samuel Rea to First Assistant to President; William A. Patton and E.T. Postelthwaite to Assistants to President; John B. Hutchinson (1844-1934) to General Manager, replacing

Prevost; Michael Trump (1854-1932) to General Superintendent of Transportation, replacing Hutchinson; William H. Joyce (1854-1922) to Freight Traffic Manager. (MB, AR)

- Feb. 11, 1897 August Belmont (1853-1924) and Thomas F. Havemeyer elected to LIRR Board. (MB)
- Feb. 11, 1897 Joint Traffic Association elects Chauncey M. Depew as permanent Chairman of Board of Control, replacing George B. Roberts. (RRGaz)
- Feb. 11, 1897 Baden Electric Street Railway incorporated in Pa. to build from Allegheny to Baden. (MB)
- Feb. 11, 1897 Economy Electric Street Railway incorporated in Pa. to build from Allegheny to Economy Township; inactive after Feb. 1898. (MB)
- Feb. 11, 1897 Harmony Electric Street Railway Company incorporated in Pa. to build from Allegheny City to Baden; inactive after 1898. (MB)
- Feb. 12, 1897 Philadelphia ordinance appropriates \$900,000 to eliminate grade crossings on Philadelphia & Trenton Railroad between Norris & Butler Streets. (Moore)
- Feb. 12, 1897 Frank Thomson elected Pres. of PW&B, replacing George B. Roberts, deceased. (MB)
- Feb. 15, 1897 Rockaway Electric Railway incorporated in N.Y. to build from Rockaway to Arverne. (NYState)
- Feb. 15, 1897 NYC&HR opens new 4-track Harlem River drawbridge and Park Avenue viaduct across Harlem Flats north of 106<sup>th</sup> Street; a new elevated station at 125<sup>th</sup> Street replaces the underground one. (NYT)
- Feb. 1897 Straight Creek Branch of Johnsonburg Railroad opens from Straight Creek to Three Runs (6 miles). (PaNews)
- Feb. 1897 Reading begins running Philadelphia-Harrisburg express service in 2:55. (RRGaz)
- Feb. 1897 In an article on railroad logos and slogans, the *New York Times* notes that the PRR uses a keystone in black or red with the words "Pennsylvania Lines," and the B&O is already using the Capitol dome. (NYT)
- Feb. 1897 Joint Traffic Association notes that the B&O has taken the cream of the high class merchandise traffic with its fast freight trains Nos. 94-97, running between New York and Chicago in 58:00. (NYT)

- Feb. 1897 Steel rail prices have fallen by \$3.50 to \$16 per ton in recent weeks; the *New York Times* notes that when Pres. Roberts was alive he pressured the steel companies and steel-hauling railroads into maintaining uniform price scales and distributing their orders so all mills could keep working at moderate profits. (NYT)
- c. Feb. 1897 Chesapeake & Ohio Railway inaugurates every-other-day express train in orange and black livery between Washington and Old Point Comfort for resort traffic; runs via Richmond, Fredericksburg & Potomac Railroad to Richmond. (RRGaz, RyW - resumed from earlier years - season was Feb.-Apr.)
- Feb. 17, 1897 Property owners along Atlantic Avenue protest to the Atlantic Avenue Commissioners about the part of the plan that calls for having the LIRR tracks on an elevated between Bedford and Howard Avenues; demand a tunnel all the way to the city line. (BrklnEgl)
- Feb. 17, 1897 Michael Trump (1854-1932) appointed to General Superintendent of Transportation, replacing J.B. Hutchinson. (AR)
- Feb. 1897 Supreme Court of Ohio awards \$536,447 to Stephen B. Sturges and other creditors of Mansfield, Coldwater & Lake Michigan Railroad in suit against Pennsylvania Company begun in 1878; based on liability of stockholders for debt under Ohio law. (Church)
- Feb. 1897 Edward H. Harriman agrees to stop blocking Kuhn, Loeb & Company's reorganization of the Union Pacific Railway in return for a place in the management; Otto Kahn later made a director of UP. (Collins)
- Feb. 20, 1897 Future PRR director Clement Buckley Newbold (1857-1926) marries Mary Dickinson Scott (-1905), the only daughter of Tom Scott, at St. James Episcopal Church in Philadelphia; in the years since his death, Scott's widow has become extremely active in high society. (PubLdgr, Cnl&RevFmlsPa)
- Feb. 21, 1897 Merchants Despatch Transportation Company (NYC&HR), Star Union Line (PRR), Erie Despatch, and Traders Despatch (Lehigh Valley-Nickel Plate) all cut their schedules to match the B&O's 58:00 New York-Chicago service; fastest freight schedules to date. (NYT)
- Feb. 22, 1897 Flood closes Pittsburgh, Ohio Valley & Cincinnati Railroad indefinitely. (RRGaz)
- Feb. 23, 1897 Chicago ordinance calls for track elevation of PCC&StL at Jackson Boulevard and Washington Boulevard. (Church)

Feb. 24, 1897 PRR Board commissions a portrait of the late Pres. Roberts. (MB)

Feb 24, 1897 Former PRR civil engineer Thomas Seabrook (1817-1897) dies at Philadelphia. (RRGaz)

Feb. 25, 1897 PRR cuts through rates from the West to tidewater by 43 cents for first class to meet the new Gulf Port differentials of the CB&Q and other western roads. (NYT)

Feb. 25, 1897 Nicholas Monsarrat, Pres. of the Columbus, Sandusky & Hocking Railroad, appointed receiver of Columbus, Hocking Valley & Toledo Railway. (RyW, circ, NYT)

Feb. 26, 1897 Olean, Bradford & Warren Railroad (N.Y.) renamed Olean, Rock City & Bradford Railroad. (NYState)

Mar. 1, 1897 Pres.-elect William McKinley departs Canton, Ohio, for Washington at 7:00 PM in a special 7-car train furnished by PRR; McKinley occupies business car No. 38; the movement is under the supervision of General Superintendent Charles Watts, who has handled trains for every Pres. since Lincoln, excepting Grover Cleveland. (NYT, Withers)

Mar. 1, 1897 F.G. Bourne, H.H. Vreeland, Walter G. Oakman and J. Timpson elected to LIRR Board, replacing John Gore King Duer, G.S. Edgell, A.C. Bedford, and Daniel Lord, Jr; Edgell resigns as Second VP and post abolished. (MB)

Mar. 1, 1897 Hanover & York Railroad and Frederick & Northern Railroad merge to form York, Hanover & Frederick Railroad under agreement of Jan. 7, 1897. (Val)

Mar. 1, 1897 Scalp Level Railroad incorporated in Pa. to build from South Fork Railroad to mines of Berwind-White Coal Mining Company at Scalp Level in Cambria County. (Val)

Mar. 1, 1897 Chicago modifies track elevation ordinance to require acceptance by PFW&C. (MB)

Mar. 1, 1897 B&O receivers end use of Anchor Line as their exclusive lake steamer connection at Fairport. (E&W MB)

Mar. 1, 1897 Terminal Railroad Association of St. Louis purchases East St. Louis Electric Street Railway. (Church)

Mar. 1, 1897 CNJ, Reading, Western Maryland Railroad, C&O and N&W establish

Blue Ridge Despatch fast freight line. (Rdg)

- Mar 1, 1897 Effective this date, the Joint Traffic Association raises New York-Chicago emigrant fares to \$15. (NYT)
- Mar. 1, 1897 PRR withdraws its 25% rate cut on traffic from Colorado and Utah to tide via Chicago made to meet the cut on the Norfolk & Western's Cumberland Gap Despatch route via St. Louis; the N&W is not a member of the Joint Traffic Association. (NYT)
- Mar. 1, 1897 Columbus, Hocking Valley & Toledo Railway defaults. (Miller)
- Mar. 2, 1897 Chauncey M. Depew of NYC&HR takes office as Chairman of Joint Traffic Association's Board of Control, replacing George B. Roberts. (RyW)
- Mar. 2, 1897 J.P. Morgan & Co. and Drexel & Co. agree to form a syndicate to buy \$5 million of a total of \$8 million of PRR 100-year Mortgage & Collateral Trust 5% gold bonds for a commission of \$250,000. (MB)
- Mar. 2, 1897 Pres.-elect William McKinley arrives in Washington via the PRR at 11:00 AM. (NYT)
- Mar. 3, 1897 Former Northern Central Railway Pres. J. Donald Cameron (1833-1918) leaves the U.S. Senate, ending the 40-year Cameron dynasty; Calvin S. Brice leaves the Senate, after declining to stand for reelection. (CongBio)
- Mar. 3, 1897 Millersburgh, Jeromeville & Greenwich Railroad renamed Ashland & Wooster Railway; files new route to run from Sandusky to Bellaire. (Church)
- Mar. 3, 1897 VP-elect Garret A. Hobart (1844-1899) departs Paterson, N.J. in a special train on the New York, Susquehanna & Western Railroad; arrives at PRR's Jersey City Terminal, where he boards the CNJ ferry boat *Fanwood* for a trip down river to the CNJ terminal where he boards a special train composed of 4-4-2 camelback No. 457, a baggage car, and the private cars *Baltimore* of the B&O, *Philadelphia* of the Reading, and *Atlas* of the CNJ for a fast run to Washington. (NYT)
- Mar. 3, 1897 Heavy rains begin in Ohio River drainage basin. (RRGaz)
- Mar. 5, 1897 Major floods in Ohio River Basin cover 29.1 miles of PCC&StL Railway and wash out 22 bridges, including on Cincinnati Division at Todds Fork. (AR, RRGaz)
- Mar. 6, 1897 Chicago, Indiana & Eastern Railway receivership ends without foreclosure

- and service resumes between Fairmont and Matthews, Ind. (Church)
- Mar. 6, 1897 Indianapolis Division of PCC&StL Railway reopens after flood. (RRGaz)
- Mar. 7, 1897 Richmond Division of PCC&StL Railway reopens after flood. (RRGaz)
- Mar. 8, 1897 New PRR ferry *St. Louis* makes trial run at New York. (RyW)
- Mar. 8, 1897 Louisville Division of PCC&StL Railway reopens after floods (AR)
- Mar. 9, 1897 PRR annual meeting lasts 20 minutes, second shortest on record, thanks to the absence of William E. Lockwood, whose British proxies do not arrive until May 11; Lockwood had been asked to deliver a eulogy on Pres. Roberts in the interest of harmony of all factions; Lockwood has his eulogy published in the *Pennsylvania Railroad Men's News* of April 1898. (RyW, PRRMN - see EvngBltn of 3/15/97 for Lockwood's original apology)
- Mar. 9, 1897 Boston millionaire Robert Treat Paine (1835-1910) leaves Washington at 8:27 PM on a special PRR train to race to the bedside of his dying wife; at Wilmington, message received that his wife has died; arrives Jersey City at 1:12 AM; takes cab to Grand Central Station and arrives at Boston at 8:00 AM on Mar. 10; total time 11:33; train is Class P No. 58 with 80" drivers and Pullman *Diasma*. (NYT, RRGaz, RyW)
- Mar. 9, 1897 Drexel & Co. and J.P. Morgan & Co. agree with representatives of the Packer Estate to refinance the Lehigh Valley Railroad, (RyW)
- Mar. 10, 1897 New PRR organization: divide duties of General Freight Agent into General Freight Agent for local traffic Charles A. Chipley (1836-1904) and General Freight Agent for through traffic John B. Thayer, Jr. (1862-1912). (MB)
- Mar. 10, 1897 National Docks & New Jersey Junction Connecting Railway opens its tunnel under the PRR's Waldo Avenue Yard in Jersey City, connecting the Lehigh Valley's National Docks Railway with the NYC&HR's New Jersey Junction Railroad; blocked by PRR since 1888. (RyW, NYT)
- Mar. 11, 1897 George Jefferson Magee (1840-1897), Pres. of Fall Brook Railway, dies in Nice. (RyW)
- Mar. 11, 1897 Indianapolis & Vincennes Railroad reopens after flood. (RRGaz)
- Mar. 12, 1897 Cincinnati Division below Xenia and Cincinnati & Muskingum Valley Railway reopen after flood. (AR, RRGaz)

