

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

By Christopher T. Baer

1884

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All Data Subject to Correction and Change**

- Jan. 1, 1884 West Jersey Ferry Company between Philadelphia and Camden placed under PRR officers, reporting to General Manager Charles E. Pugh. (Watkins)
- Jan. 1, 1884 Kellyville renamed Burmont and State Line renamed Sylmar on Central Division of PW&B. (MB)
- Jan. 1, 1884 P.G. Dwyer appointed Superintendent of Buffalo Division of BNY&P, replacing J.T. Gardner, to Rochester & Pittsburgh Railroad. (RyW)
- Jan. 1, 1884 Samuel Harden Church (1858-1943) appointed Superintendent of Transportation of Southwestern Lines of Lines West with office at Columbus and is placed in charge of the car record office, formerly under the Assistant General Freight Agent; Henry W. Wynkoop (1837-1887) appointed Superintendent of Telegraph of Lines West, replacing O.H. Booth, deceased. (MB, RRGaz, AR, Guide - MB memorial implied SoT of all Lines West)
- Jan. 1, 1884 Cleveland, Mt. Vernon & Delaware Railroad contracts for use of 990 feet of Columbus & Newark Division to reach Columbus Union Depot; previously done without formal agreement. (MB)
- Jan. 1, 1884 C. E. Gill appointed General Freight Agent of GR&I and C.L. Lockwood appointed General Passenger Agent, replacing General Freight & Passenger Agent A.B. Leet, resigned for health. (RRGaz)
- Jan. 1, 1884 PRR abolishes 18 year-old age limit on student tickets. (CCHS)
- Jan. 1, 1884 Samuel Whitehill Latta, M.D. (1848-1923), formerly a surgeon in the Navy and on the Red Star Liner *Nederland*, named Resident Surgeon at Broad

Street Station. (PRRMN)

- Jan. 1, 1884 Pres. Charles P. Clark named receiver of New York & New England Railroad; new management has found a floating debt of \$1.7 million, and major stockholders such as William H. Vanderbilt refuse an assessment; NY&NE's division on through traffic from the Erie is too low to pay bills; rumors that Jay Gould and others had refused to advance money to pay January coupons; Clark stops cultivating the interchange of traffic with the New York, Lake Erie & Western Railroad via Newburgh, where the old management had encouraged it and returns the emphasis on through New York-Boston service with the New Haven and connections with the PRR. (NYT, AR, RRGaz, RyRegister, Kirkland)
- Jan. 1, 1884 New York, West Shore & Buffalo Railway opens from Syracuse to Buffalo and Suspension Bridge for freight and passenger service, completing line; first West Shore train leaves the Buffalo, New York & Philadelphia Railroad station in Buffalo at 7:35 AM; on the east end, trains operate to and from both the PRR's Jersey City Terminal and the West Shore terminal at Weehawken, the two sections being combined near Teaneck. (RRGaz, RyW, NYT)
- Jan. 1, 1884 Weehawken terminal of New York, West Shore & Buffalo Railway and New York, Ontario & Western Railway and track south of Ridgefield Park open for passenger service with a new ferry connection to 42nd Street, the original Weehawken ferry landing being north of the new terminal; trains continue to run into PRR station, with sections combined at Little Ferry Jct.; PRR begins selling West Shore tickets at all its New York offices. (AR, NYT, StmbtBl)
- Jan. 1, 1884 James D. Layng (1833-1908), General Superintendent of Chicago & North Western Railway, appointed General Manager of New York, West Shore & Buffalo Railway, replacing Charles Payne, resigned; most West Shore staff are former PRR officers. (RRGaz)
- Jan. 1, 1884 Winslow, Lanier & Co. pays the semi-annual interest on the New York, West Shore & Buffalo Railway bonds. (NYT)
- Jan. 1, 1884 Great Southern Despatch Line begins operating as cooperative fast freight line over PRR, Cumberland Valley, Western Maryland, Shenandoah Valley, N&W and East Tennessee, Virginia & Georgia. (RRGaz, Guide - see 1883)
- Jan. 1, 1884 Nickel Plate Line begins operating a cooperative fast freight line over Nickel Plate, NYC&HR, CCC&I and Reading. (RRGaz, NYT)
- Jan. 1, 1884 New Wagner sleeping car line established between Boston and St. Louis via the Boston & Albany, NYC&HR, Canada Southern and Wabash.

(RyRegister)

- Jan. 1, 1884 Pittsburgh, McKeesport & Youghiogeny Railroad leased to Pittsburgh & Lake Erie Railroad. (McLean)
- Jan. 1, 1884 PRR, B&O and Vanderbilt Lines establish a Connellsville coke pool; PRR is to get 55%, B&O 25% and Vanderbilt 20%; both the PRR and Vanderbilt want a greater share. (RyW, Warren)
- Jan. 1, 1884 Ohio Central Railroad defaults on main line bonds. (Poors)
- Jan. 1, 1884 Philadelphia Traction Company leases P. A. B. Widener's West Philadelphia Passenger Railway system. (Tucker/SEPTA)
- Jan. 1884 Horace Porter visits Philadelphia to try to persuade Pres. Roberts to have the PRR rescue the New York, West Shore & Buffalo Railway. (RyRegister - wk of 12/31/83-1/4)
- Jan. 3, 1884 Reading engineers begin locating tracks in Pottsville for purpose of obstructing PRR; Pottsville & Mahanoy Railroad, which until this time was believed to be under control of Lehigh Valley Railroad, not PRR; the Pottsville & Mahanoy locates its line through Sharp Mountain Gap on the towpath of the abandoned Schuylkill Canal and on Coal Street in Pottsville. (RyW)
- Jan. 3, 1884 Meadville Railway sold at foreclosure to junior creditors for \$150,000; reorganized as the Meadville & Linesville Railway; operation by the Erie & Pittsburgh Railroad ends. (RyW, HistCrawfrdCo)
- Jan. 4, 1884 Three PRR parlor car conductors arraigned for theft in ticket resale ring. (RRGaz)
- Jan. 4, 1884 A. J. Womelsdorf appointed Chief Engineer of the Pottsville & Mahanoy Railroad. (C&C)
- Jan. 4, 1884 New York, West Shore & Buffalo Railway Board accepts the railroad from the North River Construction Company, although it is incomplete. (NYT)
- Jan. 4, 1884 New York & New England Railroad's Newburgh train ferry *William T. Hart* seized by the sheriff for \$3,000 debt. (NYT)
- Jan. 4, 1884 For ten days eastbound rates fall from 30 cents to 20 cents; Commissioner Albert Fink attempts to have rates restored on Jan. 14. (NYT, RRGaz)
- Jan. 5, 1884 Trunk Line Commissioner Albert Fink informs DL&W Pres. Samuel Sloan that after Jan. 14, no Trunk Line will interchange or have dealings with the

