

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

By Christopher T. Baer

1888

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- Jan. 1, 1888 First rules for the settlement of interchange freight car service take effect by agreement among the PRR, NYC&HR, Reading, B&O, West Shore, New York, Lake Erie & Western and Lehigh Valley Railroads; new system of *per diem* charges in effect. (Loree, Rdg)
- Jan. 1, 1888 Keystone Hotel Company ceases direct operation of its properties and subleases it to outside operators: Broad Street Station restaurant to M. Reilly & Son; Jersey City, Harrisburg and Baltimore restaurants to G.W. Bothwell; Washington station restaurant to Edward Welsh; Logan House to W.R. Dunham; Pittsburgh Union Depot to John Lee. (MB)
- Jan. 1, 1888 E.C. Bradley appointed Superintendent of Telegraph of Lines West, replacing William Koop, deceased; Bradley's old post of Assistant Superintendent of Telegraph at Columbus eliminated, and office of Superintendent moved from Crestline to Pittsburgh. (MB, AR)
- Jan. 1, 1888 Office of Max J. Becker, Chief Engineer of PC&StL and CStL&P moved from Columbus to Pittsburgh. (AR)
- Jan. 1, 1888 Vandalia Line establishes off-line freight and passenger agency at Fort Worth, Texas. (RyRegister)
- Jan. 1, 1888 Knights of Labor strike spreads to Philadelphia & Reading Coal & Iron Company. (Rdg)
- Jan. 1, 1888 South Beach Branch of the Staten Island Rapid Transit Railroad opens between Clifton Jct. and Arrochar. (NYState)
- Jan. 1, 1888 Mackey syndicate takes control of the Indianapolis, Decatur & Western Railroad. (NYT)

- Jan. 2, 1888 PRR signs new agreement with CNJ and New Jersey Southern Railway covering joint operation of New York & Long Branch Road and withdraws all suits; restores all terms of 1882 agreement except traffic pool; PRR acquires formal trackage rights over CNJ between Woodbridge Jct. and north end of Raritan River bridge at Perth Amboy and over NY&LB to Bay Head Jct; PRR grants CNJ trackage rights between Bay Head Jct. and Toms River that are never exercised. (Agrmt, MB, Val, RRGaz)
- Jan. 2, 1888 PRR Employees' Saving Fund goes into operation on Lines East; Daniel S. Newhall, Superintendent; 1,807 employees become depositors by the end of the year. (AR, ATO)
- Jan. 2, 1888 Reading leaves receivership. (Rdg)
- Jan. 2, 1888 Isaac R. Trimble (1804-1884), former civil engineer and unreconstructed Confederate general, dies at "Ravenshurst," his home in the Dulaney Valley north of Baltimore. (Tucker)
- Jan. 2, 1888 At the Terre Haute & Indianapolis Railroad annual meeting, William Riley McKeen reads a telegram from the U.S. Court at Indianapolis in the suit of the Cincinnati, Hamilton & Dayton Railroad vs. McKeen, Henry S. Ives, and the TH&I postponing the election from 10:00 AM to 2:00 PM; the court issues a new temporary injunction on behalf of the CH&D against either William Riley McKeen or Henry S. Ives voting the 11,160 shares of Terre Haute & Indianapolis Railroad held as collateral; at 2:00 PM, McKeen reads a second telegram stating that the court has refused to issue a permanent injunction after a full argument; McKeen then votes the shares and votes the CH&D representatives off the Board; for his cooperation, Henry S. Ives stays on the Board but does not attend another meeting; the new Board consists of McKeen, Ives, John G. Williams, Josephus Collett, Henry Ross, Delos W. Minshall and George E. Farrington; McKeen is elected Pres. and Williams VP. (MB, Wallis)
- Jan. 2, 1888 John G. Williams appointed General Counsel of the Terre Haute & Indianapolis Railroad. (MB)
- Jan. 1888 Press reports that a Drexel, Morgan & Co. Syndicate has purchased the Cape May & Sewells Point Railroad, Delaware Bay & Cape May Railroad and Anglesea Railroad for the PRR. (RyRegister - RRGaz say only DB&CM and not for anybody)
- Jan. 3, 1888 Miners of the Philadelphia & Reading Coal & Iron Company join the Knights of Labor strike after Pres. Austin Corbin refuses to extend the wage increase. (Aurand)
- Jan. 4, 1888 At American Society of Civil Engineers meeting, Gustav Lindenthal reads a

paper, which is the first public presentation of his proposed North River Bridge; it is to have a span of 2,850 feet with 140 foot vertical clearance and carry 6 railroad tracks; claims can be built for \$15 million, not counting approaches, and is cheaper and safer than tunnels. (RRGaz, NYT)

- Jan. 4, 1888 Board of Harbor Commissioners for the City of Philadelphia transmits to City Councils the report of its U.S Advisory Commission recommending removal of the islands and shoals in the Delaware River. (Rdg)
- Jan. 4, 1888 Clement A. Griscom (1842-1912) elected Pres. of the International Navigation Company. (PRRBio)
- Jan. 6, 1888 Charles B. Dudley gives a lecture at the Franklin Institute on the use of oil as a locomotive fuel; PRR experimented with the Urquhart system in the winter and spring of 1886-87; oil on the PRR is 50% more expensive than coal; the PRR burns 8,000 tons of coal a day; the equivalent in oil would be 26,000 bbl. per day, or over one-third of daily U.S. production. (RyW)
- Jan. 6, 1888 Clearfield bituminous coal miners at Du Bois vote to demand Columbus scale or strike on Jan. 21, particularly those at the mines of William L. Scott. (NYT)
- Jan. 7, 1888 New York & Long Island Railroad files map for a tunnel route beginning at 9th Avenue & 30th Street, then diagonally to 6th Avenue & 33rd Street, then diagonally to 5th Avenue & 34th Street, under 34th Street to 2nd Avenue and diagonally to the East River between 34th & 35th Streets. (ElectricRR)
- Jan. 9, 1888 *New York & Florida Special* No. 500-501 inaugurated as deluxe, vestibuled winter-only train between Jersey City and Jacksonville via PRR and Atlantic Coast Line on a 30:00 schedule; runs three times a week; first through train (as opposed to through cars) between New York and Florida; bypasses Charleston, S.C., to save time; two six-car sets of combine, diner and four sleeping cars; features vestibuled equipment, steam heat and electric light; first train, consisting of combine *Alroy*, diner *Alhambra* and sleeping cars *Pelion*, *Amphion* and *Charmion*, leaves Jersey City at 9:43 AM with George M. Pullman, VP Frank Thomson and other officials and executives. (NYT, RyW, Guide)
- Jan. 9, 1888 Trunk Line Railroad Association sets new westbound differential rates for second class lines, raising rates for fourth, fifth and sixth class freights 10% on PRR and NYC&HR; New York, Lake Erie & Western Railroad, West Shore Railroad, and DL&W receive a 1-cent differential on 5th class freight; had been opposed by PRR and NYC&HR but favored by other lines. (NYT)
- Jan. 9, 1888 New interlockings placed in service at crossings of PRR and Reading at Lewisburg, Montgomery and Williamsport. (Rdg)

- Jan. 9, 1888 Reading holds its first annual meeting and election under Austin Corbin's management; new Board is dominated by representatives of banks and other institutional investors; directors are A.J. Antelo, Samuel R. Shipley, George deBenneville Keim, Thomas Cochran, Stephen A. Caldwell and George F. Baer (1842-1914), a Reading, Pa., lawyer representing J.P. Morgan & Co. William E. Lockwood calls attention to Knights of Labor strike and calls for George W. Childs to arbitrate a settlement; Lockwood offers the same sort of futile resolutions as he does at PRR meetings. (Rdg, PubLegr, RyRegister)
- Jan. 10, 1888 Lehigh Valley Railroad Second VP Robert H. Sayre recommends the construction of a new line to shorten the distance between Mahanoy City and Shenandoah, Pa., and avoid having to back in and out of Mahanoy City. (MB)
- Jan. 10, 1888 A.A. McLeod elected VP as well as General Manager of Reading. (Rdg)
- Jan. 10, 1888 Café Savarin opens in the Equitable Building at 120 Broadway in the Wall Street Financial District; built and operated by a Paris firm, the Société Anonyme de Restaurants aux Etats Unis; it is named for the famous French lawyer, gastronome and food writer Jean Anthelme Brillat-Savarin (1755-1826); the PRR's admiration for the successor of this café leads to the chain of Savarin restaurants in the major PRR stations on Lines East in the 1920s. (NYT, AlarmClock)
- Jan. 10, 1888 Standard Oil millionaire Henry Morrison Flagler (1830-1913) opens the first Ponce de Leon Hotel in St. Augustine, beginning his second career as a developer of Florida as a winter vacation haven. (FEC, Bramson)
- Jan. 11, 1888 U.S. Circuit Court dismisses St. Louis, Vandalia & Terre Haute Railroad's suit to void lease to Terre Haute & Indianapolis Railroad on grounds that they acquiesced in the lease for 17 years; PRR announces it will appeal to U.S. Supreme Court. (Wallis, AR, NYT)
- Jan. 11, 1888 Committee of Lines West employees calls on Pennsylvania Company Manger William A. Baldwin to follow up their petition of two weeks earlier, asking for a 10% raise and the elimination of double-heading, but are told he is not in. (NYT, RRGaz)
- Jan. 11, 1888 Frederic Mercur (-1888), General Manager of the Lehigh Valley Coal Company, dies. (MB)
- Jan. 12, 1888 Raritan River Railroad organized at Jersey City. (RyW)
- Jan. 12, 1888 Export freight rates from Chicago reduced because of a decline in ocean rates. (NYT)

- Jan. 13, 1888 Regular transfer freight between West Philadelphia and Kensington derails at 5:50 PM on crossover just below Zoological Garden, blocking all tracks leading from Broad Street Station and south to both Main Line and New York Division; all long distance and suburban trains delayed several hours. (NYT)
- Jan. 13, 1888 Central Traffic Association raises eastbound dressed beef rate by 2 cents to give the Grand Trunk Railway a differential of 5 cents instead of 3 cents, under which it was unable to get enough business. (NYT)
- Jan. 13, 1888 George S. Davison appointed Chief Engineer & Superintendent of the Pittsburgh, Chartiers & Youghiogheny Railway. (MB)
- Jan. 1888 Pres. George B. Roberts has Philadelphia Board of Trade adopt resolutions clearing the way for government condemnation and removal of Smiths and Windmill Islands in the Delaware River, which among other things interfere with the PRR's Camden ferries. (Port of Phila)
- Jan. 1888 Mineral Railroad & Mining Company completes a new, modern breaker at Cameron Colliery at Shamokin. (HistCameronColl)
- Jan. 1888 Clearfield & Jefferson Railway opens from Mahaffey to Horatio via Punxsutawney. (Val - may have been in sections - RyW has open to Punxsutawney by 2/4)
- Jan. 1888 PRR has purchased the train of 50 cars used in the recent Westinghouse Air Brake tests and is overhauling it at Altoona. (RyRegister)
- Jan. 1888 Pennsylvania Company is planning a tunnel across the north end of Toledo to connect its North Toledo Yards with the new belt line that will be built from the Wheeling & Lake Erie Railway to the Michigan Central Railroad at West Toledo. (RyRegister)
- Jan. 1888 Lines West introduces a 2,000-mile ticket priced at 2 cents a mile. (RyRegister, NYT)
- Jan. 1888 Cincinnati, Sandusky & Cleveland Railroad breaks off merger negotiations with the Indianapolis, Bloomington & Western Railway. (RyRegister)
- Jan. 1888 Clement A. Griscom elected Pres. of International Navigation Company, replacing James A. Wright, resigned. (Watkins)
- Jan. 16, 1888 Gov. Robert E. Pattison has signed a bill allowing the South Pennsylvania Railroad to issue bonds at the rate of \$300,000 per mile, cut at his request from \$700,000 per mile. (NYT)

- Jan. 17, 1888 Chester Valley Railroad sold at foreclosure to Austin Corbin for Philadelphia & Reading for \$555,000, outbidding J.Gardner Cassatt. (Rdg CorpHist, CCHS)
- Jan. 17, 1888 Bay View, Little Traverse & Mackinaw Railroad sold at foreclosure to Grand Rapids & Indiana Railroad for \$36,797. (Church, C&C says date of deed!! - not sale)
- Jan. 18, 1888 PRR obtains use of station facilities at Cumberland, Md. and trackage rights between Lee & Canal Streets from Piedmont & Cumberland Railway (later Western Maryland). (Val)
- Jan. 18, 1888 Henry S. Ives's yacht *Tillie* sold at auction. (NYT)
- Jan. 19, 1888 PFW&C Board authorizes moving its General Office from the Bissell Building in Pittsburgh to the company's building at Penn Avenue & 10th Street; approves new issue of "betterment certificates" of \$1,000 each due July 1, 1913. (MB)
- Jan. 20, 1888 Receiver of the Indiana, Bloomington & Western Railway surrenders the leases of the Columbus, Springfield & Cincinnati Railroad and Cincinnati, Sandusky & Cleveland Railroad between Springfield, Ohio and Sandusky via Columbus. (GrnBk)
- Jan. 1888 Pavonia Car Shop, 265 x 165, with 13 tracks, opens north of Camden, replacing shops at Camden Terminal. (RRGaz)
- Jan. 1888 PRR places orders for 50,000 tons of steel rails with Carnegie, Cambria Iron Company, and Pennsylvania Steel Company at \$31.50 per ton; manufacturers had demanded \$34-35 per ton; railroads as a group refused until most rail mills shut down. (NYT)
- Jan. 1888 New Jersey Chancellor Van Fleet denies property owners request for an injunction to stop PRR from closing Greene Street in Jersey City as part of its track elevation. (NYT)
- Jan. 23, 1888 Reading establishes interlockings at crossings of PRR at Catawissa, south end of Rupert Bridge, and Milton. (Rdg)
- Jan. 23, 1888 Keystone Hotel Company Board adopts a PRR resolution banning the sale of alcohol in its restaurants and hotels. (MB)
- Jan. 23, 1888 Pennsylvania Company Executive Committee authorizes enlargement of Alliance Yard. (MB)

- Jan. 24, 1888 New York & Long Island Railroad petitions New York City Board of Aldermen for a franchise for twin tubes under the East River at 35th Street to a station site between 9th & 10th Avenues and 29th & 30th Street, plus a branch from 34th Street & 4th Avenue to Grand Central Depot and from 30th Street & 9th Avenue to the Hudson Tunnel Railway at Christopher Street; Gen. Leroy Stone is Pres. (NYT)
- Jan. 25, 1888 CStL&P Railroad Executive Committee authorizes building four viaducts over its tracks between Carroll & Kinzie Streets in Chicago; the city to pay for the land on each side and the north approaches and the railroad the south approaches. (MB)
- Jan. 25, 1888 Tin, Sheet Iron & Cornice Workers' International Association, later the Sheet Metal Workers International Association, organized at Toledo; later one of the railroad shop crafts. (DeptofLabor, PMiddleton)
- Jan. 26, 1888 B&O meets PRR Lines West by selling 2,000-mile tickets for \$40; Central Traffic Association cuts eastbound export rates by 3 cents. (NYT)
- Jan. 26, 1888 Superintendents from the Northwest lines of Lines West meet to consider the wage demands of the men; rumors are that they will grant a 12.5 cent increase, curtail double-heading, and pay the Chicago scale to all yardmen. (NYT)
- Jan. 27, 1888 PRR adds second Jersey City-Atlantic City parlor car round trip for winter resort traffic; cars transferred at Camden. (NYT)
- Jan. 27, 1888 Passenger service on West Jersey Railroad's Maurice River Branch extended from Heislerville to Maurice River, site of oyster docks. (Guide, tt.)
- Jan. 27, 1888 Miners at Cameron and Luke Fidler Collieries of Mineral Railroad & Mining Company return to work. (NYT)
- Jan. 27, 1888 1,550 shares of Cincinnati, Hamilton & Dayton Railroad said to have been pledged as collateral by Henry S. Ives sold at auction at Cincinnati. (NYT)
- Jan. 27, 1888 Albert Fink testifies to the ICC in the Car Load Lot Case, citing figures from the PRR; LCL freight involves carrying 5 tons of gross weight for each ton of freight; carload lot freight involves carrying 2.5 tons of gross weight per ton of freight. (RRGaz)
- Jan. 28, 1888 Receiver of the Indiana, Bloomington & Western Railway surrenders the operation of the successor Ohio, Indiana & Western Railway (Springfield, Ohio, to Pekin, Ill.) to the company. (GrnBk)
- Jan. 29, 1888 New York City Mayor Abram S. Hewitt, in a message to the Board of

Aldermen, proposed a modern subway system for the city to be built with city money and leased to a private operator for a rent that will pay interest on the bonds plus a sinking fund; Hewitt proposes converting the two local passenger tracks of the NYC&HR Park Avenue Tunnel to rapid transit service, to be extended under Grand Central Station and down to City Hall, with two express tracks between City Hall and Grand Central, with a branch to the West Side in 46th Street and up Broadway and 8th Avenue as far as necessary. (Nevins)

- Jan. 30, 1888 New York & Long Island Railroad petitions Brooklyn to lay a freight track that will be used only at night along the waterfront from Newtown Creek to Gowanus Bay. (NYT)
- Jan. 31, 1888 PRR tests Williams system of steam heat on six passenger cars at Altoona. (RRGaz)
- Jan. 31, 1888 *St. Louis Fast Mail* No. 7 rear-ends a yard crew standing on main line at Urbana, Ohio; 3 killed. (AR)
- Jan. 31, 1888 New York Mayor Abram S. Hewitt's annual message suggests that the outer two tracks of the NYC&HR line under Park Avenue be converted to rapid transit use and continued by a tunnel under Grand Central and down to Brooklyn Bridge; NYC&HR refuses to become involved. (NYT, RTinNYC)
- Early 1888 Pittsburgh, Youngstown & Ashtabula Railroad completes Bessemer Branch from Covert's Mill to quarries of Bessemer Limestone Company. (Church)
- Feb. 1, 1888 New Voluntary Relief Dept. rules: PRR may grant "company relief" to persons who have exhausted their 52 weeks disability; to receive half benefit at discretion of General Manager on merits of case. (MB)
- Feb. 1, 1888 Lines West grants new wage scales for engine & train service equalizing rates of pay on all divisions, including a raise for trainmen, after numerous petitions from employees. (AR, LC)
- Feb. 1, 1888 PRR issues a general notice for the handling of explosives which influences the later national standard. (Loree)
- Feb. 1, 1888 First train arrives at Huntington, W.Va., from Wheeling over the Ohio River Railroad. (RyRegister)
- Feb. 1, 1888 Many railroads adopt a mixed plan of per diem and mileage charges for freight car hire; it is unsatisfactory, and railroads revert to a mileage system until 1902. (ARA)
- Feb. 1, 1888 Thomas A. Biddle (1814-1888), private banker and director of the

Cumberland Valley Railroad, dies at Philadelphia; his son Henry W. Biddle (1848-1923) becomes head of Thomas A. Biddle & Co. (RyW, pennock.ws/surnames, Holdsworth)

- Feb. 1, 1888 Edward H. Harriman retires from E.H. Harriman & Co., which is reconstituted by other family members as Harriman & Co. (Klein)
- Feb. 2, 1888 Philadelphia & Reading Coal & Iron Company reopens its William Penn Colliery near Shenandoah with strikebreakers; other reopenings follow, marked by violence. (Aurand)
- Feb. 2, 1888 First really successful electric street railway system opens in Richmond, Va.; built by Frank J. Sprague. (Hammond)
- Feb. 4, 1888 Ralph Bagaley, Dr. David Hostetter and the Carnegie interests meet in Pittsburgh and sign paper for revival of South Pennsylvania Railroad; stockholders are to pay 20% assessment yielding \$3 million and issue \$10 million in bonds; Bagaley agrees to withdraw all suits against the South Pennsylvania Railroad; the agreement is sent to New York next day for the Vanderbilts' signatures. (NYT)
- Feb. 4, 1888 Ohio County, W.Va., voters approve a subscription of \$300,000 to the Wheeling & Harrisburg Railway Company of West Virginia, on condition that all the money be spent on terminals in Wheeling; private stockholders are to invest \$100,000 in the Ohio River bridge and \$50,000 in terminals before the county makes its first payment of \$50,000, and county's last payment of \$100,000 will be due only when entire railroad from Wheeling to Bowerston is finished, and the full \$300,000 spent on terminals. (Church, MB)
- Feb. 4, 1888 Pittsburgh & Bellaire RPO cut to Wellsville & Bellaire RPO. (Kay)
- Feb. 4, 1888 Ohio & Mississippi Railway and (Monon) (or just O&M??) give notice that they are withdrawing from their contract with the Louisville Bridge as of noon, having moved to the Kentucky & Indiana Bridge in 1886. (KyRRComm)
- Feb. 5, 1888 Henry B. Plant's South Florida Railroad opens an extension 9 miles beyond Tampa to a deep water terminal and mile-long pier at Port Tampa; the first Inn at Port Tampa soon opens on the pier for sports fishermen. (Turner/Bramson)
- Feb. 7, 1888 ICC holds investigation of emigrant rates at New York City. (NYT)
- Feb. 7, 1888 Creditors of Chesapeake & Ohio Railway (C&O) sign agreement for reorganization without foreclosure; Drexel, Morgan & Co. agrees to manage

- reorganization in return for placing the stock in a voting trust for five years. (C&O, Bias)
- Feb. 8, 1888 Knights of Labor reject Carnegie Brothers & Company, Limited. demand for 10% wage cut at Edgar Thomson Works; works remain closed. (Nasaw)
- Feb. 9, 1888 Chauncey M. Depew denies that the Vanderbilts have signed the new South Pennsylvania Railroad agreement and notes that the paper has been returned to Pittsburgh for more signatures. (NYT)
- Feb. 10, 1888 Cumberland Valley & Martinsburg Railroad incorporated as reorganization of Martinsburg & Potomac Railroad (W.Va.); operated by Cumberland Valley Railroad. (C&C)
- Feb. 1888 West Jersey Railroad opens West Jersey Terminal Branch from Main Street to new passenger station at Pearl & Lemon Streets, Bridgeton, closer to business district than old station at Irving Avenue; passenger service begins in May. (Val, RRGaz - pre 2/10)
- Feb. 13, 1888 Future NYC motive power chief Paul Walter Kiefer (1888-1968) born at Delaware, Ohio. (WWRR)
- Feb. 14, 1888 Northern Central Railway Board approves the purchase of the Empire Line property on the east side of North Street in Baltimore from PRR for \$50,000. (MB)
- Feb. 14, 1888 New owner Lake Erie & Western Railroad grants CStL&P Railroad trackage rights between Indianapolis and Kokomo, Ind. (Church, MB)
- Feb. 1888 Altoona Shops have built a 16-wheel flat car of 50 ton capacity. (RyW)
- Feb.? 1888 Western New York & Pennsylvania Railroad officers are: George S. Gatchell, General Superintendent; Henry Dwyer, Superintendent of Buffalo Division; J.W. Watson, Superintendent of Rochester Division; E.H. Witter Superintendent of Pittsburgh Division at Oil City. (RyW - verify)
- Feb. 1888 Cincinnati, Lebanon & Northern Railway builds connection across Court Street, Cincinnati, to Eggleston Avenue Branch of PC&StL Railway. (MB)
- Feb. 1888 Ohio & Mississippi Railroad ends use of Louisville Bridge Company bridge. (Church)
- Feb. 16, 1888 New York State Senate resolution calls for an investigation of industrial "trusts"; hearings are held between Feb. 20 and Feb. 29, and include testimony by John D. Rockefeller of Standard Oil, at which the text of the Standard Oil Trust agreement of 1882 is finally made public; the committee

makes no recommendations. (Johnson)