- Mar. 13, 1897 New York & North Shore Railway incorporated to build trolley lines eastward from Flushing and Jamaica. (NYState)
- Mar. 15, 1897 ICC begins hearings at New York on the New York Produce Exchange's complaint against the Joint Traffic Association and the port differential system. (NYT)
- Mar. 1897 NYC&HR begins advertising "No wet feet!", emphasizing it has no ferry and the fact that Grand Central Station has direct connection to the "El" permitting travelers to avoid walking in the streets. (RyW)
- Mar. 1897 Pennsylvania Company contracts for a McMyler coal dumper at Erie; to be done by June 1. (RRGaz)
- Mar. 1897 New Haven assents to the NYC&HR's plan for enlarging and rebuilding Grand Central Station. (NYT)
- Mar. 1897 The General Electric Company has built a 6,700-foot test track at its main plant at Schenectady, N.Y. for testing equipment for the electrification of steam railroads; is now testing a box cab locomotive; in the first test, it hauled four flat cars loaded with pig iron for a total of 121 tons; then 4 standard NYC coaches or 130 tons; reaches 40 MPH. (StRyJrnl)
- Mar. 16, 1897 Atlantic City Railroad contracts to operate Camden County Railroad, retroactive to Dec. 1, 1896. (MB)
- Mar. 17, 1897 John King (1832-1897), former Pres. of Erie and VP of B&O, dies. (RyW)
- Mar. 18, 1897 Pittsburgh, Ohio Valley & Cincinnati Railroad reopens after flood. (RRGaz)
- Mar. 18, 1897 Shore Line Railway merged into the New Haven. (NHCorp)
- Mar. 18, 1897 George R. Blanchard of the Joint Traffic Association testifies at the ICC hearings. (NYT)
- Mar. 19, 1897 U.S. Circuit Court of Appeals upholds the legality of the Joint Traffic Association; holds that the Interstate Commerce Act does not allow relief by injunction, that the government can't annul a contract by means of an injunction, and that any case must be brought by a party such as a shipper or other railroad that has actually suffered damages. (NYT)
- Mar. 21, 1897 P.A. Ahl (1817?-1897), former Pres. of Harrisburg & Potomac Railroad and founder of iron works at Boiling Springs, Pa., dies at Newville. (RyW)
- Mar. 22, 1897 U.S. Supreme Court decides Trans-Missouri Freight Association Case;

rules 5-4 that the rate-fixing activities of the association violate Sherman Act and the Interstate Commerce Act; holds any contract that restrains competition is illegal despite any beneficial effects; all traffic associations thus become suspect; Justices Edward D. White (1845-1921), Stephen J. Field (1816-1899), Horace Gray (1828-1902), and George Shiras (1832-1924) dissent. (NYT, EAH, RRGaz)

- Mar. 23, 1897 U.S. District Attorney Wallace Macfarlane (1856-1928) says the Supreme Court ruling also invalidates the Joint Traffic Association; JTA Chairman Chauncey M. Depew says they are different because under the JTA, rates are set by the individual companies; blames the weak roads for cutting rates to get business at any price and says the chief beneficiaries are the big industrial companies that can use the volume of their traffic to win rate concessions; if the railroads were allowed to form pools, there would be stable reasonable rates. (NYT)
- Mar. 23, 1897 Pres. Frank Thomson is guest of honor at a dinner party given by Chauncey M. Depew at his home, at which he mingles with other railroad presidents and financiers. (NYT, RyW)
- Mar. 23, 1897 Lake Superior Ore Association fails to reach agreement and dissolves. (RyW)
- Mar. 24, 1897 Joint Traffic Association Board votes to continue in existence despite Supreme Court ruling. (RyW)
- Mar. 24, 1897 Miriam P. Roberts, widow of Pres. George B. Roberts, presents a check for \$5,000 to the PRR Dept. of the YMCA of Philadelphia, which uses it to create the "George B. Roberts Fund." (PRRMN)
- Mar. 25, 1897 Brooklyn Elevated Railroad enters receivership. (NYState)
- Mar. 26, 1897 Philadelphia ordinance appropriates \$60,000 to eliminate grade crossings on Philadelphia & Trenton Railroad at Magee, Vankirk & Rhawn Streets. (Moore)
- Mar. 1897 Cincinnati ordinance grants Cincinnati Northern Railroad the right to use the Deer Creek Tunnel; is to be the Cincinnati entrance for the Cincinnati, Jackson & Mackinaw Railway, which now comes only as far south as Franklin. (RyW)
- Mar. 1897 Columbus, Sandusky & Hocking Railroad reorganization committee selects Samuel M. Felton, Jr., to report on property. (RRGaz)
- Mar. 27, 1897 Pennsylvania Company Executive Committee authorizes expansion of Kinsman Street Yard for coal traffic; McMyler coal-handling machinery

- for Erie docks, to be done by June 1, and new dining room at “Felician Park” at Rock Point, Pa. (MB)
- Mar. 30, 1897      Lawyers for Joint Traffic Association meet in New York and advise remaining in business and making a quick appeal to the Supreme Court. (RyW)
- Mar. 30, 1897      Sen. Joseph B. Foraker (1846-1917) of Ohio introduces a bill to allow railroad pooling subject to ICC approval and open publication of all rates. (RyW)
- Mar. 31, 1897      Ferry *Annex No. 5* takes fire while tied up at Pier C, Jersey City, having just been overhauled at Hoboken; towed into river; burns to hull and beached on flats near Ellis Island; is later rebuilt. (NYT, Keystone)
- Mar. 31, 1897      Louisville, New Albany & Chicago Railway, Orleans, West Baden & French Lick Springs Railway, Bedford & Bloomfield Railroad, La Fayette & Monon Railway, and Chicago & Indianapolis Terminal Company merged to form the Chicago, Indianapolis & Louisville Railway, aka the Monon system. (ICC)
- Apr. 1, 1897      New organization of Freight Dept. of Lines West: D.T. McCabe to Freight Traffic Manager, replacing William Stewart (1833-1914), resigned; J.B. Hill to General Freight Agent-Southwest System, replacing McCabe; J.P. Orr to General Freight Agent-Northwest System, replacing Charles L. Cole, resigned; R.W. Geiger appointed Southern Freight Agent at Atlanta. (MB, AR)
- Apr. 1, 1897      Authority of A.M. Schoyer, Superintendent of Signals of Lines West extended over the GR&I. (RyW)
- Apr. 1, 1897      PRR cuts bituminous coal rate by 28 cents per ton to tidewater and 20 cents to New England gateways. (RyW)
- Apr. 3, 1897      Former Trunk Line Commissioner Albert Fink (1827-1897) dies in a sanitarium near Sing Sing, N.Y. (RRGaz)
- Apr. 1897      Blue Ridge Despatch formed to serve points in the Southeast via Reading, Western Maryland, N&W, C&O, L&N, etc. (RRGaz)
- Apr. 1897      Ashland & Wooster Railway completes surveys between Sandusky and Bellaire. (RRGaz)
- Apr. 5, 1897      PRR informs League of American Wheelmen, an organization of amateur bicyclists, that it is reversing its policy and will carry bicycles free on all lines in baggage cars. (NYT)

- Apr. 7, 1897 PW&B Division Freight Agent George Stephens (1847-1897) drops dead of a heart attack just after arriving at his office at Broad Street Station. (NYT)
- Apr. 8, 1897 Queen Annes Railroad opens for revenue service between Queenstown, Md., and Greenwood, Del., with steamer *B.S. Ford* between Queenstown and Baltimore; operates two round trips; opens with excursion for Delaware Legislature. (RyW)
- Apr. 8, 1897 Joint Traffic Association meets to consider eastbound lake-rail rates vs. all-rail rates. (NYT)
- Apr. 9, 1897 Whitings, N.J., station burned by lightning strike; used jointly with CNJ and Tuckerton Railroad. (AR)
- Apr. 9, 1897 Rapid Transit Underground Railroad incorporated in N.Y. to build a subway from City Hall to Grand Central Depot and 11<sup>th</sup> Avenue & 155<sup>th</sup> Street. (NYState)
- Apr. 13, 1897 Joint Traffic Association Board of Control meets and votes to stay in business despite the Supreme Court's Trans-Missouri decision. (NYT)
- Apr. 13, 1897 John Gore King Duer replaces H.H. Vreeland as LIRR director. (MB)
- Apr. 14, 1897 PRR and Reading sign agreement for operation of Commerce Street Branch of River Front Railroad by PRR. (Rdg)
- Apr. 1897 PRR discharges train porters from all trains on Lines West except *Pennsylvania Limited*. (RRGaz)
- Apr. 1897 PCC&StL Railway moves Traffic Dept. and Union Line offices into Columbus Union Station. (AR)
- Apr. 1897 B&O extends Baltimore electrification from North Avenue to York Road. (RyW)
- Apr. 1897 Rumors in Toledo say that the Wheeling & Lake Erie Railway security holders will soon sue the five-man syndicate that built the extension from Bowerston to Martins Ferry and Steubenville; at the time it was planned, there was no bridge at Wheeling, and the plan was to build to Bellaire; the road was built only as far as the Wheeling Bridge at Martins Ferry, but the syndicate took payment for the unbuilt miles to Bellaire. (NYT)
- Apr. 16, 1897 Work begins on new PRR Susquehanna River bridge between Columbia and Wrightsville; one half built by Pencoyd Iron Works (A. & P. Roberts)

and one half by Edge Moor Bridge Works. (RyW, Wilson)

- Apr. 17, 1897 Southeastern & Atlantic Railroad organized at Norfolk; later part of the Norfolk & Portsmouth Belt Line. (Val)
- Apr. 17, 1897 Charles Michael Schwab (1862-1939) named Pres. of Carnegie Steel Company, Ltd. (Hessen)
- Apr. 19, 1897 N.Y. Senate passes Atlantic Avenue Improvement bill with half cost to be borne by City of Brooklyn. (RRGaz)
- Apr. 21, 1897 Hamilton McKown Twombly (1849-1910), son-in-law of William Henry Vanderbilt, elected a director of NYC&HR. (AR)
- Apr. 22, 1897 State of Indiana sues to recover \$2 million allegedly due from Terre Haute & Indianapolis Railroad; under 1847 special charter, all earnings over 10% were to go to the School Fund; state charges company with filing false reports. (RRGaz)
- Apr. 22, 1897 Arguments begin in the U.S. Circuit Court in the suit of Johns Hopkins University against the receivers of the B&O; they want the 6% dividend on the preferred stock, of which Johns Hopkins holds \$1 million, to be considered a prior lien on the grounds it was originally issued to the state's education fund. (NYT)
- Apr. 23, 1897 Queen Anne's Railroad appoints Isaac W. Troxel Chief Engineer & General Manager and Arthur Woodbird as Superintendent & Auditor; Peninsular Construction Company has now completed 35 miles between Queenstown and Greenwood and receives \$420,000 in securities. (MB)
- Apr. 26, 1897 Pres. William McKinley, Mrs. Grant, the Cabinet and diplomatic corps travel by PRR special train to New York for the dedication of Grant's Tomb on Riverside Drive; McKinley occupies Pres. Thomson's private car; train consists of a combine-smoker, dining car, and 5 parlor cars; leaves Washington at 10:30 AM and arrives at 3:25 PM; McKinley's party is first to use PRR's new 23<sup>rd</sup> Street ferry on the ferry *Pittsburgh*; VP Garret A. Hobart and Congressional party travels over B&O-Reading-CNJ route. (NYT, RyW)
- Apr. 26, 1897 Brooklyn, Queens County & Suburban Railroad grants the Long Island Electric Railway the use of its tracks on the Jamaica & Brooklyn Plank Road between Washington and Grand Streets in Jamaica. (NYState)
- Apr. 26, 1897 Long Island Electric Railway grants Brooklyn Heights Railroad and Brooklyn, Queens County & Suburban Railroad the right to operate through cars for express matter over the Long Island Electric Railway east

of Jamaica; and to operate passenger cars over the Long Island Electric Railway to Rockaway Beach, Far Rockaway and other places. (NYState)

