

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

By Christopher T. Baer

1896

December 2010 Edition

- Jan. 1, 1896 PRR joins with 31 other eastern railroads to form the Joint Traffic Association under agreement of Nov. 19, 1895; David S. Gray, Manager of Union Line named PRR representative on its Board; includes most lines north of Ohio River and east of Mississippi, including Chesapeake & Ohio Railway but not the Norfolk & Western Railway. (RRGaz, AR)
- Jan. 1, 1896 Summit Branch Railroad defaults on General Mortgage interest. (RRGaz, Pours)
- Jan. 1, 1896 Receivers of Cincinnati, Jackson & Mackinaw Railway begin operating freight trains over Cincinnati, Lebanon & Northern Railway between Hageman and East Norwood. (AR)
- Jan. 1, 1896 St. Clair, Madison & St. Louis Belt Railroad assumes operation of own line from Alton Construction Company. (ICC)
- Jan. 1, 1896 Andrew Carnegie establishes the Carnegie Institute at Pittsburgh, a foundation to oversee the Carnegie Institute of Technology (now Carnegie-Mellon University) and the Carnegie Library of Pittsburgh; his friend Samuel Harden Church of Lines West is a member of the Board of Trustees and Corporate Secretary. (NCAB)
- Jan. 1, 1896 Lehigh Valley Railroad begins operating the Elmira, Cortland & Northern Railroad under lease; consists of a line from Elmira to Cortland and from De Ruyter to Camden, N.Y. joined by the rental of the portion of the NYO&W Railway between Cortland and De Ruyter. (ICC)
- Jan. 1, 1896 CCC&StL Railway (Big Four) begins operating freight trains into Louisville over the Baltimore & Ohio Southwestern Railway and the Louisville & Jeffersonville Bridge. (RRGaz)

- Jan. 2, 1896 Bicyclists of Camden protest the PRR's charging them 3 cents to bring their bicycles on the Delaware River ferries; note that the Reading does not charge on its ferries. (NYT)
- Jan. 2, 1896 Pennsylvania Company Executive Committee authorizes purchase of dining car *Astor* from Pullman's Palace Car Company for \$10,000; authorizes building a Brown Hoisting & Conveying Machine Company 12-hoist ore handler at Erie for the Carnegie trade. (MB)
- Jan. 3, 1896 Joint Traffic Association meets in New York. (NYT)
- Jan. 5, 1896 Second track opens between Valparaiso and Winslow on the Western Division of the PFW&C. (AR)
- Jan. 6, 1896 PRR reopens Pavonia Shops for the first time since the cyclone in Dec. 1895. (NYT)
- Jan. 6, 1896 Southern Railway discontinues *Exposition Flyer* and replaces it with regular *New York & Florida Short Line Limited* for the winter vacation season. (Guide)
- Jan. 6, 1896 J. J. Turner elected to the Board of the Terre Haute & Logansport Railroad, giving the PRR a majority of three seats to two for the local interests. (MB)
- Jan. 7, 1896 Joint Traffic Commissioner George R. Blanchard states that the Joint Traffic Association is working smoothly; the old Trunk Line Association offices on the 4th floor of the Jersey Central Building are being remodeled. (NYT)
- Jan. 7, 1896 Traffic officers of all-rail and tidewater coal carriers meet in New York and agree to divide the New England coal traffic. (Lambie)
- Jan. 1896 Court orders Pennsylvania Midland Railroad receiver Col. John W. Rutherford, to complete the road in Bedford County. (RRGaz)
- Jan. 8, 1896 Joint Traffic Association Board of Managers meets in New York to consider import rates through East Coast ports. (NYT)
- Jan. 9, 1896 U.S. District Attorney Wallace Macfarlane gives notice to the U.S. Circuit Court for the Southern District of New York that he will file for an injunction against the Joint Traffic Association on the grounds that it is a pool and violates the Interstate Commerce Act and the Sherman Antitrust Act. (NYT)
- Jan. 10, 1896 Atlantic City Railroad begins installing Hall "banjo" block signals

- between Camden and Atlantic City, to be done by Mar. 31. (RRGaz)
- Jan. 11, 1896 New York & Sea Beach Railway enters receivership in the wake of \$1 million in claims after an accident on Labor Day, 1895, that claimed two lives; Treasurer James T. Nelson appointed receiver. (NYT)
- Jan. 13, 1896 Tunnel No. 3 of Cleveland & Marietta Railway caves in; minor delays only. (AR)
- Jan. 13, 1896 U.S. Circuit Court awards Central Transportation Company \$2,552,000 plus 11 years interest or a total of \$4,235,044; Pullman's Palace Car Company appeals to U.S. Supreme Court. (NYT)
- Jan. 14, 1896 Southern Railway begins running a 2 drawing room-7 compartment "annex" car on the *Washington & Southwestern Limited* between New York and New Orleans on Tuesdays and Saturdays, making a direct connection at New Orleans with the Southern Pacific's *Sunset Limited* to Los Angeles. (NYT)
- Jan. 15, 1896 PRR establishes a through express between New York and Atlantic City with buffet parlor car and coaches; leaves New York at 1:50 PM and Atlantic City at 9:00 AM. (NYT)
- Jan. 15, 1896 New organization on Lines West: Joseph Wood promoted to new post of Fourth VP in charge of Transportation Dept. and to aid the First VP with Traffic; L.F. Loree to General Manager, replacing Wood; W.H. Scriven to Superintendent of Cleveland & Pittsburgh Division, replacing Loree; Max J. Becker to Consulting Engineer and Real Estate Agent; Thomas H. Johnson to Chief Engineer of PCC&StL, replacing Becker; George L. Peck to Superintendent of Pittsburgh Division (PCC&StL), replacing James J. Turner; J.S. May to Superintendent of Richmond Division, replacing Peck; Ralph Peters named General Agent at Cincinnati as well as Superintendent; position of Assistant to the First VP eliminated; W.C. McGrafton appointed to the new post of Signal Engineer. (MB, AR)
- Jan. 15, 1896 William Riley McKeen resigns as Pres. of Vandalia Lines; James McCrea elected Pres.; James J. Turner to VP & General Manager of Terre Haute & Indianapolis Railroad at Terre Haute, replacing John G. Williams; Turner is also elected a director and Chairman of the Executive Committee, giving the PRR 4 of the 7 seats on the Board; W.C. Arp is named Superintendent of Motive Power, replacing George H. Prescott; Terre Haute is reported as suffering "a fit of the blues" at the change, which ends local control and costs the city \$50,000 a month in payrolls. (MB, RRGaz, NYT)
- Jan. 1896 Court directs receiver G.B. Swetzer of the Chicago, Indiana & Eastern

Railway to sell all the rolling stock and apply the money to the company's debts. (RRGaz)

- Jan. 1896 Reading announces that the entire Camden-Atlantic City line of the Atlantic City Railroad is to be equipped with Hall disc signals. (RRGaz)
- Jan. 1896 Andrew Carnegie makes a tentative agreement with the Pittsburgh, Shenango and Lake Erie Railroad, running from Conneaut on Lake Erie to Butler, Pa., to overhaul it and extend it south to Pittsburgh and Connellsville in order to have his own railroad and escape the PRR's high freight rates. (Nasaw)
- Jan. 1896 NYC&HR is now using Hollerith punched card machines in the Freight Auditor's office. (RRGaz)
- Jan. 1896 Prof. F. Fancuilli, Director of the Marine Corps Band has composed the *Florida Special March*. (NYT)
- Jan. 16, 1896 Board of Control of Joint Traffic Association organized at rooms of old Trunk Line Association in CNJ Building, New York. (RRGaz)
- Jan. 16, 1896 Henry M. Flagler opens the Palm Beach Inn on the beachfront of the Royal Poinciana, renamed The Breakers in 1901. (Bramson, wiki)
- Jan. 17, 1896 U.S. District Attorney Wallace Macfarlane makes a formal application in the U.S. Circuit Court for the Southern District of New York for an injunction against the Joint Traffic Association for violating the Sherman Antitrust Act. (NYT)
- Jan. 18, 1896 Brooklyn Rapid Transit Company incorporated by Gov. Roswell P. Flower (1835-1899) as a holding company for Brooklyn elevated and streetcar lines, succeeding the Long Island Traction Company; includes Atlantic Avenue Railroad line used by LIRR. (Moody's, Cudahy)
- Jan. 18, 1896 Grays Ferry Bridge partly destroyed by fire; \$20,000 damage. (NYT)
- Jan. 19, 1896 John Allston Wilson (1837-1896) of Wilson Bros. & Co., architects and engineers, and eldest son of William Hasell Wilson dies at Philadelphia. (RRGaz)
- Jan. 20, 1896 Summit Branch Railroad defaults on rental payments on the Lykens Valley Railroad & Coal Company's railroad; Northern Central Railway gives six months notice of terminating its operating contract for the Lykens Valley Railroad & Coal Company. (MB)
- Jan. 22, 1896 VP Frank Thomson offers Washington press corps the use of special PRR

- luxury trains to travel to and from the party nominating conventions.
(NYT)
- Jan. 22, 1896 Boiler of the locomotive drawing Train No. 21 explodes while running at 60 MPH near S. Charleston, Ohio, at 8:10 AM; engine crew killed. (NYT)
- Jan. 22, 1896 Company incorporated in Iowa to manufacture locomotives on the Holman patent. (NYT)
- Jan. 23, 1896 N.J. Court of Chancery issues permanent injunction against PRR interfering with National Docks & New Jersey Junction Connecting Railway tunnel under Waldo Avenue Yard. (NYT, RRGaz)
- Jan. 23, 1896 Presidents of the anthracite railroads, including George B. Roberts, meet and appoint a committee to fix percentages; no divisions in force since July 1895. (NYT)
- Jan. 23, 1896 Bill introduced in Congress for depressing PRR tracks in Washington. (RyW)
- Jan. 23, 1896 Va. act authorizes NYP&N to build a belt line between Norfolk and Portsmouth for better connections with railroads leading to the South. (MB)
- Jan. 23, 1896 Ohio Supreme Court upholds lower court ruling ordering foreclosure of Columbus & Indianapolis Central Railway Second Mortgage bonds, covering a portion of PCC&StL Railway. (Church)
- Jan. 23, 1896 Officials of NYC&HR, Michigan Central Railroad, and Canadian Pacific Railway inspect the Toronto, Hamilton & Buffalo Railway. (NYT)
- Jan. 24, 1896 U.S. Circuit Court awards the Central Transportation Company \$2,552,000 plus 11 years accrued interest in its long-running dispute with Pullman's Palace Car Company over its lease rental. (NYT)
- Jan. 24, 1896 John K. Cowen (1844-1904) elected Pres. of the B&O. (NYT)
- Jan. 25, 1896 Daniel Lord, representing the investors in the old Hudson Tunnel Railway, reports that engineer Sir Weetman D. Pearson, who has come to examine the project, is about to send a favorable report to the British bondholders; twin syndicates are to be formed in New York and London to foreclose the mortgage and reorganize the company; will build two 2-track tunnels for main line trains. (NYT)
- Jan. 25, 1896 American Line steamship *St. Paul* runs aground on beach at East Long Branch, N.J., while racing the Cunard liner *Campania* to New York in

heavy fog; later refloated. (Flayhart)

- Jan. 1896 Fair Hill Railroad opens short industrial branch (0.78 mile) in North Philadelphia from Connecting Railway to freight station and yard at Cambria & B Streets to serve a factory district. (Val, AR, RRGaz)
- Jan. 27, 1896 PCC&StL Railway pays 2% dividend on preferred stock. (AR)
- Jan. 27, 1896 Pres. James McCrea of the Union Depot Company (Columbus) reports on the status of the new station; he has engaged D.H. Burnham & Co. and has approved plans and estimates of \$430,000, but the plans are to be given to the Chief Engineers of the PCC&StL Railway and CCC&StL Railway “so as to bring the cost as low as possible and give a good working station”; city is to issue \$500,000 bonds for the High Street Viaduct; seven tenant lines have approved the terms, except for the Toledo & Ohio Central Railway, which intends to vacate the station in the spring. (MB)
- Jan. 27, 1896 Receivers of Cincinnati, Jackson & Mackinaw Railway begins operating passenger trains over Cincinnati, Lebanon & Northern Railway between Hageman and Court Street Station, Cincinnati; north of Hageman, CJ&M uses Middletown & Cincinnati Railroad to Middletown and CCC&StL to Franklin. (AR, Hauck)
- Jan. 28, 1896 Harrisburg & Bedford Railroad dissolved without any construction; had been incorporated in 1880 to link the Cumberland Valley Railroad at Shippensburg with the Baltimore & Cumberland Railroad. (Watts, RRGaz)
- Jan. 30, 1896 PRR moves 30 flat cars loaded with stone to point over the proposed National Docks & New Jersey Junction Connecting Railway tunnel at Jersey City to harass ND&NJJ, which is to resume work on Feb. 1; there is a total of 27 PRR tracks over the tunnel, and the court has allowed 3 to be taken out of service at one time. (NYT)
- Jan. 30, 1896 Anthracite railroad presidents finally agree to the percentages in a new pooling combination; PRR's share is 11.4%; Reading has 20.5%, Lehigh Valley 15.65%, DL&W 13.35%, CNJ, 11.7%, Delaware & Hudson Canal Company 9.6%; Coxe Brothers 3.5%. (NYT, RRGaz)
- Jan. 31, 1896 Millersburg & Brookside Railroad incorporated in Pa. to build parallel to Lykens Valley Railroad. (MB)
- Early 1896 Austin Corbin decides to proceed with a tunnel from Flatbush Avenue to Manhattan after PRR fails to carry out a joint project. (ASCE)
- Feb. 1, 1896 PRR leases Fair Hill Railroad, a recently completed spur to Cambria Street

in North Philadelphia.

- Feb. 1, 1896 Northern Central Railway grants trackage rights to the York Southern Railroad. (MB)
- Feb. 1, 1896 J.H. Sample named General Superintendent of Cleveland, Akron & Columbus Railway, replacing J.H. Barrett, resigned. (Circ)
- Feb. 2, 1896 PRR carries 20,000 in nine special trains from Philadelphia to Long Branch to view liner *St. Paul* on the beach; CNJ runs four trains from New York. (Flayhart)
- Feb. 3, 1896 National Docks & New Jersey Junction Connecting Railway resumes work on tunnel under PRR main line at Point of Rocks in Jersey City under police guard; PRR makes no attempt to oppose it; however, two flat cars of stone parked on the PRR tracks above topple into the excavation as it proceeds. (NYT)
- Feb. 4, 1896 Pennsylvania Company Executive Committee authorizes second track between Newburgh and Bedford on Cleveland & Pittsburgh Division. (MB)
- Feb. 4, 1896 PCC&StL Railway Executive Committee authorizes second track between Fernwood and Millers on the Pittsburgh Division. (MB)
- Feb. 1896 Baldwin Locomotive Works ships a large experimental 1,000 HP electric passenger locomotive with B-B trucks to the Westinghouse Electric & Manufacturing Company at East Pittsburgh; Westinghouse has strung wire on a mile of the PRR's Turtle Creek Valley Branch adjacent to the works as a test track. (RRGaz)
- Feb. 5, 1896 N.J. Court of Chancery rules against the PRR, which then agrees to the National Docks & New Jersey Junction Connecting Railway's demand to allow the installation of sheet piling; PRR then removes the flat cars and stone from the excavation. (NYT)
- Feb. 5, 1896 Tidewater Bituminous Steam Coal Traffic Association organized by PRR, B&O, C&O, Beech Creek and N&W; to set rates and divide tonnage eff. Apr. 1, 1896; PRR gets 46.65%, N&W 18.45%, C&O 12%, B&O 11.85% and Beech Creek 11.05%. (Lambie)
- Feb. 6, 1896 Heavy rains and flooding strike central and southern New Jersey; Amboy Division is closed by numerous washouts between Trenton and Camden. (NYT)
- Feb. 7, 1896 Northern Central Railway Board urges the Mineral Railroad & Mining