- Feb. 17, 1888 Congressional Joint Resolution calls for a board of three Army engineers to examine the islands and channel of the Delaware River at Philadelphia with an object of improving navigation; Col. William Price Craighill (1833-1909), Lt. Cyrus Ballou Comstock (1831-1910) and Lt. Henry Martyn Robert (1837-1923) are appointed. (Rept)
- Feb. 17, 1888 Cincinnati & Richmond Railroad completed between Rendcomb Jct. and Hamilton, but unable to open because injunction prevents CH&D from selling Cincinnati, Richmond & Chicago Railroad. (AR, RRGaz)
- Feb. 17, 1888 U.S. Circuit Court dismisses case of Cincinnati, Hamilton & Dayton Railroad against the Terre Haute & Indianapolis Railroad for delivery of TH&I stock to CH&D; this leaves McKeen free to sell the stock, since Ives is in default; CH&D files a new bill claiming the whole transaction was invalid and demanding the return of the \$889,500 paid by them through Henry S. Ives; charges McKeen with being in collusion with Ives to defraud the CH&D. (Wallis)
- Feb. 17, 1888 Knights of Labor calls off the anthracite coal strike in the Schuylkill Region. (Aurand)
- Feb. 20, 1888 Anthracite coal strike ends in Schuylkill Region. (RyW)
- Feb. 20, 1888 Wheeling & Harrisburg Railway Company of West Virginia Pres. R.H. Cochran reports that he has secured Gustav Lindenthal as temporary Chief Engineer for its Ohio River Bridge; Board accepts the Ohio County subscription and adopts a location for the bridge and terminals at Wheeling. (MB)
- Feb. 20, 1888 Report of the New York Produce Exchange on differential rates made public; the Trunk Lines end the practice of a uniform average rate by equalizing the combined ocean and inland rates of each route. (NYT)
- Feb. 20, 1888 Louisville & Jeffersonville Bridge Company incorporated in Kentucky. (GrnBk)
- Feb. 21, 1888 PRR Board authorizes PRR and Cumberland Valley to split cost of extension from Martinsburg to Winchester. (MB)
- Feb. 23?, 1888 Miners & Laborers Amalgamated Association calls off the strike in the Schuylkill Region in return for a reduction in the cost of mining supplies; Pres. Austin Corbin, who had starved the men into submission, donates \$20,000 to a fund for the relief of destitute miners. (Aurand)

- Feb. 24, 1888 Seaboard Steam Coal Association renews agreement for 1888-89 at same allotments. (Lambie)
- Feb. 25, 1888 Lines West grants an increases of about 3.62% to engineers based on a sliding scale that decreases with distance, so arranged that the men earn about \$100 per month; for the first time, overtime pay is granted when the actual time exceeds that required to make the run at 10 MPH; the company later finds this latter provision to have been too liberal and tending to encourage overtime running. (Loree)
- Feb. 26, 1888 New Haven and New York & New England Railroad have signed a new traffic contract; recently, the NY&NE diverted the milk traffic of the Housatonic Railroad to car floats or barges from Wilson Point in South Norwalk to New York; customers complained that they were too slow and the milk either froze or spoiled, so the traffic has been returned to the New Haven. (NYT)
- Feb. 27, 1888 Andrew Carnegie gives a public interview warning that Pittsburgh steel risks being driven out of the Midwestern market by new Chicago firms that pay less and use the 12-hour day; the Chicago area is closer to the Lake Superior ore districts, whose share of the national output increases from under 20% in 1880 to 56% in 1890; this is an implicit admission that Carnegie plans to slash labor costs at his works. (Nasaw)
- Feb. 27, 1888 Engineers, firemen and switchmen begin a strike against the CB&Q over wages and for the adoption of uniform mileage pay instead of the classification system; radicals in the Brotherhood of Locomotive Engineers locals have seized the initiative from the conservative national leadership. (McMurry, PMiddleton)
- Feb. 28, 1888 At PRR annual meeting, no resolutions offered against the management for the first time in several years. (AR)
- Feb. 28, 1888 Pres. Roberts orders further cuts on Lines West; Fourth VP & General Manager James McCrea orders reducing stocks of materials as well as furloughing employees. (MB)
- Feb. 28, 1888 ICC begins four days of hearings into Castle Garden emigrant pool. (NYT)
- Feb. 29, 1888 Wheeling & Harrisburg Railway Company of West Virginia Board accepts Wheeling city ordinance of Feb. 28 governing location of terminals and branches. (MB)
- Mar. 1, 1888 Wilkes-Barre & Pottsville RPO established on PRR. (Kay)
- Mar. 1, 1888 Alexander Holley Rudd (1867-1949) transferred from the Real Estate Dept.

to the Signal Dept. (PRRBio)

- Mar. 1, 1888 C.D. McLeod appointed Superintendent of Bellaire, Zanesville & Cincinnati Railway. (Guide)
- Mar. 2, 1888 Pennsylvania Company Executive Committee authorizes construction of new station at Youngstown. (MB)
- Mar. 2, 1888 PC&StL Railway Executive Committee authorizes double track on the Columbus & Newark Division, Pataskala to Kirkersville, Black Lick to the end of double track, and 2 miles west of the summit. (MB)
- Mar. 2, 1888 Melville E. Ingalls (1842-1914) elected Pres. of Chesapeake & Ohio Railway, representing the Morgan-Vanderbilt interests and replacing Collis P. Huntington, who remains a director; Ingalls has persuaded the Vanderbilts to buy Huntington's interest in the C&O; the Ingalls management rehabilitates the line with 75-lb. steel rail and first-class rolling stock. (Nelson, RRGaz, Stover, Harlow, HistCinHamCo)
- Mar. 2, 1888 CB&Q begins filling the places of the Burlington strikers, including with many former Reading engineers. (Overton)
- Mar. 3, 1888 New "QW" Interlocking placed in service at Long Branch Jct. (Rahway?). (PRRFAX)
- Mar. 4, 1888 Striking anthracite miners' unions capitulate and end the strike in the Lehigh Region with no concessions. (Aurand)
- Mar. 5, 1888 Iron Belt Land, Mining & Development Company of Virginia renamed the Virginia Company; is the Norfolk & Western Railroad's non-coal real estate subsidiary. (Poors)
- Mar. 5, 1888 Burlington strikers call for a secondary boycott, which is partially effective on western roads. (Overton)
- Mar. 7, 1888 The Allegheny Bessemer Steel Company incorporated in Pa. with a capital of \$700,000 as a reorganization of the Duquesne Steel Company. (StdHistPitts, Seely)
- Mar. 8, 1888 Kaighns Point Terminal Railroad incorporated in New Jersey to build new Camden terminal for Reading's South Jersey lines. (Val)
- Mar. 8, 1888 William Riley McKeen has the 11,160 shares of Terre Haute & Indianapolis Railroad stock and 4,446 shares of Terre Haute & Logansport Railroad stock left with him by Henry S. Ives as collateral, with his note for \$669,150, which Ives had failed to pay on Jan. 3, sold at auction and purchases them

- himself for \$750,000 and regains personal control of the TH&I and the Terre Haute & Logansport Railroad. (RyRegister, Wallis)
- Mar. 8, 1888 Reacting to the complaint of the New York Produce Exchange, the ICC orders the Trunk Lines to publish the inland proportion of their export rates. (NYT)
- Mar. 9, 1888 Pres. Hafer of Cincinnati, Lebanon & Northern Railway reports that arching of southern part of Oak Street Tunnel is completed. (MB)
- Mar. 9?, 1888 U.S. House Committee on Manufactures holds hearings on the Standard Oil Trust and the Sugar Trust; Franklin B. Gowen, longtime foe of Standard Oil, is committee counsel; he duels with John D. Archbold who appears for Standard Oil. (Johnson - verify NYT? Schlegel? - the committee makes no recommendations - see rept??)
- Mar. 9, 1888 The aged German Kaiser Wilhelm I (1797-1888) dies; his successor Frederick III (1831-1888), already terminally ill with throat cancer, is distrusted by Chancellor Bismarck and the Prussian aristocracy for his liberal views; Frederick dies on June 15 after a reign of only 99 days and is succeeded by his fervently nationalist and somewhat erratic son Wilhelm II (1859-1941); the political uncertainty created by the succession causes the German banking house to withdraw its offer to finance the Wheeling & Harrisburg Railway Company of West Virginia. (MB)
- Mar. 11, 1888 "Blizzard of '88" begins as a sudden shift of the upper-air Jet Stream brings frigid arctic air into contact with the heat and moisture of the Gulf Stream, turning an ordinary rainstorm off the Carolina coast into a "white hurricane"; temperature falls from about 50 to 6 in less than 24 hours, rain turns to heavy snow at night; winds as high as 80 MPH create extreme drifting and cause severe traffic disruptions and downed telegraph wires for several days, particularly in the region east of the Allegheny Mountains from northern Virginia to central New England; New York City and environs are worst hit, 30 inches or more of snow and 10-foot drifts; the city is cut off for 36 hours; 400 killed, 200 in New York City alone; former Senator and Republican boss Roscoe Conkling (1829-1888) walks from Wall Street to the New York Club at 25th Street and suffers from hypothermia; he dies of pneumonia on Apr. 18; paralysis of the city's elevated lines gives impetus for building subways and placing utility wires underground. (NYT, Trager, Schwartz)
- Mar. 12, 1888 Westbound No. 9 collides with an eastbound freight which had derailed and fouled westbound track near Huntingdon at 3:00 AM; engine crew of passenger train killed and cars wrecked. (NYT)
- Mar. 12, 1888 Last PRR trains enter and leave Broad Street Station at 11:00 AM; eastbound *New York & Chicago Limited* snowbound east of Paoli; westbound is forced

to turn back at New Brunswick and snowbound at East Newark until afternoon of Mar. 13; service in and out of Jersey City also suspended in mid-morning; around 6:00 PM a relief train finally forces a passage of Bergen Cut and brings stranded passengers to the ferries after up to 11 hour delays; morning commuter train from West Chester snowbound for 12 hours without food. (NYT)

- Mar. 12, 1888 Reading elects directors of the Kaighns Point & Philadelphia Ferry Company after buying control from Brown Brothers & Co; Austin Corbin replaces Zophar C. Howell as Pres. (MB, Boyer, Coxey, RyW)
- Mar. 12, 1888 Anthracite coal strike ends in Lehigh Region after six months. (LV AR, RyW)
- Mar. 13, 1888 At annual meeting, Pres. Roberts nixes the clamor of stockholders for higher dividends citing the need to maintain the earning power of the company; notes that PRR's dividend and retained earning policies are in line with those of other conservative railroads and if anything more liberal in matter of dividends. (AR)
- Mar. 13, 1888 Storm is still blowing at Philadelphia at 10:00 PM; service still suspended between New York and Philadelphia; VP Frank Thomson on duty at Broad Street Station continuously since morning of Mar. 12; westbound *New York & Chicago Limited*, which had left on Mar. 12, returns to Jersey City. (NYT)
- Mar. 13, 1888 Union Coal Company, to which William L. Scott has assigned his 1884 contract, now agrees with PRR to provide 400 coal cars and ship all its output over PRR from Shamokin to Buffalo and Erie. (MB)
- Mar. 13, 1888 Reon Barnes, W.C. Carpenter and W.F. Disosway resign as directors of Wheeling & Harrisburg Railway Company of West Virginia, ending New York influence. (MB)
- Mar. 14, 1888 Trains that left Philadelphia on the morning of Mar. 12 finally arrive in Pittsburgh; Philadelphia Division reopens, first train arriving at Lancaster at 12:00 N; work train with 8 locomotives and 200 Italian shovelers dispatched from Jersey City to clear tracks; after 6:00 PM meets a similar train from Trenton a few miles below New Brunswick; each train then returns to its terminal, clearing a different track. (NYT)
- Mar. 14, 1888 Terre Haute & Indianapolis Railroad Board approves the dividend paid on Aug. 10, 1887, but no further dividends are to be paid; Henry S. Ives had paid out money as dividends without Board approval; Board releases any claim against \$100,000 of Second Mortgage bonds of the St. Louis, Vandalia & Terre Haute Railroad formerly owned by the TH&I and hypothecated by Henry S. Ives & Co. to William Fellows Morgan & Co., and by them to

Kidder, Peabody & Co. (MB)

- Mar. 15, 1888 *New York & Chicago Limited*, which had tried to leave Jersey City on the morning of Mar. 12, finally reaches Philadelphia at 4:50 PM, first train to reach Philadelphia from New York; first train from Philadelphia arrives in New York at 5:30 AM; New York Division reopened at 9:00 PM; total PRR cleanup costs are \$88,000. (NYT, ATO)
- Mar.?, 1888 New stone arch bridge opens over Conestoga Creek east of Lancaster, Pa. (RyW)
- Mar. 1888 Central Traffic Association agrees to restore eastbound tariff rates under ICC pressure; PRR and B&O are now taking most export freight from Chicago. (NYT)
- Mar. 1888 Thomson-Houston Electric Company enters the electric railway traction business. (Hammond, Condit)
- Mar. 16, 1888 New York, Lake Erie & Western Railroad sells the Erie Express Company to Wells, Fargo & Co.; Wells, Fargo & Co., which holds contracts on the Southern Pacific, the Atchison, Topeka & Santa Fe becomes the first true transcontinental express company (AR, Harlow)
- Mar. 17, 1888 Cumberland Valley & Martinsburg Railroad organized at Martinsburg, W.Va.; Thomas B. Kennedy elected Pres. (C&C)
- Mar. 17, 1888 Ohio Valley Railway reports that track has been laid from the Cleveland & Pittsburgh Railroad in Bellaire 1.5 miles to Pinch Run, and grading is under way to Pultney Bottoms except for places where delayed by last year's lawsuit of Bellaire, Zanesville & Cincinnati Railway. (MB)
- Mar. 17, 1888 Lehigh & Eastern Railroad (Tomhicken-Stroudsburg-Matamoros), on which some grading had been done in the 1870s, is sold at foreclosure at Wilkes-Barre for \$354,000. (Taber - RRGaz has sale pre 3/9!!)
- Mar. 18, 1888 Future PRR General Traffic Manager Robert Clinton Wright (1869-1924) enters PRR service as a messenger at the Northern Central Railway's Patterson's Wharf in Baltimore. (Wilson, MB)
- Mar. 19, 1888 Clifford B. Rossell (1845-1888), former manager of PRR anthracite coal companies, dies at Philadelphia. (Guide)
- Mar. 19, 1888 Lehigh & Eastern Railroad sold to a syndicate of Philadelphia, Sunbury and Harrisburg capitalists at Wilkes-Barre; is to build from Sunbury through Hazleton and Stroudsburg to Port Jervis, connecting with lines to the Poughkeepsie Bridge. (NYT)

- Mar. 19, 1888 The Social Art Club in Philadelphia becomes the Rittenhouse Club, from the location of its club house on Rittenhouse Square; it becomes the second-ranking social club after the Philadelphia Club; members include: William H. Barnes, T. DeWitt Cuyler, Frank Furness, Clement A. Griscom, William H. Joyce, Gamble Latrobe, Wayne MacVeagh, W. Heyward. Myers, Joseph D. Potts, James P. Scott, John B. Thayer, Jr., and Frank Thomson. (Sheridan)
- Mar. 20, 1888 PC&StL Railway authorizes construction of branches from New Cumberland Jct. to New Cumberland and from McDonald to Bridgeville. (Church - verify in MB)
- Mar. 20, 1888 *New York & Florida Special* increased to daily-except-Sunday operation for peak of return season. (Guide)
- Mar. 21, 1888 George W. Cass (1810-1888), former official of PFW&C, Union Line and Northern Pacific Railroad, dies at New York. (AR, DAB)
- Mar. 21, 1888 Board of Army Engineers meets in New York to hold hearings on B&O's Arthur Kill Bridge. (NYT)
- Mar. 21, 1888 Board of Army Engineers begins examining Smith's, Windmill, and Petty's Islands at Philadelphia. (Rept)
- Mar. 21, 1888 Delaware, Maryland & Virginia Railroad Board authorizes removal of wrecked wooden railroad pier at Lewes, all but destroyed in the "Blizzard of '88." (MB)
- Mar. 21, 1888 Stockholders of Wheeling & Lake Erie Railway approve conversion of all existing \$3.6 million common stock to preferred; new common stock is then to be issued to extend the line from Bowerston to Wheeling. (RyRegister)
- Mar. 22, 1888 PFW&C Board changes the name of the new security from "betterment certificates" to "betterment bonds" by vote of 8-4, with Hooper, Lanier, Sherman and Williams opposed. (MB)
- Mar. 22, 1888 Chester Valley Railroad reorganized as Philadelphia & Chester Valley Railroad under Reading control. (Rdg CorpHist)
- Mar. 22, 1888 William A. Baldwin resigns as Manager of Pennsylvania Company to be VP of Buffalo, Rochester & Pittsburgh Railroad. (RyW)
- Mar. 22, 1888 Secondary boycott of the CB&Q is lifted after the company secures a series of injunctions against it. (Overton)
- Mar. 23, 1888 Switchmen join the Burlington strike. (Overton)

- Mar. 23, 1888 Philadelphia Board of Trade, Commercial Exchange and other groups send a memorial to Congress about removing Smith's, Windmill, and Petty's Islands in the Delaware River and improving the channel. (Rept)
- Mar. 24, 1888 Former Reading Pres. Franklin B. Gowen appears before the ICC in George Rice's investigation of the Standard Oil Company; calls for expanded powers for the ICC and giving the federal courts jurisdiction over ICC cases with the power to compel compliance and fix damages; charges that a "favored corporation" (the PRR) has funneled \$100 million to favored shippers in rebates over the last 20 years. (NYT)
- Mar. 25, 1888 Wilmington Steamboat Company incorporated in N.J. to operate between Wilmington and Philadelphia. (Moody)
- Mar. 25, 1888 Retired banker Joseph W. Drexel (1833-1888) dies at New York of Bright's disease. (RRGaz)
- Mar. 26, 1888 Benjamin Norton appointed to new post of Second VP of LIRR. (MB)
- Mar. 26, 1888 Fairport & Youngstown Railroad incorporated in Ohio in interest of Pennsylvania Company to build from Fairport Harbor on Lake Erie to a point near Eagleville on Pittsburgh, Youngstown & Ashtabula Railroad; no work done. (Church)
- Mar. 26, 1888 Pennsylvania Company Executive Committee authorizes sale of Fairport Harbor property purchased in 1887 to Fairport & Youngstown Railroad. (MB)
- Mar. 27, 1888 Rival factions in Western New York & Pennsylvania Railroad compromise and share seats on Board; Gustave E. Kissel, John D. Probst, Carl Schurz and Arnold Marcus represent the Frankfurt interests; Calvin H. Allen, Edward L. Owen and Adolph Engler represent the Dutch; Isaac N. Seligman represents the New Yorkers; Samuel G. DeCoursey, George E. Bartol, James Rawle, William T. Tiers and E.W. Clark, Jr., represent the Philadelphians. (RyW)
- Mar. 28, 1888 PRR Board orders end to advances to Girard Point Storage Company to enable it to pay its interest. (MB)
- Mar. 28, 1888 New York City Sinking Fund Commissioners refuse to renew the PRR's leases of the Cortlandt and Debrosses Street ferries at the old rates of \$10,000 and \$7,000 a year; Mayor Abram S. Hewitt demands more for the Cortlandt Street franchise. (NYT)
- Mar. 28, 1888 Pennsylvania Company agrees with Inter-State Transit Company to operate 400 private cars between Connellsville Coke Region and Chicago. (MB)

- Mar. 28, 1888 PC&StL Railway Executive Committee authorizes construction of an interlocking at Dresden Jct. (MB)
- Mar. 28, 1888 PW&B and Junction Railroad Pres. Isaac Hinckley (1815-1888), dies at home in Philadelphia. (MB, NYT)
- Mar. 28, 1888 Meeting with railroad accounting officers, the ICC adopts standard accounting rules for the railroads' reports to it; they draw heavily on the "Messler System" developed on Lines West. (Loree)
- Mar. 28, 1888 Andrew Carnegie presents his wage offer for the Edgar Thomson works, including placing wages on a sliding scale tied to prices (for which Carnegie knows the long-term trend is only downwards), the 12-hour day, and his intention to bargain with his workers individually and not with the Knights of Labor. (Nasaw)
- Mar. 28, 1888 First U.S. basic open-hearth steel made at the Homestead Works of Carnegie, Phipps & Company, Limited. (Swank)
- Mar. 1888 PRR opens new freight pier and float yard tracks at Williamsburg, Brooklyn. (AR, NYT)
- Mar. 1888 Shellpot Branch opens, forming a double-track freight bypass on the east side of Wilmington, Del. between Edge Moor and Newport; double-track New Castle Cutoff opens between Shellpot Branch and New Castle. (Val, AR)
- Mar. 29, 1888 West Jersey Railroad Board reports that the contract with the Seven Mile Beach Company, developers of Avalon, has not been completed because of the inability of that company to provide security for the maintenance and safety of the proposed Townsend Inlet Bridge for 10 years; Board discusses the proposed branch to Mullica Hill. (MB)
- Mar. 29, 1888 Lehigh & Eastern Railway incorporated in Pa. as reorganization of the Lehigh & Eastern Railroad. (Taber)
- Mar. 30, 1888 Board of Engineers appointed by Congress submits report on removing Smith's and Windmill Islands and widening Delaware Avenue; calls for removing both islands and creating a shipping channel 1,000 feet wide and 26 feet deep. (Rept, Rdg)
- Mar. 30, 1888 Indiana & Lake Michigan Railway Companies of Michigan and Indiana consolidated under agreement of Aug. 8, 1887. (Church)
- Mar. 31, 1888 PRR discontinues the lease of the Pemberton & Hightstown Railroad as unprofitable, as per agreement of Mar. 26, 1888; operation shut down. (C&C)

- Mar. 31, 1888 Politicians and railroad officials tour site of B&O's Arthur Kill Bridge. (NYT)
- Mar. 31, 1888 C.H. Allen elected Pres. of Western New York & Pennsylvania Railroad; Gustav E. Kissel to First VP; Samuel G. DeCoursey to Second VP. (Guide)
- Spring 1888 Western wheat crop fails, reducing eastbound rail traffic and provoking cutthroat competition for what remains. (RyW)
- Apr. 1, 1888 PRR returns property to the National Docks Railway under compromise agreement of Mar. 1, 1888, as PRR had decided against exercising its right to buy the National Docks Railway stock; National Storage Company assumes operation, but PRR continues to supply locomotives. (MB)
- Apr. 1, 1888 New organization on Lines West: William A. Baldwin resigns as Manager of Pennsylvania Company to be VP of Buffalo, Rochester & Pittsburgh Railway, and office abolished; Real Estate Agent and Chief Engineer moved from staff of Manager to staff of General Manager; Edward B. Taylor appointed to new post of General Superintendent of Pennsylvania Company; Indianapolis & Vincennes Division created from Indianapolis & Vincennes Railroad. (MB)
- Apr. 1, 1888 Pennsylvania Company leases Rock Point Hotel to E.W. McGinnis for one year. (MB)
- Apr. 1, 1888 Old Colony Railroad leases Boston & Providence Railroad to preserve its independence and prevent the New Haven from getting control of one of the Sound steamboat lines. (Baehr)
- Apr. 1, 1888 Nantasket Beach Railroad leased to the Old Colony Railroad. (nhrhta.org)
- Apr. 1, 1888 Chesapeake & Ohio Railway and Richmond & Alleghany Railroad agree for joint operation. (RRH 88)
- Apr. 2, 1888 Benjamin Norton elected Second VP of LIRR; Howard Mapes Smith (1848-) to Traffic Manager; C.R. Fitch to Assistant Superintendent. (Circ, Guide)
- Apr. 2, 1888 George B. Roberts elected Pres. of PW&B and Junction Railroad, replacing Isaac Hinckley, deceased; PRR Pres. is hereafter also Pres. of PW&B; Austin Corbin of the Reading is now the only non-PRR director of the Junction Railroad. (AR, MB)
- Apr. 2, 1888 C.M. Bennett named Superintendent of Eastern Division of CStL&P Railroad, replacing James J. Turner (1853-1928) named Superintendent of PC&StL Division at Pittsburgh, replacing Edward B. Taylor, promoted to