- Apr. 26, 1897 John S. Wilson (1832-1911) is to be Pres. of the Baltimore, Chesapeake & Atlantic Railway, replacing John E. Searles, who is to remain Chairman. (NYT)
- Apr. 27, 1897 Grant's Tomb dedicated in Riverside Park, New York City; over 1 million spectators gather for the huge parade that begins at 24<sup>th</sup> Street & Madison Avenue; PRR carries 85,000 extra passengers to Jersey City. (Trager, NYT)
- Apr. 27, 1897 LIRR director (?) Theodore A. Havemeyer (1839-1897) dies. (MB)
- Apr. 28, 1897 Southeastern Passenger Association organized at Washington; includes the PRR; Henry Walters of the Atlantic Coast Line elected Pres. (NYT)
- Apr. 28, 1897 Erie Railroad agrees to elevate its main line across Jersey City east of Bergen Hill by Jan. 1, 1900, and to build a new line through Bergen Hill above the line of the present tunnel. (AR)
- Spring 1897 George C. Tilyou (1862-1914), who has operated a Ferris wheel at Coney Island since 1894, opens Steeplechase Park between Surf Avenue and the beach between West 16<sup>th</sup> & West 19<sup>th</sup> Streets; one of the first large seaside commercial amusement parks, it takes its name from its signature ride, 8 gravity-powered wooden racehorses that traverse a half-mile track in 35 seconds; the passengers exit through a dark room where jets of air blow up women's dresses. (Trager, BrklynEgle)
- Spring 1897 Merchants Despatch Transportation Company builds a large car shop at "Despatch," later East Rochester, N.Y. to build and maintain its refrigerator car fleet. (White)
- May 1, 1897 Ocean Electric Railway incorporated in N.Y.; to build an electric street railway in Rockaway; controlled by LIRR. (NYState, )
- May 1, 1897 Frederick & Northern Railroad and Hanover & York Railroad merge to form York, Hanover & Frederick Railroad under agreement of Jan. 7, 1897; operated by PRR.
- May 1, 1897 PRR creates new posts of Registrar of Stock and Registrar of Bonds in Treasury Dept. (MB)
- May 1, 1897 PW&B executes new 30-year lease of Delaware Railroad granting it all the net earnings only, instead of half of surplus. (Val, AR)

- May 1, 1897 PW&B grants General Superintendent H.F. Kenney a leave of absence. (MB)
- May 1, 1897 Future PRR General Superintendent Joseph H. Redding (1877-1930) joins the PRR as a draftsman. (PaNews)
- May 3, 1897 PRR operates a special train from New York to Washington for delegates to the International Postal Congress. (NYT)
- May 3, 1897 Lines West Executive Committee adopts plan to use all land at Conway back to base of hill to block the construction of competing trolley lines. (Conway)
- May 3, 1897 PCC&StL Railway Executive Committee authorizes a second track between Bridge No. 53 and Skelley (1.9 miles) on the Pittsburgh Division. (MB)
- May 4, 1897 N.Y. Gov. Frank S. Black (1853-1913) signs the law consolidating Kings, Richmond and part of Queens Counties with New York County to create the City of Greater New York; each county, which retains some element of local government, also becomes a "Borough" of Greater New York; consolidation is not popular in Brooklyn (Kings), the nation's third largest city, which has many fewer immigrants and whose population is then more native-born and Protestant, but it is pushed by upstate Republicans to dilute the Democratic majorities in Manhattan. (Trager)
- May 4, 1897 Holly Beach, N.J., incorporated as a city. (wiki)
- May 5, 1897 Test run for press and investors leaves Broad Street Station at 6:00 PM on run to Trenton and back to demonstrate apparatus of American Electric Railway Light Company; uses battery charged by a small dynamo geared to the car wheels. (PRRMN)
- May 6, 1897 Lines West VP James McCrea denies rumors that the PRR is attempting to get control of the Northern Pacific Railroad. (NYT)
- May 8, 1897 Brooklyn Mayor Frederick W. Wurster signs the ordinance for the Atlantic Avenue Improvement, requiring LIRR to remove tracks from surface of Atlantic Avenue. (NYT)
- May 8, 1897 Five-car special leaves Broad Street Station carrying a party of PRR conductors and their wives (81 total) on cross-country excursion to 26th Order of Railway Conductors convention in Los Angeles; tour is arranged by Tourist Bureau and subsidized by PRR as a publicity stunt; a lavish illustrated book is published in 1898; train runs via St. Louis, Texas & Pacific and Southern Pacific. (Rept)

- May 8, 1897 Pres. Thomson and VP Charles E. Pugh meet with Pres. Elisha P. Wilbur and VP Charles Hartshorne of the Lehigh Valley Railroad over the use of the PRR's terminal and ferries at Jersey City; LV has paid \$100,000 a year since 1895; PRR wants \$150,000 on grounds that it will soon have a 23<sup>rd</sup> Street ferry but really because the LV runs competitive trains to Chicago from its own station and is allowed a \$3 fare differential as a weak road; LV expresses a willingness to go to \$120,000 but not \$150,000. (MB)
- May 10, 1897 Pennsylvania Company begins construction of Beaver Dam Branch of Cleveland & Pittsburgh Railroad from New Philadelphia to mines of East Goshen Coal Company. (RRGaz)
- May 10, 1897 New Haven tests new 660-volt d.c. center third rail electrification between Hartford and New Britain, Conn.; reaches 60-75 MPH; heavy rail offers more efficient transmission than thin trolley wire; uses trolley-type cars. (RyW, RRGaz)
- May 10, 1897 ICC resumes hearings on the complaint of the New York Produce Exchange against the port differential system at Philadelphia; witnesses testify to the relative lack of ocean shipping at Philadelphia. (NYT)
- May 11, 1897 LIRR Board authorizes making an agreement for a summer line of steamboats between Montauk and Yarmouth, Nova Scotia; authorizes extending branch to Port Washington. (MB)
- May 11, 1897 New PRR Columbia Bridge over the Susquehanna River bridge between Columbia and Wrightsville completed. (Wilson)
- May 11, 1897 Lehigh Valley Railroad Board agrees to create a pension fund by setting aside the money received for half-price employee tickets; current employees who are unable to support themselves and have 15 years service will receive a pension up to 30% of their wages. (MB)
- May 13, 1897 Inspection party from Philadelphia carried over PRR's new 23<sup>rd</sup> Street ferry. (RyW, NYT)
- May 13, 1897 Board of Control of Joint Traffic Association appoints Chauncey M. Depew and Frank Thomson a committee to "work with" receivers of B&O who are rumored to be cutting rates; at later meeting B&O charges that every line is cutting rates except the DL&W; committee rejects B&O proposal that E.B. Thomas of the Erie be appointed, effective June 1, to enforce uniform compliance; accept second offer by B&O to adhere to rates and fixed percentage of New York business. (RRGaz)
- May 15, 1897 PRR establishes a new New York-Nashville sleeping car line on the train

leaving New York at 2:00 PM; Louisville sleeping car on No. 7 cut back to Cincinnati. (NYT)

- May 1897 PRR completes new station at Parkesburg, Pa. (RRGaz, AR)
- May 16, 1897 Passage of the Atlantic Avenue Improvement Bill is celebrated at the Brooklyn Music Hall. (NYT)
- May 16, 1897 PRR begins ferry from Jersey City Terminal to 23rd Street, New York with new double-deck boats *Pittsburgh* and *Saint Louis*; 2-storey 23rd Street Station is 245' x 160' with copper front, two slips and upper-deck loading; new slip built on north side of Jersey City station; also establishes a fleet of 20 four-wheel carriages, 20 two-wheel Hansom cabs, 10 victorias and 8 omnibuses and 125 horses to run from ferry to hotels and other destinations; carriages are painted dark olive with red wheels, and the drivers wear livery similar to London cabbies; 3-storey stable built at 28<sup>th</sup> Street & 11<sup>th</sup> Avenue; future Penn Station Stationmaster William H. "Big Bill" Egan (1868-1943) is appointed Assistant Station Master at 23<sup>rd</sup> Street. (AR, PRRMN, Mutual)
- May 16, 1897 Lehigh Valley Railroad begins paying \$150,000 a year for the use of the PRR's Jersey City Terminal and ferries. (MB)
- May 17, 1897 John S. Wilson, former Freight Traffic Manager of PRR, elected Pres. of Baltimore, Chesapeake & Atlantic Railway; John E. Searles to Board Chairman. (RRGaz, circ)
- May 17, 1897 Sleeping car line established between Jersey City and Nashville via Cincinnati and L&N. (PassDept)
- May 17, 1897 Pres. Frank Thomson leaves Broad Street Station with annual inspection tour of Lines West; as VP, had always stayed in Philadelphia while Pres. Roberts was on tour. (RyW)
- May 18, 1897 Gov. Frank S. Black signs Atlantic Avenue Improvement bill; calls for a board of seven Commissioners appointed by the Mayor of Brooklyn, one of whom is to be a civil engineer and two to be nominated by the LIRR; track is to be separated from grade by a combination of tunnels, cuts and elevated structures west of Atkins Avenue, where it will rejoin the old grade; the City of Brooklyn is to pay half the cost up to a maximum of \$1.25 million; however the bill contains an amendment that Commissioners not do any work on behalf of the city until they are satisfied that a subway will be built to lower Manhattan; project becomes mired in political squabbles over rapid transit. (PL, RRGaz, NYState)
- May 18, 1897 Conductors' Special arrives in Los Angeles five days late because of

floods in the Rio Grande valley; delegates miss all but last five minutes of ORC convention. (Rept)

- May 20, 1897 South West Connecting Railway incorporated in Pa. to build coal mine branch off South-West Pennsylvania Railway. (Val)
- May 20, 1897 Conductors' Special leaves Los Angeles for Philadelphia via San Francisco, Portland, Tacoma, Butte and Salt Lake City, Royal Gorge route to Denver and CB&Q to Chicago. (Rept)
- May 20, 1897 ICC concludes its hearings into the complaint of the New York Produce Exchange against the port differentials at Washington. (NYT)
- May 22, 1897 Newport & Cincinnati Bridge Company opens new rail bridge over the Ohio River; used jointly by PCC&StL Railway and L&N, replacing span of 1872.. (Church, AR)
- May 24, 1897 Returning from a tour of Lines West, Pres. Thomson says the PRR is in good shape, and business is improving. (NYT)
- May 24, 1897 New Haven inaugurates electric passenger service on branch between Hartford and New Britain, Conn. (AR, RRGaz)
- May 24, 1897 In a case involving the Cincinnati, New Orleans & Texas Pacific Railway, the U.S. Supreme Court rules that the ICC has no power to fix rates. (NYT)
- May 25, 1897 Charles E. Kingston named General Freight Agent of PW&B, replacing George Stephens, deceased. (AR)
- May 28, 1897 In suit of State vs. Wabash Railroad, before Indiana Supreme Court, jury finds Eel River Railroad had no right to lease property to a competing line. (RRGaz , RyW - Church has verdict 9/4)
- May 29, 1897 Delair Bridge line extended to West Haddonfield permitting direct through service between Philadelphia and Atlantic City; northeast wye connections to Camden & Amboy (Morris Branch) extended 0.6 miles, and southwest wye connection (Fish House Branch) opened at Delair, permitting New York-Atlantic City trains use Delair Bridge line to bypass Camden; also connection to Mount Holly-Toms River line; new line is operated as part of New York Division; new “\_\_\_” Interlocking built at Delair. (RyW, AR)
- May 29, 1897 Ocean City Railroad opens for regular service between Ocean City Jct. and 34<sup>th</sup> Street, Ocean City, N.J., after prolonged harassment by PRR whose Ocean City line is more circuitous; has carriage connection to ticket office at 8<sup>th</sup> Street. (OCitySentinel)