- Company to abandon the Cameron Colliery and lease the Luke Fidler Colliery because of operating losses. (MB)
- Feb. 10, 1896 NYC&HR announces that it will add two storeys to Grand Central Station beginning in the spring to be able to consolidate office space for growing clerical forces. (NYT)
- Feb. 12, 1896 PRR Board informed that local residents on Long Beach Island have failed to make subscription demanded by PRR for new direct line from New Lisbon to Manahawkin. (MB)
- Feb. 13, 1896 N.J. Court sustains plaintiff in *Lewis v. PRR*; upholds Lewis's claim as a property owner to own the land to the middle of the street in Burlington, thus making it too expensive for the PRR to acquire the land to build a double track through the town, where the old Camden & Amboy occupied the center of the street. (NYT)
- Feb. 13, 1896 " " Interlocking placed in service at Toledo Jct.
- Feb. 13, 1896 Future PRR operating official Paul Whitman Neff (1896-) born at Richmond, Ind. (RyAge)
- Feb. 15, 1896 Gasoline being used to clean carpets explodes in the sleeping car *Wyndham* in the 18th Street Yard near the Pittsburgh station; three car cleaners injured and two other cars damaged. (NYT)
- Feb. 15, 1896 Federal deadline for the implementation of uniform drawbar heights. (NYT)
- Feb. 1896 Sang Hollow Extension opens on the old Western Division Canal bed between Bolivar Jct. and a connection with the Cambria Iron Company's railroad opposite Dornock Point (16.49 miles) west of Johnstown; "___" Tower built at Bolivar Jct. (AR, Val)
- Feb. 1896 VP James McCrea of Lines West writes to Henry Clay Frick to ask him to dissuade Andrew Carnegie from building his own railroad between Lake Erie and the Connellsville Coke Region; Frick agrees, providing the PRR reduces its rates. (Nasaw)
- Feb. 1896 Press reports that the PRR is planning to build a line from Crown Point, Ind., to Effingham, Ill., giving it a Chicago-St. Louis line. (NYT)
- Feb. 1896 Bituminous Coal Trade Association formed by coal producers to replace old Seaboard Steam Coal Association; divided into six producing districts, with Edwin J. Berwind representing the Clearfield District. (Lambie)

- Feb. 1896 Stockholders of Cincinnati, Lebanon & Northern Railway led by John Flack Winslow who are tired of unconsummated negotiations with Calvin S. Brice, respond to an anonymous offer of the PRR made through the New York brokerage house of J.P. Goodhart & Co.; George Hafer is still looking to a sale to Brice; the PRR wants to keep the CL&N out of Brice's hands to protect its own lines. (Hauck)
- Feb. 1896 Except for a few tests on passenger trains, the B&O's electric locomotives at Baltimore are used only in freight service. (RRGaz)
- Feb. 17, 1896 PRR found in contempt of court for interfering with the New Jersey Junction & National Docks Connecting Railway tunnel. (NYT)
- Feb. 18, 1896 PCC&StL Railway Executive Committee approves the purchase of property for a new freight house at Indianapolis. (MB)
- Feb. 18, 1896 Lehigh Valley Railroad purchases the Elmira, Cortland & Northern Railroad from Austin Corbin, J. Rogers Maxwell and Henry W. Maxwell for "a nominal consideration"; the road has been on the market for some time; the formal transfer is made at a Board meeting in Philadelphia on Feb. 21. (NYT)
- Feb. 18, 1896 Samuel Spencer and John Gill of Mercantile Trust & Deposit Company of Baltimore ride from Union Station, Baltimore, to Havre-de-Grace and discuss offer to sell a majority of Seaboard & Roanoke Railroad at 150; Spencer and J. Pierpont Morgan reject price as too high; Southern Railway begins a rate war with the Seaboard. (Hoffman)
- Feb. 18, 1896 Pennsylvania Company Executive Committee authorizes plan to complete double-tracking of PFW&C, 150 miles, at rate of 25 miles per year. (MB)
- Feb. 19, 1896 PRR removes the cars blocking the New Jersey Junction & National Docks Connecting Railway. (NYT)
- Feb. 19, 1896 Charles F. Mayer resigns as Pres. of the Consolidation Coal Company and is replaced by B&O Third VP C..K. Lord; Oscar G. Murray (1847-1917), formerly of the CCC&StL Railway (Big Four) is named First VP of the B&O, replacing Gen. Orland Smith, resigned. (NYT)
- Feb. 20, 1896 PRR is fined \$10 for interfering with the New Jersey Junction & National Docks Connecting Railway tunnel. (NYT)
- Feb. 20, 1896 In response to queries as to when dividends will be resumed, Terre Haute & Indianapolis Railroad Executive Committee issues a circular calling on the stockholders to form an investigating committee. (MB)

- Feb. 20, 1896 Montauk Steamboat Company, Limited steamer *Shelter Island* sinks off Loggerhead Key, Fla., while chartered to the Florida East Coast Railway. (Dunbaugh)
- Feb. 21, 1896 New Jersey Junction & National Docks Connecting Railway resumes work on the tunnel under Waldo Avenue Yard. (NYT)
- Feb. 21, 1896 Providence (R.I.) Union Station of 1848 destroyed by fire. (RRGaz)
- Feb. 21, 1896 Christopher C. Waite (1843-1896), Pres. of Columbus, Hocking Valley & Toledo Railway and formerly of Lines West, dies of pneumonia, after catching a cold while attending the opening of a branch to Jackson, Ohio. (Turner)
- Feb. 22, 1896 Alfred P. Boller of the American Society of Civil Engineers, William H. Brown of the PRR, and J.F. Thompson of the CNJ are appointed a commission to eliminate grade crossings at Newark, N.J. (NYT)
- Feb. 25, 1896 New York, Pennsylvania & Ohio Railroad sold at foreclosure to reorganization committee for \$10 million. (Minor)
- Feb. 26, 1896 PRR donates \$10,000 to enlarge YMCA at 41st Street & Westminister in West Philadelphia. (MB)
- Feb. 27, 1896 Camden ordinance authorizes Camden & Atlantic Railroad to build line on Delaware Avenue to Cooper Street, and Atlantic City Railroad may build a connection to this line from its Linden Street wharf. (Rdg)
- Feb. 27, 1896 On the protest of the Mineral Railroad & Mining Company, the Northern Central Railway Board rescinds its demand that it abandon the Cameron Colliery. (MB)
- Feb. 28, 1896 Lehigh Valley Railroad begins two days of a public exhibition of William H. Rau's publicity photographs in the banquet hall of the Waldorf Hotel in New York. (NYT)
- Feb. 29, 1896 B&O enters receivership on application of the company; Oscar G. Murray and Pres. John K. Cowen are named receivers; reorganized by Kuhn, Loeb & Co. and Speyer & Co. (NYT, RRGaz, Wheeler)
- Feb. 29, 1896 Pittsburgh, Marion & Chicago Railway bondholders approve reorganization plan. (ICC)
- 1896 Class PK, first PRR passenger car with wide vestibule as standard, introduced. (C&C)

- Mar. 1, 1896 Superstructure of Delair Bridge completed; swing draw span is 323 feet. (Wilson, RRGaz)
- Mar. 1, 1896 J.W. Watson resigns as Superintendent of the Rochester Division of the Western New York & Pennsylvania Railway; C.T. Dabney becomes Superintendent of both the Rochester and Buffalo Divisions. (RRGaz)
- Mar. 1, 1896 Atlantic Transport Company buys the fleet and name of the National Line of Liverpool from the National Steamship Company. (NYT, Flayhart)
- Mar. 2, 1896 Group led by John Flack Winslow makes the first deposit of 5,000 shares of Cincinnati, Lebanon & Northern Railway stock to PRR's brokers; issue circular announcing sale at 75 and offering same terms to all who deposit shares by Mar. 16. (Hauck)
- Mar. 2, 1896 Washington, Alexandria & Mount Vernon Electric Railway renamed Washington, Alexandria & Mount Vernon Railway. (Poors)
- Mar. 2, 1896 Thomas M. King named receiver of Pittsburgh & Western Railway. (B&O Val)
- Mar. 3, 1896 Barberton Belt Line Railroad files location for branch from Barberton to clay or shale banks of National Sewer Pipe Company in Norton and Franklin Townships. (Church)
- Mar. 4, 1896 Nassau Electric Railroad leases Atlantic Avenue Railroad Company of Brooklyn, whose line between Jamaica and Flatbush Avenue is leased to LIRR, effective Apr. 1; also includes South Brooklyn Railroad & Terminal Company and other leased lines of the Atlantic Avenue Railroad; agreement is filed with New York State on Apr. 6. (NYState, NYT)
- Mar. 4, 1896 Southeastern & Atlantic Railroad incorporated in Va. to build belt line in Norfolk-Portsmouth area. (Val)
- Mar. 9, 1896 First inspection train crosses Delair Bridge at Philadelphia with Pres. Roberts and other officials; 0.22 miles of Morris Branch opens, connecting the Delair Bridge line with the Amboy Division. (RRGaz, AR)
- Mar. 9, 1896 Pres. Roberts presents plans for new large station at Germantown Jct. (North Philadelphia) to PRR Road Committee. (MB)
- Mar. 9, 1896 J. Pierpont Morgan and party depart Jersey City for St. Augustine in the private cars *Grassmere* and *Mariquita* attached to the 9:15 PM for Washington; travel as a special Southern Railway train south of Washington. (NYT)

- Mar. 10, 1896 At annual meeting, Pres. Roberts notes that the use of car trusts will probably be discontinued in the near future, as had been started in 1870s when credit impaired and interest rates were high; have financed about 60,000 cars this way; also notes that Trust of 1878 has been used to pay off the bonds of the American Steamship Company of Philadelphia, of which \$1.5 million mature on Oct. 1, as well as the interest on the Pennsylvania Canal Company. (AR)
- Mar. 10, 1896 PRR begins three days of counting ferry passengers at New York to see if local traffic is falling. (NYT)
- Mar. 10, 1896 Future PRR Comptroller Francis J. "Frank" Fell, Jr. (1878-1961) joins PRR as junior clerk in the Accounting Dept. (PaNews)
- Mar. 11, 1896 PRR Board authorizes purchase of ten terra cotta panels designed by sculptor Karl Bitter (1867-1915) and manufactured by Messrs. Stevenson to be placed on the panels on the Market Street front of the Broad Street Station train shed; the panel in the south face of the arch over 15th Street, facing Market, is the largest piece of terra cotta yet fired, 50' wide by 10'-6" high, depicting Man harnessing Fire and Water to a chariot carrying Mercury and Minerva; in gothic arches lining the top of the Market Street facade of the train shed wall were 10 panels 5' x 10' depicting past scenes of the cities of Philadelphia, New York, Boston, Washington, Baltimore, Chicago, St. Louis, Cincinnati, Pittsburgh and San Francisco. (the 15th St. arch presumably done earlier) (MB)
- Mar. 11, 1896 PRR Board authorizes construction of new station at Germantown Jct. (North Philadelphia). (MB)
- Mar. 11, 1896 Martins Creek Railway (Pa.) merged into Belvidere Delaware Railroad under agreement of Feb. 26, 1896. (Val)
- Mar. 13, 1896 Secretary of War Daniel S. Lamont (1851-1905) approves plans filed by the New York & New Jersey Bridge Company. (NYT)
- Mar. 15, 1896 New 69-lever "PA" Tower opens at Paoli. (AR, CE)
- Mar. 15, 1896 Railroad Men's YMCA of Bellwood established. (PRRMN)
- Mar. 1896 D.P. Gerberich of Lebanon, Pa., elected Pres. of the Pennsylvania Midland Railroad; old Board is voted out and control passes to men in Lebanon. (RRGaz)
- Mar. 1896 Middle Division Veteran Employes Association organized by George W. Creighton. (PR)

- Mar. 1896 Pennsylvania Company is building a large dock at Cleveland; Northern Steamship Company passenger steamers (Great Northern Railway) will dock there this season. (RRGaz)
- Mar. 1896 James H. Stewart, one of the projectors of the Sandusky & Columbus Short Line Railway, dies at Sandusky. (RRGaz)
- Mar. 1896 Dr. William Taussig (1826-1913) resigns as Pres. of the Terminal Railroad Association of St. Louis and is replaced by Julius H. Walsh. (RRGaz)
- Mar. 1896 Western shippers are furious at the Joint Traffic Association because they can no longer play one eastern railroad against the others to get low rates. (RRGaz)
- Mar. 16, 1896 Pennsylvania & New Jersey Railroad Companies of Pennsylvania and New Jersey merged to form Delaware River Railroad & Bridge Company under articles dated Mar. 3. (C&C)
- Mar. 16, 1896 Canal & Lake Steamboat Company stockholders approve reduction in capital stock from \$70,000 to \$20,000. (MB)
- Mar. 16, 1896 Reading begins operating a Jersey City-Philadelphia train of 3 vestibuled cars leaving Philadelphia at 8:20 AM behind Vauclain compound 4-2-2 camelback No. 378; at the last minute, drops plan to operate on a 1:45 schedule between Philadelphia and Jersey City, and remains at 2:00. (RRGaz)
- Mar. 16, 1896 Nypano Railroad incorporated by merger of short-lived separate companies incorporated in Ohio and Pennsylvania under agreement of Mar. 14; reorganization of New York, Pennsylvania & Ohio Railroad. (Minor)
- Mar. 17, 1896 Eastbound *Fast Line* crashes into stock train, which had entered the main track ahead of it through a misplaced switch at Steelton, Pa.; engine crew and 100 sheep killed, seven passengers injured. (NYT)
- Mar. 17, 1896 Pennsylvania Company Executive Committee authorizes Cuddy-Mullen Coal Company to build fueling pockets at outer end of new dock at Cleveland and new warehouse for Northern Steamship Company, subsidiary of Great Northern Railway. (MB)
- Mar. 17, 1896 Mineral Railroad & Mining Company Board authorizes either leasing or abandoning the Cameron Colliery and leasing the Luke Fidler Colliery. (MB)

- Mar. 19, 1896 Bondholder of the Brigantine Beach Railroad meet in Philadelphia and agree to reorganize as the Philadelphia & Brigantine Railroad. (NYT)
- Mar. 19, 1896 Joint Traffic Association Board of Control meets at New York; George R. Blanchard reports on operations since Jan. 1; George B. Roberts, Chauncey M. Depew and Melville E. Ingalls congratulate the Board of Managers on their success. (NYT)
- Mar. 19, 1896 Montauk Steamboat Company, Limited, steamboat *Shinnecock* launched at Harlan & Hollingsworth in Wilmington. (Dunbaugh)
- Mar. 19, 1896 Tidewater Bituminous Steam Coal Traffic Association sets freight rates for year; arrangements hold through fall but end in cutthroat rate cutting in Dec. 1896. (Lambie)
- Mar. 20, 1896 Princeton athletes depart Princeton on a special PRR train en route to compete in the first modern Olympic Games at Athens. (NYT)
- Mar. 21, 1896 Berlin & Easton RPO extended to Berlin & Claiborne RPO. (Kay)
- Mar. 23, 1896 PRR files answer in case of U.S. vs. Joint Traffic Association; denies it was formed to prevent competition or deprive anyone of service; notes less than 20% of all area traffic is covered by JTA agreement. (RyW)
- Mar. 23, 1896 PRR and Atlantic City Railroad begin running several new expresses to Atlantic City with the beginning of the resort season. (NYT)
- Mar. 23, 1896 "C" Tower opens at 30th Street, Philadelphia. (RyEmpl)
- Mar. 23, 1896 Maryland act grants Queen Anne's Railroad the same powers granted by its Delaware charter. (PL)
- Mar. 23, 1896 U.S. Supreme Court rules that persons subpoenaed by the ICC to testify on rebates and similar matters must testify or be held in contempt of court; hold that the Feb. 11, 1893, amendment to the Interstate Commerce Act granting immunity from prosecution is an adequate guarantee of Fifth Amendment rights; case grew out of the refusal of Theodore F. Brown, Auditor of the Allegheny Valley Railway, to testify to a Federal grand jury in Pittsburgh about coal rebates in 1894-95, claiming Fifth Amendment rights. (NYT)
- Mar. 25, 1896 PRR Board appoints committee, N. Parker Shortridge (1829-1915), chairman, to arrange celebration of company's 50th anniversary. (MB)
- Mar. 26, 1896 Northbound Atlantic City-Jersey City *Nelly Bly* is first revenue train to cross Delair Bridge; done to avoid wreck at White Hill. (RyW)