- General Superintendent of the Northwest System; William A. Baldwin resigns as Manager of the Pennsylvania Company, and the post abolished; Real Estate Agent and Chief Engineer moved from the staff of the Manager to the staff of the General Manager of Lines West; Indianapolis & Vincennes Railroad now called the Indianapolis & Vincennes Division. (MB, AR)
- Apr. 2, 1888 New York & New England Railroad establishes second fast New York-Boston train via New Haven and Hartford, leaving each city at 10:00 AM. (Guide)
- Apr. 2, 1888 Morris Canal & Banking Company stockholders resolve to take advantage of a new N.J. law of Mar. 28 authorizing canal companies to surrender their franchises of navigation. (LV MB)
- Apr. 3, 1888 Brooklyn, Flatbush & Coney Island Railroad begins moving its Brighton Beach Hotel back 595 feet using four locomotives because of beach erosion; the first days is an experimental start; on Apr. 4 the hotel is moved 264 feet; the railroad runs excursion trains for spectators at half-hour intervals; the process continues until late Apr. (NYT, RRGaz)
- Apr. 3, 1888 B&O announces that it will continue its Relief Association as an unincorporated body after Apr. 1, 1889, after its employees and the Knights of Labor push a bill in the Maryland Legislature abolishing the compulsory features of the system. (NYT)
- Apr. 5, 1888 Maryland act authorizes the merger of "The Pennsylvania Railroad Company" (Md.) into the Georges Creek & Cumberland Railroad. (PL)
- Apr. 5, 1888 PFW&C Railway Executive Committee approves new form of "betterment bond." (MB)
- Apr. 5, 1888 Xenia & Richmond RPO extended to Springfield & Richmond RPO. (Kay)
- Apr. 5, 1888 Alfred Sully resigns as Pres. of Richmond & West Point Terminal Railway & Warehouse Company under pressure from the Georgia Company group and the Clarks, who also want to oust Thomas M. Logan, Calvin S. Brice and Samuel Thomas and get a management that will purchase their Georgia Company securities at a profit and restore the traffic relations between the East Tennessee, Virginia & Georgia Railway and the Norfolk & Western Railroad. (Klein)
- Apr. 8, 1888 Ohio River Railroad extended from Point Pleasant, W.Va. to Huntington. (Guide)
- Apr. 8, 1888 Pioneer civil engineer Alonzo Livermore (1803-1888) dies at Mendota, Illinois. (geni.com)

- Apr. 9, 1888 On appeal, Pa. Supreme Court denies damages to residents of Filbert Street complaining of noise and dirt caused by the approach to Broad Street Station. (Watkins)
- Apr. 1888 Economy bottoms out; two-year expansion begins. (NBER)
- Apr. 11, 1888 Committee of the General Time Convention reports on car mileage and per diem rates. (MB)
- Apr. 12, 1888 Assistant Secretary reports to PRR Board on electric lighting of General Office. (MB)
- Apr. 12, 1888 Boston & Providence Railroad leased to Old Colony Railroad. (Circ)
- Apr. 15, 1888 At 3:30 AM, the New York-Washington "Owl" train running through West Philadelphia towards Broad Street Station is rammed head-on by engine No. 922 running light westbound; No. 922 is thrown down the embankment onto the PW&B connecting track; the passenger train is derailed and coasts to the west end of the Schuylkill River bridge, where it overturns; 17 severely injured. (NYT)
- Apr. 15, 1888 West Shore Railroad sends its agents to the piers of the Inman Line and White Star Line and offers 2nd class tickets directly to immigrants at \$10 instead of \$17, breaking the Castle Garden pool. (NYT)
- Apr. 1888 Mackinac Transportation Company places first car ferry, *St. Ignace*, in service between Mackinaw City and St. Ignace, Mich.; first rail link between the two peninsulas of Michigan. (MichRRs - verify - Wood has arrive 4/10/88)
- Apr. 1888 PRR begins negotiating for the purchase of the Cincinnati, Richmond & Chicago Railroad. (RRGaz)
- Apr. 1888 Indianapolis & Vincennes Railroad is to build a 5-mile branch from Spencer to Stinesville. (RyW)
- Apr. 1888 Blue Ridge renamed Rowell on Terre Haute & Peoria Railroad. (Guide)
- Apr. 1888 Toledo Belt Railway opens; backed by the Wheeling & Lake Erie Railway to enable it to connect with the Cincinnati, Hamilton & Dayton Railroad. (Miller)
- Apr. 1888 Lehigh Valley Railroad buys 26,000 shares of CNJ, which it sells later in the year at a profit. (MB - or 4/87?? - is 1887!! RRGaz)

- Apr. 16, 1888 Northern Central Railway establishes a flagstop at Enola, between Lemoyne and Marysville; named for Enola Miller, daughter of the owner of the land. (Cupper)
- Apr. 16, 1888 The Union Company, formerly the Union Contract Company, a “Tom Scott” company of 1870, is renamed The United Gas Improvement Company; it acquires the assets of the original United Gas Improvement Company of 1882 on Mar. 31, 1889; the broad charter permits it to become a multi-state utility holding company. (Moody's)
- Apr. 18, 1888 B&O makes arrangement with Hamburg-Amerika Line to carry immigrants to Chicago at \$10. (NYT)
- Apr. 16, 1888 John H. Inman elected Pres. of Richmond & West Pont Terminal Railway & Warehouse Company as the candidate seen most likely to placate the various factions; continues a reckless expansion program. (Klein)
- Apr. 17, 1888 Public meeting at Board of Trade to protest Reading's plan for elevated railroad to new terminal on Market Street. (Walther)
- Apr. 17, 1888 Principal Assistant Engineer of Construction Samuel Rea writes confidential letter to Reading General Manager. A.A. McLeod seeking the post of Chief Engineer for the Reading Terminal project; feels stymied under VP Du Barry at PRR. (Rdg)
- Apr. 17, 1888 Pres. Roberts orders reductions in Lines West equal to 10% of force in each department; Fourth VP & General Manager James McCrea submits budget calling for \$1.4 million in cuts for 1888. (MB)
- Apr. 18, 1888 B&O Board passes dividend and appoints a committee to examine finances; Philadelphia Division has lost money even since it opened. (AR, NYT)
- Apr. 19, 1888 Reading Terminal ordinance introduced in Philadelphia Select Council. (Walther)
- Apr. 20, 1888 LIRR signs contract settling differences with Brooklyn & Montauk Railroad. (MB)
- Apr. 20, 1888 Bayonne ordinance authorizes the Jersey City & Bergen Railroad to lay track on 5th Street to Avenue A and down to 1st Street and the Dummy Road. (Digest)
- Apr. 20, 1888 Raritan River Railroad incorporated in New Jersey; contracts with John L. Butman of Saratoga, N.Y., to build between South Amboy and Bound Brook; it is originally promoted by a group of Jersey City investors headed by civil engineer Edlow Harrison; eventually owned 46.21% by PRR and rest by CNJ

and B&O. (C&C, ICC, Deibert)

- Apr. 20, 1888 M.A. Zook named Engineer of Maintenance of Way of Third & Fourth Divisions of CStL&P, replacing L.F. Loree, transferred to Cleveland & Pittsburgh Railroad. (AR)
- Apr. 20, 1888 William B. Dinsmore (1810-1888), Pres. of Adams Express Company, dies at New York; he is succeeded by John Hoey (1828-1892), who had begun as an express boy in 1840. (RRGaz, AdmsExpCo)
- Apr. 21, 1888 Commissioners of Immigration terminate the Castle Garden railroad pool on ground that the Trunk Lines have broken the provision that no 2nd and 3rd class tickets be sold to immigrants outside Castle Garden. (NYT)
- Apr. 22, 1888 Long Branch renamed Accotink; Telegraph Road renamed Lorton on Washington Southern Railway; 18-Mile Switch renamed Bengies and Brandywine renamed Landlith on Maryland Division; Lincoln renamed Lincoln University on Central Division; Hares Corner renamed Farnhurst; Moorton renamed Cheswold; and Cox renamed Barclay on Delaware Division; Stockton renamed Hursley; Harbeson renamed Broadkill; and Lincoln, Del., renamed Lincoln City on Delaware, Maryland & Virginia Railroad. (Guide)
- Apr. 23, 1888 N.J. Court of Chancery issues a decree of foreclosure against the Anglesea Railroad. (Val)
- Apr. 23, 1888 Carnegie Bros. & Company, Ltd. reopens the Edgar Thomson Works as a non-union plant defended by a force of Pinkerton guards; the rail market is improving and Carnegie is losing orders. (Nasaw)
- Apr. 24, 1888 First section of the Kings County Elevated Railway opens from Fulton Ferry to Fulton Street & Nostrand Avenue. (NYState - verify)
- Apr. 26, 1888 House Committee on Manufactures investigation of Standard Oil Trust in Washington hears testimony of Sen. Lewis Emery of Bradford giving history of PRR rebates to Standard Oil and South Improvement Company story. (NYT)
- Apr. 27, 1888 Camden & Atlantic Railroad Board authorizes construction of connecting track (Chelsea Branch) from Thorofare to South Atlantic Avenue Branch in Atlantic City. (MB)
- Apr. 27, 1888 Former Empire Transportation Company Pres. Joseph D. Potts testifies to House investigation of Standard Oil Trust; Henry M. Flagler gives history of Standard Oil. (NYT)
- Apr. 28, 1888 Pioneer anthracite coal operator George H. Potts (1811-1888) dies at his

- home in Somerville, N.J. (NYT)
- Apr. 30, 1888 PRR abandons lease of Pemberton & Hightstown Railroad as unprofitable; mail train continues to operate: PRR had threatened to tear up the track, which was opposed by local residents. (NYT, RyW)
- Apr. 30, 1888 Harlan & Holingsworth delivers the new sidewheel steamboat *Avalon* to the Maryland Steamboat Company to replace the one of the same name destroyed by fire in 1887; replaces the *Joppa* on the Piankatank River line, which is extended as far as Mobjack Bay. (BethStl, Burgess)
- Apr. 30, 1888 R.H. Soule resigns as General Manager of New York, Lake Erie & Western Railroad. (Guide)
- Apr. 30, 1888 Workers begin returning to Carnegie's Edgar Thomson Works; a few weeks later, the strike ends with the total defeat of the Knights of Labor, and Edgar Thomson becomes a non-union plant. (Nasaw)
- May 1, 1888 PRR cuts dividend back from 6% a year to 5%; had increased rate last year in response to British stockholders; action causes decline in rails on stock market. (NYT)
- May 1, 1888 H.H. Rogers and Thomas A. Wheeler elected directors of National Storage Company to represent Standard Oil Company interest; Charles A. Sterling elected Pres. and General Manager, replacing William H. Barnes. (MB)
- May 1, 1888 Portions of Pennsylvania Schuylkill Valley Railroad north of Pottsville (Pottsville-New Boston and Shenandoah Branch) ceded from Schuylkill Division to Sunbury Division. (MB)
- May 1, 1888 Camden & Atlantic closes shops at Coopers Point; work transferred to PRR's Pavonia Shops. (AR)
- May 1, 1888 Chauncey F. Perkins named Division Freight Agent of Erie & Ashtabula Division, replacing George V. Marrs,(?) deceased. (MB)
- May 1, 1888 Leonor F. Loree (1858-1940) appointed Engineer of Maintenance of Way of the Cleveland & Pittsburgh Division of Lines West. (RyW)
- May 1, 1888 Commissioners of Immigration and Trunk Lines settle their differences; all immigrants are to be tickets in Castle Garden, and all but DL&W agree to a single joint manager. (NYT)
- May 1, 1888 United States Express Company acquires privileges over CNJ, ousting the Adams Express Company; however, as it is still barred from the Reading, it begins shipping its express matter in sealed box cars as regular freight

- between Jersey City/Bound Brook and Philadelphia. (RyW, Harlow)
- May 1, 1888 Reading VP & General Manager A.A. McLeod issues circular banning union organizing by employees. (Guide)
- May 1, 1888 Cincinnati, Jackson & Mackinaw Railroad lets option to purchase Cincinnati, Lebanon & Northern Railway for \$700,000 expire, after it secures running rights from the Cincinnati, Hamilton & Dayton Railroad from Carlisle Jct. to Cincinnati. (Hauck)
- May 1, 1888 Silver Springs, Ocala & Gulf Railroad opens between Ocala and Dunnellon, Fla. (Poors, Turner/Bramson)
- May 1, 1888 Santa Fe opens own transcontinental route from Chicago to southern California. (AAR)
- May 2, 1888 U.S. Circuit Court in Chicago issues temporary injunction against Wagner Palace Car Company for pirating Pullman's vestibule; NYC&HR says it will simply shorten the springs so that the diaphragms don't come into frictional contact. (NYT)
- May 2, 1888 Knights of Labor strike at Carnegie's Edgar Thomson Steel Works has completely collapsed. (RyW)
- May 4, 1888 Delaware River Ferry Company of New Jersey incorporated in interest of Reading to operate between Philadelphia and Camden. (NJCorp)
- May 5, 1888 Order of United Machinists & Mechanical Engineers of America, later the International Association of Machinists, organized by 19 railroad shop workers at Atlanta, Ga., originally a Southern whites-only craft union designed to replace the Knights of Labor; at first it retains many of the fraternal aspects of the Knights of Labor, and bars non-whites and non-citizens; later one of the leading railroad shop craft unions, but one with a very large presence outside the railroad industry. (Perlman, BurLabStats)
- May 6, 1888 New Westinghouse pneumatic interlocking installed at 17th Street, Pittsburgh. (RRGaz)
- May 8, 1888 New York Produce Exchanges files a protest with the ICC over differential rates; claims that they are causing New York's share of the export trade to fall. (NYT)
- May 8, 1888 Raritan River Railroad breaks ground at George Such's clay pits halfway between South Amboy and South River. (Deibert)
- May 9, 1888 South Pennsylvania Railroad stockholders and bondholders meet at Francis

Lynde Stetson's office in New York to consider the reorganization plan being pushed by Franklin B. Gowen, Andrew Carnegie, Dr. Hostetter and Ralph Bagaley; Vanderbilts remain aloof. (NYT, RRGaz, Schlegel)

- May 9, 1888 Broad Street Underground Railroad organized to build tunnel railroad from Washington Avenue to North Philadelphia (Germantown Jct.) Station; rights later acquired by PRR, probably to avoid interference with its own plans. (MB)
- May 9, 1888 Market Street Underground Railroad organized in Pa. to build from Cobbs Creek to the line between the 5th & 6th Wards; rights later acquired by PRR for use in proposed terminal improvements; both Broad Street and Market Street Companies engage Lewis M. Haupt (1844-1937) of the University of Pennsylvania to make plans. (MB)
- May 10, 1888 Newry Railroad sells all property. (MB)
- May 10, 1888 Trunk Line Association holds all-day meeting at Albert Fink's office results in a 30% cut in eastbound livestock rates from 35 cents to 25 cents; part of a struggle between the dressed beef men who favor the Grand Trunk Railway of Canada and the livestock men who use the U.S. railroads; also reduce westbound rates to Lake points; an anonymous Trunk Line official tells the *New York Times* that all lines are undercutting rates, the Trunk Line Association is completely demoralized, and Fink has little power; Grand Trunk Railway boycotts meeting. (NYT, RRGaz)
- May 1888 Grand Trunk Railway cuts livestock rate from 35 to 25 cents; PRR cuts Chicago-Pittsburgh livestock rate from 20 to 15 cents although it will lose money. (NYT)
- May 11, 1888 New York & Long Island Railroad files a map for a new route from the surface at 11th Avenue & 38th Street on the NYC&HR via a tunnel under 38th Street to the East River with branches up 4th Avenue to Grand Central Depot and to the Hudson Tunnel Railway near Washington Square. (ElectricRR)
- May 12, 1888 Blubaker Coal Company makes a second lease at Hastings, Pa., in northern Cambria County to the Laurel Hill Coal & Coke Company, incorporated on Jan. 1, 1888. (Gable, PaCorps)
- May 13, 1888 Dining car added to westbound *Western Express* between Jersey City and Philadelphia. (NYT)
- May 13, 1888 Wilsons renamed Landover on Baltimore & Potomac Railroad; Browns renamed Hood on CStL&P. (Guide)
- May 13, 1888 Wabash Western Railway inaugurates new St. Louis-New York sleeping car

line via the Michigan Central and West Shore. (RyRegister)

- May 13, 1888 The Johnson Company places its steel works in operation at Johnstown, Pa. (AI&SI)
- May 14, 1888 Clearfield & Jefferson Railway opens extension from Punxsutawney to Horatio. (Guide - C&C has ca. 1/88)
- May 14, 1888 Pittsburgh & Whitehall Railroad merged into Pittsburgh, Virginia & Charleston Railway under agreement of Mar. 27, 1888. (Val)
- May 14, 1888 Congress authorizes the Ohio Connecting Railway to build its bridge over the Ohio River about a half mile south of the mouth of Cork's Run. (C&C)
- May 14, 1888 Trunk Lines cut westbound rates to points east of Chicago and Milwaukee by 10%; 6th class cut from 20 to 16 cents to meet competition of Grand Trunk and Vermont Central. (NYT)
- May 15, 1888 Pres. George B. Roberts is among Philadelphia business leaders appearing before Senate Commerce Committee to support increasing Philadelphia's river and harbor appropriation from \$250,000 to \$750,000. (RyW)
- May 15, 1888 Richmond Union Passenger Railway accepts the electric traction system installed by Frank J. Sprague on its 12-mile system; first commercially successful application of electric traction. (StRyJrnl, Condit, Hood)
- May 1888 Broad Street Station averages 28,253 passengers per day, up 20% from 1887. (RyW)
- May 1888 Cambria & Clearfield Railroad is reported nearly done for 9 miles west of La Jose. (RyW)
- May 1888 PRR makes a traffic arrangement with the Central Massachusetts Railroad, creating through billing between the PRR, New Haven and Boston & Maine Railroad. (RyRegister)
- May 1888 P.A.B. Widener has organized the Globe Refining Company on land leased from the Girard Point Storage Company and adjoining the refinery of the Atlantic Refining Company in South Philadelphia. (RyW)
- May 1888 The John Edgar Thomson School, the orphanage for daughters of railroad employees killed in the line of duty established under the will of J. Edgar Thomson, opens a summer school at Elberon, N.J. on the North Jersey Coast, consisting of a house on 17 acres; the summer term runs from May through August 31; formal classes end in June, and the rest of the time is spent in games and arts and crafts. (Info)

- May 16, 1888 Pennsylvania Company Board authorizes construction of new station at Valparaiso, Ind. (MB)
- May 16, 1888 CStL&P Railroad Executive Committee authorizes the construction of a new station at North Grove, Ind. (MB)
- May 16, 1888 Trunk Lines cut westbound rates to points west of Chicago and Milwaukee by 10%. (NYT)
- May 17, 1888 Rumors circulate that the PRR is to operate transcontinental sleeping cars with the CB&Q or Santa Fe. (NYT)
- May 18, 1888 Reorganization Committee of South Pennsylvania Railroad meets in Pittsburgh and resolves to resume work in two or three weeks. (NYT)
- May 20, 1888 Liberty renamed Portage Creek on Western New York & Pennsylvania Railroad. (Guide)
- May 20, 1888 Lines West VP James McCrea meets with Pres. William R. McKeen of Vandalia Lines; decide to establish a fast vestibuled train between New York and St. Louis. (RyW)
- May 21, 1888 Millvale renamed Benvenue on Pittsburgh Division. (MB)
- May 21, 1888 Gen. Philip Sheridan (1831-1888), Civil War hero and head of the Army, suffers a heart attack in Washington soon after returning from a tour of the West; Sheridan suffers recurring episodes of heart failure over the next several weeks and is kept alive only by the constant attention of Army doctors. (NYT)
- May 23, 1888 PRR notifies Keystone Hotel Company that it will not renew its leases of PRR hotels (except the Logan House) when they expire on June 30; to be then managed by the PRR Real Estate Dept.; Mountain House at Cresson, now operated by the Cresson Springs Company, has been unprofitable since about 1885. (MB)
- May 23, 1888 Railroad Committee of the Brooklyn Board of Aldermen finds that "Deacon" William Richardson's charter for the Atlantic Avenue Railroad Company of Brooklyn has expired and its routes reverted to the city; asks Gov. David B. Hill (1843-1910) to veto Senate Bill No. 540, that provides for non-forfeiture of certain street railway charters, but he signs it. (NYT)
- May 23, 1888 Property and franchise of the Anglesea Railroad conveyed to John T. Ryon after sheriff's sale; conveyed to West Jersey Railroad next day. (Val)
- May 23, 1888 Jeffersonville, Madison & Indianapolis Railroad Board approves 1887

betterments, including an engine house, turntable, new freight yard and freight station at Louisville, and double-tracking the New Albany Branch. (MB)

- May 24, 1888 PRR denies rumors that it is to buy the Philadelphia Division of the B&O and the Schuylkill River East Side Railroad. (NYT)
- May 24, 1888 Jefferson & Columbiana Railway incorporated in Ohio for the purpose of reorganizing the Harrison, Jefferson & Belmont Railway; no work completed under this charter. (ICC)
- May 26, 1888 LIRR opens new connection between Hammel and Beach 53rd Street west of Far Rockaway; built at expense of New York & Rockaway Beach Railway but under charter of Brooklyn & Montauk Railroad; abandons old line along beach between Beach 53rd Street and Neptune House. (Val,)
- May 26, 1888 James McCrea and E.A. Ford of Lines West arrive in Omaha from a tour of the West, leading to rumors that the PRR plans to buy the CB&Q. (NYT)
- May 27, 1888 Dresden Branch of Cleveland, Akron & Columbus Railway opens between Warsaw and Dresden Jct. (Trinway), Ohio. (AR)
- May 27, 1888 Lake Erie & Western Railroad begins using Peoria & Pekin Union Railway. (Church)
- May 28, 1888 Williamstown & Delaware River Railroad begins track laying on its extension from Glassboro to Mullica Hill. (RRGaz)
- May 28, 1888 Cleveland, Akron & Columbus Railway begins running through to Zanesville over Cincinnati & Muskingum Valley Railway. (AR)
- May 28, 1888 William N. Cromwell applies to N.Y. Supreme Court for injunction to prevent Christopher Meyer from voting 6,400 shares of Cincinnati, Hamilton & Dayton Railroad stock held as collateral for a \$742,000 loan to Henry S. Ives. (NYT)
- May 28, 1888 Terre Haute & Indianapolis Railroad agrees with Henry S. Ives and William Fellows Morgan & Co. to extend the debt due Morgan & Co. for 5 months from May 23, 1888 if Ives will procure a release by the TH&I of claims on the St. Louis, Vandalia & Terre Haute Railroad Second Mortgage bonds and pay the TH&I \$20,000 in cash. (MB)
- May 29, 1888 Judge Thomas M. Cooley (1824-1898) of the ICC is interviewed passing through Pittsburgh; says he is going to investigate the PRR's export rates; through the International Navigation Company, the PRR makes through rates to Liverpool that it refuses to publish. (NYT)

- May 30, 1888 West Jersey Railroad begins passenger service to new Pearl Street Station in downtown Bridgeton, and old Irving Avenue station abandoned. (BrdgtnPinr - but see 1893? - Don Wentzel may have miscopied info?)
- May 31, 1888 Pres. Roberts and party leave Pittsburgh for a tour of PRR's Great Lakes terminals. (NYT)
- May 31, 1888 Reading VP A. A. McLeod writes to Chief Engineer Henry K. Nichols complaining that the latest bill from architect Frank Furness is "outrageous," and unless he reduces it, it will be the last bill he ever presents to the Reading; the PRR will experience similar problems with Broad Street Station in the 1890s. (Rdg)
- May 31, 1888 Alfred Sully is forced out of all posts on Richmond & West Point Terminal Railway & Warehouse Company; Sully goes into retirement at age 48; the Isaac L. Rice-William Libbey faction fails in its attempt to oust Pres. John H. Inman and his supporters. (Klein, NCAB)
- June 1, 1888 Cincinnati & Muskingum Valley Railway grants Cleveland, Akron & Columbus Railway joint use of tracks between Trinway and Dresden, and C&AC begins operating through to Zanesville. (Church, AR)
- June 1, 1888 Northern Central Railway Purchasing Agent A.W. Summer named Assistant Purchasing Agent of PRR and PRR Purchasing Dept. given jurisdiction over Northern Central; Enoch Lewis becomes Purchasing Agent for the Northern Central as well. (AR, MB)
- June 1, 1888 Dr. William Pepper (1843-1898) of the University of Pennsylvania travels to Washington on a special PRR train in the pre-dawn hours to consult on the condition of Gen. Philip Sheridan. (NYT)
- June 1, 1888 After new Adams Express Pres. John Hoey prevails upon the PRR and Reading to stop hauling its express matter as box car freight, the United States Express Company, which operates on the B&O but has been ousted from the Reading, begins an express route between New York and Philadelphia via the New Jersey Southern Railway's route through the Pine Barrens; express chests must be taken by steamboat on the Delaware River between the NJS at Bayside, N.J., and the B&O at Philadelphia. (RyW, Harlow)
- June 2, 1888 Ground broken for the Pennsylvania, Poughkeepsie & Boston Railroad between Poughkeepsie and Silvernails. (RyW)
- June 4, 1888 West Granville renamed Cowley on Elmira Division. (Guide)