- May 30, 1897      Vanderbilt lines inaugurate *Lake Shore Limited* between New York and Chicago on a 24:00 schedule; all-first class Wagner consist. (Guide)
- May 30, 1897      Toronto, Hamilton & Buffalo Railway begins passenger service between Buffalo (Black Rock) and Toronto; jointly-owned by NYC and Canadian Pacific Railway.
- June 1, 1897      Chauncey M. Depew and Pres. Frank Thomson, acting as a committee of the Joint Traffic Association, meet with B&O receivers John K. Cowen and Oscar G. Murray to pressure them into ceasing to cut rates; B&O had been allotted 7.4% of westbound freight from New York, but by aggressive rate cutting had recently increased this to about 14%, at expense of PRR and Erie. (RyW)
- June 1, 1897      PRR appoints William H. Cobb to the new position of Division Freight Agent at Altoona; in charge of the territory between Harrisburg and Johnstown originally managed by the Division Freight Agent at Pittsburgh. (NYT, MB)
- June 1, 1897      Columbus, Sandusky & Hocking Railroad defaults and files for receivership because of depressed conditions in the coal trade. (NYT)
- June 1, 1897      Pittsburgh & Eastern Railroad (NYC&HR system) extended from Glen Campbell to Arcadia in Clearfield Coal Field; never extended to PL&E at West Newton. (Poors, RRH)
- June 2, 1897      PCC&StL Railway begins track elevation between Ogden Avenue and Western Avenue at Chicago. (AR)
- June 2 1897      Samuel M. Felton, Jr., (1853-1930) named receiver of Columbus, Sandusky & Hocking Railroad after old receiver removed. (NYT, Church, RyW)
- June 2, 1897      Group of Columbus, Sandusky & Hocking Railroad First Mortgage bondholders begin separate foreclosure proceedings. (GrnBk)
- June? 1897      Gen. John M. Wilson, Chief of Army Engineers, has reported to Secretary of War that New York & New Jersey Bridge Company has forfeited its rights by failing to start work. (RRGaz)
- June 3, 1897      Electric light plant at PCC&StL Railway's Cincinnati station opens; fully completed in Feb. 1898. (AR)
- June 3, 1897      New York Chamber of Commerce issues a resolution in support of the pooling bill before Congress as a means of ending destructive railroad

competition. (NYT)

- June 4, 1897 140 delegates to the International Postal Congress leave Washington on a special PRR train of 9 Pullman cars on a 9-day circle tour to Pittsburgh, St. Louis, Chicago, Cleveland, Buffalo, Boston, Albany, West Point, Atlantic City, and Philadelphia. (NYT)
- June 4, 1897 B&O receiver John K. Cowan arrives in New York; rejects the proposition of the PRR and NYC&HR that Eben B. Thomas of the Erie Railroad monitor the B&O's compliance with rates from June 1, but offers to maintain rates and hold to its percentages. (NYT)
- June 4, 1897 State of Delaware adopts its fourth constitution; provides that all incorporation shall be by general laws. (Thorpe)
- June 7, 1897 Fourth Columbia Bridge over the Susquehanna (27 spans) opens for rail traffic; lower deck temporarily planked for vehicles; roadway later built on the upper deck. (Wilson, RyW)
- June 7, 1897 Creditors of the Sea Beach Railroad files to appeal the court order appointing a receiver in 1896. (NYT)
- June 7, 1897 Work begins on foundations of South Station, Boston. (RRGaz)
- June 8, 1897 Conductors' Special arrives at Broad Street Station having logged 8,454 miles in 32 days. (Rept)
- June 8, 1897 Chief Engineer Charles M. Jacobs reads report to LIRR Board on tunnel from Flatbush Avenue to lower Manhattan. (MB)
- June 8, 1897 Lehigh Valley Railroad counsel reports to the Board that the stockholders have no power to elect a Chairman of the Executive Committee. (MB)
- June 11, 1897 A party of PRR officials from Philadelphia inspect the narrow-gauge Ligonier Valley Railroad owned by Mellon & Son, leading to rumors that the PRR intends to buy it. (NYT)
- June 12, 1897 Washington & Waynesburg RPO established. (Kay)
- June 12, 1897 PRR operates special trains to Princeton for the Yale-Princeton baseball game. (NYT)
- June 13, 1897 *Ann Arbor No. 1* begins Ann Arbor car ferry service to Manistique. (MichRRs)
- June 14, 1897 Pennsylvania Company contracts operation of McMyler plant at Erie coal

- docks to Cuddy-Mullen Company for one year. (MB)
- June 15, 1897 George T. Smith appointed Eastern Superintendent of Union Line, replacing Francis H. Kingsbury (1837-1903), resigned for health. (MB)
- June 15, 1897 American Railway Union holds its last convention in Chicago and transforms itself into the Social Democratic Party; it calls for government ownership of all transportation, communication and public utilities. (PMiddleton, Lindsey)
- June 1897 Future Agricultural Director Hal B. Fullerton (1857-1935) joins LIRR as Special Agent in the Passenger Traffic Dept.; promotes the carrying of bicycles for excursionists and other innovations; Fullerton issues a pamphlet "Cyclists' Paradise" noting LIRR has equipped baggage cars with hooks for hanging bikes in two tiers from roof and walls, up to 156 per car. (NYT, PR, RRGaz)
- June 1897 PRR files new bill in Philadelphia Court of Common Pleas to force Reading to honor 1888 traffic contract. (RyW)
- June 1897 Economy bottoms out; two-year expansion begins. (NBER)
- June 1897 Lisbon Coal Company sells coal land to Manor Real Estate & Trust Company. (SRea)
- June 18, 1897 Pennsylvania Company and LS&MS Railway agree to rearrange tracks north of Cleveland Union Passenger Depot. (Church)
- June 18, 1897 Fast run on PFW&C, Chicago to Pittsburgh in 9:25 with train of three office cars carrying VP James McCrea and other officers. (NYT)
- June 19, 1897 Superior Court of Marion County awards State of Indiana \$2 million verdict against Terre Haute & Indianapolis Railroad for profits allegedly owed to the School Fund. (RRGaz)
- June 20, 1897 B&O opens Glenwood Cutoff at Pittsburgh. (RRGaz)
- June 21, 1897 Queen Anne's Railroad opens for revenue service between Greenwood and Ellendale, Del.
- June 23, 1897 PRR Board authorizes completion of new alignments between Kinzers and Gordonville, at Rheems, Trimmer's Rock, Port Royal, Lilly, Conemaugh Furnace to Nineveh and at Radebaugh and the station at Germantown Jct., all of which had been suspended during depression. (MB)
- June 25, 1897 PRR excursion for journalists from points between Philadelphia and

Washington arrives at Cape May accompanied by Assistant General Passenger Agent George W. Boyd and Advertising Agent Frank N. Barksdale; stay over the weekend until June 28 at the Stockton House. (NYT)

- June 28, 1897 Investment banker F.J. Lisman notes that the Midwestern railroads are still in depression conditions; the CCC&StL Railway (Big Four), PCC&StL Railway and Toledo & Ohio Central Railway have all suspended dividends on their preferred stock; notes there are too many trains and rates too low; 15 railroads have to divide the Lake Erie coal trade. (NYT)
- June 29, 1897 Montauk Steamboat Company, Limited, begins running the steamboat *Shinnecock* directly to Block Island except Saturdays and Sundays. (BrklnEgle)
- June 29, 1897 Union Depot Company (Columbus) Board approves the creation of a Board of Managers for the new Union Station; 3 representatives each from the PCC&StL Railway and CCC&StL Railway, 2 from the B&O, and 1 each from the Columbus, Hocking Valley & Toledo Railway, Columbus, Sandusky & Hocking Railroad, Cleveland, Akron & Columbus Railway and the Norfolk & Western Railway. (MB)
- June 30, 1897 Nassau Electric Railroad transfers lease of South Brooklyn Railroad & Terminal Company to LIRR. (NYState)
- June 30, 1897 Theodore N. Ely receives honorary M.A. from Yale; Samuel Harden Church also receives an honorary degree. (NYT, RRGaz)
- July 1, 1897 Four round trips established between Broad Street Station and Atlantic City via Delair Bridge. (or earlier?)
- July 1, 1897 Atlantic City Railroad inaugurates *Sixty-Minute Flyer* between Camden and Atlantic City on 1:00 schedule. (RyW 1905 - verify)
- July 1, 1897 Ocean City Railroad extended from 34<sup>th</sup> Street to 10<sup>th</sup> Street in Ocean City. (OCitySentinel)
- July 1, 1897 Zanesville Terminal Railway defaults on interest payments.
- July 1, 1897 Cincinnati, Jackson & Mackinaw Railway sold at foreclosure. (CL&N AR)
- July 1, 1897 Pennsylvania Steel Company restores 10% wage cut made earlier in year. (RyW)
- July 1897 Rumor circulates among employees at Columbia, Pa., that PRR is creating

secret evaluation sheets on all employees, grading them into four ranks. (RyW)

- July 1897 Baltimore & Annapolis Short Line Railroad agrees to merge into Annapolis, Washington & Baltimore Railroad. (RRGaz)
- July 1897 Lake Michigan Car Ferry Line is to run car floats from Wisconsin points to St. Joseph and Benton Harbor, Mich., for traffic from Big Four and Vandalia Line. (RRGaz)
- July 2, 1897 Atlantic City Railroad inaugurates summer-only "Atlantic City Flyer" after failure to reach agreement with PRR; runs through in one hour, including ferry; rail time about 0:52; consist is 4-4-2 No. 1027, combine, 3 coaches and Pullman parlor car, averages 69 MPH and reaches 80.8 MPH. (RRGaz, RyW, RRH)
- July 2, 1897 Olean, Rock City & Bradford Railroad (Pa.) merged into Olean, Rock City & Bradford Railroad (N.Y.). (NYState)
- July 2, 1897 First portions of new Columbus Union Station open; name changed from Union Depot to Union Station; has 9-track train shed; entrance on upper level off High Street Viaduct; Daniel H. Burnham, architect. (AR, CE)
- July 2, 1897 United Mine Workers of America, meeting in Columbus, calls a bituminous coal strike for increased wages in the Central Competitive Field starting on July 4; miners in the Beech Creek and Clearfield Districts have been on strike for a month to fight a 12% pay cut; strike is not effective in the Cambria or Central Pennsylvania region or in the non-union mines in the Connellsville and Westmoreland County Districts. (NYT)
- July 3, 1897 PRR runs personally-conducted tour from Philadelphia to Cresson with an overnight stay at the Mountain House; through tickets from New York. (NYT)
- July 3, 1897 New "\_\_\_" Interlocking opens at Dolton, crossing of PCC&StL with Chicago Terminal Transfer Railroad and Chicago, Hammond & Western Railroad.; has 172 levers. (AR, RRGaz)
- July 4, 1897 Bituminous coal strike impacts the Cleveland & Marietta Railway. (AR)
- July 6, 1897 Henry C. Matthews elected a director of the Queen Anne's Railroad, replacing John S. Gittings, resigned. (MB)
- July 7, 1897 U.S. Government buys Monongahela Navigation Company for \$3.6 million and removes toll. (RRGaz)