- Mar. 26, 1896 Committee of the New York Produce Exchange makes a formal presentation to the Joint Traffic Association protesting the port differentials which they claim are siphoning away New York's grain trade; Horace J. Hayden says their petition will receive consideration. (NYT)
- Mar. 27, 1896 Committee on 50th Anniversary sets celebration for Apr. 13, 1896, with luncheon in Board Room at 1:00 PM; then meeting of stockholders at Academy of Music at 3:00 PM with speeches by Mayor and Governor and Joshua Twing Brooks of Lines West; an orchestra to entertain before and between meetings. (MB)
- Mar. 27, 1896 Pennsylvania Company Executive Committee authorizes extension of tracks from South Chicago & Southern Railroad to Dolton. (MB)
- Mar. 28, 1896 After only 28 stockholders respond to its first circular, the Terre Haute & Indianapolis Railroad Executive Committee issues a second circular stating that the lack of response amounts to an endorsement of the management, and that the investigation is called off. (MB)
- Mar. 30, 1896 PRR Committee on 50th Anniversary announces it has secured Joseph H. Choate (1832-1917) of New York as keynote speaker. (MB)
- Mar. 30, 1896 Pennsylvania Company Executive Committee authorizes extending Tuscarawas Branch from New Philadelphia six miles to coal fields. (MB)
- Mar. 30, 1896 New Maryland tax act changes the tax on steam railroads from a flat 1% of gross earnings to 0.8% on gross earnings up to \$1,000 per mile, 1.5% from \$1,000 to \$2,000 per mile, and 2% over \$2,000 per mile; railroads are also subject to city or county taxes on real and personal property; a tax act of 1880 (Ch. 18) had fixed the Northern Central Railway's tax at a maximum of 0.5% of gross earnings; NC protested and refused to pay the higher tax, leading to a court case that is appealed to the U.S. Supreme Court in 1902. (PL, MB)
- Mar. 31, 1896 New England Railroad acquires the entire capital stock of the Woonsocket & Pascoag Railroad. (nhrhta)
- Apr. 1, 1896 Philadelphia & Brigantine Railroad incorporated in N.J. as reorganization of Brigantine Beach Railroad. (NJCorp)
- Apr. 1, 1896 PCC&StL closes 16th Street Yard in Chicago. (AR)
- Apr. 1, 1896 Agreement arranges division of coal from mines of Bell, Lewis & Yates among WNY&P, NYLE&W, PRR and BR&P; previously coal operators had played railroads against each other. (RyW)

- Apr. 1, 1896 Pennsylvania Company makes exclusive three-year station advertising and vending machine contract with G.S. MacKenzie. (MB)
- Apr. 1, 1896 C&O opens own line between Lexington and Louisville, Ky., by securing tracks over the Louisville & Nashville Railroad; runs freight trains into CCC&StL Railway (Big Four) terminals at Louisville. (Guide, Poores, RRGaz)
- Apr. 1, 1896 Toledo & Ohio Central Railway opens its own station at Columbus and withdraws from the Union Depot Company. (RRGaz)
- Apr. 2, 1896 Rosslyn Branch of Washington Southern Railway opens between west end of Long Bridge and Rosslyn, Va., opposite Georgetown, D.C., built partly on bed of old Alexandria Canal, which had been sold at foreclosure on June 7, 1888 (AR, Harrison)
- Apr. 2, 1896 PRR holds tests of "woodiline" tie preservative at Pavonia Shops, Camden. (RRGaz)
- Apr. 2, 1896 Pennsylvania Company leases picnic ground at Rock Point, Pa., to Joseph D. Miller and Thomas French for one year. (MB)
- Apr. 5, 1896 NYC&HR announces that it will establish a new station for main line trains on the Park Avenue Viaduct now under construction at 125th Street in Harlem so that passengers for points west will not have to go down to Grand Central Station; the present line has an underground station for local trains at 125th Street. (NYT)
- Apr. 6, 1896 Atlantic Avenue Railroad Company of Brooklyn leased to Nassau Electric Railroad under agreement of Mar. 4. (NYState)
- Apr. 6, 1896 N.Y. Board of Railroad Commissioners orders Western New York & Pennsylvania Railway to run a freight car between Rochester and Nunda for LCL freight on complaint of citizens of Nunda that only Nunda Jct. has LCL service; WNY&P refuses to comply and makes counteroffer to move Nunda Jct. station to Nunda. (NYState)
- Apr. 1896 PRR contracts with William Cramp & Sons Ship & Engine Building Company and the Charles Hillman Ship & Engine Building Company for two ferryboats for proposed 23rd Street ferry; are to have twin screws at each end. (NYT)
- Apr. 8, 1896 Joint Traffic Association suspends its rules on all traffic to and from Virginia south of the line of the Chesapeake & Ohio Railway because of the Norfolk & Western's refusal to join. (NYT)

- Apr. 10, 1896 Florida Midland Railway sold at foreclosure to bondholders. (ICC, Turner/Bramson)
- Apr. 11, 1896 Patrick H. Flynn resigns as Pres. of the Nassau Electric Railroad in Brooklyn; Tom Loftin Johnson (1854-1911) and his brother Albert L. Johnson are elected to Board; Albert is elected Pres. and Tom Treasurer. (NYT)
- Apr. 13, 1896 Fiftieth anniversary of PRR celebrated at company offices; directors receive officers in Assembly Room of General Office at 12:00 N; at 1:00 PM directors receive government officials and other dignitaries in Board Room and President's Office; at 3:00 PM a public meeting of stockholders at Academy of Music with Pres. Roberts giving the opening address; galley proofs of Watkins's history covering up to 1871 are issued to officers. (Rept)
- Apr. 13, 1896 Pittsburgh, Marion & Chicago Railway (New Galilee-Lisbon) sold at foreclosure to bondholders' committee for \$84,000. (RyW, ICC)
- Apr. 14, 1896 Martins Creek Railroad (N.J.) and Enterprise Railroad merged into Belvidere-Delaware Railroad under agreements of Feb. 26. (Val)
- Apr. 15, 1896 Great Neck & Port Washington Railroad incorporated in New York to extend the LIRR's North Shore Branch to Port Washington. (Val, NYState)
- Apr. 15, 1896 Joseph Crawford, former Superintendent of New York Division, returns to work as General Agent at Washington after recovery from his injuries. (AR, RyW)
- Apr. 15, 1896 Reading agrees with Camden & Atlantic Railroad for building track on Delaware Avenue, Camden, connecting with its Linden Street Yard and to interchange traffic. (Rdg)
- Apr. 15, 1896 Jackson & Cincinnati Railway, northern extension of the Cincinnati, Jackson & Mackinaw Railway, opens between Addison and Jackson, creating a new line between Cincinnati and Michigan. (RRGaz)
- Apr. 15, 1896 Florida East Coast Railway extends revenue service from West Palm Beach to Miami; first rail line into Miami. (Bramson)
- Apr. 1896 Dr. J.F. Valentine, Chief Surgeon of the LIRR is planning to introduce a full hospital system as part of the Relief Association, including a hospital train. (NYT)

- Apr. 1896 First section of Manufacturers Railway opens in Water Street from Olive Street to Locust Street at Toledo; operated by Pennsylvania Company. (Church)
- Apr. 1896 Grover renamed Willards on Baltimore, Chesapeake & Atlantic Railway; Leacock renamed Leola on Downingtown & Lancaster Branch. (Guide)
- Apr. 1896 GR&I and Chicago & West Michigan Railroad have divided some passenger traffic; C&WM will refrain from competing north of Grand Rapids, and GR&I will route Chicago and Detroit passengers over the C&WM as far as possible. (RRGaz)
- Apr. 16, 1896 Pittsburgh, Lisbon & Western Railway incorporated in Ohio as reorganization of Pittsburgh, Marion & Chicago Railway; acquires railroad between New Galilee and Lisbon. (ICC)
- Apr. 17, 1896 Lease of Lykens Valley Railroad to Summit Branch Railroad cancelled; new lease to Northern Central executed April 20, 1896. (MB, check C&C - C&C shows lease dated 4/20)
- Apr. 17, 1896 Florida Midland Railway conveyed to Plant Investment Company. (ICC)
- Apr. 18, 1896 Old Centennial Station at West Philadelphia, along with 8 Pullmans and about 30 coaches, destroyed by fire; station was being used to store passenger cars and for offices for the Philadelphia Division and Delaware Extension & Kensington Division; two firemen killed by falling walls; a number of cars pushed out of train shed by hand, including private cars of Pres. Roberts (No. 180), VP Thomson, and N&W Pres. Fredercik J. Kimball; many old records and plans stored in the building are destroyed, along with the Pullman Palace Car commissary; fire is traced to a gasoline storage tank under the car sheds. (AR, NYT, RyW)
- Apr. 18, 1896 Atlantic City Railroad signs new contract to operate Philadelphia & Brigantine Railroad at \$28 a day and keeping in repair. (MB)
- Apr. 18, 1896 Pennsylvania Company and Toledo, Walhonding Valley & Ohio Railroad contract to operate Manufacturers Railway at Toledo. (Church)
- Apr. 18, 1896 Minneapolis, St. Paul & Sault Ste. Marie Railway Company (Soo Line) restores connection with Anchor Line at Gladstone, Wisc. (MB)
- Apr. 19, 1896 Delair Bridge opens for revenue service; PRR begins two round trips between Atlantic City and Broad Street Station via Delair Bridge and Camden. (RyW, AR, tt.)
- Apr. 20, 1896 Summit Branch Railroad surrenders operation of Lykens Valley Railroad

- & Coal Company to Northern Central Railway for direct operation on a month-to-month basis. (MB, Val)
- Apr. 20, 1896 “__” Interlocking opens at Riverdale, Ill., crossing of PCC&StL and Illinois Central Railroad. (AR)
- Apr. 20, 1896 Toledo & Ohio Central Railway vacates Columbus Union Station. (Guide)
- Apr. 21, 1896 Argument begins in U.S. Circuit Court in case of U.S. vs. Joint Traffic Association. (RyW)
- Apr. 21, 1896 New Jersey passes a liberal general incorporation law which allows New Jersey corporations to conduct business in any other state; N.J. incorporation becomes the vehicle for developing new large-scale industrial corporations. (PL)
- Apr. 22, 1896 Pres. Roberts presents Board with plan for a superannuation (pension) fund prepared by Max Riebenack. (MB)
- Apr. 22, 1896 PRR Board authorizes line revision between Brinton and Bessemer. (MB)
- Apr. 22, 1896 Former Lines West executive James D. Layng is named VP of the West Shore Railroad as well as General Manager. (RRGaz)
- Apr. 1896 Atlantic City Railroad receives its first two Vauclain compound 4-4-2 camelbacks from Baldwin; cuts regular Camden-Atlantic City running time to one hour or less; Camden-Atlantic City route becomes scene of high-speed competition between Reading and PRR.
- Apr. 24, 1896 Ohio act transfers the Hamilton Canal Basin and the bed of the Miami & Erie Canal between Pearl Street and the Ohio River in Cincinnati to the PCC&StL Railway for \$87,000; the lease of the remainder of the canal bed in Eggleston Avenue is to be limited to the part occupied by the tracks. (MB)
- Apr. 24, 1896 Henry B. Herbert, Chairman of the New York Produce Exchange’s Grain Committee, writes to Joint Traffic Commissioner George R. Blanchard protesting the continued discrimination against New York’s grain trade through the system of port differentials and threatening to appeal to the ICC. (NYT)
- Apr. 25, 1896 Cincinnati Northern Railroad completed to Jackson, Mich. (MichRRs)
- Apr. 26, 1896 Press reports that Austin Corbin has purchases J. Rogers Maxwell’s interest in the Manhattan Beach Company, which controls the hotels and the New York, Brooklyn & Manhattan Beach Railway, obtaining

- complete control. (NYT)
- Apr. 26, 1896 Last trip (for season?) of PRR-C&O parlor car between Old Point Comfort, Va., and New York via Richmond. (Guide)
- Apr. 28, 1896 Northern Central Railway Board authorizes a direct connection with the Cumberland Valley Railroad at the west end of the bridge at Bridgeport (Lemoynes). (MB)
- Apr. 29, 1896 Brooklyn, Bath & West End Railroad leased to Atlantic Avenue Railroad Company of Brooklyn under an agreement of Mar. 3. (NYState)
- Apr. 29, 1896 Camden & Atlantic Railroad files map for Delaware Street Branch in Camden. (NJCorp)
- Apr. 30, 1896 Railway Association of Special Agents & Police of the United States organized at Kansas City by a few special agent veterans of the Pullman Strike; it functions until 1916. (Shaloo)
- Apr. 30, 1896 Hamilton Disston (1844-1896), head of the Henry Disston & Sons saw manufacturing business and Florida real estate developer is found dead in his bed at Philadelphia, having suffered a nocturnal heart attack. (NYT)
- May 1, 1896 PRR Board refers plan for superannuation fund to special committee. (MB)
- May 1, 1896 PW&B resumes operation of Queen Annes & Kent Railroad (Massey's-Centreville) under agreement of Apr. 29, 1896; becomes part of Delaware Division after PW&B acquires a majority of stock; road is not profitable. (Val, MB, AR)
- May 1, 1896 Little Kanawha Railroad incorporated in W.Va. to build from Parkersburg to Barnsville. (Church)
- May 1, 1896 Susquehanna Coal Company takes over coal sales contracts of Stickney & Conyngham with Delaware & Hudson Canal Company, A.S. Van Wickle & Co., Kingston Coal Company, W.G. Payne & Co. and Alden Coal Company. (MB)
- May 4, 1896 West Jersey & Seashore Railroad incorporated as merger of West Jersey Railroad, West Jersey & Atlantic Railroad, Camden & Atlantic Railroad, Chelsea Branch Railroad, Alloway & Quinton Railroad, and Philadelphia, Marlton & Medford Railroad under agreement dated Feb. 28, 1896. (Val)
- May 4, 1896 Reception in honor of Pres. Roberts held at the Penn Club. (RyW)

- May 4, 1896 Pennsylvania Steel Company leaves receivership; General Manager Edgar Conway Felton (1858-1937), son of Samuel M. Felton, elected Pres. (RyW, RRGaz)
- May 1896 PRR introduces free red caps at Jersey City Terminal who will carry bags on ferries and from Cortlandt Street to American Line piers, CNJ station or 6th Avenue El and from Debrosses Street to 9th Avenue El. (RyW)
- May 5, 1896 West Jersey & Seashore Railroad organized; George B. Roberts, Pres.; William J. Sewell, VP; A.O. Dayton, Superintendent. (MB)
- May 5, 1896 Pennsylvania Company authorizes construction of 640-car extension of Conway Yard for ore cars being forwarded to Pittsburgh, Virginia & Charleston Railway; completed by end of year; authorizes double track between Newburgh and "BQ" Tower in Cleveland. (MB, Conway)
- May 6, 1896 Track walkers discover a section of rail with the spikes pulled near Dean's Pond, N.J., with intent to wreck the *Washington & New York Express* No. 62. (NYT)
- May 6, 1896 Philadelphia & West Chester Traction Company begins through trolley service between 63rd Street, Philadelphia, and Newtown Square, having closed the gap across the PRR's Newtown Square Branch at Llanerch. (DeGrawColl)
- May 7, 1896 Superintendent Ralph Peters announces that PRR has purchased the Cincinnati, Lebanon & Northern Railway. (Hauck)
- May 7, 1896 Speaking at the Electrical Exposition, PRR Master Mechanic Rufus Hall states that the success of the Burlington-Mount Holly electrification means that electric locomotives will be running on the PRR main line within 5-10 years. (NYT)
- May 7, 1896 Lehigh & Lake Erie Railroad incorporated in N.Y. to build a line from Buffalo to the Tift Farm in the interest of the Lehigh Valley Railroad. (ICC)
- May 8, 1896 Joint Traffic Association appoints a committee to meet with the Norfolk & Western Railroad, the Cincinnati, Hamilton & Dayton Railroad, and the Canadian Pacific Railway to convince them to join the JTA. (NYT)
- May 9, 1896 PRR runs special trains to Princeton for the Harvard-Princeton baseball game. (NYT)
- May 9, 1896 Joint Traffic Association announces a new schedule of grain elevator charges, effective May 18; are to be limited to the actual cost of transfer or