DL&W over its failure to maintain rates; Sloan has made arrangements with the Grand Trunk Railway of Canada, with which it connects at Buffalo, allowing the GT to get its full proportion of the through rate, while the DL&W takes less in order to get a share of the business, relying on the wealth of its captive coal traffic. (RRGaz, Bogen)

- Jan. 5, 1884 Felician Slataper (1828-1906) and Isaiah Linton (1817-1891) present resurvey and estimate of \$1.725 million for Ohio Valley Railway between Bellaire and Marietta. (MB)
- Jan. 1884 Newspapers report that A. J. Cassatt and William L. Scott have finally succeeded in getting control of the Eastern Shore Railroad, as Reorganized, after being forced to raise their price to \$450,000; Harlan & Hollingsworth, which owns the railroad and the Eastern Shore Steamboat Company, drives a hard bargain and wins a contract by which the PRR will not undercut the steamboat route for 10 years; PRR will abandon its plan to build a parallel road from Delmar to Pocomoke City. (RyRegister, RRGaz)
- Jan. 6, 1884 East Tennessee, Virginia & Georgia Railroad enters receivership; Henry Fink appointed receiver. (NYT)
- Jan. 7, 1884 Greenfield renamed Coal Centre on Monongahela Division. (MB)
- Jan. 7, 1884 Terre Haute & Logansport Railroad revises South Bend Extension to pass through Plymouth. (Church)
- Jan. 7, 1884 An additional \$14.75 million in New York, West Shore & Buffalo Railway First Mortgage bonds are listed for sale on the New York Stock Exchange, being the balance of the \$50 million issue. (NYT)
- Jan. 7, 1884 Eustace C. Fitz elected Pres. of New York & New England Railroad in place of Charles P. Clark, appointed receiver. (RyRegister)
- Jan. 7, 1884 Albert Fink threatens a freight boycott against the DL&W because of its rate cutting. (NYT)
- Jan. 7, 1884 John E. Martin of Toledo named permanent receiver for the section of the Ohio Central Railroad in Ohio and of its subsidiary coal company. (Poors, Miller)
- Jan. 8, 1884 National Despatch Line switches from Michigan Central Railroad to Chicago & Grand Trunk Railway, upsetting the apportionment of the Trunk Line freight pool. (RRGaz)
- Jan. 8, 1884 Former PRR official John Pitcairn (1841-1916) marries Gertrude Starkey (1855-1898); she is an adherent of the General Church of the New

Jerusalem, based on the teachings of the Swedish mystic Emanuel Swedenborg (1688-1772); as a result this branch of the Pitcairn family become leaders and benefactors of the New Church and eventually establish a Swedenborgian community at Bryn Athyn northeast of Philadelphia. (livingplaces.com, wiki)

- Jan. 9, 1884 PRR Board approves location for extension between Williamsburg and Petersburg, Pa. (MB)
- Jan. 9, 1884 At the New York, West Shore & Buffalo Railway annual election, Henry Villard, Richard T. Wilson, Charles Paine and Charles Lanier are dropped from Board; Pres. Horace Porter does not stand for re-election. (NYT)
- Jan. 9, 1884 Nor'easter causes severe damage on New Jersey Shore; Atlantic City beachfront wrecked between Pennsylvania and Illinois Avenues. (Butler)
- Jan. 10, 1884 Bear raid on New York, West Shore & Buffalo Railway bonds; news given out that West Shore Pres. Horace Porter has visited Pres. George B. Roberts to ask for \$6 million to complete road using \$15 million of Second Mortgage bonds as collateral, which Roberts refused. (NYT)
- Jan. 10, 1884 Joint Executive Committee meets at Albert Fink's office and agrees to restore rates on eastbound freight, cut on Jan. 4, effective Jan. 14. (NYT)
- Jan. 11, 1884 Pliny Hoagland (1810-1884), director of PFW&C and GR&I and early contractor of Ohio & Indiana Railroad, dies at Fort Wayne of heart disease. (MB, RyW, FtWyneGaz)
- Jan. 11, 1884 Lackawanna & Pittsburgh Railroad VP Frank Sullivan Smith notes that the road will be extended eastwards to Naples and Geneva on the New York, West Shore & Buffalo Railway by contractors Warren & Hunter under the charter of the Pittsburgh, Lackawanna & Northeastern Railroad. (RRH 92)
- Jan. 12, 1884 North River Construction Company, builder of New York, West Shore & Buffalo Railway, enters receivership; Wall Street lawyer Ashbel Green (1825-1898) appointed receiver in N.J.; resale value of its West Shore securities had collapsed; Construction Company owns \$20 million in West Shore stock; West Shore has cost 15% more than engineer's estimate; the Construction Company has borrowed heavily rather than try to sell its West Shore securities at low prices; much money has been raised using the West Shore & Ontario Terminal bonds as collateral; an agreement is made between the New York, West Shore & Buffalo Railway and Judge Green, before he qualifies as receiver, by which the West Shore issues \$25 million in Income bonds and turns over \$10 million of them to the Construction Company; it is believed that Edward F. Winslow, Horace Porter and Charles Woerishoffer (1843-1886) are trying to create a debt of the West Shore to

the Construction Company that will constitute a lien prior to the First Mortgage bonds. (RRGaz, NYT)