- July 7, 1897 NYP&N, Seaboard & Roanoke Railroad, N&W, Norfolk Southern Railroad, Atlantic & Danville Railway, Southern Railway, C&O and Norfolk & Carolina Railroad sign joint ownership agreement for Southeastern & Atlantic Railroad (Portsmouth-Norfolk belt line).
- July 8, 1897 New bridge between Columbia and Wrightsville, Pa., opens for vehicular traffic. (AR)
- July 8, 1897 Future PRR Pres. and Chairman James Miller Symes (1897-1976) born at Glen Osborne, Pa.; father is a career employee in Transportation Dept. of Lines West. (Org)
- July 11, 1897 John E. Davidson (1837-1897), Third VP of Lines West, dies at the Hotel Lincoln, Pittsburgh, of complications from an appendectomy after 38 years of service. (AR, RRGaz, RyW)
- July 12, 1897 CNJ and B&O inaugurate “Royal Blue Line” ferry between Jersey City and Staten Island Ferry terminal at Whitehall Street at the Battery with small, double-deck boats *Easton* and *Mauch Chunk*; B&O controls Staten Island Ferry through Staten Island Rapid Transit Railroad; Whitehall Street was terminal of all “El” lines, giving B&O passengers better access to the city transit system than those on PRR. (RyW)
- July 12, 1897 Because of shortages created by the coal strike, LS&MS seizes coal in transit at Cleveland for own use. (RRGaz)
- July 13, 1897 Former PRR official Alfred Walter (1851-1907) named Pres. of Lehigh Valley Railroad on resignation of Elisha Packer Wilbur (1833-1910), last executive from the Packer family; Wilbur remains a director until 1901, but William L. Conyngham, Charles O. Skeer and George H. Myers resign as directors and are replaced by Wilbur and Charles H. Coster and Edward T. Stotesbury of the House of Morgan; Walter is to overhaul the management in line with control by J.P. Morgan & Co.. (MB, RyW, Bogen)
- July 13, 1897 Mortgaged property of the Summit Branch Railroad sold at foreclosure to Effingham B. Morris, William D. Winsor and George Wood for the bondholders for \$50,000; owns coal land plus 0.4 mile railroad at Williamstown, Pa.; not all property was mortgaged, so company remains in existence; reorganization delayed because of obstacles in working the coal vein that was supposed to provide the profits for the reorganized firm. (MB, AR)
- July 14, 1897 Atlantic City Railroad’s 3:50 PM “Atlantic City Flyer” sets new Camden-Atlantic City speed record of average 71.6 MPH.; trains run through Labor

Day. ( , RRGaz)

- July 14, 1897 NYC&HR, New York & Harlem Railroad and New Haven make a second supplemental agreement on the operation of Grand Central Depot covering the enlargement of the station by adding three storeys to the 42<sup>nd</sup> Street front. (NYState)
- July 15, 1897 Duties of Third VP of Lines West temporarily divided; Second VP to supervise Treasury Dept. as well as Law and Real Estate; Third VP is to supervise Transportation and Traffic Departments under the First VP; Fourth VP to supervise Accounting Dept., and Secretary to handle corporate work. (MB)
- July 15, 1897 PCC&StL Railway Executive Committee authorizes double-tracking the connection to the Chartiers Railway. (MB)
- July 1897 PW&B opens new alignment between Elkton and Iron Hill. (RRGaz)
- July 1897 Delmarva peach crop fails, with loss of traffic to Delaware Railroad and PW&B. (AR)
- July 1897 Baltimore & Potomac Railroad agrees with District of Columbia to eliminate grade crossings between mouth of Virginia Avenue tunnel and Long Bridge, with an elevated station on current site. (RRGaz)
- July 1897 Pennsylvania Midland Railroad is completed for 13 miles north of Cessna and graded for an additional 12 miles; arranging to complete to Brookes Mills. (RRGaz)
- July 1897 PRR now runs *Pennsylvania Limited* No. 5 with a single 4-6-0 between Pittsburgh and Fort Wayne, changing crews at Crestline. (RRGaz)
- July 1897 Col. John B. Anderson ( -1897), former General Superintendent of the PFW&C, dies in Texas; was in charge of part of U.S. Military Railroads during the Civil War. (RRGaz)
- July 1897 George Gibbs, future PRR electric traction expert, resigns as Mechanical Engineer of Chicago, Milwaukee & St. Paul Railway to join Westinghouse Electric & Manufacturing Company and Baldwin Locomotive Works as Consulting Engineer. (RRGaz, RyW)
- July 1897 NYC&HR Superintendent Toucey informs the New Haven that they have shelved their plans for rebuilding Grand Central Station because of the cost and will begin work when conditions improve. (NYT)
- July 16, 1897 Arbitration commissioners of Pennsylvania, Ohio, Indiana, Illinois and

West Virginia have formed a permanent board to secure a uniform settlement of the coal strike. (NYT)

- July 16, 1897 Word of the Klondike gold strike reaches Seattle, touching off the great gold rush of 1897-1898; explorations were begun in the Yukon Territory of Canada during the winter, and news of strikes has been circulating in Alaska newspapers since late May; with additional gold strikes in South Africa and Australia, increases supply of gold and thus the money supply, easing pressure for silver coinage. (NYT)
- July 16, 1897 Hotel proprietor and railway promoter Henry Howland (1815?-1897) dies as Asbury Park, N.J. (RRGaz)
- July 17, 1897 PRR begins through excursion trains to Atlantic City from western and southern points via Delair Bridge.
- July 1897 Ocean City Railroad suspends service between Petersburg and Ocean City because of deterioration of shoddy construction. (RRGaz)
- July 20, 1897 West Virginia miners are rejecting the strike and returning to work; operators and local authorities are harassing and expelling union organizers; the Cumberland & Pennsylvania Railroad is running coal trains at night for the first time to keep up with the demand. (NYT)
- July 21, 1897 LS&MS Pres. and former Lines West official Darius W. Caldwell (1830-1897) dies at Cleveland. (RRGaz)
- July 23, 1897 Cincinnati Northern Railroad acquires the Ohio Division of the former Cincinnati, Jackson & Mackinaw Railway, extending from Franklin, Ohio, to Addison Jct., Mich., from the purchasing committee. (GrnBk)
- July 24, 1897 Pres. William McKinley signs the Dingley Tariff raising rates to new high or average of 57%. (NYT)
- July 26, 1897 Office of Superintendent of Pittsburgh Division, PCC&StL, moved from Union Station to Panhandle station at Birmingham (South Side). (AR)
- July 26, 1897 Joint Traffic Association adopts new rules for advertising, effective Aug. 1; are to advertise only in regular newspapers and magazines, not in entertainment circulars, playbills, etc., which would constitute an illegal rebate to customers of passenger or freight service. (NYT)
- July 27, 1897 PRR begins running a buffet parlor car between Jersey City and Cape May for the summer season ending Sep. 4. (NYT)
- July 28, 1897 Pres. William McKinley leaves Washington in the private Pullman

*Hazlemere* attached to the 5:00 PM PRR train for a 6-week vacation at Lake Champlain; traveling via the West Shore and Delaware & Hudson. (NYT)

- July 31, 1897 J.C. Taylor resigns as Superintendent of Cleveland & Marietta Railway and office abolished; thereafter run directly by General Manager (of Pa. Co.?). (AR)
- Aug. 1, 1897 Morris Williams ( -1935), a mining engineer and Superintendent of the Mineral Railroad & Mining Company at Shenandoah, named Manager of Susquehanna Coal Company and all other PRR anthracite companies, replacing Irving A. Stearns (1845-1920), resigned to become Pres. of all of the Coxe family's anthracite coal interests and the Delaware, Susquehanna & Schuylkill Railroad, following the death of Eckley B. Coxe. (MB, RRGaz, AIMMPE)
- Aug. 3, 1897 Pennsylvania Company appoints A.B. Starr Superintendent of Eastern Division and acting General Superintendent while Charles Watts is in Europe for health. (MB)
- Aug. 4, 1897 Montauk Steamboat Company, Limited hold a press tour for its steamer *Shinnecock*, which begins a Sunday side trip between Sag Harbor and Block Island (i.e. adding Block Island as a port); extended in 1898 to the two weekday runs. (BrklnEgle, Dunbaugh)
- Aug. 1897 Stock prices begin rising on news of big grain sales to Europe to compensate for bad harvests there; grain traffic to eastern ports swells. (RyW)
- Aug. 1897 Chief Engineer J.H. Nichols of West Jersey & Seashore Railroad has discovered that oiling the roadbed keeps down dust when running at high speed; now both WJ&S and Atlantic City Railroad are oiling roadbeds. (RyW)
- Aug. 8, 1897 First section of Scalp Level Railroad opens for passenger service between Lovett and Scalp Level (10.36 miles). (RRGaz)
- Aug. 9, 1897 Lehigh Valley Railroad announces the J. Pierpont Morgan has transferred his option on the LV stock owned by Mary Packer Cummings to the CNJ. (NYT)
- Aug. 10, 1897 LIRR Board authorizes purchase of rights and franchises of Great Neck & Port Washington Railroad. (MB)
- Aug. 10, 1897 Purchasers of Summit Branch Railroad organize the Summit Branch Coal Company; Frank Thomson, Pres. (MB)

- Aug. 1897 Joint Traffic Association grants PCC&StL Railway a \$2 reduction in New York-Chicago fares, making it a differential line like the Erie, B&O, Grand Trunk or Nickel Plate. (RRGaz)
- Aug. 14, 1897 Col. James Moore (1813-1897), early engineer on Philadelphia & Columbia Railroad and former Chief Engineer of CNJ, dies at Elizabeth, N.J. (RRGaz)
- Aug. 1897 PRR resumes work on realignment at Nineveh on Pittsburgh Division. (RyW)
- Aug. 1897 A.J. Cassatt elected a director of Union Traction Company of Philadelphia. (RyW)
- Aug. 1897 LIRR builds hospital car in Morris Park Shops; to be stationed at Long Island City. (RyW, RRGaz)
- Aug. 1897 PRR now operates refrigerator car in local service between Altoona and Philadelphia twice a week. (RRGaz)
- Aug. 1897 PRR presents Pres. George B. Roberts's desk to the PRR Dept. of the YMCA of Philadelphia, where it is placed in the library. (PRRMN)
- Aug. 1897 Western New York & Pennsylvania Railway makes traffic contract with Andrew Carnegie's Pittsburgh, Bessemer & Lake Erie Railroad. (RyW)
- Aug. 1897 Press reports that PRR is about to test a system devised by George W. Trott of Chicago to send telegraph messages to moving trains by means of two current rails laid between the running rails. (NYT)
- Aug. 1897 NYC&HR begins expanding the Grand Central Station head house from three storeys to six; work is under the direction of Walter Katté. (NYT, RyW)
- Aug. 16, 1897 A new anthracite coal strike begins at the Honey Brook mines of the Lehigh & Wilkes-Barre Coal Company over the beating of a mule driver by the Superintendent; the strike is spontaneous and involves mostly recent Slavic, Hungarian and Italian immigrants; most of the Lehigh Region mines to the south of Hazleton are shut down by Sep. 6. (Aurand)
- Aug. 18, 1897 A PRR official states that business has recovered to the extent that the PRR is experiencing a shortage of cars. (NYT)
- Aug. 18, 1897 Samuel R. Callaway (1850-1904) elected Pres. of LS&MS, replacing Darius W. Caldwell, deceased. (RyW)