- a maximum of \$1.50 per car for oats and \$1 for all other grains. (NYT)
- May 9, 1896 U.S. Circuit Court at New Haven rules that the receivership and reorganization of the New York & Northern Railroad by J. Pierpont Morgan was entirely legal, dismissing a suit brought by minority stockholder Charles De Neuville. (NYT)
- May 11, 1896 New line of Cleveland & Marietta Railway around Liberty Hill between Kimbolton and Gurnsey opens for passenger service; additional bridge work delays full operation until Sep. 7, 1896. (AR)
- May 12, 1896 NYP&N appoints Joseph U. Crawford to survey Norfolk Belt Line. (MB)
- May 12, 1896 Pres. James McCrea of the Union Depot Company (Columbus) proposes that upon completion of the new Union Station it be operated by a Board of Managers made up of representatives of each railroad using it. (MB)
- May 13, 1896 PRR Finance Committee presents plan for reorganization of Grand Rapids & Indiana; to fund old 6% bonds, car trusts and back interest of First Mortgage bonds into new \$5 million 4% Second Mortgage bonds; to fund old 5% bonds and interest in arrears on other bonds into \$6 million in common stock. (MB)
- May 14, 1896 Terre Haute & Indianapolis Railroad Executive Committee authorizes reducing the number of employees; authorizes replacing the roundhouse at Paris on the Terre Haute & Peoria Railroad. (MB)
- May 15, 1896 West Jersey & Seashore Railroad appoints Charles E. Pugh Second VP and Samuel Rea Third VP. (MB)
- May 15, 1896 Rochester & Pittsburgh Coal & Iron Company (Iselin interests) buys all mining properties of Bell, Lewis & Yates, amounting to 14,000 acres in Clearfield and Jefferson Counties and 30 miles of railroad, for \$3 million. (RyW)
- May 1896 LIRR Pres. Austin Corbin says that all of the \$8 million for the proposed Blackwell's Island Bridge is raised. (NYT)
- May 1896 Beaver Dam Branch of Cresson & Irvona Railroad opens between Flinton and Kreamers Saw Mill (0.85 mile). (Val)
- May 1896 Bethel renamed Ocean Heights on West Jersey & Seashore Railroad. (Guide)
- May 1896 Pres. George B. Roberts gives an interview in which he downplays the importance of the tariff and says that what is most urgently needed is a

sound currency (i.e., the gold standard); “The free-silver cry shatters confidence and credit at home and abroad and paralyzes all prospects of a revival of trade. ... We want less tariff and more rest.” (NYT)

- May 1896 Both the PRR and the Chicago & North Western Railway have copied the NYC&HR’s red cap porters; the PRR has them stationed at Cortlandt Street between 6:00 AM and 12:00 M to carry bags to the nearest elevated station, the American Line steamship pier, and the adjoining CNJ ferry terminal; plans to establish porters at Debrosses Street soon. (RRGaz)
- May 1896 Andrew Carnegie, who has refused to approve the deal with the PRR to stop building the Pittsburgh, Shenango and Lake Erie Railroad in return for lower freight rates, meets with Pres. Roberts and VP Frank Thomson in Philadelphia and presents evidence that the PRR charges his competitors lower rates; Carnegie secures an agreement that he will be charged the same rate, but refuses the PRR’s demand that he stop work on the PS&LE; he does agree not to build from his mills south into the Connellsville Coke Region. (Nasaw)
- May 1896 Wheeling Bridge & Terminal Railway has settled with property owners, particularly the Wheeling Iron & Steel Company, that have blocked its extension to Benwood. (RRGaz)
- May 16, 1896 Fire destroys the station, one passenger and 7 box cars, and part of the town of Franklin City, Va. (NYT)
- May 17, 1896 Chesapeake & Ohio Railway inaugurates first seasonal through sleeper between Jersey City and Virginia Hot Springs. (Guide)
- May. 18, 1896 PRR establishes a new fast mail train from Pittsburgh to New York, arriving at 6:38 AM for early morning delivery; establishes a new fast train leaving New York for Philadelphia at 7:30 AM, running through in 2:05, and a fast day train leaving Philadelphia at 8:23 AM and running to Pittsburgh in 10:57. (NYT, RRGaz)
- May 18, 1896 In *Plessy v. Ferguson*, the U.S. Supreme Court holds that the Louisiana "Jim Crow" law of July 10, 1890 establishing "separate but equal" transportation facilities does not violate the equal protection clause of the Fourteenth Amendment; Plessy, who has one African great-grandparent and appears white but is considered black under the “one-drop rule,” has been forcibly ejected for refusing to leave a whites-only car near New Orleans; the decision opens the way for other Southern states that have not already done so to enact similar laws; “Jim Crow” racial segregation eventually affects certain PRR lines in Virginia and Maryland, including the Chesapeake Bay steamboats, and through trains to the South once they leave PRR rails; in practice, “Jim Crow” facilities are definitely separate

and definitely not equal. (findlaw)

- May 18, 1896 Lehigh Valley Railroad inaugurates *Black Diamond Express*, a fast, deluxe day train between Jersey City (PRR) and Buffalo; Charles M. Montgomery of Toledo wins \$25 in naming contest. (RyW)
- May. 18?, 1896 Norfolk & Western Railroad declines an invitation to join the Joint Traffic Association. (NYT)
- May 19, 1896 VP Frank Thomson gives a banquet in honor of General Freight Agent William H. Joyce at "Corkerhill"; guests include officers of the PRR and other railroads. (NYT)
- May 19, 1896 First test car of the Washington, Alexandria & Mount Vernon Railway crosses the Long Bridge using Baltimore & Potomac Railroad trackage rights which connect its separate sections in Arlington and on 14th Street in Washington. (Merriken)
- May 19, 1896 Cincinnati Railway Tunnel Company, whose unfinished tunnel under the Walnut Hills has been abandoned since the 1850s, is sold at foreclosure to Ira W. Bellows for \$49,700; Bellows is an agent for Calvin S. Brice's Cincinnati Northern Railroad; property is placed in hands of trustees and later sold to Cincinnati, Lebanon & Northern Railway in 1902. (Church, Hauck)
- May 20, 1896 Hazleton Coal Company incorporate in Pa. to acquire the coal properties of the Hazleton Railroad and the Beaver Meadow Railroad & Coal Company. (LVCorp)
- May 21, 1896 Pennsylvania Company officials visit Cincinnati to inspect Cincinnati, Lebanon & Northern Railway and receive stock; Ralph Peters, Joseph Wood, and ___ elected directors of CL&N, and Joseph Wood elected Pres.; Peters, who is PRR Agent at Cincinnati, is made Superintendent; Pennsylvania Company assumes operation of the CL&N. (Hauck, RyW, AR, RRGaz)
- May 22, 1896 George Westinghouse proclaims the electrification of the Burlington-Mount Holly line a success but says it is too early to predict its adoption for the main line. (NYT)
- May 23, 1896 Joint Traffic Association issues new lighterage and terminal charges for New York Harbor, effective June 1. (NYT)
- May 25, 1896 PRR special committee reports on plan for superannuation fund; is to be limited to members of Voluntary Relief Dept. but otherwise granted to all as a right and not on basis of need; persons may retire at age 65 or 75;

pension is to be less than half VRD sick benefit; Max Riebenack states cost will be about \$160,000 per year, of which \$16,000 to come from diverting VRD funds already paid out to those over retirement age. (MB)

- May 26, 1896 LIRR contracts with Montauk Water Company for water supply at Jamaica. (MB)
- May 26, 1896 Dow Jones & Co. first publishes its Industrial Average, based on 12 stocks. (Trager)
- May 27, 1896 Service on new line of Cleveland & Marietta Railway between Kimbolton and Gurnsey blocked by slips. (AR)
- May 27, 1896 Tornadoes hit St. Louis and East St. Louis; part of upper deck of the Eads Bridge is carried away, and masonry on the eastern approach above track level is partly destroyed; an eastbound Chicago & Alton train coming off the bridge is partly overturned; Vandalia freight station in East St. Louis destroyed with loss of 13 lives, also Relay YMCA; Relay Station damaged; total of 400 killed. (RRGaz, Shifflet)
- May 28, 1896 Judge Hoyt H. Wheeler of the U.S. Circuit Court at New York dismisses antitrust bill brought against the Joint Traffic Association by District Attorney Wallace Macfarlane on behalf of the ICC; holds that the JTA does not violate either the Interstate Commerce Act or the Sherman Antitrust Act; Macfarlane plans to appeal. (NYT, RRG)
- May 29, 1896 Brooklyn Mayor Frederick W. Wurster (1850-1917) appoints the members of the Atlantic Avenue Commission: real estate operator Edward F. Linton, Eugene G. Blackford, Pres. of the Bedford Bank, lawyer E.H. Hobbs, produce dealer William E. Phillips, and engineer and surveyor Walter M. Meserole. (BrklnEgl)
- May 29, 1896 Atlantic City Railroad places its first two Class P-1a 4-4-2 Vauclain compounds, No. 1026 and No. 1027, in service between Camden and Atlantic City; are faster and more powerful than any PRR locomotive on the Atlantic City run; begins a new era of high-speed running; fastest train runs in 1:40. (RRGaz, RyW, Coxey)
- May 30, 1896 Capt. John Hutchinson (1829?-1896), Superintendent of West Jersey Ferry for over 30 years, dies at Camden. (RyW)
- June 1, 1896 Wickliffe B. Stewart, Superintendent of Camden & Philadelphia Steam Boat Ferry Company appointed to new post of Superintendent of Ferries at Camden, covering all lines. (Watkins)
- June 1, 1896 Western New York & Pennsylvania Railway acquires trackage rights over

- Buffalo, Rochester & Pittsburgh Railway between Carrollton and Bradford, Pa. (9.14 miles) under agreement of same date; grants trackage rights to BR&P between Buffalo River and Emslie Street, Buffalo. (Val)
- June 2, 1896 Tunnels Nos. 7 & 8 widened for double track on Pittsburgh (Panhandle) Division. (AR)
- June 3, 1896 Norfolk & Western Railroad cuts rates by 1-6 cents per cwt. on its Cumberland Gap Despatch between Chicago and New York. (NYT)
- June 4, 1896 Austin Corbin (1827-1896), controlling interest and Pres. of LIRR, is killed in a carriage accident at his Newport, N.H., summer home at age 69; death ends his various plans for the LIRR, including tunnels and bridges to Manhattan, although some are continued by his successors; Corbin's estate is estimated at \$25 million, although his LIRR shares are encumbered by being used as collateral for debts to finance his other enterprises; Corbin has operated the LIRR to maximize dividend payments to himself, and in later years refused to make many improvements. (Seyfried, WwasW, ASCE, NYT)
- June 4, 1896 A second New York & Brooklyn Railroad incorporated in N.Y. by Benjamin S. Henning, Alonzo B. Cornell, et al., to build a tunnel between City Hall in Manhattan and City Hall in Brooklyn; is done to keep alive a charter granted to the same interests in 1891, but is unable to secure a franchise from the Brooklyn City Council; project is promoted by Frederick B. Esler for the use of the Brooklyn street railways. (NYState, NYT)
- June 4, 1896 Henry Ford builds his first successful automobile in a work shed in Detroit.
- June 6, 1896 Washington, Alexandria & Mount Vernon Railway begins revenue electric streetcar service between 13½ & E Streets in Washington and Alexandria using trackage rights over the Long Bridge; the PRR takes the majority of the bonds issued to pay for this extension and 40% of the stock; the electric railway soon replaces the Washington Southern Railway's steam local service between Washington and Alexandria. (Merriken, AR)
- June 6, 1896 Erie freight house "E" of Erie & Western Transportation Company destroyed by fire. (MB)
- June 8, 1896 Ocean City Railroad incorporated in New Jersey to build branch from South Jersey Railroad. (Val)
- June 8, 1896 Seven-car PRR special train of de luxe equipment leaves Washington with

national press corps en route to the Republican convention at St. Louis; under direct control of Assistant General Passenger Agent George W. Boyd; consist is a combine-buffet, dining car, 4 Pullman sleeping cars, and an observation-lounge car. (NYT)

- June 9, 1896 Pres. George B. Roberts attends his last board meeting. (MB)
- June 9, 1896 Frederick & Pennsylvania Line Railroad sold at foreclosure to PRR for \$150,000. (Val, RRGaz)
- June 9, 1896 Cleveland & Pittsburgh Railroad agrees with East Goshen Coal Company to build branch from New Philadelphia to Mine No. 2 (5 miles) with coal company supplying right-of-way and shipping 75,000 tons per year. (MB, Church)
- June 9, 1896 Norfolk & Western Railroad receiver Henry Fink confers in New York with Chauncey M. Depew of the NYC&HR and Eben B. Thomas of the Erie regarding its relationship with the Joint Traffic Association in the light of its rate cuts; the N&W is the only northeastern railroad outside the JTA. (NYT)
- June 9, 1896 Boston Terminal Company incorporated to build South Station, Boston, as joint project of the New Haven, Boston & Albany, New England Railroad, Boston & Providence Railroad, and Old Colony Railroad. (GrnBk, NHCorp)
- June 10, 1896 Second press special leaves Washington for St. Louis. (NYT)
- June 10, 1896 Brookville Railway incorporated in Pa. to build from Heidrick, Matson & Company's lumber mill at the end of a short spur off the Low Grade Line near Brookville to the "Hays Lot", about 13.1 miles; Levi Heidrick, Pres., and officers of Allegheny Valley Railroad as directors. (PaState, Kline 12)
- June 10, 1896 Union Depot Company begins work on the third Union Station at Columbus. (Miller)
- June 10, 1896 Grand Rapids & Indiana Railroad sold at foreclosure of Second Mortgage bonds to John C. Sims for \$500,000 in interest of PRR; Third Mortgage bonds wiped out. (Church, RyW)
- June 10, 1896 Atlantic City Railroad train No. 17, 4-4-2 camelback No. 1027 and 6 cars, leaving Camden at 4:00 PM runs non-stop to Atlantic City in 0:4525. (RRGaz)
- June 10, 1896 Thomas Sargent Fernon (1818-1896), quixotic railroad editor and foe of Tom Scott, dies in Philadelphia. (PubLdgr, NYT)

- June 10, 1896 Newspapers announce the engagement of Cornelius Vanderbilt III (1873-1942) to Grace Wilson (1873-1953), the fortune-hunting daughter of Richard T. Wilson, the ex-Confederate war profiteer and speculator in southern railroads; the match is opposed by Cornelius's dour parents. (Vndrblt)
- June 11, 1896 New York & Sea Beach Railway sold at foreclosure to the bondholders for \$250,000. (NYT)
- June 11, 1896 Chicago passes ordinance covering elevation of PCC&StL Railway Panhandle Line in Rockwell Street between Ogden Avenue and Western Avenue and Englewood Connecting Railway. (AR)
- June 11, 1896 Metropolitan Street Railway leases the city streetcar lines of the New York & Harlem Railroad between City Hall and the Harlem River at Madison Avenue for 999 years. (NYState)
- June 13, 1896 PRR advertises for bids on 9 miles of the Cherry Tree Branch of the Cambria & Clearfield Railroad from Cherry Tree to Burnside. (NYT)
- June 15, 1896 Atlantic Avenue Commissioners hold their first preliminary meeting. (BrklnEgle)
- June 1896 Western New York & Pennsylvania Railway agrees with Buffalo, Rochester & Pittsburgh Railway for reciprocal trackage rights; BR&P to use WNY&P entering Buffalo from Buffalo Creek Jct., and WNY&P to use BR&P between East Bradford and Riverside Jct.; standard-gauge access to Bradford to replace narrow-gauge lines.
- June 1896 Toledo & Ohio Central Railway ends operation of passenger trains over Columbus & Newark Division between Alum Creek and Columbus. (AR)
- June 16, 1896 Republican party convention begins at St. Louis. (NYT)
- June 17, 1896 Susquehanna & Tide Water Canal Companies sold at foreclosure in suit brought by State of Maryland to Susquehanna Construction Company of Baltimore City for \$75,000. (Rdg - check or 6/27?)
- June 17, 1896 PCC&StL Railway Executive Committee approves enlarging the Chicago Union Depot and an issue of \$800,000 in 4½% bonds. (MB)
- June 18, 1896 Pres. George B. Roberts leaves Philadelphia on an inspection tour. (NYT)
- June 18, 1896 Atlantic City Railroad 4-4-2 No. 1026 sets new (world?) speed record by running between Camden and Atlantic City in 46 minutes (average 72

MPH); increases competitive pressure on PRR.