- Jan. 14, 1884 At the annual meeting, Franklin B. Gowen voluntarily retires as Pres. of the Reading, although making much show over lengthy petitions asking him to remain to show he is not being forced out by the PRR and its allies; Gowen installs George de Benneville Keim (1831-1893), a lawyer from Reading, as his hand-picked successor; Gowen is eventually furious when Keim decides to act as his own man instead of Gowen's puppet; William E. Lockwood, who makes a nuisance of himself attacking PRR management at its annual meetings, offers a resolution praising Gowen's management. (Rdg, Schlegel)
- Jan. 14, 1884 Strickland Kneass (1821-1884), Assistant to the Pres. for engineering since 1872, and who helped J. Edgar Thomson locate the Eastern Slope up Allegheny Mountain, dies of heart failure at 5:20 AM after a four-month illness. (PubLdgr, MB, AR, Scharf)
- Jan. 14, 1884 Ashbel Green appointed receiver of North River Construction Company in N.Y. on suit brought by stockholder Charles F. Woerishoffer; more mechanic's liens filed against company in Buffalo for money owed for construction of roundhouse and freight house. (NYT)
- Jan. 14, 1884 William H. Vanderbilt gives a press interview running down the New York, West Shore & Buffalo Railway and contrasting its debt with that of the NYC&HR. (NYT)
- Jan. 14, 1884 G. Clinton Gardner, former PRR General Superintendent and currently General Manager of Mexican National Railway and Texas-Mexican Railway elected Pres. of Buffalo, New York & Philadelphia Railroad, replacing John W. Jones resigned for health. (RRGaz, Guide)
- Jan. 14, 1884 Glassboro Railroad opens between Williamstown Railroad at Main Street to High & Academy Streets, Glassboro. (Guide, Val)
- Jan. 14, 1884 All CNJ and Wabash representatives except Solon Humphreys leave the Board of the Pittsburgh & Western Railroad; purchase of shares from Russell Sage and Jay Gould permit Pres. James Callery to outflank a move to remove him. (Poors, RRGaz, RyRegister)
- Jan. 14, 1884 Joint Executive Committee imposes a freight embargo of the DL&W. (NYT)
- Jan. 15, 1884 Mineral Railroad & Mining Company approves a lease of land adjoining his Black Diamond Colliery to William L. Scott. (MB)

- Jan. 15, 1884 North River Construction Company Pres. Edward F. Winslow gives interview rebutting Vanderbilt and asserting that the New York, West Shore & Buffalo Railway is not for sale to him. (NYT)
- Jan. 15, 1884 Creditors of New York, Ontario & Western Railway apply for receiver. (RyW)
- Jan. 15, 1884 Pennsylvania Company Board approves issue of \$2 million in 4½% bonds. (MB)
- Jan. 1884 North & West Branch Railway begins construction of the Newport Branch from Nanticoke to Glenlyon, Pa., to serve new mines of the Susquehanna Coal Company. (C&C)
- Jan. 1884 New York, Lackawanna & Pittsburgh Fast Freight Line established to operate over DL&W Railroad, New York, West Shore & Buffalo Railway, Buffalo New York & Philadelphia Railroad, PRR and Pennsylvania Company; PRR General Freight Agent James McClintock Creighton named General Manager. (RyW, RRGaz, RyRegister)
- Jan. 1884 Courts reject William L. Scott's application for an injunction to block General Manager Walter Pierce from voting his Sharpsville Railroad stock. (RRGaz)
- Jan. 1884 NYC&HR establishes a Bureau of Information in Grand Central Depot. (RRGaz)
- Jan. 1884 B&O purchases new National Telegraph Company, which has contracts with the Nickel Plate and West Shore; over the next four months, the B&O builds 20,000 miles of wire and begins sharp competition with the Western Union Telegraph Company. (Grodinsky)
- Jan. 1884 Andrew Carnegie cuts wages in his newly-acquired Homestead Works by 17%. (Nasaw)
- Jan. 1884 New York bankers John J. Cisco & Co. fail; speculator and bear operator James R. Keene fails. (Clews - check NYT, C&FC)
- Jan. 16, 1884 *New York Times* reports that a total of \$5.5 million has been borrowed against the West Shore & Ontario Terminal Company from the United States Trust Company, Winslow, Lanier & Co., Kuhn, Loeb & Co., Woerishoffer & Co., J.B. Colgate & Co., the Equitable Life Assurance Company, the First National Bank of the City of New York, and others, to keep the West Shore project afloat. (NYT)
- Jan. 16, 1884 Edward F. Winslow and Horace Porter deny that the New York, West Shore

& Buffalo Railway will apply for receivers. (NYT)

- Jan. 16, 1884 Just before New York, Ontario & Western Railway annual meeting, dissident Treasurer Conrad N. Jordan throttles Assistant Treasurer Nesbit when he refuses Jordan access to a safe; at the meeting, Jordan announces he has applied for a receiver; however, no action is ever taken on this application. (NYT)
- Jan. 16, 1884 Pennsylvania legislative investigation of Standard Oil Company resumes, taking testimony at Bradford in the Oil Regions. (NYT)
- Jan. 16, 1884 Hartford & Harlem Railroad files its survey from New Britain on the New York & New England Railroad, via New Haven to Greenwich on the New York state line; part of a scheme to parallel the New Haven. (NYT)
- Jan. 17, 1884 LIRR Board approves lease of half of Pier No. 31, N.R., from New York Ferry Company. (MB)
- Jan. 17, 1884 Mechanics lien for \$30,000 filed against North River Construction Company in Buffalo. (NYT)
- Jan. 17, 1884 South Pennsylvania Railroad lets sections 162-169. (Sayre Diary)
- Jan. 17, 1884 DL&W agrees to join westbound freight pool; percentage to be determined by arbitration; Fink suspends the embargo. (NYT, RRGaz)
- Jan. 17, 1884 Sen. James F. Wilson (1828-1895) of Iowa introduces bill to establish a "Board of Interstate Commerce." (RyW)
- Jan. 18, 1884 William Hooper of Cincinnati and Levi Z. Leiter of Chicago elected directors of the PFW&C, replacing Pliny Hoagland and Amasa Stone, deceased. (MB)
- Jan. 18, 1884 Elisha Packer Wilbur (1833-1910), nephew of the late Asa Packer, is elected General Manager of Lehigh Valley Railroad to relieve Pres. Harry E. Packer, who is ailing. (MB)
- Jan. 18, 1884 Ashbel Green appointed receiver of the New York, Ontario & Western Railway. (Harlow)
- Jan. 19, 1884 Pres. Roberts rejects the offer of the Ocean City Association to contribute \$31,800 to the construction of the Ocean City Branch of the West Jersey Railroad. (MB)
- Jan. 19, 1884 Jackson & Ohio Railroad incorporated in Michigan to build a railroad south from Jackson to meet the Cincinnati, Van Wert & Michigan Railroad,