- June 4, 1888 Ebenezer Westcott (1814-1888), founder of Bridgeton & Port Norris Railroad, Anglesea Railroad and Holly Beach Railroad, dies of heart disease at Camden. (RyW)
- June 4, 1888 Kaighns Point Terminal Railroad completes tracklaying. (RyW)
- June 4, 1888 Dr. William Pepper leaves Philadelphia at 12:08 AM on a PRR special train for a second visit to Gen. Sheridan; PRR is able to make up a special train on less than 20 minutes notice. (NYT, RyRegister)
- June 1888 Mt. Auburn Cable Railway opens between 4th & Sycamore Streets in Cincinnati to the Avondale town hall, offering a 7-cent fare vs. a 15-cent fare on the Cincinnati, Lebanon & Northern Railway. (Hauck)
- June 5, 1888 Poughkepsie Bridge Company incorporated in N.Y. (NYState, ICC)
- June 5, 1888 Henry S. Ives and his associates voted off the Board of the Dayton, Fort Wayne & Chicago Railway. (NYT)
- June 6, 1888 Delaware River Ferry Company of New Jersey organized; A.A. McLeod elected Pres.; authorizes purchasing 494 shares of the Kaighns Point & Philadelphia Ferry Company from the Reading. (MB)
- June 6, 1888 Passing through Pittsburgh, former South Pennsylvania Railroad Pres. Robert H. Sayre comments favorably on the reorganization plan. (NYT)
- June 7, 1888 East Brandywine & Waynesburg Railroad sold at foreclosure to George Kugler for \$285,000. (Val, RyW)
- June 7, 1888 T. Harrison Garrett (1849-1888), younger brother of Robert Garrett and head of the family banking business, Robert Garrett & Sons, drowns when his yacht *Gleam* is struck and sunk by the Maryland Steamboat Company steamboat *Joppa* in the Patapsco River while returning from Annapolis; Robert Garrett learns of his brother's death when he arrives in Paris; this causes a further breakdown, and he is never fully well again. (RyW, Williams)
- June 7, 1888 Press reports rumors that South Pennsylvania & Ohio Railway, R.H. Cochran, Pres., compromises and begins merger talks with Wheeling & Lake Erie Railway; initially, the SP&O had planned to connect with the Northeastern Ohio Railroad in Ohio, with the W&LE getting only trackage rights. (NYT)
- June 8, 1888 Trunk Line Association cuts rates on pig iron from 20 to 25 cents per cwt. under PRR pressure. (NYT)

- June 8, 1888 Lancaster & Harrisburg RPO established running via Columbia. (Kay)
- June 8, 1888 Dr. William Pepper makes a third trip in a PRR special train to attend Gen. Sheridan. (NYT)
- June 8, 1888 Orange Belt Railway (narrow gauge) opens for revenue service to St. Petersburg, the new town at Point Pinellas, Fla. (Hilton, Turner/Bramson)
- June 1888 Third track opens between Millstone Jct. and Monmouth Jct. on New York Division. (AR)
- June 1888 New Haven places its first dining car in service on *New England Limited* (?). (NH AR/1946 - check NYT - see 6/25)
- June 10, 1888 *Pennsylvania Special* No. 20 inaugurated as first vestibuled train between Indianapolis and Pittsburgh, with cars for New York on *Atlantic Express* on 24-hour schedule; cuts 4 hours off old time. (Guide, RyW)
- June 10, 1888 Dr. William Pepper makes a fourth trip to Washington to attend Gen. Sheridan and finds him much improved; to avoid the stress of a train journey, Sheridan leaves Washington on the *U.S.S. Swatara* on June 30 for Nomquitt, Mass., where he dies on Aug. 5. (NYT)
- June 11, 1888 Dining car added to westbound *Fast Line* between Philadelphia and Altoona. (NYT)
- June 11, 1888 William Hasell Wilson deeds 14 lots in Bryn Mawr, including the site of the burned-out Bryn Mawr Hotel, to the Manor Real Estate & Trust Company. (Harding)
- June 11, 1888 St. Cloud and Sugar Belt Railway (narrow gauge) incorporated in Florida by Hamilton Disston, et al. (ICC, Turner/Bramson)
- June 12, 1888 Northern Steamship Company incorporated as subsidiary of Great Northern Railway to operate between Buffalo and Duluth; no passenger service until 1894. (Barnett)
- June 13, 1888 Hightstown & Philadelphia RPO changed to Point Pleasant & Philadelphia RPO. (Kay)
- June 13, 1888 Draw span of B&O's Arthur Kill Bridge swung into closed position, three days ahead of deadline; at 572 feet long, is longest and heaviest draw span; not connected at either end. (RyW)
- June 13, 1888 ICC holds hearings at New York into the New York Produce Exchange's charges against the port differentials; Wayne MacVeagh appears for the PRR

and claims that the Produce Exchange's figures are provided by the "enemy," that is the NYC&HR; denies that the PRR's Chicago-Liverpool rate is lower than the NYC&HR's Chicago-New York rate; tries to prove that middlemen in New York are causing the trouble by extracting large profits on all goods passing through the port; Albert Fink testifies that the export and domestic rates have been the same except for the period between Nov. 1887 and Feb. 1888, when the ocean rate was added to the inland rate; MacVeagh tries to get Fink to admit that the PRR's position in favor of lower export rates is justified. (NYT)

- June 14, 1888 Rogers station renamed Strontia Springs on the Northern Central Railway's Green Spring Branch; West Granville renamed Cowley on the Elmira & Canandaigua Division. (MB)
- June 14, 1888 CStL&P Railroad agrees with the Michigan Central Railroad and Elgin, Joliet & Eastern Railroad for an interlocking at Hartsdale, Ind. (MB)
- June 14, 1888 "Pennsylvania Railroad Company (Md.)" merged into Georges Creek & Cumberland Railroad; both roads were controlled by American Coal Company and Maryland Coal Company. (Killough, RRH 85 - see above)
- June 15, 1888 Testimony taken in PRR offices in PRR suit against the Vanderbilts and other South Pennsylvania Railroad stockholders to enjoin them from selling their South Penn stock to parties other than the PRR. (NYT)
- June 15, 1888 Prospect Park & South Brooklyn Railroad incorporated by Andrew R. Culver to build two miles from Gravesend Avenue & 38th Street to 38th Street and the Brooklyn City Line. (NYT)
- June 15, 1888 Ohio & Northwestern Railroad enters receivership; soon halts operation of through commuter coach over Cincinnati, Lebanon & Northern Railway between Court Street and New Richmond. (Hauck)
- June 15, 1888 PFW&C Board approves 1888 betterments: stations at Dixmont, Glenfield, Haysville, Quaker Valley and Valparaiso; third track Dixmont to Glenfield; second track Louisville to Canton and Colehour to Sheffield; third and fourth track Archer Avenue to 39th Street, Chicago. (MB)
- June 15, 1888 PC&StL Railway signs an agreement with the Huntington system settling the issue of a Chesapeake & Ohio Railway bridge at Cincinnati. (MB)
- June 15?, 1888 R. Bell appointed Superintendent of the Pittsburgh Division of the Western New York & Pennsylvania Railroad, replacing J.T. Gardner, resigned. (RyW)
- June 1888 Purchasing Dept. of the Northern Central Railway merged into that of the PRR; NC Purchasing Agent A. W. Sumner (-1898) made Assistant

Purchasing Agent of PRR. (MB)

- June 1888 PRR is reported having issued an order banning Sunday excursion trains except for religious groups. (RyRegister)
- ca. June 1888 Through W.A. Lynch, Col. George P. Bissell of Hartford, Conn., becomes interested in the Wheeling & Harrisburg Railway Company of West Virginia. (MB)
- June 1888 Negotiations held between the South Pennsylvania & Ohio Railway and the Wheeling & Lake Erie Railway to try to merge their interests between Bowerston and Wheeling; SP&O, represented by its Pres. Robert H. Cochran, wants to be the only line between those points with free use by the W&LE; W&LE wants to control that line to command the coal traffic moving west from Wheeling; the W&LE has floated a new \$1.5 million loan in London and is about to begin construction. (RyRegister)
- June 1888 South Pennsylvania & Ohio Railway begins construction between Bowerston and Wheeling; Wheeling & Lake Erie Railway also begins extending from Bowerston towards Wheeling. (W&H MB)
- June 1888 Cincinnati, Lebanon & Northern Railway reduces service on the Spring Grove, Avondale & Cincinnati Railroad to Avondale and the zoo from seven round trips and hourly service on Sundays to a single commuter round trip three weeks after Mt. Auburn Cable Railway opens. (Hauck)
- June 1888 Trolley subway built on line of Illinois Street under Indianapolis Union Station to ease congestion. (Hetherington)
- June 1888 National Association of Railway Surgeons formed by a meeting of about 200 company physicians at a Chicago meeting called by the PRR doctors. (Aldrich)
- June 1888 James P. Scott, son of Tom Scott, Hamilton Disston, John L. Hill, E. Etting, and William H. Hottis of Philadelphia have formed the Osceola Construction Company with the object of building railroads in Florida. (RyRegister)
- June 16, 1888 N.J. Court of Chancery grants Henry S. Ives a restraining order against Christopher Meyer's voting the 6,400 shares of Cincinnati, Hamilton & Dayton Railroad, which he holds as collateral for loans made to Ives. (NYT)
- June 17, 1888 Pittsburgh Division office and trainmen's building at Altoona moved intact from 17th Street to 24th Street. (Snyder)
- June 17, 1888 Cincinnati & Richmond Railroad opens between Rendcomb Jct. and Hamilton. (RRGaz - see 6/18)

- June 18, 1888 Altoona Shops set a record by producing a Class A (Anthracite) locomotive in 16:55, beating a record of 24 hours for a locomotive set by Baldwin, and of 25:30 set by Francis William Webb (1835-1904) at Crewe on the London & North Western Railway; this record is broken when the Great Eastern Railway assembles a locomotive in 9:57 on Dec. 10, 1891. (RRGaz, Marshall)
- June 18, 1888 Cincinnati & Richmond Railroad opens between Rendcomb Jct. near Cincinnati and CH&D Jct. at Hamilton, Ohio; operated by CStL&P without agreement; CStL&P acquires trackage rights over Cincinnati, Hamilton & Dayton between Old River Jct., Hamilton, and New River under agreement dated Aug. 16, 1888; no other portion of C&R built as PRR acquires Cincinnati, Richmond & Chicago Railroad from CH&D. (Church, C&C, AR)
- June 1888 Remaining PRR land at Bryn Mawr conveyed to Manor Real Estate & Trust Company. (MB)
- June 19, 1888 West Jersey Railroad approves a supplemental agreement with Charles K. Landis; a hotel has been built about a mile north of Railroad Avenue at Sea Isle City, and Landis wants to extend the Pleasure Railroad to it; by this agreement, the northern terminus of the Pleasure Railroad is fixed at the West Jersey station at Girard & Landis Avenues instead of at Corsons Inlet; the West Jersey Railroad is to build a connection to the Pleasure Railroad, and Landis is to provide free right of way to Corsons Inlet and for a wye there. (MB)
- June 19, 1888 West Jersey Railroad approves a new contract with the Seven Mile Beach Company, developers of Avalon; they have graded a new right of way from Sea Isle City to Townsends Inlet and build a bridge and grading on Seven Mile Beach south of Townsends Inlet; the Seven Mile Beach Company is to transfer this right of way to the WJRR free and the WJRR is to lay a track the whole length of the island; a temporary connection is to be made with the Pleasure Railroad near Townsends Inlet pending the completion of a more permanent line. (MB)
- June 19, 1888 Pine Grove station renamed South Gloucester on the West Jersey Railroad. (MB)
- June 19, 1888 Philadelphia *Times* reports that H.H. Houston has been buying land in an arc from Bryn Mawr through Chestnut Hill to Holmesburg; says an independent railroad will be built on this route along with a boulevard 150 feet wide with large house lots. (NYT)
- June 19, 1888 PC&StL Railway Executive Committee accepts offer to operate the Cincinnati & Richmond Railroad. (MB)

- June 19, 1888 Jay Gould allies Russell Sage and Sidney Dillon elected to Board of Cincinnati, Hamilton & Dayton Railroad. (RyW)
- June 20, 1888 Reconstruction of railroad deck of Eads Bridge begins. (RRGaz)
- June 20, 1888 B&O sells its parlor and sleeping car operation to Pullman's Palace Car Company for \$220,000, effective June 25, and makes 20-year contract with Pullman. (NYT, RyW, ICC)
- June 21, 1888 George H. Stayner, Henry S. Ives and Christopher Meyer voted off Cincinnati, Richmond & Chicago Railroad Board; Julius Dexter elected Pres.; C.C. Waite remains VP. (MB)
- June 22, 1888 LS&MS notifies the Central Traffic Association that it will withdraw from the agreement for uniform switching charges at Chicago, equal to a 1-cent rate cut; also that it intends to cut its dressed beef rate to 46.5 cents next month, supposedly in response to PRR's rate cutting; PRR denies cutting rates and claims the Vanderbilt lines have captured nearly all its livestock traffic by rate-cutting. (NYT)
- June 23, 1888 LIRR begins work on extension to Oyster Bay. (RyW)
- June 24, 1888 New summer-only Pullman sleeping car line established between Washington and Bar Harbor Ferry, Maine, running via train ferry *Maryland*, Hartford, and NY&NE; runs northbound on No. 40 *Southern & Boston Express* and south on *Boston & Mount Desert Limited* and No. 27 *Fast Mail*. (Guide)
- June 24, 1888 Henry S. Ives and George H. Stayner unexpectedly surrender to the Court in Cincinnati to answer embezzlement charges and are released on bail. (RyW)
- June 25, 1888 Wissahickon station renamed Wissahickon Heights on Chestnut Hill Branch. (MB)
- June 25, 1888 Pullman's Palace Car Company begins operating over the B&O; B&O discontinues its the operation of its own sleeping cars. (AR, RyW, NYT)
- June 25, 1888 New Haven inaugurates the *Limited Express*, later the *Gilt Edge Limited*, as the first six-hour Shore Line train between New York and Boston, leaving both cities at 5:00 PM. (NYTrib, RRH)
- June 25, 1888 Smith Street freight station opens in Cincinnati, with increased facilities for freight interchange with the Louisville & Nashville Railroad. (AR, C&C)
- June 25, 1888 Killbuck & Trinway RPO established. (Kay)

- June 25, 1888 Maine Central Railroad resumes operation of *Boston & Mount Desert Limited* vestibuled train for summer, this time running via Danville Jct. for Poland Springs travel. (Guide)
- June 29, 1888 Pennsylvania Company Finance Committee announces receipt of \$1 million loan from PRR. (MB)
- June 29, 1888 Baltimore Short Line Railway sold to the Cincinnati, Washington & Baltimore Railroad. (ICC)
- June 30, 1888 West Jersey Railroad purchases the former Anglesea Railroad running between Anglesea Jct. (Wildwood Jct.) and Holly Beach from John T. Ryon for \$28,000; becomes the Five Mile Beach Branch. (MB, AR, Guide - had been ext. 3 mi. to Holly Beach since 1883 - this must be eff. date - see 5/23 - date assumes operation - try State Repts)
- June 30, 1888 West Jersey Railroad begins public tugboat-ferry between Maurice River and Port Norris (Bivalve). (AR, Guide)
- June 30, 1888 PRR re-establishes summer weekend-only train between Pittsburgh and Cresson for resort traffic; departs 2:20 PM Saturdays and returns on Monday mornings; train continues to Ebensburg; did not run in the 1887 season. (Guide, PittsComGaz)
- June 30, 1888 Zanesville & Ohio River Railway opens to Harmar. (AR)
- Summer 1888 All principal lines entering Chicago ban the running and interchange of slow freight between 6:00 AM Sundays and 6:00 AM Mondays to give employees the day off. (AR)
- July 1, 1888 First VP Edmund Smith resigns for health after 45 years service; Pres. Roberts takes charge of general finances; Frank Thomson promoted to First VP; Joseph N. Du Barry to Second VP and given charge of Treasury & Insurance Depts. as well as corporate work and new construction; John P. Green to Third VP with supervision of Accounting Dept.; office of Fourth VP abolished; Samuel Rea appointed Assistant to Second VP Du Barry in charge of new construction; rumor had General Freight Traffic Agent John S. Wilson as candidate for promotion to VP. (MB, NYT, RyW)
- July 1, 1888 Former PRR VP Edmund Smith opens office in the Bullitt Building as Philadelphia representative of the banking house of Speyer & Co. (PubLdgr)
- July 1, 1888 Essex & Middlesex Turnpike Company cedes all property in Raritan Township, completing abandonment between Metuchen and New Brunswick. (MB)

- July 1, 1888 Reading opens new temporary Camden terminal at Kaighns Point, replacing old station of Camden, Gloucester & Mount Ephraim Railway, with ferries to Chestnut Street and South Street; old Bulson Street station closed on night of June 30. (RRGaz, RyW, Coxe)
- July 1, 1888 PS&StL Railway and CStL&P Railroad make a new contract with the Post Office Dept. for New York-St. Louis and Pittsburgh-Cincinnati RPO service through June 1, 1892; is to substitute a 60-foot RPO car for the 40-foot one now in use on the St. Louis line; PC&StL is to build one and CStL&P two 60-foot cars. (MB)
- July 1, 1888 NYC&HR switches from left-hand to right-hand operation from Grand Central Depot as far as Spuyten Duyvil on the Hudson Division and Woodlawn Jct. on the Harlem. (RyW)
- July 1, 1888 Edmund L. Du Barry appointed Superintendent of the Eastern Division of the Norfolk & Western Railroad. (AR)
- July 2, 1888 Inter-State Despatch Line begins operating over Reading, New York, Lake Erie & Western and Nickel Plate via Newberry Jct. and Corning. (Rdg)
- July 2, 1888 Cincinnati & Muskingum Valley Railway grants Zanesville & Ohio River Railroad joint use of track between Fair Oaks Jct. and Zanesville and use of Zanesville terminal. (Church)
- July 2, 1888 Sen. Justin Smith Morrill (1810-1898) of Vermont denounces PRR's occupation of part of The Mall and other public property in Washington; bill pending to regulate routes of railroads in District of Columbia. (NYT)
- July 2, 1888 Sen. Matt Quay introduces a bill to incorporate the North River Bridge Company; an identical bill has been introduced in the House earlier by S. S. Cox; directors to be Gustav Lindenthal, James King McLanahan, Jordan L. Mott, Henry Flad, Charles J. Canda, James Andrews, Thomas Fortune Ryan and William F. Shunk; must be 140 feet vertical clearance. (RRGaz)
- July 3, 1888 J.N. Du Barry elected a director of the CStL&P Railroad in place of Edmund Smith, resigned on June 30. (MB)
- July 3, 1888 Vanderbilt Lines cut eastbound Chicago dressed beef rate to 26.5 cents. (RyW)
- July 4, 1888 New Monmouth Park Race Track opens featuring a 7-furlong straightaway for two-year olds. (NYT)
- July 4, 1888 PRR begins special trains to Monmouth Park Race Track; three round trips

- on July 4 and Saturdays through end of season in Aug., plus two round trips on Tues. and Thurs. (NYT)
- July 5, 1888 Westbound rates still falling; 32 cents offered for 1st class to Chicago instead of the posted 44 cents; canal and lake lines cutting as low as 18 cents; Erie & Western Transportation Company's Western States Line via Erie Canal charging as low as 13 cents for 6th class to Chicago. (NYT)
- July 5, 1888 New York, Lake Erie & Western Railroad cuts dressed beef rate to 20 cents and other lines follow. (RyW)
- July 5, 1888 Westbound rates fall to 30 cents for 1st class and 13 cents for 6th class. (NYT)
- July 6, 1888 Two passenger trains crash head-on on a curve three miles west of Nanticoke, Pa., after a block operator at South Wilkes-Barre mistakenly admits the southbound train; 45 injured. (NYT)
- July 6, 1888 Former Camden & Amboy Railroad steamboat *Richard Stockton* enrolled at Philadelphia, having been sold by the PRR to the Delaware Bay & Southern Transportation Company for Delaware River excursion service. (Heyl)
- July 6, 1888 Press announces that U.S. Court has dissolved the injunction against the Wagner Palace Car Company, allowing it to use vestibules; in fact, NYC&HR boasts it has more vestibuled cars than any other line. (NYT)
- July 6, 1888 Grand Trunk-Central Vermont route cuts 1st class rate to 27 cents and 6th class to 15 cents. (NYT)
- July 7, 1888 Fifteen cars of cattle arrive at West Philadelphia at 5:00 AM, having left Chicago at 4:30 PM on July 5; new record for livestock shipment. (RyW)
- July 8, 1888 New "U" Interlocking placed in service at New Brunswick, N.J. (PRRFAX)
- July 8, 1888 NYC&HR changes lines from Grand Central Depot to Spuyten Duyvil and Woodlawn Jct. from left-hand to right-hand running. (NYT)
- July 10, 1888 H. H. Rogers and Charles A. Sterling elected to National Docks Railway Board as representatives of Standard Oil interests; J.D. Potts, H.H. Houston, C.A. Griscom and William H. Barnes remain on Board as representatives of old Empire Line interest. (MB)
- July 10, 1888 Martinsburg & Potomac Railroad (Va.), incorporated in 1870, organized at Winchester; Thomas B. Kennedy of Cumberland Valley Railroad elected Pres. and Chauncey Ives Chief Engineer. (C&C)
- July 10, 1888 PRR experiments with new high-speed version of Westinghouse air brake

- near Pittsburgh. (NYT)
- July 10, 1888 U.S. Board of Engineers holds public hearing on Gustav Lindenthal's planned North River Bridge, which is projected to run from Castle Point in Hoboken to 14th Street. (NYT)
- July 11, 1888 PFW&C stockholders meet at Pittsburgh to decide whether to issue betterment bonds or stock to the PRR. (RyW)
- July 12, 1888 Henry S. Ives, George H. Stayner, Edward Wilson Woodruff and A.C. McDonald of Covington, Ky., indicted by a Hamilton County, Ohio, grand jury for embezzlement against the Cincinnati, Hamilton & Dayton Railroad; McDonald had sought an injunction against the sale of the Richmond Branch to the Pennsylvania Company by falsely claiming to be a stockholder; Ives, Stayner and Woodruff are charged with having fraudulently reissued 4,500 shares of the Dayton & Michigan Railroad and used them as collateral for their own purposes; the shares are now in the hands of Kuhn, Loeb & Co., and the CH&D is suing for their return. (NYT)
- July 12, 1888 ICC hearings on emigrant rates resumes at New York. (NYT)
- July 13, 1888 New York & New England Railroad signs 50-year traffic contract with the Poughkeepsie Bridge Company. (RyW)
- July 13, 1888 New York, Lake Erie & Western Railroad cuts dressed beef rate to 9 cents and Vanderbilt Lines follow. (RyW)
- July 13, 1888 Pittsburgh, Canonsburg & State Line Railroad organized in Pa. as an extension of the South Pennsylvania & Ohio Railway; SP&O and Wheeling & Lake Erie Railway are locked in a fight for right of way through the bottom lands between Wheeling and Bowerston; the Wheeling & Harrisburg Railway Company of West Virginia apparently fends off a move by the W&LE to seize control of the projected Ohio River Bridge at Wheeling. (NYT, W&H MB)
- July 14, 1888 Terre Haute & Indianapolis Railroad Board declares a 3% semi-annual dividend, but not on the share transferred to Henry S. Ives or his creditors; that money is to be applied to claims of the company against Ives; Board reports that Kidder, Peabody & Co. of Boston now holds a large amount of Cincinnati, Hamilton & Dayton Railroad common and preferred stock and well as the St. Louis, Vandalia & Terre Haute Railroad Second Mortgage bonds and refuses to surrender these collaterals to the TH&I. (MB)
- July 14, 1888 *Railway World* reports that Philadelphia capitalists have acquired control of the Hartford & Connecticut Western Railroad. (RyW)