- June 18, 1896 Nicholas Monsarrat (1839-1910) named VP & General Manager of the Columbus, Hocking Valley & Toledo Railway, replacing Christopher C. Waite, deceased. (Miller)
- June 18, 1896 Republicans nominate William McKinley (1843-1901) of Ohio for Pres. on platform of tariff and the gold standard; McKinley, who cannot match William Jennings Bryan's fiery oratory, runs a "front porch campaign" from his home in Canton, Ohio, speaking to about 750,000 people in over 300 delegations, most of whom are brought to Canton by special PRR trains. (Withers)
- June 18, 1896 Wedding of Cornelius Vanderbilt III and Grace Wilson set for this day is cancelled on pretext the groom is ill with severe rheumatism; on the same day, his father alters his will cutting him off with a pittance and settling the bulk of his estate on his second son, Alfred Gwynne Vanderbilt (1877-1915). (Vndrblt)
- June 20, 1896 Two sections of a westbound PRR freight train collide at Walls (Pitcairn), Pa.; wreckage fouls the eastbound track just as the first section of the eastbound *Atlantic Express*, No. 20, passes; no injuries; train was carrying many leaders returning from the Republican convention in St. Louis; second section carrying Sen. Quay's party, and following sections carrying press and Republican vice presidential nominee Garret A. Hobart are stopped safely. (NYT)
- June 20, 1896 Atlantic City Railroad 4-4-2 No. 1027 runs from Camden to Atlantic City in 0:57 with 11 car train. (RRGaz)
- June 22, 1896 Team of horses owned by Lines West VP James McCrea run away on 5th Avenue in New York; Mr. & Mrs. McCrea and a guest are thrown from the carriage but land on a pile of loose earth from an excavation and escape with minor injuries. (RyW)
- June 23, 1896 George S. Edgell, son-in-law of Austin Corbin, named Second VP of LIRR; no new Pres. chosen. (MB, NYT)
- June 24, 1896 PRR Board authorizes sale of 700 "Circle F" stock cars and 300 double deck stock cars to Keystone Stock Express Company, which is to operate them over PRR system. (MB)
- June 27, 1896 Atlantic City Railroad train No. 17, 4-4-2 camelback No. 1027 and 11 cars, leaving Camden at 4:00 PM runs non-stop to Atlantic City in 0:57. (RRGaz)

- June 28, 1896 West Shore Railroad summer schedule in effect, restoring through cars via the PRR between Washington/Philadelphia and Point Pleasant/Asbury Park on the one hand, and the Catskills, Saratoga and Lake George on the other; the *Catskill Mountain Express* leaving New York at 10:45 AM is renamed the *Rip Van Winkle Flyer*. (NYT)
- June 28, 1896 William W. Chandler, General Agent of Union Line at Chicago since 1864, dies at age 76. (RRGaz)
- June 30, 1896 Last day of service on Bradford Railway (narrow gauge) between Bradford and Marshburg, Pa.; portion between Bradford and East Bradford converted to standard gauge and reached by trackage rights from Riverside Jct. over BR&P.
- June 30, 1896 Union Steamboat Company merged into Erie Railroad; becomes Erie Railroad Lake Line. (Barnett,)
- Summer 1896 Economy relapses in Lines West territory; Northwest System freight down 4.9 million tons for the year; Southwest System down 1.1 million tons. (AR)
- July 1, 1896 New York & Harlem Railroad leases its City Line between City Hall and 138th Street via 4th Avenue, 42nd Street and Madison Avenue to the Metropolitan Street Railway. (Stokes)
- July 1, 1896 West Jersey & Seashore Railroad issues \$7 million First Consolidated Mortgage bonds. (MB)
- July 1, 1896 Through parlor cars begin running between Pittsburgh and Parkersburg, W.Va., via Wheeling over PCC&StL Railway and Ohio River Railroad under agreement of June 20. (AR)
- July 1, 1896 Terre Haute & Logansport Railroad defaults on 6% bonds of 1879; Terre Haute & Indianapolis Railroad has no money to meet interest guarantee. (MB, RyW)
- July 1, 1896 New organization on Vandalia Lines: Office of James J. Turner, VP & General Manager of Vandalia Line, moves from Terre Haute to St. Louis; Henry I. Miller promoted from Superintendent of St. Louis, Vandalia & Terre Haute Railroad to General Superintendent of Vandalia Line at Terre Haute, replacing N.K. Elliott; N.C. Deane to Superintendent of Main Line Division, replacing Miller; F.T. Hatch to Chief Engineer in addition to Superintendent of Michigan Division and the office of the Michigan Division is moved from Logansport to Terre Haute. (MB, RyW)
- July 1, 1896 B&O passes dividend on its preferred stock. (RyW)

- July 1, 1896 Union Traction Company of Philadelphia leases the street railway systems of the Peoples Traction Company and the Electric Traction Company of Philadelphia. (SEPTA)
- July 3, 1896 Atlantic City Railroad train No. 17, 4-4-2 camelback No. 1027 and 10 cars, leaving Camden at 4:00 PM runs non-stop to Atlantic City in 0:585. (RRGaz)
- July 6, 1896 Heavy rains in Wheeling area; Bellaire, Zanesville & Cincinnati Railway washed out for two miles along Wegee Creek; Pittsburgh, Ohio Valley & Cincinnati Railroad washed out at several points between Bellaire and Clarington. (RRGaz)
- July 7, 1896 Democratic nominating convention begins at Chicago; PRR provides special press train from Washington. (NYT)
- July 9, 1896 Democratic candidate William Jennings Bryan (1860-1925) of Nebraska delivers his ringing "Cross of Gold" speech ("You shall not press down upon the brow of labor this crown of thorns; you shall not crucify mankind upon a cross of gold.") to Chicago Democratic National Convention in favor of free silver. (EAH)
- July 8, 1896 Fifth and last Boardwalk opens at Atlantic City; 40 feet wide from Rhode Island Avenue to Chelsea; the main portion is widened to 60 feet in 1902. (Butler)
- July 10, 1896 John C. Sims submits plan for adjustment of debts to bondholders of Grand Rapids & Indiana Railroad. (Church)
- July 10, 1896 Democrats nominate William Jennings Bryan on the fifth ballot after the famous "Cross of Gold" speech on a platform calling for free coinage of silver in ratio of 16 to 1; Bryan practically invents the campaign train, traveling 18,000 miles and making 3,000 speeches; Bryan originally travels in ordinary cars but is later given use of a C&O business car. (Stokes, NYT, Withers)
- July 11, 1896 Grand Rapids & Indiana Railway incorporated in Michigan as reorganization of Grand Rapids & Indiana Railroad. (Church)
- July 12, 1896 South Jersey Railroad completes overhead crossings of the PRR-West Jersey line at Woodbine and near Cape May. (NYT)
- July 13, 1896 Lehigh Valley Coal Company opens a ship-to-rail coal transfer facility at Calumet Dock at 100th Street in South Chicago. (AR)

- July 13, 1896 VP W.W. Guerin replaces Nicholas Monsarrat as Pres. of the Columbus, Sandusky & Hocking Railroad. (NYT)
- July 14, 1896 Cleveland, Akron & Columbus Railway ceases using the Panhandle roundhouse at Columbus. (AR)
- July 14, 1896 Joshua Twing Brooks replaces John Flack Winslow as Pres. of the Cincinnati, Lebanon & Northern Railway; Ralph Peters appointed Superintendent. (RRGaz - check MB)
- July 14, 1896 Cornelius Vanderbilt (1843-1899), Chairman of NYC&HR and head of the Vanderbilt family, suffers a stroke at his 5th Avenue home; had arrived in the early morning from his Newport summer home "The Breakers" to be with son, Cornelius III who was ill with rheumatism; as a result, skilled doctors are on hand when he was stricken, and he survives, although partially paralyzed and confined to a wheelchair; in fact, the elder Vanderbilt's stroke is probably provoked by his son's striking him in a fit of rage over the continued opposition to his marriage. (NYT, Vndrblt)
- July 15, 1896 PRR starts work on new station at Frankford Jct., Pa. (RyW)
- July 15, 1896 E.A. Dawson appointed Manager of Union Line replacing David S. Gray promoted to devote full time to Board of Managers of Joint Traffic Association; C.W. Forrester appointed Western Superintendent of Union Line, replacing Dawson. (MB - AR has GM and Western Mgr)
- July 15, 1896 Grand Rapids & Indiana Railway Company organized with James McCrea as President, J.H.P. Hughart (1854-1917) as General Manager, and PRR Lines West officers in most non-operating posts; control vested in Pennsylvania Company.
- July 15, 1896 Prices break sharply on Wall Street (the "Silver Panic") on news of lower prices for American securities in London and advance in sterling exchange leading to fear of increase gold outflows; also news that Cornelius Vanderbilt has suffered a debilitating stroke, and the alliance between the Democrats and Populists on a free-silver platform. (RyW)
- July 1896 New station and eastbound shelter open at Elizabeth, N.J., completing track elevation. (RRGaz, AR)
- July 1896 PRR now has a bicycle room at Broad Street Station used by about 200 clerks. (RRGaz)
- July 1896 Wheeling Bridge & Terminal Railway authorizes an extension from the Top Mill Tunnel at Wheeling to the Wheeling Iron & Steel Company. (RRGaz)

- July 1896 PFW&C refuses to accept Chicago ordinance for track elevation between 51st & 63rd Streets. (RRGaz)
- July 1896 Southern Railway places the latest double drawing room, smoking room and 10-section sleeping cars on the *Washington & Southwestern Vestibuled Limited* between Jersey City and New Orleans. (NYT)
- July 16, 1896 Prices on New York Stock Exchange fall below levels reached in the Venezuelan Panic in Dec. 1895; panic is over by end of month after banks help restore U.S. Treasury gold reserves to over \$100 million. (RyW)
- July 16, 1896 New York & Harlem Railroad leases its streetcar lines in Manhattan to Metropolitan Street Railway under agreement of June 11. (NYState)
- July 17, 1896 Hard-money Democrats of Pennsylvania, including PRR director Henry D. Welsh, J. Simpson Africa of the Union Trust Company, George F. Baer, and John Christian Bullitt, meet in Philadelphia and try to arrange a deal with the Republicans to give their votes for McKinley for Pres. in return for Republicans in normally Democratic districts supporting local Democratic candidates. (NYT)
- July 17, 1896 Trustees of Johns Hopkins University file in U.S. Circuit Court against the receivers of the B&O to prevent them from disbursing funds ahead of paying dividends on the First Preferred stock owned by the University. (NYT)
- July 20, 1896 Interstate Sand & Car Transfer Company incorporated in Missouri to operate car ferry on Mississippi River near St. Louis. (Church)
- July 21, 1896 United States Pipe Line Company, a rival of Standard Oil, finally succeeds in crossing the PRR-Belvidere Delaware Railroad track one mile south of Belvidere, thus completing its pipeline between Bradford, Pa., and Hampton, N.J. (NYT)
- July 24, 1896 PRR terminates lease of Wilcox Railroad; not operated for some time. (MB)
- July 24, 1896 Southern States Freight Association cuts rates on traffic from the Northeast by 30% to meet cuts made by the Seaboard & Roanoke Railroad; intensifies the rate war between the Seaboard and the Southern Railway. (NYT)
- July 25?, 1896 Washington Southern Railway discontinues almost all Washington-Alexandria locals because of hourly service on the Washington, Alexandria & Mount Vernon Railway. (RRGaz - check)

- July 25, 1896 Property of Grand Rapids & Indiana Railroad Company transferred to new Grand Rapids & Indiana Railway Company; new company writes off book value of resort grounds at Rome City, Manistee Branch, and stocks of Mackinac Transportation Company, Mackinac Island Hotel Company, Muskegon, Grand Rapids & Indiana and Big Rapids & Western. (Church)
- July 25, 1896 Northern Pacific Railroad sold at foreclosure. (ICC)
- July 25, 1896 Peoples Party (Populists) nominates Democrat William Jennings Bryan for Pres. and Populist Thomas E. Watson (1856-1922) of Georgia for VP; platform calls for nationalization of the railroads and telegraph companies. (Shifflet, RRGaz)
- July 26, 1896 New Haven opens its second electrification using a center third rail between Nantasket Jct. and East Weymouth, Mass.; extended west to Braintree in 1898 and east from Nantasket Jct. to Cohasset in 1899; abandoned after summer of 1902. (Humphrey, McGarigle)
- July 27, 1896 Charles M. Jacobs presents LIRR schemes to Atlantic Avenue Commission for placing LIRR in Atlantic Avenue underground either from Brooklyn city line or East New York, with extension of tunnel to Manhattan at Cortlandt Street & Broadway. (BrklnEgl)
- July 27, 1896 PRR serves ejectment papers on the United States Pipe Line Company at Belvidere, N.J. (NYT)
- July 27, 1896 Chicago ordinance orders track elevation of PFW&C between 55th and 63rd Streets. (Church)
- July 29, 1896 Another test of Holman friction geared locomotive on South Jersey Railroad; only runs 12 miles and not able to exceed 94.7 MPH instead of breaking 100 MPH. (NYT, RyW)
- July 29, 1896 Trunk Line presidents meet at New York to discuss eastbound rates. (NYT)
- July 29, 1896 John T. Areson (1810?-1896), former Superintendent of the LIRR, dies at Jamaica, N.Y.; built the first section of the Brooklyn & Jamaica Railroad in the 1830s, as well as parts of the LIRR main line and the new main line between Long Island City and Jamaica. (NYT)
- July 29, 1896 Former B&O Pres. Robert Garrett (1847-1896) dies at his summer home at Deer Park, Md. (RRGaz)
- July 30, 1896 Eastbound Atlantic City Railroad express that left Philadelphia at 5:40 PM

rams a 7-car West Jersey & Seashore train returning and excursion of Red Men to Bridgeton and Salem at the crossing in the meadows west of Atlantic City at 6:48 PM; ACRR train slices through two cars of WJ&S train; 47 killed; dead engineer of ACRR train blamed for failing to heed signals. (RRGaz, RyW, NYT)

- July 30, 1896 Summit Branch Railroad Board approves the lease of all the coal on the Philip Zimmerman/Henry Eckler and Frederick Hesser Tracts in Tremont Township, Schuylkill County, to Jacob M. Schappert of Wilkes-Barre. (MB)
- July 30, 1896 Mineral Railroad & Mining Company Board approves the assignment of the lease of the Colket Colliery to the Shipman Koal Company, Inc. (MB)
- July 30, 1896 Sen. Mark Hanna, McKinley's campaign manager, meets at the Lawyers Club in New York with PRR VP Frank Thomson, VP candidate Garret A. Hobart of Paterson, and others to plan the financing of the McKinley campaign; Hobart and Pa. Sen. Matthew S. Quay are to manage the campaign in the East. (NYT)
- July 30, 1896 Floods wash out the PCC&StL Railway main line between Steubenville and Gould Tunnel. (AR)
- Aug. 1, 1896 Grand Rapids & Indiana Railway refuses to continue bond guarantees of predecessor companies (CR&FW, Traverse City, Muskegon, Grand Rapids & Indiana), but will continue to operate and turn over net earnings only. (Church)
- Aug. 1, 1896 Illinois Central Railroad switches its Chicago-St. Louis trains from the Vandalia Lines via Effingham to the CCC&StL Railway (Big Four) via Champaign, Decatur and Pana. (RRGaz)
- Aug. 1, 1896 Cincinnati street railways consolidated into Cincinnati Street Railway Company, which is given a monopoly of traffic within the city limits. (Poors, Hauck)
- Aug. 3, 1896 Charles M. Jacobs presents a revised estimate to the Atlantic Avenue Commissioners. (BrklnEgl)
- Aug. 3, 1895 PRR passenger train sets unofficial sustained speed record by running between Landover and Anacostia, Md., 5.1 miles, in 3 minutes or 102 MPH.
- Aug. 3, 1896 PCC&StL Railway Executive Committee authorizes connecting the tracks of the Cincinnati, Lebanon & Northern Railway and the Richmond Division near Cincinnati. (MB)

- Aug. 3, 1896 Cornelius Vanderbilt III and Grace Wilson marry in a simple house wedding boycotted by all other members of the Vanderbilt family; the marriage is not a happy one; Cornelius is an introverted engineer whose inventions include the cylindrical Vanderbilt tender, while his wife spends her life hobnobbing with royalty and consuming their diminished fortune. (Vndrblt)
- Aug. 6, 1896 PRR runs Pittsburgh-Atlantic City excursion in six sections totaling 4 baggage cars, 21 coaches, 7 parlor cars and 34 sleeping cars. (RRGaz)
- Aug. 7, 1896 Atlantic City Railroad contracts for new station at Winslow Jct. (MB)
- Aug. 7, 1896 Atlantic County coroner's jury finds the late engineer Farr of the Atlantic City Railroad express guilty of not following the operating rules; censures towerman George Hauser for giving an excursion train priority over the express at the crossing. (NYT)
- Aug. 7, 1896 Nypano Railroad leased to Erie Railroad under agreement of Mar. 17. (NYState)
- Aug. 9, 1896 Olean, Bradford & Warren Railroad/Railway (narrow gauge) ends service between Tarport and Olean; 1.11 miles at Olean converted to standard-gauge spur to serve Empire Tannery Company; elimination of narrow gauge was done partly to avoid cost of providing automatic couplers under federal and state laws. (Val says op. disc. 8/96; Guide says pass disc. 6/30)
- Aug. 10, 1896 A.C. Hippey (1846-1896), General Superintendent of N&W and former Superintendent of Altoona Division, dies at Roanoke. (RRGaz)
- Aug. 10, 1896 State of Ohio deeds to PCC&StL Railway the former Miami & Erie Canal basin in Hamilton and the former canal bed on the line of vacated Eggleston Avenue between Pearl Street and the Ohio River in Cincinnati. (Church)
- Aug. 10, 1895 Prince Mikhail Ivanovich Khilkoff (1837-1909), the Russian Minister of Ways & Communication who is making a round-the-world trip on the orders of Tsar Nicholas II (1868-1918) preparatory to completing the Trans-Siberian Railway, leaves St. Petersburg traveling east. (RRGaz)
- Aug. 11, 1896 William Jennings Bryan arrives in Jersey City at 8:30 PM on a PRR train from Philadelphia; he is mobbed at Newark and Jersey City; then crosses on the Debrosses Street ferry. (NYT)
- Aug. 11, 1896 New PRR ferry boat *Camden* launched at Lewis Nixon's shipyard at Elizabethport, N.J. (RRGaz)