building north through Ohio. (GrnBk)

- Jan. 20, 1884 Alexandria Branch opens between George Station (Donohoe) and Alexandria Coal Company mines at Crabtree on Pittsburgh Division. (AR, Val says from west of Beatty station via Donohoe Tunnel)
- Jan. 21, 1884 William L. Scott and J. Gardner Cassatt (1849-1911) elected directors of NYP&N. (MB)
- Jan. 21, 1884 Maryland Central Railroad extended from Bel Air to Delta, making connection with the York & Peach Bottom Railway. (Hilton)
- Jan. 21, 1884 Columbus & Eastern Railroad opens between Hadley Jct. (Thurston) and Fultonham and Fultonham to Redfield. (Poors, GrnBk)
- Jan. 21, 1884 James Freeman Clark (1809-1884), director of Cleveland & Pittsburgh Railroad and former Pres. of Atlantic & Great Western, dies at Cleveland at 78. (RRGaz)
- Jan. 22, 1884 British stockholders of the New York Ontario & Western Railway form a protective committee at a meeting at the Cannon Street Hotel in London. (Rept)
- Jan. 23, 1884 PRR Board approves the Trunk Line compact of Dec. 31, 1883. (MB)
- Jan. 23, 1884 Andrew Carnegie writes to VP Frank Thomson protesting increasing the rate on coke from the Connellsville Field to the Pittsburgh District because there is no backhaul cargo; Carnegie threatens to go to Pres. Roberts, then the directors, then the stockholders, and then to public opinion. (Nasaw)
- Jan. 23, 1884 South Pennsylvania Railroad Chief Engineer Robert H. Sayre meets with Hamilton McK. Twombly and William C. Whitney, who are growing alarmed at the fall in prices. (Sayre Diary)
- Jan. 23, 1884 Track crews working from both ends meet 5 miles east of Lakeland, Fla., to complete Henry B. Plant's Jacksonville, Tampa & Key West Railway between Kissimmee and Tampa, two days before its land grant of 13,840 acres per mile is to expire. (Turner/Bramson)
- Jan. 24, 1884 VP John P. Green, PRR lawyer David W. Sellers, and Chauncey M. Depew testify before House Committee on Interstate & Foreign Commerce on new Interstate Commerce bill; Green is in favor of pooling and opposed to rate regulation beyond setting like rates for like services. (RyW)
- Jan. 24, 1884 North River Construction Company discharges 250 laborers in Buffalo. (NYT)

- Jan. 24, 1884 Joint Executive Committee meets to renew pool agreement, which expires Mar. 1. (NYT)
- Jan. 24, 1884 North-central Pennsylvania coal operators and railroads led by Galusha A. Grow (1822-1907) of the Fairmount Coal Company meet at the Victoria Hotel in New York to try to form a Buffalo coal pool; the Rochester & Pittsburgh Coal & Iron Company and Rochester & Pittsburgh Railroad have cut into the market by opening 7,000 acres near Punxsutawney; the management of these mines is placed in the hands of Bell, Lewis & Yates of Rochester, who start a price war. (NYT)
- Jan. 24, 1884 Ground broken for the New York, Connecticut & Air Line Railroad at Bridgeport, Conn. (NYSun)
- Jan. 24, 1884 Chesapeake & Ohio Railway officials elected to Board of Kentucky Central Railroad, and Collis P. Huntington elected Pres.; Huntington, who owns 51% of the bonds, prevents a sale of the KC to the East Tennessee, Virginia & Georgia Railroad. (NYT, RyRegister - Klein says was a joint purchase with ETV&G)
- Jan. 25, 1884 William L. Scott of Erie, Pa., elected Pres. of NYP&N, replacing Uriah Hunt Painter. (MB)
- Jan. 25, 1884 Brooklyn, Flatbush & Coney Island Railroad enters receivership; Gen. James Jourdan receiver. (NYT, RRGaz)
- Jan. 25, 1884 100 more men discharged from Fort Wayne Shops. (RyW)
- Jan. 25, 1884 South Pennsylvania Railroad makes contracts for the masonry of the Harrisburg Bridge, the Sideling Hill Tunnel, the Rays Hill Tunnel, Blue Mountain Tunnel, Tuscarora Mountain Tunnel and Allegheny Mountain Tunnel. (MB)
- Jan. 25, 1884 Henry B. Plant hosts excursion to open the South Florida Railroad, a narrow-gauge line running from Sanford to Tampa, the first step in his program to open the Florida Gulf Coast to development. (Hoffman)
- Jan. 26, 1884 Dr. William Thomson of Jefferson Medical College announces results of his study of color blindness among PRR operating employees; of 2,000 men, 4% are color blind and 10% have vision defects. (, RyW)
- Jan. 26, 1884 CStL&P Railroad Executive Committee authorizes additional \$32,000 for tools for the Indianapolis Shops. (MB)
- Jan. 26, 1884 Trunk Line Commissioner Albert Fink testifies on House Interstate

Commerce bill. (RyW)