- July 15, 1888 Atlantic City Railroad places “UR?? ” Interlocking in service at crossing of West Jersey Railroad at Bulson Street, Camden. (Rdg)
- July 15, 1888 Robert Garrett returns to the U.S. from his around-the-world vacation on the Cunard Liner *Umbria*; he takes rooms at the Brevoort House, where his condition worsens. (NYT)
- July 15, 1888 Col. O.N. Lull (1820/28?-1888), former Superintendent of Cumberland Valley Railroad, dies at Chambersburg. (RRGaz, RyW)
- July 1888 PRR operates the fastest trains in the U.S., New York-Philadelphia in 2:05 or 43.6 MPH; Reading’s New York service runs in 2:09 or 42 MPH; PRR also runs New York-Washington in 5:32, New York-Pittsburgh in 11:30 and New York-Chicago in 25:00. (RRGaz)
- c. July 1888 Col. George P. Bissell of Hartford, Conn., agrees to finance Wheeling & Harrisburg Railway. (MB)
- July 1888 Western New York & Pennsylvania Railroad begins construction of a branch between Clermont and Johnsonburg, Pa. (Johnsonburg Railroad); built at the urging of Henry, Bayard & Co., who own the surrounding timber. (RyRegister, Taber/Kline)
- c. July 1888 Baltimore & Eastern Shore Railroad has acquired the Wicomico & Pocomoke Railroad. (RyW)
- c. July 1888 Rumors that PRR is planning its own line between Indianapolis and Anoka Jct. via Frankfort for a more direct line to Chicago. (RyRegister)
- July 1888 Baldwin Locomotive Works builds Class S (H2) 2-8-0's, the first to have Belpaire fireboxes. (Keystone)
- July 1888 Lehigh Valley Railroad Pres. Elisha P. Wilbur sells 26,000 shares of CNJ purchased in the spring of 1887 to Austin Corbin and his associates after Corbin refuses to sell his shares to the LV. (NYT, RRGaz)
- July 1888 CNJ, Lehigh Valley Railroad, Lehigh & Hudson River Railway and NYO&W Railway sign a traffic contract with the Poughkeepsie Bridge Route. (RRGaz)
- July 1888 B&O engineers are locating the Baltimore & New York Railroad between Cranford Jct. and the Arthur Kill Bridge. (NYT)
- July 1888 Norfolk & Western Railroad renews attempt to buy control of East Tennessee, Virginia & Georgia Railway through its first preferred stock; Richmond & West Point Terminal Railway & Warehouse Company group

- demands 110, while N&W refuses to pay more than 100. (Lambie)
- July 16, 1888 West Jersey Railroad files map of acquisition of Anglesea Railroad with Secretary of State. (Val)
- July 16, 1888 New York, Lake Erie & Western Railroad cuts dressed beef rate to 6 cents and PRR and Vanderbilt lines, which are at 7 cents, refuse to follow. (RyW)
- July 16, 1888 Ohio officials leave Cincinnati for New York with warrants to arrest Henry S. Ives, George H. Stayner and Edward Wilson Woodruff. (NYT)
- July 16, 1888 Maysville & Big Sandy Railroad opens between Ashland and Maysville; operated by the Contracting & Building Company. (RRGaz, Guide)
- July 17, 1888 Union Transportation Company incorporated in N.J. by a group of local farmers and businessmen to continue operation of the Pemberton & Hightstown Railroad. (NJCorps, Val)
- July 17, 1888 Ohio officials arrive in New York, but Henry S. Ives and George H. Stayner have fled to Niagara Falls, Ont., from which they cannot be extradited. (NYT)
- July 17, 1888 Property of the Jefferson & Columbiana Railway sold to the Wheeling & Lake Erie Railway; the W&LE proceeds to extend from Bowerston to a point opposite Wheeling; the South Pennsylvania & Ohio Railway attempts to preempt the route along Short Creek, but the SP&O is abandoned and, reorganized as the Cleveland & Wheeling Railroad, parts eventually becomes part of the NYC system. (ICC, Doyle, GrnBk)
- July 18, 1888 Pres. George B. Roberts and VP Frank Thomson meet with Austin Corbin and A.A. McLeod at the Reading offices for two hours. (RyW)
- July 18, 1888 *New York Times* reports, erroneously, that the Vanderbilts have acquired exclusive trackage rights over the Poughkeepsie Bridge. (NYT)
- July 18, 1888 Richmond & West Point Terminal Railway & Warehouse Company announces it is negotiating the sale of its East Tennessee, Virginia & Georgia Railway first preferred stock to the Norfolk & Western Railroad. (NYT)
- July 19, 1888 Henry Clay Frick writes to PRR traffic officer J. S. Wilson demanding that the rate on billets and blooms from Homestead to Cleveland be \$1.25 per ton, the same as in the other direction. (Warren)
- July 20, 1888 House Committee on Manufactures hearings on Standard Oil Trust conclude with presentation of defense by Standard Oil, namely that it has improved production and lowered prices. (NYT)

- July 21, 1888 Lehigh Valley Railroad begins through Pullman sleeping car service between Philadelphia and Chicago via Niagara Falls and the Grand Trunk Railway of Canada; demands 10% of emigrant business. (NYT)
- July 23, 1888 Suit brought by Ohioans to extradite Henry S. Ives and George H. Stayner is heard in N.Y. Supreme Court. (NYT)
- July 23, 1888 Jersey City Terminal Railway incorporated in N.J. to build terminal yard of Lehigh Valley Railroad on “West Line Tract” and “Morris Canal Tract” lying just north of the CNJ terminal at Jersey City and connecting with the CNJ at Communipaw Curve; it is to be reached by trackage rights over CNJ between Roselle Jct. and Communipaw. (Baird)
- July 23, 1888 Williams C. Wickham (1820-1888), longtime VP and receiver of Chesapeake & Ohio Railway (C&O), dies at his office in Richmond. (C&O, RyW)
- July 24, 1888 Henry S. Ives, George H. Stayner and Albert Netter suddenly appear in the Cincinnati Court House and post \$10,000 bond each. (NYT)
- July 24, 1888 NYO&W Railway gives notice that it will withdraw from the Castle Garden emigrant pool; DL&W had refused to join. (NYT)
- July 24, 1888 Richmond & West Point Terminal Railway & Warehouse Company Pres. John H. Inman refers negotiations to sell the East Tennessee, Virginia & Georgia Railway to the Norfolk & Western Railroad to a committee of George S. Scott, Samuel Thomas and Walter S. Chisholm (1826-1890); negotiations break down in Aug. and are not resumed. (Klein)
- July 25, 1888 Downingtown & Lancaster Railroad organized at Philadelphia for the purpose of reorganizing the East Brandywine & Waynesburg Railroad; J. N. Du Barry, Pres. (C&C)
- July 25, 1888 Association of American Railway Accounting Officers organized. (RyW)
- July 26, 1888 General Passenger Agents of the PRR and B&O meet at Deer Park, Md., and settle differential rates between Pittsburgh and Chicago/Cincinnati/St. Louis. (RyW)
- July 26, 1888 West Jersey Railroad Board authorizes relocating the former Anglesea Railroad when rebuilding it. (MB)
- July 26, 1888 Henry S. Ives and George H. Stayner return to New York. (NYT)
- July 27, 1888 Robert Garrett is back at the Brevoort House in New York in worse condition; his relapse is being blamed on the sulphur baths at Richfield

- Springs. (NYT)
- July 28, 1888 Ohio applies to extradite Henry S. Ives and George H. Stayner from New York. (NYT)
- July 30, 1888 Downingtown & Lancaster Railroad incorporated in Pa. as reorganization of East Brandywine & Waynesburg Railroad. (Val)
- July 30, 1888 Thomas R. Bard (1841-1915) sells the last holdings of the Tom Scott Estate in southern California, part of the Rancho La Colonia, for \$555,995; Bard remains one of the leading citizens of Ventura County and serves a partial term as U.S. Senator. (Hutchinson)
- July 31, 1888 Citing violent attacks on its property at Long Island City by Mayor Patrick Gleason, LIRR Board authorizes moving the corporate offices and archives to Jamaica. (MB)
- July 31, 1888 Christopher Meyer (1818-1888), the principal backer for Henry S. Ives, dies at New York; his death is probably hastened by the scandals, the realization that Ives is a con man, and the fact that Ives is suing him for \$100,000. (NYT,AmScsflMen)
- July 31, 1888 Trunk Line general passenger agents meet in New York amidst rumors they will cut the emigrant rate to Chicago from \$13 to \$5 to force the NYO&W and DL&W back into the Castle Garden Pool; matter is referred to the Executive Committee. (NYT)
- Summer 1888 Old Indianapolis Union Station torn down to make way for train shed of new station; employees moved into temporary quarters in baggage room of new station. (Hetherington)
- Summer 1888 Wheeling & Lake Erie Railway begins extension from Bowerston, Ohio, to Wheeling. (W&H MB)
- Summer 1888 A. J. Cassatt and family return from a year in Paris. (Mathews)
- Summer 1888 Future Assistant Secretary Harry T. Wilkins (1869-) joins the PRR as a stenographer in the Passenger Dept. at 233 South 4th Street. (PRRBio)
- Aug. 1, 1888 LIRR issues \$3 million 4%, 50-year General Mortgage bonds. (MB)
- Aug. 1, 1888 PRR assumes operation of Downingtown & Lancaster Railroad (Downingtown-New Holland); becomes part of Philadelphia Division; Henry D. Welsh elected Pres., replacing J. N. Du Barry. (AR, C&C)
- Aug. 1, 1888 Union Transportation Company obtains operating rights over the Pemberton

& Hightstown Railroad under lease from PRR of July 31; includes right to run over PRR into Hightstown station; PRR keeps trackage rights between Pemberton and Lewistown in order to reach the Columbus, Kinkora & Springfield Railroad. (Val, C&C)

- Aug. 1, 1888 New Inman & International liner *City of New York* leaves Liverpool on maiden voyage to New York; then largest liner in world. (Flayhart)
- Aug. 1, 1888 Cleveland, Akron & Columbus Railway agrees with Fox Lake Coal Company to extend Fox Lake Coal Company Branch from between Warsaw and Marshallville 2.75 miles to coal mines; built later in the year; Pres. Monsarrat reports to the Board that he has purchased 1.88 acres on Market Street for an Akron Union Depot. (MB, Church, AR)
- Aug. 1, 1888 New Hopkins Avenue station opens on Cincinnati, Lebanon & Northern Railway; paid for by commuters to replace an unsheltered platform. (Hauck)
- Aug. 1, 1888 Toledo, Saginaw & Muskegon Rail__, controlled by the Grand Trunk Railway Company of Canada, opens its line from Ashley to Muskegon; its Muskegon terminal and car ferry will later be used by the PRR. (Meints)
- Aug. 2, 1888 John Inman, Pres. of the Richmond & West Point Terminal Railway & Warehouse Company, and Frederick J. Kimball of the Norfolk & Western Railroad are unable to agree on terms for the sale of the East Tennessee, Virginia & Georgia Railway to the N&W and break off negotiations; Kimball is reluctant to assume the burden of the ETV&G without a thorough investigation and ability to obtain the first preferred stock, especially as local coal traffic now accounts for more of earnings than long-distance trade from the Deep South; the N&W is severed from its principal southern connection and turns its energies to expanding into the Midwest. (NYT, Klein)
- Aug. 2, 1888 James French Sharp (1815-1888), founder of Jackson & Sharp's Delaware Car Works, dies at Wilmington, Del., at 73. (EvrEvng, RRGaz)
- Aug. 2, 1888 A.J. Cassatt's prize race horse, The Bard (1883-1908) injures a hind leg while running against Firenze (1884-1902) in the Freehold Stakes at Monmouth Park, the only race that The Bard has lost; The Bard has won 27 of 28 races and earned \$84,990 in prize money; he is put out to stud at Chesterbook Farm; The Bard outlives Cassatt and is inherited by his son Edward Buchanan Cassatt (1869-1922). (NYT, wiki)
- Aug. 1888 CNJ purchases large block of Lehigh & Hudson River Railway, which combined with the shares purchased by the Lehigh Coal & Navigation Company in 1886, gives it control. (NYT)
- Aug. 4, 1888 Powelton Avenue Station (???) opens in West Philadelphia. (check AR -

Wilson says "small sta. in WP")

- Aug. 7, 1888 Trunk Line Executive Committee votes to cut emigrant rates to \$5 to Chicago to force DL&W and NYO&W back into Castle Garden pool. (NYT, RyW)
- Aug. 10, 1888 Pres. Calvin H. Allen of Western New York & Pennsylvania Railroad is in New York to negotiate for building a line from Clermont to Johnsonburg (Johnsonburg Railroad) and the Reynoldsville coal field. (NYT)
- Aug. 10, 1888 Trunk Lines reduce New York-Chicago emigrant rates to \$5.00 to meet cuts of DL&W and NYO&W Railway. (RRGaz)
- Aug. 10, 1888 Columbus & Eastern Railroad sold at foreclosure at Zanesville for \$995,000 to Samuel Thomas and J.M. McCune for the bondholders. (GrnBk)
- Aug. 10, 1888 Columbus & Eastern Railway incorporated in Ohio as a reorganization of the Columbus & Eastern Railroad. (GrnBk)
- Aug. 10, 1888 New Inman liner *City of New York* arrives at New York on its maiden voyage from Liverpool. (Moyer/Keystone)
- Aug. 11, 1888 Congress appropriates \$500,000 for removing Smiths and Windmill Islands; rest to be paid for by state and city. (Rdg)
- Aug. 1888 Pa. Supreme Court rules that the operation of the Filbert Street Extension is not a legal injury to adjoining property owners despite the vibrations and smoke. (RRGaz)
- Aug. 1888 PRR orders a Webb, 3-cylinder compound 2-2-2-0 for the purpose of testing fuel efficiency and British workmanship; because the Crew Shops cannot build locomotives for others, it is built by Beyer, Peacock & Co. of Great Britain, similar to the *Experiment* of the London & North Western Railway; has two independent pairs of 6'-3" drivers; the rear drivers are worked by 2 outside high-pressure cylinders and the front drivers by an inside low-pressure cylinder. (RyMag,)
- Aug. 1888 PRR reported surveying a cutoff line between Butler and New Castle, Pa. (NYT)
- Aug. 1888 Lines West publishes its first *Handbook of the Pennsylvania Lines* travel guide containing city maps, schedules of cab fares, etc. (Guide)
- Aug. 1888 Lines West is reported surveying a line between New Castle and Butler, Pa. (RyW)

- Aug. 1888 It is announced that Robert Garrett is suffering from “nervous depression” and insomnia, is subsisting on a diet of milk and small amounts of fruit, and is being given increasing doses of morphine. (NYT)
- Aug. 1888 Reading is installing a 90-lb. rail on the Bound Brook Route. (RyRegister)
- Aug. 1888 Westinghouse Air Brake Company awards contracts for a large new works at Wilmerding on the PRR main line east of Pittsburgh. (RyW)
- Aug. 1888 Charles R. Rosenberg (1868-) joins the PRR as a stenographer. (PRRBio)
- Aug. 1888 Toledo, Ann Arbor & Cadillac Rail__ opens between Mount Pleasant and Cadillac, Mich. (Meints)
- Aug. 16, 1888 Cincinnati, Hamilton & Dayton Railroad agrees to sell to the CStL&P Railroad a majority (\$375,500) of the stock of the Cincinnati, Richmond & Chicago Railroad, plus trackage rights between Hamilton and New River Jct. in return for \$350,000 cash and CH&D trackage rights over CStL&P between Piqua and Dayton & Michigan Jct.; CStL&P assumes CH&D's guarantee of one-fourth any deficit of Cincinnati, Richmond & Fort Wayne Railroad under old agreement of June 1, 1871; the sale was an indirect result of the looting of the CH&D by Henry S. Ives. (Church, C&C, NYT)
- Aug. 16, 1888 Chicago, St. Louis & Pittsburgh Railroad replaces Cincinnati, Hamilton & Dayton Railroad as connection of Cincinnati, Richmond & Fort Wayne Railroad between Cincinnati and Richmond. (Church)
- Aug. 16, 1888 B&O stages demonstration run between Baltimore and Keyser of its first vestibuled coaches built at its Mount Clare Shops for Philadelphia-Chicago service. (Guide, RRGaz)
- Aug. 18, 1888 New iron truss bridge placed in service across the Allegheny River on the Western Pennsylvania Railroad. (C&C)
- Aug. 18, 1888 Cincinnati, Richmond & Chicago (Hamilton-Richmond) purchased from Cincinnati, Hamilton & Dayton Railroad Company and made a part of Southwest System; operated temporarily as part of Little Miami Division. (AR?); agreement with Cincinnati, Hamilton & Dayton Railroad grants CStL&P trackage rights over CH&D between Old River Jct., Hamilton, and New River, retroactive to June 16, 1888. (C&C)
- Aug. 18, 1888 Lehigh coal operator and Lehigh Valley Railroad director George B. Markle (1827-1888) dies. (MB)
- Aug. 19, 1888 New Westinghouse pneumatic “UF” interlocking placed in service at 14th Street, Pittsburgh, at the throat of Union Station. (RRGaz)

- Aug. 19, 1888 Hurricane with 90-MPH winds comes ashore in Louisiana and tracks up the Mississippi and Ohio valleys, crossing Pennsylvania from southwest to northeast, causing torrential rains and flooding. (Schwartz)
- Aug. 20, 1888 Union Transportation Company reopens the former Pemberton & Hightstown Railroad under lease. (WkStGaz, Brinckmann)
- Aug. 20, 1888 CStL&P begins operating new through route between Chicago and Cincinnati. (RyW)
- Aug. 20, 1888 LS&MS and Michigan Central Railroad raise the dressed beef rate from 17½ cents to 25 cents and livestock to 13.5 cents to New York; PRR follows. (RyW, RRGaz)
- Aug. 21, 1888 Major flood in Susquehanna watershed caused by the hurricane destroys one span of the Mount Union Aqueduct, ending service on Juniata Division Canal between Huntingdon and Newton Hamilton Dam; not restored. (AR)
- Aug. 21, 1888 Hurricane spawns tornadoes and waterspouts along the Fall Line and Chesapeake Bay in Maryland and Delaware as far north and east as Salem, N.J., and Wilmington, Del. (Schwartz)
- Aug. 23, 1888 PC&StL Railway agrees with the Scioto Valley Railway for an interlocking at Caldwell. (MB)
- Aug. 1888 *New York Times* reports that Cumberland Valley ironmasters Peter and Daniel Ahl and others have been negotiating with the PRR to build a railroad along the South Pennsylvania route; Pres. Roberts and engineers are to go over route this week. (NYT)
- Aug. 24, 1888 U.S. Circuit for Northern District of Ohio dismisses suit brought by ex-Gov. Charles Foster to have 1877 foreclosure sale of Mansfield, Coldwater & Lake Michigan Railroad set aside as fraudulent; rules for PRR on a technicality. (Church)
- Aug. 25, 1888 PRR cuts the rate on dressed beef to 25 cents to New York and 23 cents to Philadelphia, and the rate on livestock to 10 cents to New York and 9 cents to Philadelphia. (RRGaz)
- Aug. 26, 1888 Robert Garrett leaves New York on a special New York, Lake Erie & Western Railroad train to Ringwood, N.J., where he will rest in the country at a rented villa formerly occupied by Edmund H. Miller; he remains at Ringwood until the following March, taking regular walks attended by four male nurses. (NYT)

- Aug. 26, 1888 Brooklyn Jockey Club opens the Gravesend Race Track at Coney Island. (NYT, Immerso)
- Aug. 27, 1888 Running time of the *New York & Chicago Limited* cut by 0:30. (RyW)
- Aug. 27, 1888 Toledo & Ohio Central Extension Railroad incorporated in Ohio. (Church)
- Aug. 27, 1888 Act of Congress authorizes Richmond & Danville Railroad to enter Washington on its own track from Maryland Avenue to 13½ Street, curving to E Street in Block 299. (Harrison)
- Aug. 28, 1888 LIRR applies to N.Y. Board of Railroad Commissioners for a ruling exempting it from providing passenger service on the Bay Ridge Branch in the off-season; the Board exempts the LIRR from operating in the winter until Apr. 15, 1889, but not the following year; LIRR is to work with residents to provide a schedule for year-round service. (NYState)
- Aug. 28, 1888 PRR files suit for \$5.21 million damages against the Staten Island Rapid Transit Railroad Company and B&O in U.S. Circuit Court for increased operating costs of PRR's coal tows caused by Arthur Kill Bridge; says must now assign three tugs per tow instead of two. (NYT)
- Aug. 28, 1888 South Pennsylvania & Ohio Railway meets at Martins Ferry to consider changing its western terminus from the line between Sandy and Fairfield Townships in Tuscarawas County to Canton and increasing its stock to \$3 million; H.A. Blood of Cleveland is now Pres. and also Pres. of the Cleveland & Canton Railway. (RyRegister)
- Aug. 1888 Press reports that Robert Garrett is hopelessly insane; that he is consumed by a paranoiac, vindictive hatred of Jay Gould and believes that his nurses are secretly working for Gould. (RyRegister)
- Aug. 30, 1888 Last connecting pin placed on Poughkeepsie Bridge; officials, including Chief Engineer John.F. O'Rourke, walk across. (RRGaz)
- Aug. 31, 1888 *New York Times* reports that even Pres. George B. Roberts now favors dissolution of the Trunk Line Association. (NYT)
- Sep. 1, 1888 Because its competitors have also done so, PRR withdraws from the *per diem* system established in Oct. 1887 and returns to the old system of mileage payments of 3/4 cent for 8-wheel cars and 3/8 cent for 4-wheel cars. (RyW)
- Sep. 1, 1888 Emigration Commissioner assumes responsibility for immigrants' baggage at Castle Garden, with Trunk Lines to pay a proportion of the expense. (NYT)
- Sep. 3, 1888 Reading places "F" interlocking in service at Frackville Jct., connection with

PRR. (Rdg)

- Sep. 3, 1888 Pennsylvania Company Executive Committee authorizes construction of new telegraph lines from Youngstown to Erie and Ashtabula; authorizes additional coal storage tracks on Whiskey Island at Cleveland. (MB)
- Sep. 3, 1888 CStL&P Railroad Executive Committee approves the Aug. 16 purchase of all the stock of the Cincinnati, Richmond & Chicago Railroad and assumes the traffic obligations with the Cincinnati, Richmond & Fort Wayne Railroad, the Pennsylvania Company, and the GR&I. (MB)
- Sep. 3, 1888 The first Futurity Stakes for two-year olds is run at the Coney Island Jockey Club's Sheepshead Bay Race Track. (NYT, Immerso)
- Sep. 5, 1888 *New York Times* reports that DeWitt C. Haskin has interested English investors in completing the Hudson Tunnel Railway and that the plans have been reviewed favorably by Sir John Fowler (1817-1898) and Sir Benjamin Baker (1840-1907), engineers of the Firth of Forth Bridge. (NYT)
- Sep. 6, 1888 CStL&P Railroad Executive Committee accepts the proposal to operate the Cincinnati & Richmond Railroad, superseding the arrangement with the PC&StL Railway of June 19. (MB)
- Sep. 6, 1888 George R. Blanchard resigns as Chairman of the Central Traffic Association, having failed to restore harmony since several lines broke ranks last spring. (NYT - not accepted??)
- Sep. 7, 1888 CStL&P Railroad adopts revised divisional structure: Southern Division (CStL&P) created by removing Cincinnati & Richmond Railroad from Little Miami Division and combining with the former Third Division (CC&IC); covers territory Rendcomb Jct.-Anoka Jct.; Harry I. Miller (1862-1930), the son of John F. Miller, General Superintendent of the PC&StL Railway, is appointed Superintendent at Richmond; Eastern Division is now Columbus-Indianapolis with headquarters moved to Indianapolis, and Western Division is Bradford-Chicago and Logansport-Effner with headquarters at Logansport. (MB, AR, RyRegister)
- Sep. 7, 1888 Lines West VP J.N. McCullough meets with Pres. Roberts in Philadelphia; announce that PRR will not withdraw from the Central Traffic Association. (NYT)
- Sep. 8, 1888 N.Y. Supreme Court grants Attorney-General permission to bring suit to annul the charter of "Deacon" William Richardson's Atlantic Avenue Railroad Company of Brooklyn; claims charter requires that passengers be carried from South Ferry for a single fare of 5 cents, but by leasing the line east of Flatbush Avenue to the LIRR, passengers are forced to transfer and