- Aug. 19, 1897 LIRR is finishing a hospital car at Morris Park Shops; to be stationed at Long Island City to be used in case of major accidents. (NYT)
- Aug. 19, 1897 City of Philadelphia accepts bids for widening Delaware Avenue between Vine & South Streets from 50 feet to 150 feet and building new bulkhead. (RRGaz)
- Aug. 21, 1897 Summit Branch Coal Company resolves not to be a common carrier and arrange for the lease of its 0.4 mile railroad at Williamstown. (MB)
- Aug. 23, 1897 Trustees of the New York & Brooklyn Bridge grant the Brooklyn Elevated Railroad and the Kings County Elevated Railroad the right to operate over the Brooklyn Bridge, permitting direct service to Manhattan. (NYState)
- Aug. 24, 1897 Ellendale & Queenstown RPO established on Queen Anne's Railroad. (Kay)
- Aug. 25, 1897 G.H. Hammond Company of Hammond, Ind., sells the Chicago, Hammond & Western Railroad to the Union Stock Yard & Transit Company. (NYT)
- Aug. 26, 1897 Summit Branch Coal Company incorporated in Pa. as reorganization of Summit Branch Railroad Company. (MB)
- Aug. 27, 1897 PRR announces that it will spray its right of way with oil to eliminate the dust nuisance, following experiments on the West Jersey & Seashore Railroad; is being installed on sections of the Delaware Division and between Baltimore and Washington. (NYT)
- Aug. 27, 1897 Queen Anne's Railroad opens between Ellendale and Milton, Del.; revenue service begins Aug. 30. (BaltAm, RRGaz)
- Aug. 28, 1897 South Jersey Railroad begins operating Ocean City Railroad under lease. (Val)
- Aug. 29, 1897 New Columbus Union Station opens; designed by Daniel H. Burnham; 78' x 300' head house; 150' x 675' train shed with 9 tracks.
- Aug. 29, 1897 All PCC&StL Raiwlay departments move into permanent quarters in Columbus Union Station; Board of Managers established for Union Station, comprised of representatives of all lines using station. (AR)
- Late summer 1897 Freight traffic on Lines West is returning to normal after the Depression, but passenger traffic is still falling. (AR)

- Sep. 1, 1897 Clover Creek Branch opens between Covedale and Calcite (2.38 miles) serving the Clover Creek Limestone Company No. 5 on Altoona Division. (Snyder, AR)
- Sep. 1, 1897 PRR begins operating Scalp Level Railroad under agreement of Sep. 8, 1897. (Val)
- Sep. 1, 1897 Pennsylvania Company sells \$5 million 3½% guaranteed trust certificates to refund various 7% Lines West bonds coming due in 1898. (MB, AR)
- Sep. 1, 1897 Louisville, Evansville & St. Louis Railroad ends use of Louisville Bridge. (Church)
- Sep. 1, 1897 Banking house of Alex. Brown & Sons acquires Baltimore & Annapolis Short Line Railroad; already controls Annapolis, Washington & Baltimore Railroad. (RRGaz)
- Sep. 1, 1897 Cincinnati, Lebanon & Northern Railway leases Eggleston Avenue stockyards to George B. Long & Co. (AR)
- Sep. 1, 1897 Charles S. Mellen, Second VP of the New Haven, elected Pres. of the Northern Pacific Railway, now under Morgan control. (Renz)
- Sep. 2, 1897 Calumet Western Railway incorporated in Illinois to build industrial railroad in interest of PRR in Calumet District east of Chicago from 106<sup>th</sup> Street on the Cummings Branch of the PFW&C, running southwards. (C&C)
- Sep. 4, 1897 Ocean City Railroad reopens with extension to 9th Street, Ocean City, N.J., after rebuilding; big excursion held on Labor Day, Sep. 6. (RyW, Coxey)
- Sep. 4, 1897 Howard County Circuit Court orders Eel River Railroad charter forfeited because of lease to Wabash Railroad, a parallel railroad, and appoints Richard Ruddell, a Kokomo bank president, as Receiver to sell property. (Church, RRGaz)
- Sep. 4, 1897 New Cumberland Branch of PW&K opens for passenger service between New Cumberland and Kenilworth, opposite East Liverpool, Ohio. (AR, RRGaz)
- Sep. 4, 1897 Benjamin Brewster (1828-1897), one of the founders of the International Navigation Company and VP of the Rock Island, dies at Cazenovia, N.Y. (RyW)
- Sep. 5, 1897 New alignment opens at Trimmers Rock near Newport on Middle

Division. (RRGaz)

- Sep. 10, 1897 Luzerne County Sheriff James Martin and a 150-man posse composed mostly of coal & iron police confront a parade of immigrant strikers attempting to close the A. Pardee & Co. mine at Lattimer on the north side of Hazleton; when Martin is pushed down, the posse opens fire on the unarmed strikers, killing or wounding over 50, many shot in the back; Martin and 73 deputies are indicted but found not guilty by a jury; the “Lattimer Massacre” brings a rapprochement between native and immigrant miners and a rush to join the United Mine Workers of America; faced with a propaganda disaster and community outrage, the Lehigh operators grant a wage increase. (Aurand)
- Sep. 11, 1897 United Mine Workers meeting at Columbus accept the compromise proposition of the Pittsburgh operators of 65 cents per ton as the basis in the Pittsburgh District; vote to end the strike in western Pennsylvania, Ohio, Indiana and West Virginia; Illinois miners are opposed to the settlement; men are to return within 10 days; the strike is seen as a union victory, and the UMW revives from a mere 11,000 members to 33,000. (NYT)
- Sep. 14, 1897 Pennsylvania Company signs revised contract with LS&MS for trackage rights between Erie and Girard, setting maximum rent at \$40,000 per year. (MB)
- Sep. 14, 1897 Lehigh Valley Railroad Pres. Alfred Walter presents plans for an abattoir at Jersey City; Board authorizes forming companies in each state to hold surplus real estate. (MB)
- Sep. 1897 PRR resumes work on Germantown Jct. station. (RyW)
- Sep. 1897 PRR now being traded on New York Stock Exchange as an unlisted stock; heavy trading in week of Sep. 13-18, and 30,000 shares sold in New York over last three weeks, sparking rumors that J. Pierpont Morgan is buying. (RyW)
- Sep. 1897 Babylon Railroad applies to N.Y. Board of Railroad Commissioners to replace horses with a “dummy” locomotive that recycles its steam instead of exhausting it. (NYState)
- Sep. 17, 1897 Joseph Wood elected Pres. of the Waynesburg & Washington Railroad, replacing John F. Davidson, deceased. (MB)
- Sep. 17, 1897 Coal strike ends in southeastern Ohio. (AR)
- Sep. 18, 1897 Atlantic City Beach Railroad dissolved. (Rdg)

- Sep. 20, 1897 Whiting & Tuckerton RPO (Tuckerton Railroad) extended over PRR as Tuckerton & Philadelphia RPO. (Kay)
- Sep. 21, 1897 Joseph Wood promoted to Third VP of Lines West, replacing John D. Davidson, deceased; post of Fourth VP abolished. (MB)
- Sep. 21, 1897 PRR adopts a system of using wooden checks which are picked up and left at designated points to keep track of its track workers at night for safety reasons. (NYT)
- Sep. 22, 1897 Solomon G. Grone (1834-1897), stationmaster of Broad Street Station since its opening in 1881, dies at Lancaster. (PRRMN)
- Sep. 23, 1897 PW&B Board approves change of line between Bacon Hill and North East. (MB)
- Sep. 23, 1897 Northern Central Railway Board authorizes double track from 3.5 miles south of New Cumberland to Goldsboro, Herndon to Georgetown, and Dauphin to Hecks on the Rockville Branch. (MB)
- Sep. 23, 1897 New NYC&HR-Michigan Central arch bridge opens over the Niagara Gorge near the site of the old Roebling suspension bridge. (NYT, RRGaz)
- Sep. 25, 1897 Pennsylvania Company Executive Committee authorizes construction of local freight house east of State Street on PFW&C at Chicago. (MB)
- Sep. 27, 1897 Queens County Jockey Club opens Aqueduct Racetrack near the LIRR's Rockaway Branch. (Trager)
- Sep. 28, 1897 PCC&StL Railway Executive Committee resolves to terminate the Louisville Bridge Company's contract after two years. (MB)
- Sep. 30, 1897 Atlantic City Railroad cancels lease of Philadelphia & Brigantine Railroad. (RRGaz)
- Oct. 1, 1897 Pullman inaugurates tourist sleeping cars twice a week between Pittsburgh and San Francisco on two routes, one via PRR to Chicago, Milwaukee, St. Paul & Omaha, Rock Island, Denver & Rio Grande and Southern Pacific and the second via St. Louis and the Missouri Pacific to Colorado Springs; cars run straight through Union Station at Chicago. (NYT)
- Oct. 1, 1897 PCC&StL Railway and Chicago & North Western Railway complete track elevation between Kinzie Street and Ogden Avenue. (RRGaz)
- Oct. 4, 1897 Pennsylvania Company grants Findlay, Fort Wayne & Western Railway

use of Fort Wayne station. (MB)

- Oct. 4, 1897 NYC&HR begins providing cab service at Grand Central Station similar to that offered by PRR. (NYT)
- Oct. 4, 1897 Union Elevated Railroad opens the Chicago Loop on Lake, Wabash, Van Buren and 5<sup>th</sup> Streets; comes to define Chicago's downtown business district. (RRGaz)
- Oct. 6, 1897 Pennsylvania Canal Company abandons Juniata Division Canal for navigation above Newport; only five boats remain in service on the Juniata. (AR)
- Oct. 8, 1897 LIRR Pres. William H. Baldwin returns to New York on the *St. Louis* from a European tour on which he has examined tunnels and subways; the next day he gives an interview in which he states that a tunnel to Brooklyn is feasible. (NYT)
- Oct. 8, 1897 Pennsylvania Company Executive Committee authorizes additional funds for change of grade between Rochester and New Brighton, Pa. (MB)
- Oct. 8, 1897 Announce that the Japanese Government has chosen the PRR standard 70-lb. rail and has ordered 26,000 tons from the Illinois Steel Company. (NYT)
- Oct. 9, 1897 West Jersey & Seashore Railroad Board authorizes double-tracking the remainder of the Atlantic City Division from Berlin to Atlantic City with 100-lb. rail replacing 70-lb. rail and eliminating the grade crossing with the CNJ at Winslow Jct. (MB)
- Oct. 10, 1897 Post Office Dept. establishes new fast mail train on PRR between Jersey City and Washington because of increased volume of business; leaves 2:10 AM daily. (RyW)
- Oct. 10, 1897 B&O opens rebuilt and enlarged Camden Station in Baltimore, including platform on lower level south of the Howard Street Tunnel portal and a new 5-track shed on the upper level; eliminates need to back "Royal Blue Line" trains in and out of the station. (RyW, RRGaz)
- Oct. 11, 1897 PRR establishes a new fast mail train from New York to Pittsburgh with sleeping car but no coaches; leaves 8:30 PM, bypassing Philadelphia and stopping only at Altoona and East Liberty. (NYT)
- Oct. 11, 1897 Work on new Providence Union Station suspended because it has not been provided with a train shed as per city requirement. (RRGaz)