- Aug. 11, 1896 New "WH" Tower opens at Bryn Mawr. (AR)
- Aug. 12, 1896 At a rally in Madison Square Garden, Presidential candidate William Jennings Bryan says that railroad rates should come down, as they have not fallen as much as other prices; the *New York Times*, which does not support Bryan, calls the speech lackluster and not well received. (NYT)
- Aug. 12, 1896 Gold discovered on the Klondike River near Dawson in Canada's Yukon Territory. (Shifflet)
- Aug. 13, 1896 A.C. Hippey (1846-1896), General Superintendent of the Norfolk & Western Railroad, dies. (AR)
- Aug. 1896 PRR presents its plan for elevating the tracks from Kensington to Frankford Jct.; includes an open elevated as far north as the Reading crossing. (RRGaz)
- Aug. 1896 PRR has stopped all major projects except relocation at Mount Joy, new alignments at Duncannon and Lilly's-Portage, and the new tunnel at Radebaugh, and has reduced time at Altoona Shops. (RRGaz)
- Aug. 1896 New "GH" Tower placed in service at Glen Loch, Pa. (RRGaz, AR)
- Aug. 1896 PCC&StL Railway is double-tracking between Pittsburgh and Columbus. (RRGaz)
- Aug. 1896 Stock market hits 10-year low. (Wyckoff)
- Aug. 1896 Pres. Roberts's health fails, forcing him to cease official duties.
- Aug. 17, 1896 CNJ, Reading and B&O assume ownership and operation of four dining cars used on Royal Blue Line from Pullman's Palace Car Company. (RRGaz)
- Aug. 18, 1896 Property of Northern Pacific Railroad conveyed to the new Northern Pacific Railway Company. (ICC)
- Aug. 20, 1896 Atlantic City Railroad and West Jersey & Seashore Railroad settle damages resulting from the July 30 wreck; ACRR is to be responsible for all payments for its own dead or injured crew and passengers; damage claims for WJ&S passengers and crew to be paid 60% by ACRR and 40% by WJ&S. (MB)
- Aug. 21, 1896 After receiving no satisfaction from the Joint Traffic Association, the New York Produce Exchange files a formal complaint against the port

- differentials with the ICC. (NYT)
- Aug. 23, 1896 New Pavonia freight yard opens in Camden for freight using Delair Bridge line and use of car floats between Philadelphia and Camden discontinued. (AR)
- Aug. 23, 1896 Max J. Becker (1828-1896), Consulting Engineer and Real Estate Agent of PCC&StL Railway, dies after 30 years of service at Mackinac Island where he had gone to recuperate. (AR, RRGaz)
- Aug. 23, 1896 New England Railroad depot at Sumner Street, Boston, closed and demolished to make way for South Station; NERR runs into Old Colony Railroad station in the interim. (RRGaz)
- Aug. 23, 1896 New Haven opens track elevation between Boston and Forest Hills. (RRGaz)
- Aug. 24, 1896 PRR withdraws 24 local trains on Baltimore & Potomac Railroad between Baltimore and Catonsville and between Washington and Alexandria because of electric trolley competition; also some service on the new Newtown Square Branch, including all Sunday service. (RyW)
- Aug. 24, 1896 Maryland Division Passenger Agent Stephen D. Kennedy (1840-1896) dies at Atlantic City of Bright's disease after 20 years of service. (NYT)
- Aug. 24, 1896 Louisville, New Albany & Chicago (Monon) Railroad enters receivership. (RyW)
- Aug. 1896 PRR has established fast freight PG 3 on main line to match new fast freights recently established on Erie, C&O, Big Four and B&O; hauled by new Class L locomotives with 68" drivers on Middle Division at average 29 MPH or about passenger train speed. (RyW)
- Aug. 29, 1896 Sea Beach Railway incorporated in N.Y. as reorganization of New York & Sea Beach Railway. (NYState)
- Aug. 29, 1896? PRR discontinues some suburban trains at Washington and Baltimore because of trolley competition. (RRGaz)
- Aug. 30, 1896 CCC&StL Railway (Big Four) inaugurates *White City Special/Cincinnati & Washington Special*, an all-vestibuled train between Chicago and Cincinnati on 8:00 schedule; fastest yet between these two cities. (RRGaz)
- Sep. 1, 1896 PRR now has fewer workers in its shops than at any time since 1873. (RyW)

- Sep. 1, 1896 B&O opens Mount Royal Station in Baltimore at the northern portal of the Howard Street Tunnel; located near PRR's Union Station. (AR)
- Sep. 1, 1896 Terre Haute & Peoria Railroad and Indiana & Lake Michigan Railway default on bond interest; Terre Haute & Indianapolis Railroad is unable to meet its guarantee of interest. (MB)
- Sep. 1, 1896 Republican victory in Vermont state elections interpreted as indicating that hard money Democrats will defect and support McKinley in Nov., easing fears on Wall Street. (RyW)
- Sep. 2, 1896 NYP&N buys land at Pinders Point from Portsmouth Water Front Land Company. (MB)
- Sep. 3, 1896 Chinese Viceroy Li Hongzhang (1823-1901), who is making an around-the-world goodwill tour, travels from New York to Philadelphia and Washington in a special PRR train consisting of a baggage car, the new Pullmans *Raleigh*, *Cordelia*, *Agatha* and *Iolanthe*, and VP Frank Thomson's private car; departs New York at 7:00 AM; the Jersey City train shed is decorated with a large Chinese flag; Viceroy Li rides on the rear platform of Thomson's car, where he converses with Thomson through an interpreter; the train arrives at Germantown Jct. at 10:25 for a procession down Broad Street and a reception at the Union League; at 4:15 PM, Li is driven to Broad Street Station and proceeds to Washington, arriving at 8:30 PM. (NYT)
- Sep. 1896 Samuel Spencer proposes joint purchase of Seaboard & Roanoke Railroad by Southern Railway and Atlantic Coast Line at 100; effort fails. (Hoffman)
- Sep. 5, 1896 *Saratoga Express* makes last run between Saratoga Springs and Philadelphia. (tt)
- Sep. 5, 1896 Chinese Viceroy Li Hongzhang departs Washington in a special PRR train for Rochester and Niagara Falls; Li gives silver medals to the conductor and enginemen. (NYT, RRGaz)
- Sep. 7, 1896 New line of Cleveland & Marietta Railway bypassing Tunnel No. 2 between Kimbolton and Gurnsey opened for full service and temporary line over Liberty Hill abandoned. (AR)
- Sep. 7, 1896 As part of the Reading reorganization plan, Henry M. Hamilton's old National Company, which has passed to the Reading through the lease of the North Pennsylvania and Delaware & Bound Brook Railroads, is renamed the Reading Company and its stock increased from \$100,000 to \$40 million; plan, devised by lawyer George F. Baer, is to circumvent the

1874 state Constitution by having a grandfathered (1871) holding company own both the Reading railroad and its coal companies. (ICC, Jones)

- Sep. 8, 1896 William H. Baldwin, Jr. (1863-1905), formerly Second VP of the Southern Railway, elected Pres. of LIRR, replacing Austin Corbin, deceased; Baldwin is a Boston Brahmin (Harvard '85) who was recruited to join the Union Pacific Railway by Charles Francis Adams (1835-1915) and is a sponsor of African American higher education and a friend of Booker T. Washington (1856-1915); Austin Corbin, Jr., is first elected Pres., but steps down in favor of Baldwin and is elected a director; Charles M. Pratt is named to the new post of Chairman of the Board; Andrew R. Culver resigns from Board. (MB, NYT, Seyfried, RRGaz)
- Sep. 11, 1896 Double track and new alignment opens between Mount Joy and Florin on Philadelphia Division, including change of line and depression of track through Mount Joy and a new Mount Joy station. (AR, Triumph)
- Sep. 12, 1896 One thousand PRR employees from Pittsburgh, headed by Samuel Harden Church, and 700 workers from McKeesport travel to Canton, Ohio, and parade to William McKinley's front yard for one of his "front porch campaign" rallies; despite a thunderstorm that has everyone sheltering under umbrellas, Church delivers his anti free-silver speech while standing on a chair; claims that a devalued currency would double railroad fixed charges by raising interest rates; special trains on PFW&C total 108 cars. (NYT, RRGaz)
- Sep. 13, 1896 Washington press corps presents Assistant General Passenger Agent George W. Boyd with a gold and silver watch charm made by Philadelphia jewelers Bailey, Banks & Biddle for his services in providing transportation to the political conventions; has monogram of Boyd's initials on one side and PRR keystone on the other; one side is gold with the date of the Republican convention and the other silver for the Democrats. (NYT)
- Sep. 15, 1896 PRR holds a reception in the Board Room for Lord Charles Russell (1832-1900), Chief Justice of Great Britain; VP Frank Thomson presides, as Pres. Roberts is ill. (RyW)
- Sep. 1896 N.J. Court of Errors & Appeals reverses the Court of Chancery ruling that the PRR is in contempt of court for not obeying the injunction against interference with the New Jersey Junction & National Docks Connecting Railway. (RRGaz)
- Sep. 1896 Mount Gretna Narrow Gauge Railway (excursion line) abandoned between rifle range and Governor Dick Mountain, near Cornwall, Pa.

- Sep. 16, 1896 Westbound *Western Express* running near Newport, Pa., at 1:00 AM strikes debris placed on the tracks by train wreckers but is able to push it off with some damage to the pilot, but none to the train. (NYT)
- Sep. 16, 1896 Lynchburg & Durham Railroad sold at foreclosure; reorganized as Norfolk, Lynchburg & Durham Railroad. (N&W AR)
- Sep. 16, 1896 James M. Ashley (1824-1896), former Pres. of the Toledo, Ann Arbor & Northern Michigan Railroad, dies. (WwasW)
- Sep. 18, 1896 Receiver G.B. Swetzer of the Chicago, Indiana & Eastern Railway suspends operations as unprofitable. (, RRGaz)
- Sep. 18, 1896 Joint Traffic Association arbitrators hear the matter of the Lehigh Valley Railroad and Grand Trunk Railway of Canada refusing to accept an \$18 fare between New York and Chicago; also the matter of increasing the fare on the *Black Diamond Express* between New York and Buffalo from \$8.00 to \$9.25, equal to the NYC&HR, because of its speed. (NYT)
- Sep. 20, 1896 Democratic presidential candidate William Jennings Bryan leaves Washington via the PRR for Baltimore. (NYT)
- Sep. 21, 1896 William Jennings Bryan leaves Baltimore via the PRR to Dover, Del.; arrives in Philadelphia in the evening. (NYT)
- Sep. 22, 1896 Pennsylvania Company Finance Committee reports purchase of Cincinnati, Lebanon & Northern Railway for \$734,739 and of New Castle & Beaver Valley Railroad. (MB)
- Sep. 22, 1896 Argument begins in the lawsuit between the Central Transportation Company and Pullman's Palace Car Company at Philadelphia. (NYT)
- Sep. 23, 1896 PRR Board receives medal awarded for PRR exhibit at World's Columbian Exposition. (MB)
- Sep. 23, 1896 Philadelphia & Reading Railroad and property and charter of Philadelphia & Reading Coal & Iron Company sold at foreclosure to Charles H. Coster and Francis Lynde Stetson of J.P. Morgan & Co. for \$20.5 million. (ICC)
- Sep. 23, 1896 William Jennings Bryan's campaign train enters New Jersey and travels up the Belvidere Delaware Railroad to Manunka Chunk, then back over the DL&W to Hoboken and an evening rally in Brooklyn; it traverses New Jersey's Fourth Congressional District, the only one where Bryan's free-silver doctrines have found followers. (NYT)

- Sep. 24, 1896 “Sound Money Railroad Men’s” parade draws over 6,000 at Terre Haute; speech by Lines West VP Joshua Twing Brooks; centerpiece of parade is a fake locomotive built in Terre Haute shops in four days under the supervision of William Riley McKeen, Jr. (1869-1946), built over motorized trolley trucks with a small boiler to provide steam, whistle, etc., while power is taken from a trolley wire; locomotive is built of wood covered with sheet iron; driven by William “Uncle Billy” Baugh, who was the engineer of the first train into Terre Haute from the East. (RyW)
- Sep. 24, 1896 Norfolk & Western Railway incorporated as reorganization of Norfolk & Western Railroad (N&W, Lambie).
- Sep. 24, 1896 James F. Joy (1810-1896), Detroit railroad entrepreneur, dies of heart disease. (RyW - RRG has 9/23)
- Sep. 25, 1896 West Jersey & Seashore Railroad Board authorizes purchasing the remaining \$33,000 of bonds of the Mays Landing & Egg Harbor City Railroad. (MB)
- Sep. 27, 1896 Col. Joseph Hill (1826-1896), former Assistant General Manager of Vandalia Line, dies at St. Louis. (RRGaz)
- Sep. 27, 1896 B&O receivers file financial statements in the suit brought by Johns Hopkins University that show a loss for the first six months of 1896 of \$1,368,000, so there is no money to pay a dividend on the preferred stock. (NYT)
- Sep. 29, 1896 Category 4 hurricane comes ashore on the Gulf Coast of Florida and moves north along the Fall Line towards the Susquehanna watershed. (Schwartz - may be earlier as effects already in N.C, and Va. by evening at D.C. by 10:00 PM with gusts up to 100 MPH)
- Sep. 30, 1896 Columbia Bridge over the Susquehanna River is blown off its piers and destroyed by the hurricane around 1:00 AM.; only the two iron spans built as a fire-break are left standing. (C&C, Wilson, AR, NYT)
- Sep. 30, 1896 Queen Anne’s Railroad Board ratifies agreements for crossing the PW&B lines at Greenwood and Queen Anne’s station. (MB)
- Sep. 30, 1896 Coal strike begins along Cleveland & Marietta Railway in southeastern Ohio. (AR - anyplace else?)
- Sep. 30, 1896 Henry Fink (1831-1912) is elected Pres. of the reorganized Norfolk & Western Railway; Frederick J. Kimball to Chairman. (RRGaz)
- Oct. 1, 1896 NYP&N purchases 38.6 acres at Port Norfolk, Portsmouth, from the Port

Norfolk Land Company. (MB)

- Oct. 1, 1896 Mifflin & Centre County Railroad merged into Sunbury & Lewistown Railroad under agreement of July 14, 1896. (Val)
- Oct. 1, 1896 PCC&StL Railway cuts passenger fares between Pittsburgh and Carnegie, Pa., to meet streetcar competition. (AR)
- Oct. 1, 1896 \$1.5 million American Steamship Company of Philadelphia bonds mature, of which \$1,485,000 are guaranteed by the PRR; paid out of the Trust of 1878. (AR)
- Oct. 2, 1896 Underground Railroad Company of the City of New York incorporated in N.Y. by the merger of the Terminal Underground Railroad, Central Tunnel Railroad, and New York & New Jersey Tunnel Railroad; charter is from City Hall Park to Grand Central; is designed to interfere with the city's plans for its first subway but is eventually ruled to have forfeited all charter rights. (NYState)
- Oct. 2, 1896 Joint Traffic Association arbitrators rule on the Erie Railroad's complaint on New York-Buffalo fares; there is to be no change for 11-hour trains, but trains taking more than 11:00 are to have the fare reduced to \$8.50 or \$0.75 less than the NYC&HR. (NYT)
- Oct. 2, 1896 Thomas Fortune Ryan agrees to purchase 8,000 shares of the Seaboard & Roanoke Railroad held in a pool by Moncure Robinson, L.M. Watts of Portsmouth, Va., and Louis McLane of Baltimore at 125. (NYT)
- Oct. 1896 Because of the presidential campaign, mail is running very heavy; the *Limited Mail* No. 6 on the PCC&StL Railway runs to 6 mail cars and 5 coaches and sleeping cars; No. 11 has 8 mail cars; No. 5 has 5 mail cars and 7 coaches and sleeping cars; No. 3 has one mail car; and No. 10 has one; on the PFW&C, the *Pennsylvania Limited*, Nos. 2-5, carries 2-4 mail cars; Nos. 4, 6, 7, 8 & 9 have 5 mail cars. (RRGaz)
- Oct.? 1896 Last run of passenger service on the Western New York & Pennsylvania Railway between Titusville and Lakeville. (RRGaz)
- Oct. 1896 Southern Railway establishes a new Jersey City-Birmingham sleeping car. (RRGaz)
- Oct. 5, 1896 Third rail electric locomotive tested on 34th Street El spur of Manhattan Railway. (RRGaz)
- Oct. 6, 1896 Seaboard & Roanoke Railroad holds its annual meeting in Portsmouth, Va.; old Board reelected; the members of the stock pool now demand that