- pay double fare. (NYT)
- Sep. 9, 1888 At 2:30 AM, a 50-car train carrying John Robinson's circus is rear-ended by a freight while taking water at Corwin, Ohio, on the Little Miami Railroad; 4 killed. (NYT)
- Sep. 10, 1888 Cleveland, Akron & Columbus Railway files location of Fox Lake Branch, 5.75 miles, from Chippewa to Fox Lake coal mines. (Church)
- Sep. 10, 1888 Henry S. Ives and George H. Stayner plead not guilty in Ohio court in Cincinnati, Hamilton & Dayton Railroad fraud. (NYT)
- Sep. 11, 1888 Lehigh Valley Railroad Board approves an agreement with the Hudson Suspension Bridge & New England Railway, which proposes to bridge the Hudson River between Anthony's Nose and Old Port Clinton near Peekskill as a rival to the Poughkeepsie Bridge. (MB)
- Sep. 12, 1888 Yard men at Indianapolis make demands for general wage increase to equal those paid at St. Louis and Chicago; refused by management. (AR)
- Sep. 13, 1888 Third annual Canal Boatmen's Association reunion held at the old Western Division Canal port of Saltsburg, Pa.; surviving proprietors of old transporting companies send greetings. (RyW)
- Sep. 13, 1888 Chicago, Milwaukee & St. Paul Railway passes dividend. (Wyckoff)
- Sep. 14, 1888 Poughkeepsie & Connecticut Railroad incorporated in N.Y. to build the eastern approach to the Poughkeepsie Bridge. (ICC)
- Sep. 15, 1888 Ground broken for Juniata Shops for locomotive construction at Altoona.
- Sep. 15, 1888 Last run of *Boston & Mount Desert Limited*; deluxe Boston-Bar Harbor service; not run in 1889, probably because of loss of train ferry *Maryland*; later revived. (Guide, RRH)
- Sep. 15, 1888 Cincinnati, Hamilton & Dayton Railroad signs Indianapolis Union Railway terminal agreement. (Church)
- Sep. 1888 Opossum Run Branch of South-West Pennsylvania Railway extended 2.02 miles from Leisenring to Monarch. (Val)
- Sep. 1888 Vandalia Line agrees to pay 21 cents an hour for overtime. (RyRegister)
- Sep. 1888 Pullman's Palace Car Company has applied electric light to one of the train sets of the PRR's *New York & Chicago Limited*; others are to follow. (RyW)

- Sep.? 1888 PFW&C receives four locomotives with large tenders designed to run between Alliance and Crestline without stopping. (RyW)
- Sep. 17, 1888 Pennsylvania Company denies it intends to withdraw from the Central Traffic Association. (NYT)
- Sep. 17, 1888 Competitors of the Pennsylvania Company, who had recently met its cut in the eastbound grain rate from 25 cents to 20, now go back to the old rate because of a shortage of cars; Pennsylvania Company stays with 20. (NYT)
- Sep. 17, 1888 Press reports that rumors that both the Wheeling & Lake Erie Railway and Ohio River Railroad will aid the Wheeling & Harrisburg Railway Company of West Virginia are false. (MB)
- Sep. 17, 1888 PC&StL Railway Executive Committee authorizes the purchase of the Little Miami Elevator Company at Cincinnati for \$30,000. (MB)
- Sep. 17, 1888 New Indianapolis Union Station opened to public by Indianapolis Union Railway Company; three-story Romanesque head house of Missouri granite, red brick and brownstone trim 144' x 147' with 185-foot clock tower and iron trainshed 200' x 741' covering 9 tracks; architect is Thomas Rodd (1849-1929), later Chief Engineer of Lines West; cost about \$1.2 million; new station is located between Illinois and Meridian Streets, just north of old station. (AR, Hetherington)
- Sep. 17, 1888 PRR director John Price Wetherill (1824-1888) dies at Germantown. (AR, RyW)
- Sep. 17, 1888 First electric streetcar in New York placed in revenue service on the 4th Avenue Line of the New York & Harlem Railroad between 86th Street and the Post Office near City Hall. (NYT/Stokes)
- Sep. 18, 1888 Pittsburgh Reduction Company incorporated in Pa. by Capt. Alfred E. Hunt (1855-1899), George Clapp, and Charles Martin Hall (1863-1914), who has invented the first practical electrolytic method of reducing aluminum from bauxite ore; with financing from Andrew W. Mellon, it becomes the Aluminum Company of America (Alcoa) in 1907, and a crown jewel in the Mellon business empire. (PaCorps, Cannadine)
- Sep. 19, 1888 Delaware River Ferry Company of New Jersey Board authorizes purchasing the remaining 6 shares of the Kaighns Point & Philadelphia Ferry Company for \$6,000 and its boats *Gen. J.S. Schultze* and *Colorado*. (MB)
- Sep. 21, 1888 Trunk Line presidents hold their largest meeting ever at New York office of Commissioner Fink at the call of Pres. Roberts to find a more satisfactory method of adjusting freight rates; system of differentials that has replaced

pooling under the Interstate Commerce Act has not been working; the NYO&W boycotts the meeting, and the only public announcement is a plea for the Grand Trunk Railway of Canada to end its rate-cutting. (NYT)

- Sep. 22, 1888 Both PRR and Vanderbilt Lines say they are unable to raise the dressed beef rate as planned because of competition from the Grand Trunk Railway of Canada; PRR says it plans to raise the rate to 30 cents, instead of 35 cents as intended. (NYT)
- Sep. 22, 1888 John George Brill (1817-1888), founder of J.G. Brill Company, builders of streetcars in Philadelphia, dies. (RyW)
- Sep. 23, 1888 At Buffalo, ICC hears complaint of Rice, Robinson, and Whitney, refiners of Titusville, Pa., vs. the Western New York & Pennsylvania Railroad, charging it discriminates in favor of the Standard Oil Company. (NYT)
- Sep. 24, 1888 Cambria & Clearfield Railroad main line opens between La Jose and Brubaker Jct. (Garway), plus St. Lu Branch (St. Lu to mines, 0.43 mile), Kings Run Branch (Welshdale to mines, 1.52 miles), and Brubaker Branch (Brubaker Jct. to Mitchell's Mines, 5.94 miles); operated by PRR under agreement of Sep. 26; is at present isolated from the rest of the PRR system, which is reached over the Bells Gap Railroad to Bells Mills. (Val, RyW - Guide shows first service La Jose-Hastings on 1/14/89 - is Mitchell's Mines near Hastings? - yes J. L. Mitchell is head of the Chest Creek Coal & Coke Company); Daniel H. Hastings, and Col. Jackson L. Spangler have pressured Pres. George B. Roberts into financing the lines by intimating that the NYC&HR or other rival interests will get there first. (Gable)
- Sep. 24, 1888 Pennsylvania Company Executive Committee authorizes construction of Crab Orchard Branch of Pittsburgh, Youngstown & Ashtabula Railroad to Mahoning Iron Works; was to have been built by Youngstown & State Line Railroad, which Ohio courts have refused to recognize; authorizes interlocking at crossing of Wabash Western Railway at Columbia City, Ind. (MB)
- Sep. 24, 1888 CStL&P Railroad Executive Committee authorizes the construction of the Trimmer-Boone Cutoff west of Logansport to cut the ruling grade on the Bradford-Chicago line from 84 feet per mile to 30 feet per mile. (MB)
- Sep. 24, 1888 Union Palace Car Company incorporated in N.J.; later purchases stocks of Woodruff Sleeping & Parlor Coach Company and Mann's Boudoir Car Company. (ICC)
- Sep. 24, 1888 PRR and Vanderbilt Lines raise dressed beef rate to 35 cents. (RyW)
- Sep. 24, 1888 New Haven refuses to continue running the new New York & New England

Railroad sleeping cars *Beethoven* and *Mozart* between Hartford and New York in Boston-Washington service, as they are too wide for NH clearances and scraped other cars on their first trip. (NYT)

- Sep. 25, 1888 Freehold & New York Railway (Freehold-Matawan-Keyport) sold at foreclosure. (ICC)
- Sep. 25, 1888 Charles Adsit, Trustee of the Rochester, Hornellsville & Lackawanna Railroad, begins operating the section of the bankrupt Lackawanna & Pittsburgh Railroad between Hornellsville Jct. and Wayland, about 10 miles. (RRH 92)
- Sep. 25, 1888 Judge Shroder of Cincinnati dismisses charges of embezzlement brought by Cincinnati, Hamilton & Dayton Railroad against Henry S. Ives and George H. Stayner. (RyRegister)
- Sep. 25, 1888 Chicago & Canada Southern Railway, controlled by the LS&MS, is sold at foreclosure; the completed part is reorganized as the Detroit & Chicago Railroad on Nov. 24 and remains part of the NYC system; the unfinished section between Montpelier, Ohio, and Hammond, Ind., is acquired by the Wabash Railroad. (GrnBk, Tennant)
- Sep. 26, 1888 Trunk Line agents meet at Commissioner Fink's office; effort to restore freight rates fails. (NYT)
- Sep. 26, 1888 New "HG" Interlocking placed in service at Holmesburg Jct. (PRRFAX)
- Sep. 27, 1888 ICC Commissioner Cooley calls for uniform freight rate classification nationwide. (NYT)
- Sep. 28, 1888 Ferry Avenue station renamed South Camden on the West Jersey Railroad. (MB)
- Sep. 29, 1888 *New York Times* reports that New York & New England Railroad has secured control of the New York & Connecticut Air Line Railroad, with a charter for a parallel line from New Haven to the New York state line, and that the Air Line has issued construction contracts to the D.E. Culver Contracting Company and Stephens, Cameron & Co. (NYT)
- Sep. 29, 1888 Blubaker Coal Company makes a third lease at Hastings on the newly-opened Cambria & Clearfield Railroad to the Chest Creek Coal & Coke Company, J. L. Mitchell, Pres. (Gable)
- Sep. 30, 1888 NYC&HR inaugurates *New York & Chicago Fast Mail East*, running through from Chicago in 27:00 with mail connections from West Coast. (RyW)

- Fall 1888 Lackawanna & Pittsburgh Railroad ceases operation of Rochester, New York & Pennsylvania Railroad between Nunda Jct. and Swains, N.Y., leased in 1883. (Val - "probably" - possibly 9/25?)
- Oct. 1, 1888 Pres. Cleveland signs the Arbitration Act of 1888 creating a commission for the voluntary arbitration of labor disputes railroads that disrupt interstate commerce; the arbitration provisions are never used; it also allows the Pres. to appoint a temporary commission to investigate the causes of any railroad labor dispute; this power is used only once, for the Pullman Strike of 1894. (PMiddleton)
- Oct. 1, 1888 General Freight Traffic Agent John S. Wilson resigns to head Freight Dept. of Reading, effective Oct. 15; Wilson refuses to confirm or deny his action to the press. (MB, NYT, RRGaz)
- Oct. 1, 1888 Chesapeake & Ohio Railway (C&O) restored to the company without foreclosure after reorganized by Drexel, Morgan & Co. supplanting the Collis P. Huntington interests; Melville E. Ingalls (1842-1914), elected Pres.; lease to Newport News & Mississippi Valley Company terminated, and the NN&MV western lines eventually become part of the Illinois Central Railroad; Ingalls is also Pres. of the Cincinnati, Indianapolis, St. Louis & Chicago Railway ("Big Four"), creating long-standing ties between the two roads; Ingalls concentrates on developing the C&O's coal traffic instead of seeking Trunk Line status. (C&O, AR, Bias)
- Oct. 2, 1888 United New Jersey Railroad & Canal Company Board approves surrender of all rights of old Essex & Middlesex Turnpike in Raritan Township. (MB)
- Oct. 2, 1888 PC&StL Railway Executive Committee authorizes building storage tracks east of Newark, Ohio. (MB)
- Oct. 4, 1888 N.Y. Railroad Commission considers the application of the LIRR to suspend passenger service on the Bay Ridge Branch in winter; protested by residents. (NYT)
- Oct. 4, 1888 PFW&C Board hears report that all attempts to sell the betterment bonds have failed; order issuing PRR \$777,543 in guaranteed special stock. (MB)
- Oct. 4, 1888 NYC&HR officials, including Cornelius Vanderbilt, quash plans for a Union Station at Buffalo. (RyW)
- Oct. 4, 1888 St. Cloud & Sugar Belt Railway (narrow gauge) opens between Kissimmee on the South Florida Railroad, and Hamilton Disston's sugar mill at St. Cloud. (Turner/Bramson)
- Oct. 5, 1888 Wheeling & Harrisburg Railway Company of West Virginia Board

authorizes change of line along the left bank of Wheeling Creek past the Whitaker Iron Company, to run between the mill and the hill in the vicinity of 20th Street. (MB)

- Oct. 1888 George R. Blanchard has resigned as head of the Central Traffic Association and sailed for Europe. (RyRegister)
- Oct. 6, 1888 Traffic boom creates severe freight congestion at Pittsburgh. (NYT)
- Oct. 6, 1888 PC&StL Railway Executive Committee approves demand of Little Miami Elevator Company for \$40,000 for its property, as would have to pay even more if it went to a jury. (MB)
- Oct. 1888 Four-track line on new alignment opens between Menlo Park and Metuchen and between Torresdale and Holmesburg Jct. on New York Division. (AR)
- Oct. 1888 New alignment opens at Pomeroy on Philadelphia Division. (AR)
- Oct. 1888 Brandywine Summit Branch of Philadelphia & Baltimore Central Railroad opens from Brandywine Summit to National Kaolin Works (1.63 miles). (Val - Wilson says 2/15/88)
- Oct. 8, 1888 PRR men elected to the Board of the Turtle Creek Valley Railroad, reflecting the purchase from George Westinghouse; J.N. Du Barry replaces Westinghouse as Pres. (MB)
- Oct. 8, 1888 Noting recent heavy purchase of New York & New England Railroad stock, press rumors have the PRR seeking control as part of its war with the New York, Lake Erie & Western Railroad; the PRR cannot afford to buy the New Haven. (NYT)
- Oct. 8, 1888 Page, Carey & Co. begin work on Ohio River Bridge and railroad of the Wheeling & Harrisburg Railway Company of West Virginia at the Top Mill and Whitakers Mill. (MB)
- Oct. 9, 1888 Henry Monett (1853-1888), General Passenger Agent of NYC&HR and former Lines West official, dies of pneumonia at Yonkers, N.Y., after catching cold on an inspection tour. (RRGaz)
- Oct. 10, 1888 Insurance Dept. expanded to cover foreign cars on PRR. (MB)
- Oct. 10, 1888 George A. Dadmun, former General Ticket Agent and Division Ticket Agent of Maryland Division, dies after 34 years of service. (AR)
- Oct. 10, 1888 Martins Ferry Terminal Railroad incorporated in Ohio under articles dates Oct. 5 in the interest of the Wheeling & Harrisburg Railway Company of

- West Virginia to build from Martins Ferry to the mouth of Glens Run; stock owned by Wheeling & Eastern Improvement Company. (Church, C&C)
- Oct. 10, 1888 Worst rear-end collision of the 19th century occurs on the Lehigh Valley Railroad at Mud Run in the Lehigh Gorge; a double-header telescopes the last two cars of an excursion train, killing 66. (Aldrich)
- Oct. 12, 1888 Wheeling & Harrisburg Railway Company of West Virginia approves contract with the Wheeling & Eastern Improvement Company of Hartford, Conn., headed by Col. George P. Bissell, to build the bridge across Ohio River between Wheeling and Martins Ferry; actual construction of the bridgework is subcontracted to the Edge Moor Bridge Works of Delaware; Pres. R.H. Cochran reports that work is progressing on the new railroad between Martins Ferry and Bowerston; Board approves revised line passing through tunnels north and east of Wheeling to Wheeling Creek and a branch from the Carter farm down to the intersection with the old line. (MB, Church)
- Oct. 12, 1888 Job Abbott replaces Gustav Lindenthal, resigned, as Chief Engineer of Wheeling & Harrisburg Railway Company of West Virginia. (MB)
- Oct. 13, 1888 Atlantic City Railroad places "CY" interlocking in service at crossing of West Jersey and Camden & Atlantic Railroads at Baltic Avenue, Atlantic City. (Rdg)
- Oct. 13, 1888 Fire destroys the St. Louis, Vandalia & Terre Haute Railroad freight station at East St. Louis, including a nearby hotel, 15 freight cars and 300 bales of cotton. (RRGaz)
- Oct. 15, 1888 William H. Joyce appointed General Freight Agent for Lines East, replacing John S. Wilson, General Freight Traffic Agent, resigned; John Whittaker named Assistant General Freight Traffic Agent. (MB)
- Oct. 15, 1888 Point Pleasant & Philadelphia RPO cut back to Hightstown & Philadelphia RPO. (Kay)
- Oct. 15, 1888 CStL&P Railroad appoints George W. Davis Division Freight Agent for the Southern Division. (MB)
- Oct. 1888 PRR establishes new fast mail of postal and express cars between New York and St. Louis, lv. 7:40 PM; arr. 1:45 AM on 2nd day or 31:00; av. 34 MPH; returns on regular train lv. St. Louis 8 AM and arr. NY 4 PM next day. (RyW)
- Oct. 1888 PFW&C has put on the first of four locomotives designed to run through between Alliance and Crestline, 100 miles, without stopping for coal or water; tender holds 10 tons of coal and 200 bbl. of water. (RyRegister)

- Oct. 1888 PC&StL Railway traffic has increased so much that it is short of motive power and must borrow locomotives from the PFW&C; Altoona Shops and Allegheny Shops are running full time. (RyRegister)
- Oct. 1888 Ralph Peters, General Agent of the PC&StL Railway at Cincinnati, elected Pres. of the Cincinnati, Georgetown & Portsmouth Railroad, a narrow gauge line running from Columbia in the First Ward of Cincinnati on the Little Miami Railroad to Georgetown (42 miles); uses the PRR station on Pearl Street. (RRBio, HistCinHamCo)
- Oct. 1888 Texas & Pacific Railway leaves receivership without foreclosure and with Jay Gould and his associates, plus his Missouri Pacific Railway owning the largest block of stock. (Grodinsky)
- Oct. 1888 Henry Phipps submits his resignation as Chairman of Carnegie Brothers & Company, Ltd., and is replaced by longtime Carnegie friend David A. Stewart (1831?-1888), a nephew of Tom Scott. (Standiford - verify)
- Oct. 16, 1888 Fire destroys the new Cameron Breaker of the Mineral Railroad & Mining Company near Shamokin. (RyW, HistCameronColl)
- Oct. 16, 1888 Reading places "WH" Interlocking in service at Wetherill Jct. (Rdg)
- Oct. 16, 1888 Toledo, Columbus & Southern Railway sold at foreclosure. (Poors)
- Oct. 17, 1888 Class L 2-4-6T "Jumbo" damaged in collision in West Chester yards; had been rebuilt to reduce weight. (CCHS)
- Oct. 17, 1888 Richmond & Danville Railroad leases East Tennessee, Virginia & Georgia Railway system for 99 years. (Circ, Harrison)
- Oct. 22, 1888 CStL&P Railroad makes new 5-year lease of the eating house at Branford, Ohio, effective Nov. 1. (MB)
- Oct. 23, 1888 U.S. Circuit Court at Hartford rules in case of *New York & Boston Railroad Rapid Transit Company v. Henry M. Parrott, et al.*; issues an injunction vs. the New York & Connecticut Air Line Railroad, of which Parrott, et al., are the majority stockholders, from making any agreement that will interfere with the rights of the plaintiff. (NYT)
- Oct. 24, 1888 City of Indianapolis authorizes \$110,000 in new bonds to refund railroad bonds issues on Jan. 1, 1869. (Church)
- Oct. 25, 1888 First train of Florida oranges arrives at Jersey City via PRR; first shipments from Florida by refrigerator car. (RyW, AAR)

- Oct. 26, 1888 Through their attorney Franklin B. Gowen, the large independent anthracite mining firm of Coxe Brothers & Co. files with the ICC, charging that the Lehigh Valley Railroad discriminates in favor of its subsidiary Lehigh Valley Coal Company; Coxe has a large number of mines in an arc around Hazleton, Pa., on land purchased by Tench Coxe in the late 1700s; thus begins a 15-year struggle on the part of Coxe to obtain better rates that will lead it to seek connections with other railroads, including the CNJ, Reading, and PRR. (NYT)
- Oct. 26, 1888 South Pennsylvania Railroad stockholders meet at Pittsburgh to discuss reorganization; among those who have not signed Carnegie's plan are Ralph Bagaley, Henry Clay Frick, and John Chalfant. (NYT)
- Oct. 26, 1888 West Jersey Railroad Board authorizes leasing a site for a ferry across the Maurice River at Port Norris. (MB)
- Oct. 26, 1888 Martins Ferry Terminal Railroad organized; Robert H. Cochran, Pres. (C&C)
- Oct. 26, 1888 Richmond & West Point Terminal Railway & Warehouse Company purchases the stock of the Georgia Company, a holding company controlling the Central Railroad & Banking Company of Georgia, from the Hollis-Lehman-Clark-Inman Syndicate for \$4.2 million, plus purchasing or guaranteeing \$4 million in bonds which represent nothing more than speculative profits. (Klein)
- Oct. 27, 1888 Elmira & Lake Ontario Railroad leases Canandaigua Lake Railroad. (Val)
- Oct. 29, 1888 Samuel Rea makes his first report on the Philadelphia terminal situation; recommends extension from Kensington to a new downtown depot at 3rd & Market Streets; operating a rapid transit loop service between 3rd Street and Broad Street via North Philadelphia, and main line passenger transfer stations at Frankford Jct., Germantown Jct., and Mantua ("ZOO"). (EngDpt)
- Oct. 29, 1888 Kaighns Point & Philadelphia Ferry Company contracts for a new ferry house on the north side of Kaighn Avenue. (MB)
- Oct. 29, 1888 McKeesport & Bessemer Railroad incorporated in Pa. under articles dated Oct. 27 to build between Cochran and McKeesport across the Monongahela River; J. Wainwright, Pres. (Val, C&C)
- Oct. 30, 1888 Delaware River Ferry Company of New Jersey contracts with Harlan & Hollingsworth Company for a new ferry. (MB)
- Oct. 30, 1888 Reading establishes a Relief Dept. (Bogen)

- Oct. 31, 1888 PRR confirms that it has purchased the Turtle Creek Valley Railroad from George Westinghouse for \$300,000; has elected J.N. Du Barry Pres. and stopped all work with 22 miles finished; was originally intended by Westinghouse to run from Port Perry to Saltsburg and Punxsutawney to connect B&O with Buffalo, Rochester & Pittsburgh and the Great Lakes, giving him an independent rail outlet and also access to his holdings in the natural gas fields. (NYT)
- Oct. 31, 1888 Chicago Union Transfer Railway incorporated in interest of Stickney Syndicate to build belt and terminal railroad on south side of Chicago; company buys 1,237 acres 3.5 miles long by 0.5 mile wide between 67th & 71st Street, on which it builds Clearing Yard. (ICC, Church)
- Nov. 1, 1888 William Jackson Palmer's Mexican National Railroad finally opens over its full distance between Laredo and Mexico City. (Poors, Pletcher)
- Nov. 2, 1888 Marietta, Columbus & Northern Railroad sells its railroad, Moores Jct. to Palos, Ohio, to Toledo & Ohio Central Extension Railroad. (Church)
- Nov. 5, 1888 PC&StL Railway authorizes improvements at Cincinnati: revising yards between Point Isabella and Parsons Street and between Whitaker Street and the Turnpike crossing; building a new engine terminal and shops on the Rolling Mill property. (MB)
- Nov. 5, 1888 "Doctor" David Hostetter (1819-1888) dies at the Park Avenue Hotel in New York of kidney disease prior to an operation; his death gives full control of the Pittsburgh & Lake Erie Railroad to the Vanderbilts and simplifies the task of burying the South Pennsylvania Railroad; Hostetter leaves a personal estate estimated at \$6.6 million; his business interests are inherited by his son, D. Herbert Hostetter (1859-1924). (NYT, rootsweb)
- Nov. 6, 1888 Republican Benjamin Harrison (1833-1901), the grandson of William Henry Harrison, defeats Pres. Grover Cleveland's reelection bid in a campaign fought entirely over free trade (Cleveland) vs. the tariff (Harrison); Matthew Quay, the boss of Pennsylvania, bastion of protectionism, raises a \$3 million war chest, the largest in a presidential contest thus far; Cleveland garners a slightly higher plurality of the popular vote than in 1884, but the Republicans are no longer divided and win the electoral vote; the Republican win both houses of Congress; as a result of campaign promises, Harrison is forced to make James G. Blaine Secretary of State, and Quay contributor John Wanamaker Postmaster General; the Republicans spend the tariff-generated surplus on steamship subsidies, Union Civil War pensions and other special interests among their supporters. (Ratner, Strouse)
- Nov. 9, 1888 ICC rules that it has no jurisdiction over emigrant fares, which are regulated by the N.Y. Board of Immigration Commissioners. (NYT)