- Jan. 26, 1884 Poughkeepsie, Hartford & Boston Railroad sold at foreclosure; 0.9 mile section between Boston Corners and State Line Jct. to Hartford & Connecticut Western Railroad and remainder to bondholders. for \$10,000. (RRGaz)
- Jan. 27, 1884 New York, West Shore & Buffalo Railway joins the passenger pool. (NYT)
- Jan. 28, 1884 South Pennsylvania Railroad Board authorizes a change of line in Westmoreland and Allegheny Counties; Chief Engineer Robert H. Sayre reports that construction has begun. (MB)
- Jan. 29, 1884 Between 1:30 and 7:00 AM, force of 800 men begin laying track of Water Gap & Schuylkill Railroad (Reading dummy company) in Coal Street, Pottsville, to block PRR; Pottsville & Mahanoy Railroad secures injunction, and when this fails, has the contractor arrested for contempt to stop work; Reading claims work is being done by Water Gap & Schuylkill Railroad, which is now owned by the CNJ; Reading tracks are then torn up by the authorities. (NYT, RRGaz)
- Jan. 29, 1884 Pennsylvania Company Executive Committee subscribes \$2,500 to this year's Louisville Exposition. (MB)
- Jan. 29, 1884 At the annual meeting, William C. Whitney and George de Benneville Keim are elected to South Pennsylvania Railroad Board. (MB)
- Jan. 29, 1884 Joint Executive Committee debates the rates to be allowed the New York, West Shore & Buffalo Railway; give it the lowest differential from St. Louis and Cincinnati and a average one between Chicago and Boston. (NYT)
- Jan. 30, 1884 PRR Committee on warehousing reports that the Colket property at 18th & Market Streets is the best site for a warehouse; submits proposed charter for a Philadelphia Warehousing Company. (MB)
- Jan. 30, 1884 Pres. Roberts testifies in Dinsmore Suit; says PRR and its officers have nothing to do with the suit. (RyW)
- Jan. 30, 1884 Mineral Railroad & Mining Company leases Hickory Swamp Colliery and Pennsylvania Colliery to William L. Scott. (MB)
- Jan. 30, 1884 Joint Executive Committee extends passenger pool from Mar. 1 to May 1. (NYT)
- Jan. 30, 1884 Knights of Labor glass workers win a national strike after five months,

including gaining a closed shop. (Ware)

- Jan. 31, 1884 Erie & Pittsburgh Railroad lease of Meadville Railway (Linesville-Meadville) annulled; reorganized as the Meadville & Linesville Railway; it eventually becomes part of the Bessemer & Lake Erie Railroad. (AR, C&C)
- Jan. 31, 1884 Roanoke, Va., incorporated as a city. (PL)
- Winter 1884 In the depression, the Knights of Labor loses strikes at the Hocking Valley coal mines, the Pennsylvania coal mines and others. (Ware - Hocking Valley is 6/84-3/85, Miller)
- Feb. 1, 1884 Court in Philadelphia sentences three PRR conductors to three months in prison for stealing tickets and selling them to a scalper. (NYT)
- Feb. 1, 1884 W.R. Dunham appointed Superintendent of the Logan House and the Mountain House at Cresson Springs, replacing W.D. Tyler, resigned. (MB)
- Feb. 1, 1884 Susquehanna Coal Company Board agrees to advance money to North & West Branch Railway to construct a branch to Newport Colliery (Glen Lyon). (MB)
- Feb. 1, 1884 New management takes over Buffalo, New York & Philadelphia Railroad. (AR)
- Feb. 1, 1884 Lehigh Valley Railroad Pres. Harry Eldred Packer (1850-1884), the last male heir of the direct Packer line, dies suddenly of a hemorrhage at Mauch Chunk, Pa.; leadership of the Packer family interests passes to Asa Packer's nephew Elisha Packer Wilbur (1833-1910). (LV AR, RyRegister)
- Feb. 1, 1884 West Shore & Ontario Terminal Company defaults on interest after railroads fail to meet guarantee. (RyW)
- Feb. 1, 1884 Central Iowa Railway (later Minneapolis & St. Louis Railroad) begins using Peoria & Pekin Union Railway. (Church)
- Feb. 1, 1884 Samuel M. Felton, Jr., resigns as General Manager of New York & New England Railroad to be Assistant to Pres. of New York, Lake Erie & Western Railroad at Cleveland; office abolished. (RyW, Guide, AR)
- Feb. 2, 1884 William L. Scott closes the purchase of the Eastern Shore Railroad, As Reorganized, in Philadelphia, retroactive to Jan. 1. (PenEntrprs)
- Feb. 4, 1884 Bay Shore Railroad incorporated in N.J. to build from a point on the PRR between Elizabeth and Linden to Elizabethport; purpose is probably to interfere with B&O's line to Staten Island and serve industries; line is not

built. (MB)

- Feb. 4, 1884 Work is underway between New Haven and Greenwich on the New York & Connecticut Air Line Railroad, the so-called Olmsted line to parallel the New Haven. (NYT)
- Feb. 5, 1884 Testimony begins in PRR suit against its ejection from New York & Long Branch Railroad. (RyW)
- Feb. 5, 1884 Heavy rains and flooding cut the main line of the PFW&C between Shields and Bridgewater; also on the Erie & Ashtabula Division between Warren and Wheat Yard and on the River and Tuscarawas Branches of the Cleveland & Pittsburgh Railroad; rain and flood conditions continue through Feb. 7. (AR, Richard)
- Feb. 5, 1884 Floodwaters begin rising in the Ohio River at Cincinnati. (HistCinHamCo)
- Feb. 6, 1884 Testimony resumes in the Dinsmore Suit. (NYT)
- Feb. 6, 1884 Jersey Shore, Pine Creek & Buffalo Railway renamed Pine Creek Railway; operated by Fall Brook Coal Company under lease. (GrnBk)
- Feb. 6, 1884 Heavy rains falling on snow-pack cause flooding to begin in the Ohio Valley; tracks inundated at Cincinnati and Wheeling; washout cuts Panhandle main line at Mingo Jct.; the Ohio River is already at 59 feet at Cincinnati (AR, HistCinHamCo)
- Feb. 7, 1884 Ohio River flood crests at Steubenville at 49 feet, exceeding the previous record of 1832. (HistCinHamCo)
- Feb. 7, 1884 Trunk Lines meet at Albert Fink's office and agree to restore east and westbound rates. (NYT)
- Feb. 7, 1884 Pennsylvania Company contracts with Postal Telegraph & Cable Company to use Grayway duplex telegraph system. (MB)
- Feb. 8, 1884 Presidents of Trunk Lines and western railroads meet at New York; agree to maintain east and westbound rates in face of cutting by southwestern lines. (Watkins - Grodinsky has 2/7!!)
- Feb. 8, 1884 PFW&C main line restored after floods. (AR)
- Feb. 8, 1884 Ohio River flood crests at Marietta and Parkersburg; however, heavy rain and flooding on the Kanawha River, Licking River, and other lower tributaries continues to pour water down the lower Ohio. (HistCinHamCo)