- Oct. 12, 1897 LIRR Pres. William H. Baldwin reports on recent trip to London to examine the Underground; convinces him that a Flatbush Avenue-Manhattan tunnel is feasible. (MB)
- Oct. 12, 1897 Tri-weekly New York-Hot Springs, Va., sleeping car via the Chesapeake & Ohio Railway increased to daily operation. (NYT)
- Oct. 14, 1897 Holman locomotive operates over South Jersey Railroad between Winslow Jct. and Cape May; attains 60 MPH average speed and claims short bursts up to 120 MPH. (NYT, RyW)
- Oct. 1897 LIRR Pres. William H. Baldwin petitions Brooklyn Aldermen for tunnel franchise from Flatbush Avenue to Cortlandt Street. (RyW)
- Oct. 1897 Beaver Dam Branch of Cleveland & Pittsburgh Railroad opens between New Philadelphia and East Goshen Coal Company Mine No. 2. (RRGaz, Church)
- Oct. 1897 B&O begins publication of *The Book of the Royal Blue* as reading matter on its trains and stations. (DLC)
- Oct. 16, 1897 Bowie & Popes Creek RPO extended to Baltimore & Popes Creek RPO. (Kay)
- Oct. 17, 1897 New steel Pratt truss installed as center span of Schuylkill River bridge on Connecting Railway in Philadelphia, replacing wrought-iron truss built in 1867; the old span is shifted out of the way and the new one into place in 2 minutes, 32 seconds between trains passing at 2:47 PM and 3:35 PM. (RyW, HiLine, NYT)
- Oct. 17, 1897 Pres. Thomson and other officers are in St. Louis on a tour of Lines West; a committee from the Merchants Exchange and other organizations protests plans to implement higher fares on fast trains or make cuts in service. (NYT)
- Oct. 19, 1897 George M. Pullman (1831-1897) dies of a heart attack at Chicago. (RRGaz)
- Oct. 20, 1897 City of Allegheny ordinance bars use of bituminous coal in switching locomotives used within city limits. (Church)
- Oct. 25, 1897 Tropical storm cuts service on coastal areas of West Jersey & Seashore Railroad for 4 to 18 days; Atlantic City cut off for three days. (AR, Butler)
- Oct. 25, 1897 J.G. Brill Company reconditions an old Grice & Long steam dummy originally built for the Frankford & Southwark Philadelphia City

Passenger Railroad for use by the Manahawkin & Long Beach Transportation Company, mostly between Barnegat City Jct. and Barnegat City; in use until about 1901. (Brinckmann)

- Oct. 25, 1897 NYP&N Board authorizes formation of Norfolk & Portsmouth Belt Line Railroad as joint terminal company; sale of terminal property at Pinders Point in Portsmouth, Va. (MB)
- Oct. 27, 1897 PRR Board authorizes \$100,000 donation for new library building at Altoona; at meeting, Pres. Thomson notes that Voluntary Relief Dept. payments to disabled who have exhausted their benefits now amount to over \$41,000 per year and questions if should be capped. (MB)
- Oct. 27, 1897 PRR grants trackage rights to Kishacoquillas Valley Railroad over 0.58 mile at Reedsville, Pa. (Val)
- Oct. 27, 1897 PCC&StL Railway Executive Committee authorizes reducing the Shererville Grade on the Chicago Division between Royal Center and Chicago (?) to 0.3%; will allow locomotives to haul twice as many cars. (MB)
- Oct. 29, 1897 NYC&HR displays new Wagner cars for *Lake Shore Limited* at Grand Central Station; cars to be displayed along line before being placed in service; to operate on 24:00 schedule. (NYT)
- Oct. 31, 1897 Baltimore & Potomac Railroad lease of Catonsville Short Line Railroad ends because of defaults in payments; operation continues on month-to-month basis; CSL is now controlled by a traction syndicate hoping to build between Baltimore and Washington. (MB, RyW)
- Fall 1897 A.J. Cassatt suffers mild heart attack. (Davis)
- Nov. 1, 1897 Telephone dispatching (replacing telegraph) first introduced on South Fork Branch of Pittsburgh Division; later extended to six other division branches. (ATO)
- Nov. 2, 1897 Tammany Democrat Robert A. Van Wyck (1849-1918) elected first Mayor of the Consolidated City of New York after campaigning on the slogan "To Hell with Reform!" (Trager)
- Nov. 3, 1897 Ohio Valley & Junction Railway incorporated in Ohio to build from Beach City, Stark County, on the Cleveland, Canton & Southern Railway to Valley Jct. on the Wheeling & Lake Erie Railway via Strasburg and Canal Dover. (MB, Church)
- Nov. 5, 1897 Sea Beach Railway leased to the Brooklyn Heights Railroad. (NYState)

- Nov. 7, 1897 Double track opens between New Cumberland and Marsh Run on Northern Central Railway; Marsh Run-Goldsboro to be completed by Dec. 1, which will make complete double track from Baltimore to Lemoyne. (RRGaz)
- Nov. 8, 1897 U.S. Supreme Court voids "long haul-short haul" clause of Interstate Commerce Act.
- Nov. 8, 1897 PCC&StL notifies Dayton & Union Railroad that it will oust it from using sidings in West Dayton. (Church)
- Nov. 9, 1897 LIRR Board authorizes equipping 50 cars with Pintsch gas; replacing 56-lb. rail between Jamaica and Manor with 80-lb. rail; purchasing five anthracite-burning camelbacks from Brooks Locomotive Works. (MB)
- Nov. 9, 1897 New York City Sinking Fund Commissioners approve an agreement with the PRR to lease the Cortlandt Street ferry site for 40 years, ending a nearly 10-year dispute; PRR abandons its claim that the city has no right to charge rent for land under water and agrees to move its ferry house to permit widening West Street. (NYT)
- Nov. 12, 1897 Queen Anne's Railroad contracts with PRR for a connection at Lewes, Del., and for the use of the Delaware, Maryland & Virginia Railroad line between Lewes and Rehoboth. (MB - DM&V MB implies tk rights not granted, only a connection)
- Nov. 13, 1897 Joint Traffic Association Board of Managers fixes rates for fast trains; standard fare is to be for 26:00 to Chicago and 30:00 to St. Louis; fare is to be increased \$1 for every hour less. (NYT)
- Nov. 13, 1897 Ohio Valley & Junction Railway organized: J.F. Townsend, Pres. (MB)
- Nov. 14, 1897 Pennsylvania Company and Ohio River Railroad establish a through train between Pittsburgh and Parkersburg, W.Va., via Wheeling. (RyW)
- Nov. 15, 1897 General Manager of Lines West appoints special committee on future of Conway Yard; it recommends a large freight yard and locating the principal shops of the Northwest System, now at Fort Wayne, at Conway. (ConwayYd)
- Nov. 15, 1897 Pennsylvania Company Executive Committee authorizes two additional tracks at east end of Conway Yard. (MB)
- Nov. 1897 Hoist built by Brown Hoisting & Conveying Machine Company placed in service on Pier J, Harsimus Cove. (RRGaz)

- Nov. 1897 PRR begins work on electro-pneumatic automatic block signals between Monmouth Jct. and Holmesburg Jct. (RRGaz)
- Nov. 1897 NYP&N begins work on Port Norfolk Terminal freight yard at Portsmouth, Va. (MB)
- Nov. 1897 Chicago, Indiana & Eastern Railway resumes work between Matthews and Muncie. (RRGaz)
- Nov. 17, 1897 Lehigh Valley Railroad begins a weekly line of tourist sleeping cars between New York/Philadelphia and San Francisco/Los Angeles via Reading, LV, Grand Trunk Railway, Rock Island Railway, Denver & Rio Grande and Central Pacific. (RRGaz, NYT)
- Nov. 20, 1897 Edward B. Walton, Chief Clerk to Second VP Charles E. Pugh is last seen alive; his body is found in the Delaware River the following February. (NYT)
- Nov 22, 1897 Pennsylvania Company Executive Committee authorizes purchase of Dungannon Tunnel for change of line on Cleveland & Pittsburgh Railroad; telephone line from Allegheny to Conway, Wellsville and Lawrence Jct.; new passenger station at 47<sup>th</sup> Street in Chicago. (MB)
- Nov. 22, 1897 PCC&StL Railway Executive Committee authorizes the purchase of ground for a connection with the Cincinnati, Lebanon & Northern Railway at McCullough. (MB)
- Nov. 23, 1897 New Whitings, N.J., station, built to replace one burned on Apr. 9, also destroyed by fire. (AR)
- Nov. 23, 1897 Tidewater Bituminous Steam Coal Traffic Association agrees to advance rates for 1898 season. (Lambie)
- Nov. 27, 1897 Col. John Laing (1817?-1897), former Chief Engineer of Union Railroad of Baltimore, dies at Baltimore. (RyW)
- Nov. 29, 1897 LIRR Board meets with Atlantic Avenue Commission. (MB)
- Nov. 29, 1897 New York Board of Aldermen holds hearings on the Brooklyn, New York & Jersey City Terminal Railway tunnel. (NYT)
- Nov. 29, 1897 Queen Anne's Railroad Board considers a proposition for a pier at Lewes. (MB)
- Nov. 29, 1897 Assets of Summit Branch Railroad conveyed to Summit Branch Coal

Company after foreclosure sale on July 13. (Cards)

- Nov. 29, 1897 The aptly-named Frank H. Kohlbraker named Superintendent of the Mineral Railroad & Mining Company, replacing Morris Williams. (MB)
- Nov. 30, 1897 PRR releases Oct. net earnings; up \$450,000 from 1896; Jan.-Oct. earnings are up \$3.2 million; sparks speculation that the dividend will be increased to 6%; PRR closes at 113¼ on the New York Stock Exchange, up 2-5/8. (NYT)
- Nov. 30, 1897 PRR ends experiments on the Medford-Mount Holly Branch by Prof. Samuel P. Langley (1834-1906) and J. Elfreth Watkins of Smithsonian Institution; Langley has been working on flying machines (although he will be beaten by the Wright Brothers); they attach one of Langley's machines to a PRR flat car and use the airplane motor with two 4-foot propellers to propel the car at up to 3 MPH; Watkins seems to have been interested in whether propellers could be used to move a railcar; Langley is probably hoping for a way to get his machine airborne; both are disappointed. (NYT, RyW)
- Late 1897 PRR resumes four-tracking projects suspended during depression, including the main line at Kinzers, Pa., Lilly to Portage, and Conemaugh Furnace to Ninevah. (AR)
- Dec. 1, 1897 Lines West runs a special train of four business cars from Pittsburgh to Chicago as an experiment to see if the *Pennsylvania Limited* can be put on a 20:00 schedule; leaves Pittsburgh at 6:53 AM and arrives in Chicago at 5:00 PM, or 10:02. (NYT)
- Dec. 1, 1897 B&O receivers surrender old Virginia Midland Railway line between Strasburg and Harrisonburg to the Southern Railway. (Harrison)
- Dec. 1, 1897 Chesapeake & Ohio Railway opens a hospital for its employees at Clifton Forge, Va. (AR)
- Dec. 2, 1897 Lines West special returns to Pittsburgh, leaving Chicago at 9:00 AM and arriving at 6:25 PM, or 9:25, a new record. (NYT)
- Dec. 2, 1897 Pennsylvania Company Executive Committee authorizes purchase of stock of Manufacturers Railway at Toledo. (MB)
- Dec. 4, 1897 New twin-screw ferry *New Brunswick* launched at yard of Charles Hillman Ship & Engine Building Company; to be used on 23<sup>rd</sup> Street ferry; it will be the last PRR ferry at New York. (RyW)
- Dec. 4, 1897 PRR donates a YMCA building to Pottsville, Pa. (NYT)