- Nov. 9, 1888 Frederic A. Potts (1836-1888), coal merchant and Pres. of New York, Susquehanna & Western Railroad, dies at age 52; his father George H. Potts. has died in April. (RyW)
- Nov. 11, 1888 Chicago Car Service Association organized, the first of its kind; establishes a \$1 *per diem* charge for each car delayed; reduces detention of cars from 2.37 days to 1.63 days. (GTC MB, Loree)
- Nov. 12, 1888 Vanderbilt lines announce a 33% reduction in westbound rates to 20-50 cents to Chicago, claiming that the PRR has not adopted the higher winter rail and lake rates of 30-75 cents imposed on Nov. 2; Pres. Roberts states that PRR has always maintained rates. (NYT, RyW)
- Nov. 13, 1888 PRR, Erie and DL&W match NYC&HR cut in rates; PRR does not initiate a further cut; through traffic is only 8% of PRR's business, but 50% of Vanderbilt lines; Pres. Roberts expresses surprise and claims PRR always maintained rates. (NYT)
- Nov. 13, 1888 Schuylkill Junction Railroad incorporated in Pa. by B&O interest to build a direct line from 30th Street near Park Jct. to Cheltenham Avenue & 2nd Street, bypassing the heavy Falls Grade on the Reading's Port Richmond Branch; surveyed but no construction. (B&O CorpHist)
- Nov. 14, 1888 Northern Central Railway Board authorizes the transfer of its stock in the Canandaigua Lake Railroad to the Elmira & Lake Ontario Railroad, preparatory to merger. (MB)
- Nov. 14, 1888 St. Andrew's Club of Yonkers, N.Y., opens the first U.S. golf course; golf quickly becomes a sport of choice for the upper classes and drives the formation of suburban country clubs. (LMHS)
- Nov. 15, 1888 J. Pierpont Morgan denies rumors that representatives of the NYC&HR, PRR and New York, Lake Erie & Western Railroad have met at the offices of Drexel, Morgan & Co. and arranged a settlement of the Trunk Line rate wars. (NYT)
- Nov. 15, 1888 Secretary of War approves plans for Merchants Bridge at St. Louis. (Church)
- Nov. 15, 1888 Trial of George I. Seney and Samuel Shetham begins; charged with unlawful diversion of \$1.25 million of \$5 million raised from local subscribers to build the River Division of the Ohio Central Railroad between Corning, Ohio, and Charleston, W.Va., and then loaned to the Richmond & Alleghany Railroad; the scheme had collapsed with the failure of the Metropolitan Bank in 1884. (NYT)

- Nov. 1888 West Jersey Railroad has secured right-of-way for a relocated line through Anglesea. (RyRegister)
- Nov. 1888 Fire destroys shops of Cincinnati, Lebanon & Northern Railway and damages locomotive No. 4. (AR)
- Nov. 1888 Former Lines West motive power official R.H. Soule, lately Superintendent of Motive Power of the New York, Lake Erie & Western Railroad, named General Agent of the Union Switch & Signal Company. (RyRegister)
- Nov. 1888 Future VP Thomas B. Hamilton (1870-1939) joins Lines West as a rodman on the Louisville Division after graduating from Princeton. (RyAge, PR)
- Nov. 16, 1888 Susquehanna Coal Company Board authorizes sale of railroad and bridge between Nanticoke and DL&W at West Nanticoke to North & West Branch Railway for \$150,000. (MB)
- Nov. 17, 1888 PRR runs special train to Harvard-Princeton football game at Princeton. (NYT)
- Nov. 18, 1888 PFW&C puts on fast train entirely for express companies, leaving Pittsburgh at 8:00 AM and arriving at Chicago at 9:45 PM. (NYT)
- Nov. 18, 1888 B&O cuts its Philadelphia-Washington time to 3:15; PRR was 3:25; PRR then cuts best time to 3:07. (RRGaz)
- Nov. 18, 1888 Tide Water Oil Company incorporated as the refining subsidiary of the Tide-Water Pipe Company, Limited; absorbs the refineries of Ocean Oil Company, Polar Oil Company and Lombard, Ayres & Co. (AR, Nevins)
- Nov. 18, 1888 Cleveland & Canton Railroad converted to standard gauge. (Eckley - verify ICC W&LE, Hilton?)
- Nov. 19, 1888 Baltimore & New York Railway incorporated in N.J. in interest of B&O to build independent line from near Bound Brook to point opposite Staten Island; replaces earlier Baltimore & New York Railroad of 1886, which is dissolved and abandons its route on the same date. (ICC, NJCorp, B&O CorpHist)
- Nov. 19, 1888 B&O Investigating Committee reports on the company's finances, revealing the artificial inflation of accounts, failure to charge depreciation, and overvaluing assets practiced by the Garretts that have made the B&O look far more prosperous and powerful than it really is; the vaunted "Surplus Fund" is revealed to be nothing but the book value difference between assets and liabilities, the former mostly overvalued stocks of subsidiary companies; the Spencer management has adopted new bookkeeping practices, reduced the

valuation of stocks in the treasury from \$13.48 million to \$4.35 million, reduced the book value of equipment by \$4 million, and written off \$7.76 million of uncollectible advances to subsidiary companies; Spencer's victory will be short-lived; Spencer has alienated the state and city directors, who fear loss of local control and a Morgan takeover; the Garrett family and Johns Hopkins University still have large stock holdings. (AR, Stover)

- Nov. 1888 Samuel Spencer's investigating committee's findings are published in the annual report; include an overvaluation of company assets, failure to charge depreciation, numerous rebate agreements by which favored political figures benefit at the expense of the stockholders; Spencer has sold the express company, sleeping car and telegraph businesses to pay down the company's \$8.77 million floating debt; property and stocks of other companies are revalued, and the profit & loss account is halved to \$23 million; a new system of bookkeeping is instituted and dividends suspended. (Davis, Hungerford - verify AR, NYT?)
- Nov. 19, 1888 At the B&O's annual election, Robert Garrett resigns from the Board, but the Baltimore-Garrett faction regains control; William Keyser, James L. McLane and Judge Dobbin, who were members of Pres. Samuel Spencer's Investigating Committee, are ousted from the Board, leaving Charles F. Mayer, Robert Garrett's father-in-law William F. Frick, and James Sloan, Jr., in control; George deB. Keim of the Reading also elected to the Board. (NYT, RyRegister)
- Nov. 20, 1888 Gen. Thomas J. Power (1807?-1888), civil engineer on Allegheny Portage Railroad and PRR, dies at Rochester, Pa. (RyW)
- Nov. 20, 1888 Hamilton County Court of Common Pleas orders charges against Henry S. Ives and George H. Stayner dismissed for lack of evidence. (NYT)
- Nov. 20, 1888 Chicago Car Service Association formed to speed interchange of cars and fix demurrage rates; institutes demurrage charges for the unnecessary detention of freight cars to put an end to the use of cars by shippers as temporary free storage. (NYT, AR)
- Nov. 20, 1888 Manistee & Northeastern Railroad opens between Manistee and Nessen City. (MichRRs - verify, see 1/89)
- Nov. 21, 1888 Lehigh Valley Railroad opens its Mountain Cutoff between Fairview and a connection with its Pleasant Valley Branch, which is used to reach the main line at Pittston; this line is used for all coal and freight trains, with the old main line via Sugar Notch, with its much higher grades (96 ft. per mile vs. 64 ft. per mile), used mostly for passenger trains to serve Wilkes-Barre. (AR)
- Nov. 22, 1888 CStL&P Railroad Executive Committee authorizes construction of a new

- passenger station at Madison Street, Chicago, near Washington Boulevard. (MB)
- Nov. 22, 1888 Kokomo Belt Railroad incorporated in Indiana under articles dated Nov. 21 to build an industrial branch from the CStL&P Railroad to the Kokomo Strawboard Works (2.5 miles). (Church, C&C)
- Nov. 22, 1888 Yard men at Indianapolis strike for wage increase. (AR)
- Nov. 23, 1888 First revenue freight train of the Raritan River Railroad carries two car loads of clay from Edgar's clay pits in Sayreville to South Amboy. (Deibert)
- Nov. 24, 1888 Ohio Valley Railway authorizes purchase of land in South Bellaire for stock yards. (MB)
- Nov. 24, 1888 Detroit & Chicago Railroad incorporated in Michigan as the reorganization of the completed part of the Chicago & Canada Southern Railway; controlled by the LS&MS. (GrnBk)
- Nov. 25, 1888 Press reports circulate that the PRR is considering organizing a company capitalized at \$6 million to build 6 large passenger steamboats and 6 package freight boats for the Buffalo-Duluth run; claims that the joint operation with the NYC&HR on Lake Superior is hurting its business from the Northwest. (NYT)
- Nov. 26, 1888 Daft electric motor tried on the Ninth Avenue Elevated between 14th & 42nd Streets; draws three cars. (NYT/Stokes)
- Nov. 27, 1888 Samuel Rea reports to VP Joseph N. Du Barry on a new entrance into Philadelphia for the PRR; Rea believes that once Reading Terminal is completed, the Reading may command the bulk of the New York-Philadelphia traffic because its station will be better located; Rea recommends a new PRR station at 3rd & Market Streets reached by a mid-block elevated line from Kensington, saving 4 miles over the distance to Broad Street Station; the line would also handle rapid transit trains, as Rea does not foresee the growth of electric trolley lines or a traffic density that would require separate rapid transit elevated railroads; an alternate route would run down the old Aramingo Canal to the Delaware River to a station at 2nd & Market Streets; there would be no connection between the new station and Broad Street, the new line being strictly for New York-Philadelphia use, where the Reading can mount strong competition. (SRea)
- Nov. 28, 1888 New organization in Freight Dept.: drop Local Freight Agent and Through Freight Agent in favor of Assistant General Freight Agent John Whittaker, with Division Freight Agents at Grand Division level; F.D. Howell named to new post of Freight Claim Agent; Manager of Empire Line made to report to

General Freight Agent. (MB)

- Nov. 28, 1888 Merchant Amos R. Little elected a PRR director, replacing John Price Wetherill, deceased. (MB)
- Nov. 28, 1888 Pennsylvania Company Executive Committee authorizes branch of Indianapolis & Vincennes Railroad from Gosport to Big Creek Quarries. (MB)
- Nov. 28, 1888 PC&StL Railway Executive Committee notes refusal of the Little Miami Railroad to pay for a wye connection with the Ohio, Indiana & Western Railway at South Charleston, so the freight would come to the PC&StL rather than going to the CCC&I Railway ("Bee Line"); LM maintains that improvements to its leased property are not its responsibility. (MB)
- Nov. 28, 1888 Orange County Railroad incorporated in N.Y. in the interest of the Lehigh & Hudson River Railway to build a direct connection from Greycourt to the Poughkeepsie Bridge Route at Maybrook. (RRH 47)
- Nov. 28, 1888 Courts invalidate the lease of the East Tennessee, Virginia & Georgia Railway to the Richmond & Danville Railroad. (Prince)
- Nov. 29, 1888 In an interview at "Pencoyd Farm", Pres. George B. Roberts reports that his recent meeting with NYC&HR Pres. Chauncey M. Depew on subject of raising rates was entirely satisfactory. (NYT)
- Nov. 30, 1888 Camden & Philadelphia Steam Boat Ferry Company Board approves giving Smith and Windmill Islands to the Board of Harbor Commissioners, so that they can be removed by dredging. (MB)
- Nov. 30, 1888 Charter of the South Mountain Railroad sold at Lebanon, Pa., to the Harrisburg & New England Railroad. (Kulp/L&NE - verify RRG)
- Dec. 1, 1888 VP Frank Thomson meets in Philadelphia with NYC&HR Second VP Horace J. Hayden to work out details of a compact for maintaining rates. (NYT)
- Dec. 1, 1888 B&O withdraws from Castle Garden emigrant joint agency. (NYT, RRGaz)
- Dec. 1, 1888 Freehold & New York Railway reorganized as Freehold & New York Railroad. (ICC)
- Dec. 1, 1888 ICC rejects George Rice's charge of rate discrimination against the WNY&P and rules that its oil rates are reasonable. (NYT)
- Dec. 1, 1888 Lehigh Valley Railroad leases the Pennsylvania & New York Canal &

Railroad Company. (AR)

- Dec. 1, 1888 Lehigh Valley Railroad adopts a new, integrated organization for what it now calls the "Lehigh Valley Railroad System"; Charles Hartshore is VP of all lines, in charge of the Finance and Executive Depts. at Philadelphia; Robert H. Sayre is Second VP in charge of engineering, construction and transportation at South Bethlehem; John B. Garrett is Third VP in charge of traffic and accounting at Philadelphia; Rollin H. Wilbur is Assistant to Sayre for car and locomotive distribution; H. Stanley Goodwin is General Eastern Superintendent, in charge of all lines east of Pittston at South Bethlehem; William Stevenson is General Northern Superintendent in charge of all lines west of Pittston; Capt. William P. Henry is General Manager of the Lehigh Valley Transportation Company at Buffalo; F.B. Morris is General Manager of the Perth Amboy towing line. (MB)
- Dec. 2, 1888 New "DO" Interlocking placed in service at Monmouth Street, Trenton, N.J. (PRRFAX)
- Dec. 3, 1888 Central Traffic Association announces charges against the Michigan Central Railroad for manipulating its grain rates; are charging the lower through rate for grain coming from the West to shippers originating grain in Chicago. (NYT)
- Dec. 3, 1888 Orange County Railroad incorporated in N.Y. by CNJ group headed by J. Rogers Maxwell and Henry Graves for purpose of linking the Lehigh & Hudson River Railway at Greycourt with the roads leading to the Poughkeepsie Bridge. (NYState, LVCorps, ICC)
- Dec. 4, 1888 Yardmen's strike at Indianapolis ends; 45 strikers discharged and places taken by road men who volunteer for yard duty. (AR)
- Dec. 4, 1888 Andrew Carnegie issues a statement denying rumors that he is working with the PRR to frustrate the revival of the South Pennsylvania Railroad; notes Dr. Hostetter has died recently and whole plan depends upon what the Vanderbilts do; in fact, Carnegie is trying to get PRR to pay him full value for his South Penn shares; when Pres. Roberts offers only 60% without interest, Carnegie threatens to sue. (NYT, Nasaw)
- Dec. 5, 1888 Atlantic City ordinance authorizes Camden & Atlantic Railroad to erect trolley wire for its Atlantic Avenue line and run Longport trolley cars to and from the Tennessee Avenue station. (Butler)
- Dec. 5, 1888 PC&StL Railway Board authorizes a wye connection at South Charleston; new freight yard and freight house at Miami City; Frank Thomson elected a director in place of John Price Wetherill, deceased. (MB)

- Dec. 5, 1888 J. Rogers Maxwell, Austin Corbin, George F. Baker and Edward D. Adams elected to the Board of the Lehigh & Hudson River Railway. (NYT)
- Dec. 5, 1888 South Pennsylvania & Ohio Railway sold to the Cleveland & Wheeling Railroad; no portion of it is completed; the C&W becomes part of the Lake Erie, Alliance & Wheeling Railroad, a local coal road in eastern Ohio, and eventually part of the New York Central System. (ICC, GrnBk)
- Dec. 5, 1888 Union Pacific and Central Pacific Railroad inaugurate the weekly all-Pullman, extra-fare *Golden Gate Special* between Omaha and Oakland/San Francisco; cars *Aladdin* and *Sybaris* are believed to be the first Pullman open-platform observation-lounge cars. (Beebe/Trains, Dubin)
- Dec. 6, 1888 VP Frank Thomson meets in New York with NYC&HR Second VP Horace J. Hayden and Erie VP Samuel M. Felton, Jr.; rumors are that they have agreed to raise rates effective Dec. 17; in a press interview, Chauncey M. Depew denies he has attended any such conferences, although there may have been a meeting at Albert Fink's office; Depew claims to have met with all the Trunk Line heads except Elisha P. Wilbur of the Lehigh Valley Railroad. (NYT)
- Dec. 6, 1888 Former PRR General Freight Traffic Agent John S. Wilson elected Pres. of Poughkeepsie Bridge Company. (NYT)
- Dec. 7, 1888 Train ferry *Maryland* burns just after docking at Harlem River pier with the four-car *Boston Express* at 11:20 PM; fire believed to have started in kitchen; burning cars are pulled off and boat is towed away from the pier and allowed to burn to the water's edge; train consists of a baggage car, coach and two Pullmans; *Maryland* made two passenger and two freight round trips; freight cars to be carried by car floats; through Washington-Boston passenger service discontinued and carriage transfer between Grand Central and Debrosses Street substituted. (NH AR, NYT)
- Dec. 7, 1888 Chauncey M. Depew tells the *New York Times* that the Trunk Line rate wars are over; in the afternoon, Albert Fink announces that the old rates will be restored on Dec. 17; 1st class to be raised from 50 cents to 75; 6th class from 20 to 25; both PRR and NYC&HR have withdrawn their opposition to differentials for weak roads. (NYT)
- Dec. 7, 1888 Richmond & Danville Railroad surrenders lease of East Tennessee, Virginia & Georgia Railway under pressure from minority stockholders. (Harrison)
- Dec. 7, 1888 Johnstown Steel Street Railway Company renamed The Johnson Company; however, both the PRR and Cambria Iron Company refuse it rail connections and try to stifle another competitive company in Johnstown. (Gable)

- Dec. 9, 1888 B&O puts on three fast train, one southbound and two northbound, between Philadelphia and Washington running through in 3:00; consist of 3 coaches and a Pullman; run non-stop from Washington to Bailey's Roundhouse south of Camden Station. (RRGaz)
- Dec. 10, 1888 National Docks & New Jersey Junction Connecting Railway incorporated in N.J. to build link from N.J. Jct. to Sterling Jct. on National Docks Railway via tunnel under the PRR main line embankment and Waldo Avenue Yard to the New Jersey Junction Railroad. (Baird, LVCorp)
- Dec. 10, 1888 Williamstown & Delaware River Railroad establishes freight stations at Richwood and Jefferson; opens extension for freight service only from Glassboro to Jefferson. (Rdg)
- Dec. 10, 1888 Pittsburgh, Chartiers & Youghiogeny Railway Board orders the location of a line from the current terminus at Beadling up Painters Run to Mount Lebanon, down the branch of Saw Mill Run and then up its other branch and over to Webster Run, thence down Streets Run to Hays on the Monongahela River and down the Mon through Homestead and Braddock to the mouth of Turtle Creek on the lands of Carnegie Brothers & Company, Ltd. (MB)
- Dec. 10, 1888 Richmond, Ind., yards and shops moved from First Division to Third (Southern) Division of CStL&P; headquarters of First (Eastern) Division of CStL&P moved from Richmond to Indianapolis. (AR)
- Dec. 10, 1888 Maryland Central Railroad sold at foreclosure at Baltimore for \$600,000 to John K. Cowen, B&O General Counsel. (Hilton)
- Dec. 11, 1888 Proprietors of the Bridges over the Rivers Passaic and Hackensack dissolved after Hackensack bridge and road deeded to the counties; Trenton-Delaware Bridge Company thereby becomes the oldest company in the PRR system. (MB)
- Dec. 11, 1888 Coal operator Calvin Pardee (1841-1923), son of Ario Pardee, elected a director of the Lehigh Valley Railroad in place of George B. Markle, deceased. (MB)
- Dec. 11, 1888 Switchmen's Mutual Aid Association calls off its strike against the Burlington in return for some old men being rehired as vacancies occur. (McMurry)
- Dec. 12, 1888 PRR Board votes to donate \$500 to employees reading room at 28th Street, Pittsburgh. (MB)
- Dec. 12, 1888 Gen. James C. Lane (1823-1888), formerly Chief Engineer for the South Side Railroad Company of Long Island and the New York, Woodhaven &

- Rockaway Railroad, dies at New York. (RRGaz)
- Dec. 14, 1888 Because it has changed managements, PRR ends through rates to points on the Wicomico & Pocomoke Railroad and delivers to Salisbury and Berlin only. (GenNotice)
- Dec. 14, 1888 "Big Four" Pres. Mellville E. Ingalls states in interview that Pres. Roberts has assured him that PRR will maintain the new rates. (NYT)
- Dec. 14, 1888 David A. Stewart (1831?-1888), Chairman of Carnegie Brothers & Company, Ltd., Pres. of Pittsburgh Locomotive & Car Works, and nephew of Tom Scott, dies at Pittsburgh of kidney disease. (PittsComGaz, RRGaz, RyW)
- Dec. 15, 1888 CNJ purchases the railroad of the NY&LB. (MB)
- Dec. 1888 New alignment of the PRR main line opens between Pomeroy and Parkesburg, Pa. (CCHS)
- Dec. 1888 Raritan River Railroad opens for freight service to South River. (Deibert)
- Dec. 1888 Pennsylvania Schuylkill Valley Railroad opens Morea Branch from Morea Jct. to Morea Breaker (1.0 mile). (Val)
- Dec. 1888 Radebaugh Branch of South-West Pennsylvania Railway opens between Radebaugh on the PRR main line and County Home Jct. at Huff Town south of Greensburg (3.49 miles); forms a cutoff for coal and coke moving to Pittsburgh, reducing congestion at Southwest Jct. (Val, RyRegister Keystone)
- Dec. 1888 PC&StL Railway orders 2,000 freight cars to cope with increased traffic. (RyW)
- Dec. 1888 GR&I makes largest land deal in the history of Missaukee County, Mich.; sells 4,700 acres of pine lands to John Draper Torrent (1833-1915), a Muskegon lumberman, for \$800,000; timber is to be milled at Lake City and shipped by rail. (RyW, RRGaz)
- Dec. 1888 NYC&HR is experimenting with steel ties. (RyRegister)
- Dec. 1888 Maryland Steamboat Company withdraws its service to Mobjack Bay on the Piankatank River line under threat from the Old Dominion Steamship Company to establish a Norfolk-Piankatank River route. (Burgess)
- Dec. 1888 Silver Springs, Ocala & Gulf Railroad opens an extension from Dunnellon to Homosassa, Fla., primarily to serve phosphate mines. (Turner/Bramson)

- Dec. 1888 Sun Oil Line Company incorporated in Ohio by Joseph N. Pew; it acquires drilling rights, storage tanks and railroad tank cars for handling oil in northwestern Ohio. (Giebelhaus - verify OhioCorps? MB?)
- Late 1888 New England Terminal Company incorporated in Conn. to operate train ferries and car floats between the terminal of the Danbury & Norwalk Railroad at Wilsons Point (South Norwalk) and New York City; owned 50% by the New York & New England Railroad, 25% by the Danbury & Norwalk Railroad and 25% by the Housatonic Railroad. (AR)
- Dec. 17, 1888 Central Traffic Association restores eastbound rates to level of Mar. 5, 1888; grain to 25 cents from Chicago; Trunk Line Association restores westbound rates to pre-Nov. 12 levels; however, the weak roads are still fighting over differentials; the Wabash charges 43½ cents for dressed beef, Chicago to New York, vs. 50 cents on PRR and NYC&HR. (RyW, NYT)
- Dec. 17, 1888 Wicomico & Pocomoke Railroad sold at foreclosure to Baltimore & Eastern Shore Railroad interests. (Val - this is date of subsequent deed!)
- Dec. 17, 1888 B&O Board resolves to build Baltimore Belt Line from Camden Station under Howard Street and around north Baltimore to Baltimore & Philadelphia line at Bay View Jct., eliminating train ferry between Locust Point and Canton. (Condit)
- Dec. 17, 1888 Baltimore Belt Railroad incorporated in Md. to build from Camden Station to Bay View Jct. and Canton; William Gilmer and John K. Cowen are also interested in the scheme to permit their Maryland Central Railway to extend from its present terminus near North Avenue to the center of town and to Canton. (ICC, B&O CorpHist, Hungerford, Hilton)
- Dec. 17, 1888 Roselle & South Plainfield Railroad (Lehigh Valley Railroad) opens between South Plainfield and Central Jct., located between Roselle and Aldene on the CNJ; routes general freight over the CNJ to Communipaw (Jersey City Jct.), where it enters a LV yard built on the West Line Tract north of the CNJ terminal. (MB, AR)
- Dec. 17, 1888 G.N. Smalley, et al., mortgage trustees, deed abandoned line of former Toledo, Cincinnati & St. Louis Railroad between Lebanon Jct. and Dodds to Henry Lewis, a wealthy Cincinnati wool merchant, for \$40,000. (Church, Hauck)
- Dec. 18, 1888 Insurance Dept. established on Lines West.
- Dec. 18, 1888 Baltimore & New York Railway files new location between Arthur Kill and CNJ at Cranford Jct. (NJCorp)
- Dec. 18, 1888 Directors of the Richmond & West Point Terminal Railway & Warehouse