- Feb. 8, 1884 Washout breaks line at Dresden Jct. (Trinway). (AR)
- Feb. 8, 1884 Blast furnace No. 3 of Pennsylvania Steel Company blown in at Steelton, Pa. (RyRegister)
- Feb. 9, 1884 Reading again begins laying track in the streets of Pottsville, Pa., to block Pennsylvania Schuylkill Valley Railroad, this time claiming rights under the charter of the People's Railroad. (RRGaz)
- Feb. 9, 1884 Track restored at Mingo Jct. (AR)
- Feb. 11, 1884 PRR reopens between Wheeling Jct. and Wellsburg, W.Va.; track restored at Trinway. (AR)
- Feb. 12, 1884 Flood waters have moved down to Madison and Jeffersonville, Ind., which are under water for 14 days; passengers ferried across the Ohio River at Louisville by boat from the prison station to north of Jeffersonville. (AR)
- Feb. 12, 1884 Because of flood, B&O and Little Miami Railroad begin using Court Street Station of Toledo, Cincinnati & St. Louis Railroad, which is on high ground. (Hauck)
- Feb. 12, 1884 U.S. Circuit Court renders a decision in the suit of Sulzbach Brothers, Frankfurt bankers, against the Estate of J. Edgar Thomson, Andrew Carnegie, William Dennison and Benjamin E. Smith for mismanagement of the construction of the Davenport & St. Paul Railroad, and for consenting as mortgage trustees to an overissue of bonds; order Thomson's Estate to pay full damages of \$800,000; dismisses the complaint against Carnegie. (NYT)
- Feb. 12, 1884 Elisha Packer Wilbur, Asa Packer's nephew, elected Pres. of Lehigh Valley Railroad, replacing Harry E. Packer, deceased; post of General Manager abolished. (MB)
- Feb. 12, 1884 Gen. Edward F. Winslow resigns as Pres. of North River Construction Company. (NYT, RRGaz)
- Feb. 12, 1884 Virginia act transfers the state's Richmond, Fredericksburg & Potomac Railroad stock to the Sinking Fund for paying off the state debt; it remains a gilt-edged investment through the whole 20th century. (PL)
- Feb. 13, 1884 PRR sells Drexel & Co. \$1 million of 4½% Collateral Trust bonds at 95 with option for \$2 million more; total issue is \$10 million. (MB)
- Feb. 13, 1884 Robert H. Sayre meets with Hamilton McK. Twombly who raises the question of getting control of the Lehigh Valley Railroad now that the two sons of Asa Packer are dead; Sayre says there is no way, as control is vested

in a Packer family trust; Twombly continues to work to prevent a PRR-LV alliance. (Sayre Diary)

- Feb. 13, 1884 Cincinnati, Hamilton & Dayton Railroad and New York, Pennsylvania & Ohio Railroad begin using Court Street Station of Toledo, Cincinnati & St. Louis Railroad; next day, they begin using a temporary station at Winton Place and connecting with downtown Cincinnati by canal. (Hauck)
- Feb. 14, 1884 Flood crests at 71'- $\frac{3}{4}$ " above the low water mark at Cincinnati, and a cold front has dropped the temperature from 55 to 20 degrees; water is three feet deep on the floor of the PRR passenger station; the flood is less severe than last year's on the upper Ohio at Pittsburgh. (AR, HistCinHamCo)
- Feb. 14, 1884 TH&I places 300 box cars in Great Western Despatch pool. (Guide)
- Feb. 15, 1884 LIRR leases Stewart Railroad from the western boundary of the Hempstead Plains to Bethpage Jct. and Bethpage, along with the connecting tracks at Hyde Park and Garden City from Cornelia M. Stewart. (MB)
- Feb. 15, 1884 West Jersey Railroad agrees with the Ocean City Association to build a branch by June 1. (MB)
- Feb. 15, 1884 Testimony resumes in Dinsmore Suit at Philadelphia; A. J. Cassatt testifies that he and George B. Roberts met with CNJ receiver Francis S. Lathrop in 1878 or 1879 but rejected Lathrop's offer to lease CNJ to PRR. (RRGaz)
- Feb. 15, 1884 Chicago, Rock Island & Pacific Railway begins using Peoria Union Depot of Peoria & Pekin Union Railway. (Church)
- Feb. 1884 Unsubstantiated rumors spread that PRR will lease the Lehigh Valley Railroad. (RRGaz)
- Feb. 1884 Philadelphia & Atlantic City Railroad begins conversion from 3'-6" gauge to 4'-9" and laying 70-72-lb. rail. (RRGaz)
- Feb. 1884 PW&B begins lobbying for a charter supplement to be released from stopping all but four trains each way at Perryville and Havre-de-Grace, an obligation granted when its bridge replaced the ferry. (RRGaz)
- Feb.? 1884 Bells Gap Railroad opens between Coalport and Irvona. (Val - may not be right Guide tt. dated 11/12/1883 noted in 2/84 issue - RRG notes done in 2/8 issue - check PaState)
- Feb. 1884 Lackawanna & Pittsburgh Railroad now operates lines Swains-Nunda, Lackawanna Jct.-Perkinsville, and Olean-Angelica. (RRGaz - all in place by 1883)