Thomas Fortune Ryan also purchase the stock of the Baltimore Steam Packet Company (Old Bay Line) and buy out the other Seaboard & Roanoke stockholders at the same price. (NYT)

- Oct. 7, 1896 New "FJ" ("SHORE") Tower opens at Frankford Jct., along with track elevation. (RRGaz, AR)
- Oct. 7, 1896 At meeting of American Railway Association, Sutherland M. Prevost and Theodore N. Ely explain that PRR is not uniformly 4'-9" gauge and should be called a standard gauge road; where freight traffic is heavier, use 4'-9" because under certain conditions, it offers less resistance; where passenger traffic predominates, use 4'-8½" because it offers a steadier ride. (RRGaz)
- Oct. 7, 1896 Prince Mikhail Khilkoff, the Russian Minister of Ways & Communication who is making a round-the-world trip preparatory to completing the Trans-Siberian Railway, arrives in San Francisco; travels east on the Southern Pacific, Denver & Rio Grande, Santa Fe and PRR from Chicago; Prince Khilkoff's trip from San Francisco to New York has been arranged by Maj. Joseph G. Pangborn (1844-1914) of the B&O. (RRGaz)
- Oct. 9, 1896 PCC&StL Railway Executive Committee authorizes completing the grading for the second track between Fernwood and Millers on the Pittsburgh Division. (MB)
- Oct. 9, 1896 Columbus, Sandusky & Hocking Railroad leases docks and water lots 1-7 from the City of Sandusky. (Church)
- Oct. 10, 1896 Another full day of "front porch" rallies at McKinley's home in Canton, Ohio, begins with the arrival of a delegation from Lebanon and Reading, Pa. at 9:30 AM and concludes with 3,000 railroad workers from all the lines at Cleveland. (NYT)
- Oct. 11, 1896 Judge Edward T. Green (1837-1896) dies at Trenton; was an attorney for the Camden & Amboy Railroad and then the PRR's legal representative in Trenton, until being elevated to the Federal bench in 1889. (NYT)
- Oct. 11-12, 1896 A second, weaker hurricane passing offshore batters the Delaware and N.J. coasts; sections of boardwalk destroyed at Cape May and Asbury Park, but the new Atlantic City Boardwalk stands; Brunswick Hotel at Sea Isle City destroyed; tracks to Atlantic City are submerged. (Schwartz, Butler)
- Oct. 12, 1896 PRR Road Committee rejects changing name of Green Tree to Duffryn Mawr on the Philadelphia Division and orders General Manager to come up with a better name. (MB)

- Oct. 12, 1896 Robert Neilson (1837-1896), General Superintendent of P&E Grand Division and Northern Central Railway, dies at home at Williamsport of a heart attack after 33 years of service. (MB, ATO, RyW, AR)
- Oct. 12, 1896 Pittsburgh-Parkersburg parlor car line extended to Kenova, W.Va., via Ohio River Railroad. (AR)
- Oct. 14, 1896 Ann Arbor Railroad opens new Central Station in downtown Toledo. (MichRRs - RRGaz has 10/24 by Ann Arbor and Flint & Pere Marquette)
- Oct. 15, 1896 PRR officials host a delegation from the London & North Western Railway headed by General Manager Frederick Harrison; they arrive in Philadelphia in the morning, visit the Baldwin Locomotive Works and Independence Hall, and depart for New York and home in the evening. (NYT)
- Oct. 15, 1896 Grand Trunk Railway of Canada begins sending all its traffic to and from points east over the Lehigh Valley Railroad via Suspension Bridge; Depew & Tonawanda Railroad branch of the LV opens between Depew and North Tonawanda. (NYT)
- Oct. 1896 New three-storey brick office building for headquarters of Philadelphia and Delaware Extension & Kensington Divisions opens at Powelton Avenue in West Philadelphia, replacing offices in the old Centennial Station at 32nd Street. (RRGaz, AR)
- Oct. 1896 Florence Baldwin (1858-1926) begins leasing the Bryn Mawr Hotel during the off season from October to May for the girls' school that she had started in her mother's home in 1888; she later purchases the hotel, and it remains the Baldwin School to this day. (LMHS)
- Oct. 1896 Pennsylvania Company begins grade reduction between Rochester and New Brighton, cutting from 49 feet per mile to 20 feet per mile. (AR)
- Oct. 1896 Pennsylvania Company begins track elevation at Chicago. (AR)
- Oct. 16, 1896 Prince Mikhail Khilkoff, the Russian Minister of Ways & Communication who is making a round-the-world trip preparatory to completing the Trans-Siberian Railway, travels by special train from Altoona to Merion, where he is the guest of VP Frank Thomson at "Corkerhill," visits the Baldwin Locomotive Works and Harlan & Hollingsworth, and attends a reception at the Union League in Philadelphia in the evening; Khilkoff calls PRR "the finest in the world." (NYT, RyW)
- Oct. 17, 1896 Prince Khilkoff visits the Baldwin Locomotive Works, Harlan & Hollingsworth in Wilmington, and attends a dinner at the Union League;

- at 10:00 PM leaves by special train for New York. (RyW)
- Oct. 17, 1896 New PRR twin-screw ferry *Pittsburgh* launched from William Cramp & Sons Ship and Engine Building Company for the projected 23rd Street ferry. (RyW)
- Oct. 18, 1896 African American Edward Brown, arrested for an attack on a white woman, is attacked by a vicious lynch mob as he is being put on a PRR train at Coatesville for transfer to the county jail at West Chester; the mob stones the train after he is aboard, injuring several regular passengers; PRR detectives are put on the case. (NYT)
- Oct. 20, 1896 An attempt is made to wreck the second section of the *Southwestern Express* with ties fastened to the track at Millerstown, Pa. (NYT)
- Oct. 21, 1896 Prince Khilkoff sails for Europe on the American Line steamer *St. Paul*, having made a side trip to Niagara Falls on NYC&HR. (RyW)
- Oct. 21, 1896 New PRR twin-screw ferry *St. Louis* launched at Charles Hillman's shipyard in Camden for projected 23rd Street ferry at New York. (RyW)
- Oct. 21, 1896 John H. Drake (1840?-1896), Pres. of the Drake & Stratton Company, railroad contractors, dies in Philadelphia at age 56. (NYT)
- Oct. 21, 1896 British civil engineer James H. Greathead (1844-1896), inventor of subaqueous tunneling with pressurized shields, dies. (RyW)
- Oct. 23, 1896 N.Y. Court of Appeals overturns the decree of foreclosure against the New York & Northern Railway in 1893 on a suit brought by minority stockholders who claim that the NYC&HR and J.P. Morgan & Co. conspired to ruin the company so they could foreclose the mortgage and get control cheaply. (NYT)
- Oct. 25, 1896 Over 300 Republicans and hard-money Democrats from Newark, Elizabeth and Trenton travel to Canton, Ohio, on a special PRR train consisting of 7 coaches and 4 sleeping cars; return on the night of Oct. 27. (NYT)
- Oct. 26, 1896 John M. Wallis (1853-1912) appointed General Superintendent of P&E Grand Division and Northern Central Railway, replacing Robert Neilson, deceased; W.W. Atterbury (1866-1935) promoted to Superintendent of Motive Power of PRR Grand Division, replacing Wallis. (MB)
- Oct. 27, 1896 NYP&N Board approves location of Norfolk Belt Line. (MB)
- Oct. 28, 1896 Louisville, New Albany & Chicago Railway arranges for joint use of PRR

station at Reynolds, Ind. (AR)

- Oct. 29, 1896 Newspapers report that Thomas Fortune Ryan has been unable to raise the money to make a final payment on the Seaboard & Roanoke Railroad stock, and Louis McLane has refused to grant an extension; a fight begins between Ryan and the old management over control of the company; the old management has started a bitter rate war with the Southern Railway. (NYT)
- Oct. 30, 1896 Mercantile Trust Company, trustee of the B&O bonds, files an answer in the suit brought by Johns Hopkins University; says the company is operating at a loss, and the preferred stock is not entitled to dividends ahead of the bondholders. (NYT)
- Nov. 1, 1896 St. Louis, Vandalia & Terre Haute Railroad defaults on bond interest; Terre Haute & Indianapolis Railroad is unable to meet its guarantee. (MB)
- Nov. 3, 1896 Republican William McKinley (1843-1901) defeats Democrat William Jennings Bryan for President by 271 electoral votes to 176, largely on the silver question; Republicans retain both houses of Congress; the defeat of Free Silver sparks renewed business confidence; new gold discoveries in the Yukon, Alaska, Australia and South Africa expand the money supply. (EAH)
- Nov. 5, 1896 Mays Landing & Egg Harbor City Railroad dissolved. (MB)
- Nov. 5, 1896 Former cotton merchant and southern industrialist John H. Inman (1844-1896) dies suddenly at the Berkshires. (RRGaz)
- Nov. 12, 1896 Columbus, Hocking Valley & Toledo Railway switches its passenger trains from the PRR's Summit Street Station at Toledo to the LS&MS station. (Miller)
- Nov. 12, 1896 Fall River Railroad merged into the Old Colony Railroad. (NHCorp)
- Nov. 13, 1896 Volney T. Malott appointed Receiver of Terre Haute & Indianapolis Railroad and leased lines on application of Terre Haute & Peoria Railroad bondholders, who demanded receiving 30% of the gross earnings under the lease; ordered to operate leased lines to the extent possible. (MB, Church, NYT)
- Nov. 15, 1896 PRR establishes a new Fast Mail between New York and Chicago, leaving at 8:00 AM and running through in 23:00 allowing difference in time zones; replaces a train leaving at 9:00 AM; carries a buffet sleeping car and takes no passengers to or from points east of Pittsburgh; arrives in Chicago only a few minutes behind the NYC&HR newspaper train that left New

- York at 4:15 AM the previous day. (NYT)
- Nov. 15, 1896 Lehigh Valley Railroad opens the Depew & Tonawanda Railroad for traffic bound for Suspension Bridge and withdraws it from the NYC&HR between Batavia and Suspension Bridge. (AR)
- Nov. 1896 PCC&StL Railway has constructed 0-8-0 tank locomotive No. 634 for the Madison Hill. (RRGaz)
- Nov. 1896 After McKinley's election victory, Lines West increases the hours at car shops from 45 hours a week to 60 hours. (RRGaz)
- Nov. 1896 NYC&HR is remodeling its Buffalo station by adding a clerestory and enlarging the windows for more light, and making other improvements; opposed the call for a Union Station. (NYT)
- Nov. 16, 1896 Queen Anne's Railroad Chief Engineer Isaac W. Troxel reports that the Peninsular Construction Company has completed 25 miles and is now entitled to all securities, \$300,000 First Mortgage bonds at \$12,000 per mile and \$12,000 per mile in stock. (MB)
- Nov. 16, 1896 First 12 miles of the Pittsburgh & Eastern Railroad (NYC&HR system) opens between Mahaffey and Glen Campbell; projected to link Beech Creek with P&LE at West Newton. (Poors, RRGaz)
- Nov. 16, 1896 Philadelphia's John Wanamaker opens a store in New York City after purchasing the former A.T. Stewart department store on 10th Street built in 1862 in Sep. (NYT, Trager)
- Nov. 17, 1896 PRR changes designation of branch on north side of Turtle Creek from near Stewart to a connection with the Union Railroad from the Wilmerding Branch to the East Pittsburgh Branch, after it is extended 5.9 miles from Stewart (Trafford) to East Pittsburgh on the Union Railroad. (Wilson, Val, AR, RTL)
- Nov. 17, 1896 Philadelphia & Reading Railway Company incorporated under general laws of Pa. as reorganization of the Philadelphia & Reading Railroad Company. (ICC)
- Nov. 17, 1896 William Tennant Hart (1818-1896), Pres. of Continental Bank of Boston and former Pres. of New York & New England Railroad dies at Boston. (NYT, RyW)
- Nov. 17, 1896 Seaboard & Roanoke Railroad pool committee refuses to turn over its stock to Thomas Fortune Ryan; seen as a victory for Pres. R. Curzon Hoffman who fears that Ryan is acting for J.P. Morgan & Co. and the

Southern Railway. (NYT)

- Nov. 1896 Wheeling Bridge & Terminal Railway opens extension from Riverside Iron Works to 9th Street in Benwood. (Church)
- Nov. 19, 1896 Weems Steamboat Company of Baltimore City ratifies the sale of the *John E. Tygart* to the Laflin & Rand Powder Company. (MB)
- Nov. 20, 1896 Headings meet on PRR's new Radebaugh Tunnel on the Pittsburgh Division. (RRGaz)
- Nov. 22, 1896 New inbound and outbound freight houses and transfer station open at Columbus; High Street Viaduct completed at Union Depot. (AR)
- Nov. 24, 1896 Judge in Chicago rules that blacklist of Pullman strikers is not illegal. (RyW)
- Nov. 24, 1896 Roanoke & Southern Railway sold at foreclosure; reorganized as Norfolk, Roanoke & Southern Railroad. (N&W AR)
- Nov. 25, 1896 An eastbound PRR freight train parts near Millstone Jct., N.J., and the rear section rolls downgrade out of control and plows into the front section, which stops ahead of it; immediately after, the eastbound *Southern Express* from Washington, consisting of a mail car, 2 baggage cars and 4 sleeping cars, plows into the wreck and is completely derailed, its engine crew pinned and scalded to death. (NYT)
- Nov. 27, 1896 West Jersey & Seashore Railroad signs operating agreement for Kensington & New Jersey Ferry Company retroactive to May 4, 1896.
- Nov. 27, 1896 West Jersey & Seashore Railroad appoints a committee to settle questions and disputes with Atlantic City. (MB)
- Nov. 27, 1896 Camden & Philadelphia Steam Boat Ferry Company authorizes sale of *Delaware* to Kensington & New Jersey Ferry Company; to be replaced by new boat *Camden*; Kensington & New Jersey Ferry Company authorizes sale of *Arasapha*. (MB)
- Nov. 29, 1896 Former PRR General Solicitor and U.S. Senator John Scott (1824-1896) dies at Philadelphia. (CongBio)
- Nov. 30, 1896 Robert E. Marshall (1862-1896), Superintendent of Altoona Division, commits suicide by shooting himself in the heart at the home of his brother in Washington, D.C.; was despondent and anxious since the death of his wife on Jan. 1 and was working as a clerk since July while being treated for nerves by a Philadelphia specialist. (RyW)