Company meet in New York and oppose the sale of the East Tennessee, Virginia & Georgia Railway. (NYT)

- Dec. 19, 1888 PRR denies rumors that the Delaware & Raritan Canal is to be abandoned, although net earnings have decreased by 44% between 1886 and 1887; Reading and Lehigh Coal & Navigation Company have withdrawn their coal traffic. (NYT)
- Dec. 19, 1888 B&O Board elects Charles F. Mayer (1832-1904), a member of the Baltimore business elite and Pres. of the B&O-controlled Consolidation Coal Company, as Pres. over incumbent Samuel Spencer by vote of 13-8; Mayer immediately moves into the president's office and begins issuing orders; Spencer does not return from lunch; Mayer reverses many of Spencer's policies in line with the wishes of Baltimore and Maryland interests; rumors credit Robert Garrett's wife and his sister Mary for instigating the coup; Mary Garrett (1854-1915) is said to detest Spencer for exposing the sham of the Garrett family's creative bookkeeping on the B&O and the mythical nature of its fabled "Surplus Fund"; as a result, Drexel, Morgan & Co. is either forced out or washes its hands of B&O financing and calls in its recent loan of \$5 million. (RyRegister, RRGaz, BDavis, Hungerford)
- Dec. 20, 1888 General Time Convention settles on a *per diem* rate of 10 cents per day and a half cent per mile for use of freight cars on foreign lines. (RRGaz)
- Dec. 21, 1888 Presidents of lines west of Chicago meet at the home of J. Pierpont Morgan in New York with representatives of Drexel, Morgan & Co., Kidder, Peabody & Co. and Brown Brothers & Co. in an effort to mediate the rate wars raging in the West. (NYT - Strouse says two days or more of meetings at JPM's home that include Depew and GBR; JPM blames RR leaders for rate wars; GBR blames the bankers for financing unnecessary roads; on second day CF Adams proposes that the ICC be used to enforce compliance; GBR agrees that the Interstate Commerce Act, "properly enforced" and Depew agrees - is there a CFAdams journal?? - this probably in Jan. 1889)
- Dec. 22, 1888 PRR committee reports that electric light plant at General Office has deteriorated badly. (MB)
- Dec. 22, 1888 Grand Rapids & Indiana Railroad buys Big Rapids & Western Railroad from Thomas D. Stimson for \$100,000, effective Jan. 1, 1889; becomes Ludington Branch, although never extended to Ludington as intended; under GR&I runs 5.8 miles from Stimson Jct. to Hardys. (Church)
- Dec. 22, 1888 During week ending this date, eastbound traffic from Chicago hits an new records of 111,000 tons, excluding livestock; percentages are: LS&MS - 19.1; Grand Trunk - 18.5; Michigan Central - 16.1; B&O - 14.8; PFW&C - 13.6; CStL&P - 4.9; Nickel Plate - 12.5; Big Four - 0.5. (NYT)

- Dec. 22, 1888 George B. Jenkinson sues in the U.S. Circuit Court at Cleveland vs. Calvin S. Brice, et al., to recover the value of bonds of the Ohio Central Railroad. (NYT)
- Dec. 23, 1888 Washington-Boston service restored using New York, Lake Erie & Western from Jersey City to Newburgh and New York & New England ferry *William T. Hart* across Hudson River between Newburgh and Fishkill, N.Y.; PRR formerly delivered to New York & New England Railroad at Hartford via New Haven; train leaves Boston at 6:00 PM and arrives at Washington at 2:00 PM; temporary route via Grand Central Station and coach transfer ends; 11:30 PM Boston train from Grand Central cancelled. (Guide, NYT, NY&NE AR)
- Dec. 23, 1888 Trunk Lines raise emigrant rate to \$13 to Chicago. (RRGaz)
- Dec. 24, 1888 First train of two cars crosses Poughkeepsie Bridge with guests. (RRGaz)
- Dec. 24, 1888 Columbus renamed Colesgrove on Philadelphia & Erie Railroad. (MB)
- Dec. 25, 1888 Crab Creek Branch of the Pittsburgh, Youngstown & Ashtabula Railroad opens Youngstown, with a half-mile spur to the Mahoning Valley Iron Works. (AR)
- Dec. 25, 1888 Chesapeake & Ohio Railway system (Covington & Cincinnati Elevated Railroad & Transfer & Bridge Company) opens own bridge over Ohio River, completing its line into Cincinnati; Kentucky Central Railroad switches its traffic from the PRR to the C&O bridge. (RRGaz, Evans, Nelson)
- Dec. 26, 1888 PRR Board observes that ICC restrictions on free passes are not being observed by other railroads; therefore modifies PRR rules to issue passes to officers of connecting steamboat lines, to directors of other railroads traveling to board meetings, and to families of officers who receive exchange passes. (MB)
- Dec. 26, 1888 PRR Board orders Keystone Hotel Company to surrender lease of Logan House and all restaurants to the PRR Real Estate Dept.; the corporate shell of the Keystone Hotel Company is maintained until 1910, but it does no business (MB)
- Dec. 27, 1888 NYP&N sells train ferry *Cape Charles* to New England Terminal Company for train ferry service between South Norwalk and New York. (MB)
- Dec. 27, 1888 First Chesapeake & Ohio Railway passenger train runs from Huntington, W.Va., to Cincinnati over the new Ohio River bridge; guests include Collis P. Huntington and Melville E. Ingalls. (RyRegister)

- Dec. 1888 PRR admits experiment with iron ties, carried on for several months, is a failure; ties are not resilient enough and give very rough ride (NYT); elsewhere NYT says is solid block of steel to design developed by London & North Western Railway.
- Dec. 28, 1888 Reacting to rumors that the Trunk Lines want the ICC law amended to permit pooling, a PRR spokesman says that the PRR does not want to go back to pooling; under the pool system, the PRR gained a reputation for better service and exceeded its quotas; it can get more business without the pool. (NYT)
- Dec. 28, 1888 Ohio County Commissioners inspect the work on the Wheeling & Harrisburg Railway Company of West Virginia; eastern abutment of the Ohio River Bridge is nearly completed. (MB)
- Dec. 29, 1888 General Superintendent R.E. Pettit brings two car loads of clerks to Pittsburgh to deal with traffic increase. (RyW)
- Dec. 29, 1888 First official Hartford & Connecticut Western Railroad train crosses Poughkeepsie Bridge from Poughkeepsie to Highland and back; bridge still had no connections on west side and no H&CW connection on the east; equipment brought over the New York & Massachusetts Railway between Boston Corners and Poughkeepsie. (NYT, RyW, Beaujon/RLHS, Mabee)
- Dec. 29, 1888 Maryland Central Railway incorporated in Maryland by the merger of the Maryland Central Railroad and the Slate Ridge & Delta Railway. (ICC)
- Dec. 30, 1888 Midland Railway opens between Ladoga and Brown's Valley Jct., Ind.; uses Terre Haute & Logansport Railroad to reach company mines at Sand Creek. (, Church, C&C)
- Dec. 31, 1888 Elmira & Lake Ontario Railroad acquires property and franchises of Canandaigua Lake Railroad under agreement of Dec. 27, 1888; operation by Northern Central Railway ends. (Val)
- Dec. 31, 1888 Webb, 3-cylinder compound 2-2-2-0 *Pennsylvania* shipped to the PRR from Manchester, England. (Keystone)
- Dec. 31, 1888 Opening of Poughkeepsie Bridge celebrated; transferred from Manhattan Bridge Building Company to the Poughkeepsie Bridge Company, after which a two-car train carries the directors and guests across the bridge. (NYT, Mabee, RRGaz)
- Dec. 31, 1888 PRR Lines West contracts with United States Weighing Machine Company to provide coin-operated scales in stations. (MB)

- Dec. 31, 1888 Cincinnati, Washington & Baltimore Railroad (B&O System) enters receivership. (ICC, RyRegister)
- 1888 Lines West incurs a net operating loss of \$\$170,145 vs. a profit of \$1.28 million in 1887, although freight is up by 1.06 million tons and passengers by 1.655 million; crop failures have intensified competition and rate cutting for the remaining long-haul traffic. (AR)
- 1888 PRR raises the rate on petroleum shipped in barrels by including the weight of the barrel, i.e., from 14-66 cents per bbl.; the tank car rate remains the same, but the Standard Oil Company owns all the tank cars, so independents have to ship in the more expensive barrels. (Granitz)
- 1888 Future PRR VP George Henry Pabst, Jr. (1888-1963) born at New York City. (RyAge - verify ancestry)
- 1888 PRR adopts the Class GE 30-ton gondola car; it is also built with side racks extending its height to carry coke. (Keystone)
- 1888 LIRR buys its first tugboat, the *Gladiator*. (Keystone)
- 1888 LIRR establishes a station at Arverne on the Rockaway peninsula; Arverne Hotel opens, one of the largest in the Rockaways. (Bellot)
- 1888 New "KY" Interlocking placed in service at the east end of the Passaic River Bridge. (AR)
- 1888 New pier, 60 x 615, built at South Amboy for transferring freight when the Delaware & Raritan Canal is closed. (AR)
- 1888 New stone station opens at Como, N.J., on the NY&LB. (MB)
- 1888 New station built at Beach Haven, N.J., replacing the one burned in 1887. (AR)
- 1888 New shelters built at Princeton Jct., Schalks and Ridge Avenue on the New York Division; new passenger platform built at the State Fair grounds north of Trenton. (AR)
- 1888 New station built at Palmyra on the Amboy Division. (AR)
- 1888 New shelter built at Tulpehocken on the Chestnut Hill Branch. (AR)
- 1888 PRR begins filling the waterfront for a new Camden Terminal yards. (AR)

- 1888 Camden & Atlantic Railroad builds track pans at Ancora. (AR)
- 1888 Camden & Atlantic Railroad build new station at Tennessee Avenue at end of South Atlantic City Branch. (AR)
- 1888 Camden & Atlantic Railroad extends South Atlantic City Branch 0.46 mile to a loop at Longport. (AR)
- 1888 West Jersey Railroad extends "Pleasure Railroad" streetcar line one mile south to Continental Hotel at Townsends Inlet. (AR)
- 1888 Piers 4 & 5 at Greenwich Point in South Philadelphia extended. (AR)
- 1888 New freight car shops (Park Shops) and roundhouse open at 46th Street in West Philadelphia. (AR)
- 1888 New coaling station built in West Philadelphia. (AR)
- 1888 New iron cantilever vehicular bridge opens across the Schuylkill River at Market Street, Philadelphia, replacing bridge built by PRR in 1875. (Davis)
- 1888 Delmarva fruit traffic is largest since 1875; 6,796 cars and 61,166 tons. (AR)
- 1888 PRR cuts operating costs on Delaware Railroad and earns 7% dividend despite steamboat competition. (AR)
- 1888 PW&B removes old wooden pier at Lewes, Del., wrecked in the Blizzard of '88; not replaced. (AR)
- 1888 Union Railroad of Baltimore extends from 9th Street & 2nd Avenue, Canton, to Colgate Creek (1.95 mi.) to meet Baltimore & Sparrow's Point Railroad. (Val)
- 1888 Northern Central Railway completes extension of Piers 3 & 4 at Canton, Baltimore. (AR)
- 1888 Northern Central Railway opens new freight station on west side of North Street between Madison & Monument Streets at Baltimore. (AR)
- 1888 Baltimore & Potomac Railroad completes a new roundhouse and shop at Washington; old engine house at 6th Street & Virginia Avenue replaced by a freight station. (MB/AR)
- 1888 Baltimore & Potomac Railroad is building a new freight yard north of the Eastern Branch (Anacostia River). (MB/AR)
- 1888 Third track opens between Frazer and Valley Creek; fourth track opens

- between Glen Loch and Frazer and third track east of Murphy's Cut on Philadelphia Division. (AR)
- 1888 New interlockings built at Ship Road and Valley Creek on the Philadelphia Division. (AR)
- 1888 New main line coal wharf built at Glen Loch. (AR)
- 1888 New station built at Conewago on the Philadelphia Division. (AR)
- 1888 Four-track stone arch bridge built across Swatara Creek at Middletown, Union Canal bridge filled in, and passenger station relocated. (AR)
- 1888 Third and fourth tracks open between Royalton and Steelton on Philadelphia Division with jump-over at Highspire passing passenger line from east to west side; passenger tracks raised between the canal and Highspire. (AR)
- 1888 New two-track line completed along canal between Dock Street and Harrisburg passenger station to avoid 12 street grade crossings. (AR)
- c. 1888 North Lebanon Branch (0.34 mi.) of Cornwall & Lebanon Railroad opens. (Val)
- 1888 Northern Central Railway opens new station at Lake Shore at Sodus Point, N.Y. (AR)
- 1888 New station built at Montgomery, Pa., on the Philadelphia & Erie Railroad, replacing one burned. (AR)
- 1888 Second track built between Montoursville and Muncy (7.35 miles) on the Philadelphia & Erie Railroad. (C&C)
- 1888 Dillsburg & Mechanicsburg Railroad extended to magnetite mines east of Dillsburg. (Watts)
- 1888 Elmira Yard expanded on the Elmira & Canandaigua Division. (C&C)
- 1888 New station built at Marysville on the Middle Division. (AR)
- 1888 New interlockings build at the west end of the Rockville Bridge, Bailey, Vandyke, Longfellow, Ryde, Mill Creek, Ardenheim and Tyrone Forges on the Middle Division. (AR)
- 1888 Third and fourth tracks open between Thompsontown and Tuscarora, Lewistown Jct. and Granville Bridge, and Vineyard and Newton Hamilton on Middle Division; third track opens between Tipton and Bridge No. 13. (AR)

- 1888 Williamsburg Branch extended 4.5 miles east from Williamsburg on Middle Division. (Val)
- 1888 Tyrone & Clearfield Railway opens Amesville Branch Extension, 2.08 miles, from Amesville Branch Extension Jct. to coal mines. (Val)
- 1888 New Brush Mountain Reservoir opens near Altoona. (AR)
- 1888 Third track opens between Gallitzin and Cresson, Sonman to west of Portage, at Grapeville, between Latrobe and Carney, Penn and Manor and Manor and Irwin on Pittsburgh Division. (AR)
- 1888 New interlockings built at Allegrippus, Sang Hollow, and Gallitzin on the Pittsburgh Division. (AR)
- 1888 New 7-span, 4-track stone arch bridge built at Johnstown, Pa. (AR)
- 1888 New roundhouse built at Derry on the Pittsburgh Division. (AR)
- 1888 New stations built at Uniontown, Millwood, Apollo and Harmarsville. (AR)
- 1888 Change of line opens at Brintons, including a new 5-track stone arch bridge. (AR - see 1887)
- 1888 Construction begins on Walls (Pitcairn) Yard east of Pittsburgh. (AR)
- 1888 Addition to train shed 86' x 505' erected at Pittsburgh Union Station. (AR)
- 1888 Allegheny Valley Railroad eases the curve between 16th Street & Etna Street at Pittsburgh, so that road locomotives may operate south of 17th Street. (AR)
- 1888 Allegheny Valley Railroad completes second track between West Penn Jct. and Coleman, Pa. (AR)
- 1888 New brick freight station built at Ford City on the Allegheny Valley Railroad. (C&C)
- 1888 Third and fourth track extended to ___, 3.2 miles east of Allegheny on the Western Pennsylvania Railroad. (C&C)
- 1888 Western Pennsylvania Railroad opens 0.83 mile line relocation at Harmarville. (C&C)
- 1888 Second ore storage trestle built at Ashtabula Harbor. (C&C)

- 1888 New stations built at Bellaire and East Liverpool on the Cleveland & Pittsburgh Division. (AR)
- 1888 New Cumberland Branch of PC&StL Railway extended from New Cumberland to Union Brick Works (1.9 miles). (Church)
- 1888 New station built at Mingo Jct. on the PC&StL Railway. (AR)
- 1888 PC&StL Railway completes double track, Hamlin to Bulger (8.48 miles) on the Pittsburgh Division and Pataskala to Kirkersville, and Big Walnut to Summit on the Columbus & Newark Division. (AR, C&C)
- 1888 Cleveland & Marietta Railway opens new 1,662-foot tunnel at Liberty Hill, shortening line by 1.09 miles. (C&C)
- 1888 Court Street Yard of PC&StL at Cincinnati connected to Cincinnati, Lebanon & Northern Railroad for direct interchange. (C&C)
- 1888 New brick station at Logansport, Ind., completed by CStL&P. (AR)
- 1888 Double track completed between Crestline and Robinson and third track completed between Dixmont and Glenfield on the PFW&C. (AR)
- 1888 New stations built at Valparaiso and South Chicago on the Western Division of the PFW&C. (AR)
- 1888 Chicago, St. Louis & Pittsburgh Railroad extends double track for 1.22 miles to crossing of Chicago & Western Indiana Railroad at (Dolton??), completing double track for 11.73 miles eastward from Chicago. (AR)
- 1888 Hammond Branch of the South Chicago & Southern Railroad opens between Hegewisch and State Line, with passenger service. (AR)
- 1888 State Line & Indiana City Railway opens between Illinois state line southeast of Hegewisch (State Line Tower?) and East Chicago (3.3 miles); also Wolf Lake Branch from Hammond to join South Chicago & Southern Railroad's Hammond Branch at state line east of Hegewisch; operated by Pennsylvania Company as agent. (Church, AR, C&C - probably early - SL&IC has passenger service)
- 1888 Calumet River Railway opens between the PFW&C and the South Chicago & Southern Railroad at Hegewisch (4.4 miles). (AR -check - Church and C&C say 1895!!!)
- 1888 Superstructure of the Wabash River bridge at Terre Haute on the Terre Haute & Indianapolis Railroad is renewed to take heavier rolling stock. (C&C)

- 1888 PRR experiments with iron ties on New York Division. (AR)
- 1888 Class S (later H2) 2-8-0 freight locomotive introduced on Lines West.
- 1888 Susquehanna Coal Company annual production reaches a 19th century peak of 1,894,610 tons. (WBRecord)
- 1888 Future PRR Superintendent Joseph Hildeburn Gumbes (1866-1945) joins the PRR as a rodman on the Middle Division. (PRRBio)
- 1888 Philadelphia Air Line Trust organized to succeed Pennsylvania & New England Construction Company as vehicle for developing Poughkeepsie Bridge Route; obtains control of Hudson Connecting Railroad and Poughkeepsie & Connecticut Railroad. (ICC)
- 1888 New Haven begins installing the block signal system. (AR)
- 1888 New York & New England Railroad contracts with the Hudson Suspension Bridge & New England Railway Company to build a bridge across the Hudson River north of Peekskill, to create a link with the New York, Lake Erie & Western Railroad line at Turners. (AR)
- 1888 Reading abandons the Elizabethport piers leased from the DL&W as its New York Harbor coal terminal in favor of the CNJ's new Port Liberty Pier at Communipaw, used by the North River Coal & Wharf Company, an affiliate of the Beech Creek Coal Company; however, Port Liberty is congested, and the Reading is obliged to ship through the Delaware & Raritan Canal, despite the high tolls. (RyW, RyRegister)
- 1888 Schuylkill Navigation Company abandons the Schuylkill Canal between Schuylkill Haven and Port Clinton. (Nolan/Unger)
- 1888 Coal first shipped from the Chest Creek area in the vicinity of Hastings, Pa. (Storey)
- 1888 Various Virginia and West Virginia coal land companies controlled by E.W. Clark & Co., Drexel & Co. and English bankers Vivian, Gray & Co. and Thomas Wilde Powell in interest of Norfolk & Western Railroad, amounting to over 225,000 acres, consolidated into the Flat Top Coal Land Association. (Lambie)
- 1888 Norfolk & Western Railroad's New River Division extended from Crozer to Elkhorn, W.Va., through a tunnel under Flat Top Mountain. (AR)
- 1888 Maryland Legislature repeals charter of Baltimore & Ohio Relief

Association, effective Apr. 1, 1890, because of its compulsory nature. (NYT - verify PL)

- 1888 A. J. Cassatt purchases a town house at 202 South 19th Street on the west side of Rittenhouse Square from Fairman Rogers (1833-1900) for \$100,000; it is enlarged and remodeled by Frank Furness (1839-1912), who is Rogers's brother-in-law. (Groff, GEThomas)
- 1888 Architect Frank Furness completes an enlargement to the Tom Scott family townhouse at 1832-1834 Rittenhouse Square, increasing it to 52 rooms. (GEThomas)
- 1888 The Belmont Driving Club is organized by gentlemen interested in horse breeding, with 76 acres on Meeting House Lane in Merion; stockholders include A. J. Cassatt, Clement A. Griscom, and contractor Patricius McManus. (Sheridan)
- 1888 NYC&HR opens passenger car yards at Mott Haven in the Bronx near the junction of the Hudson and Harlem Lines to relieve pressure on the yards at Grand Central Depot. (Trager)
- 1888 Lehigh Valley Railroad extends its New Boston Branch from New Boston Jct. to Morea Colliery; Freeland Branch extended from Freeland to Highland forming a loop. (AR)
- 1888 Austin Corbin consults with engineer Charles Mattathias Jacobs (1850-1919) in London while on his summer European vacation; Corbin, as Pres. of the Reading, is interested in techniques for utilizing culm, the fine size of anthracite coal dust created by the coal breakers and usually dumped as waste; Jacobs has worked on the briquetting of coal dust in South Wales; Corbin invites Jacobs to come to the U.S. (ASCE)
- 1888 Louisville, New Albany & Chicago Railway (Monon) builds its own connection to the Indianapolis Union Railway at Alabama Street, replacing the use of the Lake Erie & Western Railroad. (Hilton)
- 1888 New Albany & Eastern Railway opens a 7.5-mile extension connecting the B&O at Jeffersonville to the new Kentucky & Indiana Bridge to Louisville. (Hungerford - verify)
- 1888 George F. Baker and Harris C. Fahnstock of the First National Bank of the City of New York sell their Richmond & Danville Railroad stock for 240, having purchased it for as low as 51 starting in 1882. (Logan - verify Klein?)
- 1888 Centreville & Corsica River Steamboat Company is the successor to the Enterprise Transportation Line, running the *Gratitude* Rock Hall and

Centreville. (Burgess - verify BaltAm)

- 1888 The Lewis brothers of St. Marys County, Md., organize the Maryland & Virginia Steamboat Company and operate between Baltimore and Washington using the *John E. Tygert* chartered at Philadelphia. (Burgess - verify BaltAm)
- 1888 On the Great Lakes, the Western Transportation Company (NYC) has 16 boats aggregating 30,000 tons; the Anchor Line (PRR) has 17 boats at 30,000 tons, and the Union Steamboat Company (Erie) has 9 boats aggregating 20,000 tons. (NYLE&W AR)
- 1888 Number of freight cars on U.S. railroads passes 1 million mark. (AAR)
- 1888 MCB declares the Janney coupler to be the MCB standard after the holders of the Janney patents cede some of their rights. (Aldrich)
- 1888 2,566,270 tons of anthracite coal shipped to Buffalo, up from 570,440 tons in 1873 and 580,640 tons in 1879. (RyW)
- 1888 Peak year for Michigan lumber industry; over 4 million board feet. (MichRRs)
- 1888 American Association of Freight Agents organized at St. Louis to deal with freight station matters. (ARA)
- 1888 Brotherhood of Railway Car Repairers organized. (DeptofLabor)