- Dec. 6, 1897 Atlantic City Railroad signs new operating contract with South Jersey Railroad, replacing Apr. 15, 1893 contract with Logan M. Bullitt. (MB)
- Dec. 6, 1897 Wall station renamed Pitcairn on Pittsburgh Division. (MB)
- Dec. 6, 1897 Pres. McKinley and party leave Washington in a special car attached to the 7:20 PM train en route to Canton, Ohio, to be at the bedside of his dying mother. (NYT)
- Dec. 7, 1897 PRR purchases Brooklyn Annex ferry and its 3 boats from Gen. Daniel S. Butterfield for \$250,000; operated by new subsidiary Pennsylvania Annex Company, incorporated on Dec. 1. (MB, AR)
- Dec. 7, 1897 Brooklyn, New York & Jersey City Terminal Railway files a map of its route in Kings County; last official action of record. (NYState)
- Dec. 7, 1897 PRR announces it will proceed with electric traction using trolley wire, starting with the small branches of the Amboy Division. (NYT)
- Dec. 8, 1897 Archie H. Maxwell (1819-1897), Foreman of Altoona Foundries, dies of Bright's disease. (RRGaz)
- Dec. 12, 1897 PRR establishes new connection with West Clarion Railroad branch of Erie at Brockwayville, Pa. (AR)
- Dec. 13, 1897 New York Board of Aldermen rejects the application of the Brooklyn, New York & Jersey City Terminal Railway for a tunnel franchise; the city demands a limited 25-year franchise; the company wants a perpetual franchise to prevent confiscation of its work; the same issue will recur with the Penn Station tunnels. (NYT)
- Dec. 13, 1897 PRR closes bids for building an additional track between Altoona and Bennington, completing four-track system between Altoona and Kittanning Point and three-track system between Kittanning Point and Bennington; also contracts to reopen and widen New Portage Tunnel at Gallitzin and lay two tracks on the New Portage roadbed from Bennington to Cresson. (RRGaz, AR)
- Dec. 14, 1897 Special committee on superannuation recommends that PRR contribution should be no more than \$100,000 per year; no one to be employed over age 30 and must pass physical; voluntary retirement at age 65 after 30 years or forced retirement at 70. (MB)
- Dec. 14, 1897 Lehigh Valley Railroad names J.P. Morgan & Co. its transfer agent in New York City. (MB)

- Dec. 1897 LIRR announces plans to electrify suburban lines and build East River Tunnel. (RyW)
- Dec. 1897 Toledo, Walhonding Valley & Ohio Railroad acquires capital stock of Manufacturers Railway (Toledo). (Church)
- Dec. 16, 1897 Robert Pitcairn and Pittsburgh city officials visit Pres. Thomson and other PRR officers at Philadelphia to discuss plans for new Union Station. (RyW)
- Dec. 16, 1897 Pennsylvania Company Executive Committee authorizes building four tracks between Conway and Rochester; 3<sup>rd</sup> & 4<sup>th</sup> tracks between Woodland Avenue and Aetna Street in Cleveland; reducing grades on New Castle & Beaver Valley Railroad to form a double track low grade line between Lawrence Jct. and Wampum. (MB)
- Dec. 16, 1897 PCC&StL Railway Executive Committee authorizes second track on the Chartiers Railway from Junction No. 1 to Woodville. (MB)
- Dec. 20, 1897 Eastbound 48-car freight train goes out of control descending from Gallitzin on icy rails; piles up in front of Altoona station; 3 killed; main line blocked for 30 hours. (Snyder)
- Dec. 20, 1897 Columbus Union Station completed. (CE-LW)
- Dec. 20, 1897 Common Pleas Court at Columbus, Ohio, rejects petition of Columbus, Sandusky & Hocking Railroad management for action against ex-Speaker David L. Sleeper, George W. Saul, Elias M. Poston, Anne M. Bonebrake, et al., for conspiring to wreck road; dismissed on grounds company had reentered receivership after suit began. (RRGaz, RyW)
- Dec. 21, 1897 New York City holds auction sale of certain ferry franchises; includes the New York & South Brooklyn Ferry & Transportation Company route between Pier No. 2 East River and 39<sup>th</sup> Street, Brooklyn; new bidder must buy the boats and slips of the old company. (NYT)
- Dec. 22, 1897 Princeton University musical clubs leave on their annual Christmas tour in a special train consisting of Western New York & Pennsylvania business car No. 100 provided by S.G. De Coursey, the *Maryland* loaned by the Garrett family, the *Delaware* of the B&O, a Pullman sleeper and a baggage car; tour first goes south to Wilmington and Washington, the west as far as Indianapolis. (NYT)
- Dec. 23, 1897 Montauk Indians file appeal to eject the LIRR from 6,000 acres on Montauk Point, claiming they were never purchased legally. (NYT)

- Dec. 24, 1897 Dayton city ordinance covers construction of new Union Station. (Church)
- Dec. 27, 1897 N.Y. Board of Railroad Commissioners denies application of Babylon Railroad to substitute “dummy” locomotive that recycles its steam for horse power on grounds it is too experimental and law bars all types of steam locomotives from street railroads; later overturned by N.Y. Supreme Court on appeal. (NYState)
- Dec. 27, 1897 Second track opens between Reed and Miller, Ohio, on Pittsburgh Division, PCC&StL. (AR)
- Dec. 31, 1897 First Nassau Electric Railroad electric trolley cars cross the Brooklyn Bridge into Manhattan. (NYT)
- 1897 During year, 400,000 bicycles carried as checked baggage on Lines East. (RRGaz)
- 1897 New gold strikes in Klondike, South Africa, and Australia and improved methods of extraction cause substantial increase in gold supply; continuing poor harvests in Europe and India buoy U.S. farm prices; flight of gold from U.S. is reversed and depression bottoms out.
- 1897 Tidewater Bituminous Steam Coal Traffic Association drops attempt to apportion tonnage, reacting to Trans-Missouri Freight Association decision. (Lambie)
- 1897 Long Island Electric Railway opens between Brooklyn city line through Jamaica to Queens Village and from Jamaica to Far Rockaway. (NYState says “late” - NYT says to be open to Queens Village by 4/15 and Far Rockaway by 7/1 or by 6/13)
- 1897 With the New Haven now controlling both the Fall River Line and the Providence Line, it stops running summer second sections with its two winter boats and places the winter Fall River boats on the Providence Line in summers. (Dunbaugh - may affect PRR connection?)
- 1897 PRR completes stone ballasting of all passenger main tracks on New York Division. (AR)
- 1897 PRR completes line change, track elevation and four-tracking through New Brunswick, N.J. (AR)
- 1897 New stations built at Monmouth Jct., Morrisville and Helmetta. (AR)
- 1897 New station shelters built at Plainsboro, N.J., and Frankford Jct., Pa. (AR)

- 1897 First phase of West Morrisville Yard completed. (AR)
- 1897 With recovery, PRR routes more freight over the Trenton Cutoff. (AR)
- 1897 Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company exchange use of terminals at Market Street, Camden, (and Federal St.?) to avoid crossing wakes.
- 1897 New 2-track bridge opens over Ridley Creek on PW&B. (AR)
- 1897 PW&B builds new stations at White Plains, Cannon's, and Dagsboro; shelter at Gordon Heights. (AR)
- 1897 New alignment opens at Rheems on Philadelphia Division. (AR)
- 1897 Double track on Northern Central completed Baltimore-Lemoyne and Marysville-Sunbury.
- 1897 “\_\_” Interlocking at Manayunk Bridge enlarged. (AR)
- 1897 Double track opens between Lock Haven and Welch and between Warren and WNY&P Jct. on the Philadelphia & Erie. (AR)
- 1897 New stations built at St. Marys, Lock Haven, Pittsfield and Elgin on the Philadelphia & Erie Railroad. (AR)
- 1897 “\_\_” Interlocking at Johnsonburg, Pa., enlarged. (AR)
- c. 1897 Fallen Timber Branch of Pennsylvania & North Western Railroad opens between Glasgow and mines of Beccaria Coal & Coke Company (0.93 miles). (Val)
- 1897 New stations built at Vandegrift and Hyde Park. (AR)
- 1897 New interlockings built at Wilmore, Ehrenfield, Latrobe and Irwin on the Pittsburgh Division; interlockings at Beatty and Portage enlarged. (AR)
- 1897 First section of Beaver Branch opens from Lovett on the South Fork Branch (1.47 miles) to terminus. (AR)
- 1897 Paint Creek Branch of Scalp Level Railroad opens between Scalp Level and terminus (1.64 miles). (Val)
- 1897 South West Connecting Railway opens from PRR's Bessemer Branch to Marguerite Coke Works (1.76 miles). (Val)

- 1897 Olean, Bradford & Warren Railway/Railroad sells right of way between Henley Street, Olean and Tarport (Kendall) to Olean, Rock City & Bradford Electric Railroad (Val)
- 1897 Manual block system installed on Ohio Connecting Railway bridge. (AR)
- 1897 Hamilton County courts dismiss dissident stockholder E.J. Henry's suit to restore PCC&StL lease of Cincinnati & Muskingum Valley Railway by mutual consent; leaves lease cancelled. (Church, AR)
- 1897 Pennsylvania Company reaches settlement with dissident stock and bondholders of the Cincinnati & Muskingum Valley Railway to acquire all their holdings for 4% mortgage bonds of PCC&StL, clearing the way for reorganization. (Church)
- 1897 PFW&C Railway builds “\_\_” Interlocking at the crossing of the B&O at Mansfield, Ohio; “\_\_” Interlocking at the crossing of the Big Four at Forest, Ind.; “\_\_” Interlocking at the crossing of the Michigan Central and Chicago, Hammond & Western Rail\_\_ at Calumet Park, built by the CH&W. (AR, RRGaz)
- 1897 Fort Wayne Shops build last of 321 locomotives. (?)
- 1897 GR&I abandons 2.75 miles of Osceola Branch.
- 1897 Track elevation completed between Western Avenue and Ogden Avenue, Chicago, on Panhandle Line. (AR - NO: open early 1898)
- 1897 First d.c. motor signals installed at Broad Street Station.
- 1897 First coal dumper placed in service at Dock No. 1, Sandusky, Ohio; Thornburg Engineering Company, 40-ton capacity.
- 1897 PCC&StL completes second track between Fernwood and Millers, Ohio, completing double track from Pittsburgh to west of Dennison; enables company to lay off one third of its dispatchers. (AR)
- 1897 Double track placed in service between High Street, Columbus, and the Scioto River on the Cincinnati Division. (AR)
- 1897 Main tracks relocated and shops rebuilt at Pendleton near Cincinnati. (AR)
- 1897 Cincinnati, Lebanon & Northern Railway installs electric signals at Tunnels No. 1 & 2 at Cincinnati. (C&C)

- Fall? 1897      Class H4 2-8-0 freight locomotive introduced; designed by Lines West Motive Power officials F.D. Casanave and J.L. Porter (George L. Potter?) for service on PFW&C; is 65% more powerful than the H3a of 1889. (RyW, RRGaz)
- 1897              By now, Kuhn, Loeb & Co. emerges as principal banker to PRR. (Collins)
- 1897              Future Chief of Motive Power Frederick W. Hankins (1876-1958) joins the PRR as a machinist. (PR)
- 1897              Charles T. Schoen's Schoen Pressed Steel Company and PRR develop a steel hopper car using pressed steel shapes; exhibited at the MCB convention; Schoen Pressed Steel Car Company contracts to build 1,000 50-ton cars for the Pittsburgh, Bessemer & Lake Erie Railroad. (Karig)
- 1897              Federal Safety Appliance Act amended to extend deadline from Jan. 1, 1898 to Jan. 1, 1900. (AR)
- 1897              General Electric Company and Schenectady Locomotive Works, later American Locomotive Company, both located in Schenectady, form a joint venture to manufacture electric locomotives in competition with the Baldwin-Westinghouse partnership. (Condit)