- Nov. 30, 1896 Property and franchises of old Philadelphia & Reading Railroad Company conveyed to new Philadelphia & Reading Railway Company under deed of Nov. 16; property of Philadelphia & Reading Coal & Iron Company is returned to it. (ICC)
- Nov. 30, 1896 B&O receivers surrender line between Strasburg and Harrisonburg, Va., to Southern Railway. (Harrison)
- Dec. 1, 1896 New York & New Jersey Bridge Company signs contract with Union Bridge Company to construct a bridge across the Hudson River. (RyW)
- Dec. 1, 1896 Atlantic City Railroad makes operating agreement with Camden County Railroad. (Rdg)
- Dec. 2, 1896 PRR obtains trackage rights over B&O for 2.03 miles at Johnstown, Pa., to reach plant of Johnson Steel Street Rail Company. (Val)
- Dec. 3, 1896 Accounting expert Stephen Little reports that the B&O has over the past five years overstated its income, inflated its costs, and otherwise fictitiously increased its value by \$11.2 million; in the same period it has paid \$6.3 million in dividends, only \$971,446 of which was earned; the floating debt stands at \$16.2 million. (NYT)
- Dec. 6, 1896 Three tramps stealing a ride on an eastbound freight train east of Trenton, N.J., attempt to rob conductor Smith, and when he resists, they throw him off the train near Lawrenceville; Smith survives, and the PRR issues firearms to trainmen with orders to attack any tramps stealing rides. (NYT)
- Dec. 7, 1896 National Company renamed Reading Company. (RyW)
- Dec. 8, 1896 Col. Oliver Eldridge McClellan (1853-1896), former Superintendent of Middle Division, dies at Germantown after a long illness. (PRRMN)
- Dec. 8, 1896 PCC&StL Railway leases new 59th Street grain elevator in Chicago to Pennsylvania Transfer Company. (MB)
- Dec. 9, 1896 New Anchor Line Erie freight house "E" opens, replacing one burned earlier in year. (MB)
- Dec. 10, 1896 Almet E. Reed (1855-1900) named Superintendent of Altoona Division, replacing R.E. Marshall, deceased; William B. McCaleb to Superintendent of Sunbury and Shamokin Divisions, replacing Reed; Frank P. Abercrombie to Superintendent of Bedford Division, replacing McCaleb. (AR, Snyder, PRRBio)

- Dec. 10, 1896 Brookville Railway opens between Brookville and Silver City, Pa.; controlled by Allegheny Valley Railroad; is a lumbering railroad operated with Shay geared locomotives with a single passenger car on some trains. (Poors, Kline 12)
- Dec. 11, 1896 West Jersey & Seashore Railroad officers meet with officials of Atlantic City to try to resolve disputes over the tracks in Atlantic Avenue and other issues; the city had proposed taking the triangle between Atlantic, Arctic, North Carolina & South Carolina Avenues for a new City Hall; the railroad was to retain a single track between its station and Atlantic Avenue but to be used only as needed; the city is to widen South Carolina Avenue by 30 feet with the city and the railroad splitting the land to be taken; are to refer the question of terminating the assessment suits against the railroad re the electrification of the tracks in Atlantic Avenue to lawyers; the city will withdraw its suit against the railroad for changing the rails when it relaid the track in Atlantic Avenue; agree to split the cost of paving Atlantic Avenue. (MB)
- Dec. 12, 1896 Wilcox Railroad Company dissolved after last part abandoned. (Cards)
- Dec. 12, 1896 Former Lines West officer and Erie Railway Pres. Hugh J. Jewett (1817-1898), who has been seriously ill at his country house "Lansdowne" near Havre-de-Grace, Md., travels to Philadelphia with his doctors for treatment in Pres. Roberts's private car No. 180. (NYT)
- Dec. 13, 1896 Chauncey M. Depew denies rumors that J. Pierpont Morgan will remove the Vanderbilts from the management of the NYC&HR and that he will resign to become ambassador to the Court of St. James; says that the NYC&HR now has 13,000 stockholders and the Vanderbilts are "necessary" to the company. (NYT)
- Dec. 15, 1896 Columbus, Sandusky & Hocking Railroad obtains trackage rights over Wheeling & Lake Erie Railway between Bellevue and Toledo, effective Jan. 1; later disavowed by receiver. (Church)
- Dec. 15, 1896 Coal miners return to work in southeastern Ohio. (AR)
- Dec. 1896 PRR sells \$1.3 million 4% Gold bonds to Speyer & Co. (RRGaz)
- Dec. 1896 PRR is to begin four-tracking and track elevation through New Brunswick, N.J. (RRGaz)
- Dec.? 1896 B&O introduces a new fast freight, Nos. 94-97, making the eastbound run between Chicago and New York in an unprecedented 60 hours; the B&O begins taking the cream of high-value freight. (NYT - by 12/13)

- Dec. 1896 Carnegie Steel Company, Ltd. and Oliver Mining Company sign a contract with John D. Rockefeller under which they lease all of Rockefeller's iron ore mines in the Mesabi Range for a royalty of 25 cents per ton and agree to ship the ore from all of their mines by Rockefeller's railroads and lake boats; Carnegie agrees to refrain from expanding his Mesabi Range holdings, and Rockefeller agrees to refrain from entering the steel business. (Nasaw)
- Dec. 18, 1896 Stock market suffers worst break since Venezuelan war panic of Dec. 1895. (RyW)
- Dec. 19, 1896 E.R. Reynolds, an employee of the late Austin Corbin, resigns as General Manager of LIRR under pressure from the new Pres. William H. Baldwin, and post abolished. (Circ, RRGaz)
- Dec. 19, 1896 Enlarged gymnasium opens at West Philadelphia PRR YMCA with special program. (Wilson)
- Dec. 19, 1896 Henry D. Welsh (1824-1896), director of PRR and subsidiaries and one of the organizers of the American Steamship Company of Philadelphia, dies at Chestnut Hill. (PRRMN, MB)
- Dec. 21, 1896 Atlantic City Council rejects the offer of the West Jersey & Seashore Railroad to dedicate the land bounded by North Carolina, Atlantic, South Carolina & Arctic Avenues to the city. (MB)
- Dec. 22, 1896 Frederick & Northern Railroad incorporated in Md. as reorganization of Frederick & Pennsylvania Line Railroad. (Val)
- Dec. 22, 1896 Auditorium addition to West Philadelphia YMCA building opens with a concert by the Citizens Band of Steelton. (PRRMN)
- Dec. 22, 1896 New York Court of Appeals denies motion for a rehearing in the case of minority stockholders contesting the reorganization of the New York & Northern Railway by Drexel, Morgan & Co. (NYT)
- Dec. 24, 1896 Philadelphia, Bustleton & Trenton Railroad opens between Connecting Railway in North Philadelphia and Oxford Road (3.55 miles); freight-only; further extension to Falsington dropped. (Val, C&C)
- Dec. 24, 1896 New York State Railroad Commission grants the New York & Brooklyn Railroad permission to tunnel the East River between Fulton Street, Brooklyn, and Park Row in Manhattan. (NYT)
- Dec. 25, 1896 Cumberland Valley Railroad Pres. Thomas B. Kennedy gives each

- employee a membership in the Chambersburg YMCA as a Christmas present. (PRRMN)
- Dec. 27, 1896 Sir John Brown (1816-1896), the British steelmaker who rolled the first steel rail sections designed by Ashbel Welch and which became the American standard for many years, dies. (RRGaz)
- Dec. 28, 1896 Ferryboat *New Brunswick* destroyed by fire while laying over at Jersey City. (HC, RRGaz, AR)
- Dec. 30, 1896 Former Pres. Benjamin Harrison, Trustee of the Terre Haute & Logansport Railroad Second Mortgage bonds files for foreclosure. (AR, Church, NYT)
- Dec. 30, 1896 Union Trust Company takes possession of the late Austin Corbin's two houses at 425-427 5th Avenue as security for loans made by Corbin. (NYT)
- Dec. 31, 1896 Effingham B. Morris (1856-1938), Pres. of Girard Trust Company, elected a PRR director, replacing Henry Welsh, deceased. (Wilson, B&K)
- 1896 New LIRR Pres. William H. Baldwin abandons Blackwells Island Bridge scheme as unsatisfactory; too far north, where hemmed in by Central Park. (ASCE)
- 1896 North River Tunnel Contract Company, intended to build Hudson Tunnel Railway, dissolved. (NJCorp)
- 1896 Future PRR Treasurer Henry Haworth Lee (1896-1941) joins PRR as a clerk in the Accounting Dept. (NYT obit)
- 1896 Additional ferry slips built at the north side of Jersey City Terminal for the projected 23rd Street ferry. (AR)
- 1896 Waldo Avenue passenger car yard at Jersey City revised. (AR)
- 1896 New freight transfer station built at South Street, Newark. (AR)
- 1896 New station built at Avenel, N.J., on the Perth Amboy Branch, replacing one destroyed by fire. (AR)
- 1896 Shelter station built at Iselin, N.J. (AR)
- 1896 New Raritan River Bridge opens at New Brunswick; 5 deck truss spans and one draw span over Delaware & Raritan Canal. (C&C)

- 1896 Princeton, N.J., Yard revised. (AR)
- 1896 Shelter station built at Princeton, (AR)
- 1896 Millham Jct. coaling station enlarged. (AR)
- 1896 New stations built at Freehold and Allaire on the Amboy Division, and Birmingham station moved to the east. (AR)
- 1896 Shelter stations built at Laverock, Fort Hill, Roslyn Heights, Cambridge and Stevens. (AR)
- 1896 New “__” Interlocking built at Fish House Jct. on the Amboy Division. (AR)
- 1896 Shelter stations built at Tullytown and Bridesburg. (AR)
- 1896 New station built at Frankford Jct. (AR)
- 1896 New interlockings placed in service at 32nd Street, and Powelton Avenue in West Philadelphia. (AR)
- 1896 YMCA athletic grounds at 52nd Street improved with bicycle track, baseball diamond, cricket crease and grandstand. (PRRMN)
- 1896 West Jersey & Seashore Railroad buys ferry *Delaware* from Camden & Philadelphia Steam Boat Ferry Company to replace *Arasapha* on Shackamaxon Street run.
- ca. 1896 Two storeys added to original portion of Broad Street Station.
- 1896 PW&B completes a 2-track bridge at Wallingford on the Central Division. (AR)
- 1896 Double track completed between Philadelphia and Elwyn.
- 1896 New passenger shelter built at Arlington on the Central Division. (AR)
- 1896 Queen Anne's Railroad begins construction from Queenstown, Md., to Lewes, Del. (Val - RRGaz has finished to Greenwood in 1896)
- 1896 Baltimore & Potomac Railroad reports big drop in traffic from Richmond & Danville Despatch and Atlantic Coast Line Despatch; Washington-Alexandria passenger revenues off \$44,000 because of opening of Washington, Alexandria & Mount Vernon Railway trolley line and closing of racetrack at Alexandria Island near the south end of the Long Bridge.

(MB)

- 1896 New car shop built at Anacostia on the PW&B. (AR)
- 1896 New interlockings completes at the north and south ends of the Long Bridge. (AR)
- 1896 New shelter built at “WO&W Jct.” in Arlington on the PW&B. (AR)
- 1896 New stations built at Port Tobacco and Cox on the PW&B. (AR)
- 1896 New station built at Wynnefield Avenue on the Schuylkill Division. (AR)
- 1896 Fourth track opens between Atglen and Gap on the Philadelphia Division. (AR)
- 1896 New brick station opens at Parkesburg, Pa. (AR - may have been early 1897)
- 1896 Philadelphia & Erie Railroad opens Tangascootac Branch (0.34 mile) at Queens Run, Pa. (Val)
- 1896 Four-track system opens Rockville-Cove and Tyrone-Altoona on Middle Division. (AR)
- 1896 New alignments open at Duncannon, Rope Ferry, Port Royal and Bixler on the Middle Division. (AR)
- 1896 New water station and track pans open at Narrows, replacing one at Bixler on Middle Division. (AR)
- 1896 New “__” interlocking tower opens at Tyrone. (AR)
- 1896 New “__” interlocking opens at Bellwood. (AR)
- 1896 New blacksmith shop, 225 x 68, built at Altoona. (AR)
- 1896 New engine house build at Bedford, Pa., to replace on destroyed by fire in 1895. (AR)
- 1896 Grauer Branch opens from Grauer Branch Jct. to terminus (2.05 miles) near Show Shoe on the Tyrone Division. (AR)
- 1896 0.12 miles of Whitehead Branch of Cambria & Clearfield Railroad abandoned. (Val)

- 1896 Pennsylvania & North Western Railroad builds new station at Anita. (AR)
- 1896 Straight Creek Branch of Johnsonburg Railroad opens, 6.01 miles from Straight Station to terminus; operated by Henry Bayard & Co. under agreement of Sep. 12, 1894. (Val, AR)
- 1896 Johnstown Branch (1.6 miles) opens from Conemaugh to connection with B&O west of Mathews Street in Johnstown. (Val)
- 1896 New interlockings built at Ninevah, New Florence and Blairsville Jct. on the Pittsburgh Division. (AR)
- 1896 Walls (Pitcairn) Yard enlarged. (AR)
- 1896 Interlockings revised at Dillerville, "PR", Elizabeth Furnace, Gallitzin, Radebaugh and Conemaugh Yard. (AR)
- 1896 First section of Union Railroad opens near Pittsburgh; controlled by Carnegie Steel interests. (Moody's)
- 1896 Double track completed between Monongahela City and Cochran on the Monongahela Division. (AR)
- 1896 Shire Oaks Yard opens on Monongahela Division. (AR)
- 1896 New alignment opens at Vandergrift on West(ern) Pennsylvania Division. (AR)
- 1896 Baileys Run Branch of Western Pennsylvania Railroad opens between Baileys Run Jct. and terminus (0.30 mile). (Val)
- 1896 A poling yard built at Ebenezer near Buffalo on WNY&P. (also Ebenezer Branch - C&C)
- 1896 Western New York & Pennsylvania Railway formally abandons line between Union City and Lakeville, N.Y., unused since 1893. (Val)
- 1896 Plat of Rennerdale, Pa., divided into one-acre lots for subscribers; each member pays an assessment to grade streets, etc., during 1897; by 1898, town has about 105 houses. (RyW)
- 1896 Pennsylvania Company begins double track between Brier Hill and Youngstown, Ohio. (AR)
- 1896? New McMyler coal pier opens at on lake front east of river at Cleveland. (elsewhere in Watkins says 1897- Cleveland docks book says b. 1895-6!!)

- 1896 New interlockings placed in service at Alliance Jct., West Loudonville, Lima and Warsaw Jct. on the PFW&C. (AR)
- 1896 Second track completed between Fernwood and Reed, Ohio, on Pittsburgh (Panhandle) Division. (AR)
- 1896 Cincinnati, Lebanon & Northern Railway completes replacement of 40-lb. steel rail with 56-lb. (AR)
- 1896 Newport & Cincinnati Bridge rebuilt. (AR)
- 1896 GR&I abandons 3.8 miles of Ludington Branch. (C&C)
- 1896 Class PK, first PRR passenger cars with wide vestibules, introduced.
- 1896 Second (east) train shed built at Harrisburg Station.
- 1896 Armour & Company begins operation of Fruit Growers Express line of refrigerator cars in eastern states. (Mutual - check J. White)
- 1896 Philadelphia & Harrisburg RPO merged into New York & Pittsburgh RPO. (Kay)
- 1896 Future VP Horace E. Newcomet (1874-1944) joins the PRR in the engineer corps after graduating from the University of Pennsylvania. (PR)
- 1896 Frank Brown, son of Chief Engineer William Henry Brown, leaves the PRR for a position with contractor Drake & Stratton Company. (CInl&RevFmlsPa)
- 1896 George H. Daniels of NYC&HR creates free red cap (porter) service at major stations. (Sanders - see 1895)
- 1896 New Haven sells former NYP&N steam car ferry *Cape Charles*. (AR)
- 1896 St. Louis National Stockyard moved to east bank (National City?) and old site converted to horse and mule market. (brochure)
- 1896? U.S. Supreme Court holds Trans-Mississippi Freight Association violates Sherman Antitrust Act; ruling demoralizes lake rates as steamboat lines had planned a similar association for 1897. (E&W MB - no - 1897)
- 1896 Lehigh Valley Coal Company opens a storage plant at West Superior, Wisc. (AR)

- 1896 New Haven buys the General Electric steeple-cab electric locomotive exhibited at World's Columbian Exposition in 1893 to replace horses on the Manufacturers Railroad in New Haven. (Condit)
- 1896 Wheeling & Lake Erie Railway contracts with Cleveland Terminal & Valley Railroad for through service between Cleveland and Wheeling; plan is to build an extension from the Cleveland, Canton & Southern Railroad at Minerva to the Buffalo, Rochester & Pittsburgh Railway at Butler, using the abandoned route of the Sandy & Beaver Canal; plan is abandoned after failure of W&LE in 1897, A.J. Cassatt's ending rebates in 1900, and formation of Wabash-Pittsburgh Terminal project. (Rehor)
- 1896 Carnegie Steel Company, Ltd. and Keystone Bridge Works build first all-steel hopper car of 40-ton capacity using structural shapes; exhibited at the MCB convention in Saratoga, then delivered to the Pittsburgh, Bessemer & Lake Erie Railroad. (Karig)
- 1896 B.F. Goodrich Company makes first rubber automobile tires at Akron, Ohio. (FactsStates)
- 1896 Firemen & Oilers organized; later one of the railroad shop crafts. (PMiddleton)