- Feb. 1884 New York, Lackawanna & Pittsburgh Fast Freight Line renamed Keystone Line. (RyRegister)
- Feb. 1884 Robert Garrett, Samuel Spencer, John K. Cowan, N.S. Hill and John King elected to Board of Pittsburgh & Western Railroad, securing control for the B&O; old Pittsburgh owners had offered to New York, Lake Erie & Western Railroad first; Pres. James Callery refused a lease to the B&O as he wanted to retain control; B&O guarantees Pittsburgh & Western bonds. (RRGaz, RyRegister, B&O Corp)
- Feb. 1884 Indiana coal miners strike. (NYT)
- Feb. 16, 1884 PRR tracks reopened between Wellsburg and Wheeling. (AR)
- Feb. 16, 1884 Arbitrators award DL&W 14% of westbound freight pool. (NYT)
- Feb. 18, 1884 Northern Central Railway Board declines to aid the Stewartstown Railroad except that it will operate it at cost with PRR equipment when finished. (MB)
- Feb. 18, 1884 U.S. Circuit Court in Connecticut denies application to dissolve New York & New England Railroad receivership. (NYT)
- Feb. 18, 1884 B&O and Little Miami Railroads resume using own stations at Cincinnati. (Hauck)
- Feb. 19, 1884 Riegelsville Railroad incorporated to build from a connection with the Belvidere Delaware Railroad through Riegelsville to the Durham Iron Works; no work done. (MB)
- Feb. 19, 1884 Fire damp (methane) explosion in Leisenring No. 2 of the Connellsville Coke & Iron Company kills 19, the first large mine disaster in the Connellsville Field. (Warren, PVCorp)
- Feb. 21, 1884 Pennsylvania Company agrees to lease Meadville & Linesville Railway one locomotive, one coach and one combine. (MB)
- Feb. 22, 1884 PRR tracks restored at Cincinnati. (AR)
- Feb. 22, 1884 Maine Central Railroad completes Mount Desert Branch to a ferry landing at Hancock opposite Mount Desert Island; not open for revenue service; opens the way for improved service to Bar Harbor and its growth into an elite summer resort for other than New Englanders. (Guide)
- Feb 23, 1884 PC&StL Railway Executive Committee reports that the U.S. Circuit Court

has rendered a decree against the PC&StL Railway and the PRR for \$153,791 on the suit of the Keokuk & Hamilton Bridge Company; companies appeal to the Supreme Court. (MB)

- Feb. 24, 1884 Wilmington & Weldon Railroad announces that it has bought control of the Petersburg Railroad from the dissolved Clyde Syndicate, creating unbroken control of the Atlantic Coast Line railroads from Richmond to Charleston. (NYT, Hoffman)
- Feb. 24, 1884 Flood waters begin falling at Cincinnati; the flood continues down the Mississippi, where it overflows for 40 miles on each side and sets a new record at New Orleans. (HistCinHamCo)
- Feb. 25, 1884 PRR Road Committee agrees for Northern Central Railway to use Rockville Bridge; Ronk's Mills renamed Ronks on Philadelphia Division. (MB)
- Feb. 25, 1884 Pittsburgh & Western Railroad Pres. James Callery returns to Pittsburgh from New York, where he had been arranging the sale of the company to the B&O. (NYT)
- Feb. 26, 1884 Gettysburg & Harrisburg Railroad holds golden spike ceremony north of Gettysburg, and first train enters town, completing the line from Hunters Run; revenue service begins on Apr. 21. (NYT, RRGaz)
- Feb. 26, 1884 Officials of the B&O and the Pittsburgh, Wheeling & Kentucky Railroad hold an inspection tour of the Pittsburgh & Western Railroad and the Pittsburgh, Cleveland & Toledo Railroad. (NYT)
- Feb. 27, 1884 PRR Board authorizes the sale of \$3 million of the \$10 million issue of the 4½% Collateral Trust bonds in London through J.S. Morgan & Co.; authorizes negotiations with West Virginia & Pennsylvania Railroad, which proposes to build up the Monongahela Valley from the Pennsylvania line to Clarksburg. (MB)
- Feb. 27, 1884 P. F. Brendlinger appointed Chief Engineer of the Pottsville & Mahanoy Railroad. (C&C)
- Feb. 27, 1884 Northern Central signs trackage rights agreement for use of Rockville Bridge at a rent of \$500 per month. (MB)
- Feb. 27, 1884 South Pennsylvania Railroad lets sections 132-137. (Sayre Diary)
- Feb. 27, 1884 In Dinsmore Suit testimony, CNJ director Frederic A. Potts states that fellow director George G. Haven made an informal offer to lease the CNJ to the PRR but that Pres. Roberts refused. (NYT)

- Feb. 28, 1884 PRR tracks reopen between Wheeling and Benwood. (AR)
- Feb. 28, 1884 Wheeling & Harrisburg Railway Executive Committee orders beginning construction of the railroad and bridge across the Ohio River. (MB)
- Feb. 29, 1884 Ocean City Railroad incorporated in New Jersey under articles dated Feb. 18 and files map to build from Sea Isle City to Ocean City. (Val, C&C, NJCorp)
- Feb. 29, 1884 Henry Clay Frick, James M. Schoonmaker (1842-1927), McClure & Co. and Edward B. Leisenring (1845-1894) of the Connellsville Coke & Iron Company, the four largest producers in the Connellsville Coke Field, form a pool to stop falling coke prices; sell output of smaller operators on commission, effective Apr. 1. (RyW, PVCorp)
- Mar. 1, 1884 Ocean City Railroad organized at Ocean City; George Wood, Pres. (Val, C&C)
- Mar. 1, 1884 Real Estate Dept. becomes full department under first Real Estate Agent John C. Wilson (1832-1906); William Hasell Wilson retires as Consulting Engineer and head of Real Estate Dept. but remains as director or Pres. of several subsidiary companies. (MB, AR)
- Mar. 1, 1884 Main office of Buffalo, New York & Philadelphia Railroad moved from Philadelphia to New York. (RRGaz)
- Mar. 1, 1884 South Pennsylvania Syndicate Executive Committee meets; awards H.McK. Twombly \$3 million in South Penn stock for his interest and services; appoints Robert H. Sayre and David Hostetter to purchase right-of-way in Pittsburgh. (Sayre Diary)
- Mar. 1, 1884 New York & New England Railroad ceases through freight operation with New York, Lake Erie & Western Railroad as unprofitable; will concentrate on PRR; Erie will enter New England via the Delaware & Hudson Railroad from Binghamton and the Hoosac Tunnel Route. (RyW)
- Mar. 1, 1884 Western Transit Company organized and completes the purchase the property and boats of the Western Transportation Company; Great Lakes boat subsidiary of NYC&HR. (NYT, RRGaz)
- Mar. 1, 1884 Louisville, New Albany & Chicago Railway and Cincinnati, Indianapolis, St. Louis & Chicago Railway establish "Monon Line" of through passenger service between Chicago and Indianapolis and between Chicago and Cincinnati via Lafayette. (Guide)
- Mar. 2, 1884 Telegraph tower of the Cumberland Valley Railroad at Bridgeport

destroyed by fire. (HburgTelegraph)

- Mar. 1884 Vandalia Line begins running Pullman buffet sleeping cars between New York and St. Louis. (RyRegister)
- Mar. 4, 1884 Reading & Pottsville Railroad Company incorporated to extend PRR to Pottsville; Joseph C. Bright, Pres.; P. F. Brendlinger, Chief Engineer. (C&C)
- Mar. 4, 1884 In Illinois Midland Railway foreclosure suits, Justice Harlan rules that all the mortgages are legal. (NYT, RRGaz)
- Mar. 4, 1884 Pittsburgh, Cleveland & Toledo Railroad opens for regular revenue service between New Castle Jct., Pa., and Akron, Ohio, running part of the way on the abandoned bed of the Pennsylvania & Ohio Canal. (HistPrtgCo - verify B&O ICC)
- Mar. 4, 1884 Pioneer civil engineer and Pres. of the Lykens Valley Railroad & Coal Company George E. Hoffman (1808-1884) dies. (ColFamPhila)
- Mar. 6, 1884 Robert H. Sayre meets Hamilton McK. Twombly in New York and lets the balance of grading on the South Pennsylvania Railroad; Twombly has arranged with Reon Barnes to build a connecting line from Connellsville to Wheeling (the Wheeling & Harrisburg Railway); Twombly is to have 51% of the \$6 million stock at 10; Sayre rightly thinks nothing will come of it. (Sayre Diary)
- Mar. 6, 1884 Pennsylvania canal entrepreneur James Kennedy Moorhead (1806-1884), dies at Pittsburgh at age 78. (RRGaz)
- Mar. 6, 1884 Jacksonville, Tampa & Key West Railway opens between Jacksonville and Palatka, Fla., on the Florida Southern Railway. (Turner/Bramson)
- Mar. 7, 1884 James J. Shipman (1809?-1884), former Chief Engineer of LIRR, dies at Huntington, N.Y., in 75th year. (NYT, RRGaz)
- Mar. 7, 1884 Elmira, Cortland & Northern Railroad incorporated in N.Y. by Austin Corbin and his associates Henry W. Maxwell, J. Rogers Maxwell, F.W. Dunton, Archibald Angus McLeod, et al., as a reorganization of the Utica, Ithaca & Elmira Railroad Company of the State of New York and the Cazenovia, Canastota and De Ruyter Railway, both of which have been sold at foreclosure; includes the rent of 19.53 miles of the NYO&W Railway between Cortland and De Ruyter; to build from Canastota on the New York, West Shore & Buffalo Railway to Elmira. (LV Corp, NYState, ICC, RyRegister)

- Mar. 8, 1884 Post Office reestablishes *Fast Mail* on NYC&HR and LS&MS between New York and Chicago on 27:35 schedule, taking mail on the fly; saves 5 hours over old schedule; first train departs Grand Central at 8:50 PM. (NYT, JEWhite)
- Mar. 8, 1884 Last rail laid on Mexican Central Railway near Fresnillo, completing the first direct line between the U.S. border and Mexico City. (RyRegister)
- Mar. 1884 Major gold outflows from U.S. begin, contributing to Panic in May.
- Mar. 10, 1884 Delaware & Raritan Canal begins providing towing service between New York and South Amboy, previously handled by private parties. (AR)
- Mar. 10, 1884 NYP&N stockholders approve merger with the Eastern Shore Railroad Company, As Reorganized. (PenEntprs)
- Mar. 10, 1884 Waycross & Florida Railroad, East Florida Railway, Chattahoochee & East Pass Railway, Live Oak, Tampa & Charlotte Harbor Railroad, and Live Oak & Rowland's Bluff Railroad all merged into the Savannah, Florida & Western Railway, the main company of the Plant System. (ICC)
- Mar. 11, 1884 At PRR annual meeting, William E. Lockwood queries Pres. Roberts whether some coal shippers are charged a half cent a ton-mile and others three cents; Roberts replies that all shippers are charged the same "under the same circumstances"; Lockwood denounces contracts with Pullman, Adams Express and other lines and calls for an investigation. (RyRegister)
- Mar. 11, 1884 Pennsylvania Railroad Athletic Society organized by clerks in General Office to compensate for sedentary occupations; establishes an exercise ground and athletic field at 52nd Street. (Wilson)
- Mar. 11, 1884 Lawyer Barker Gummere (1822-1895) addresses N.J. Special Joint Committee on Taxation of the Property of Railroads and Other Corporations on behalf of PRR. (Addresses & Arguments)
- Mar. 11, 1884 Schuylkill River East Side Railroad files in Court of Common Pleas of Philadelphia against PRR obstructing it. (RRGaz)
- Mar. 11, 1884 South Pennsylvania Railroad places orders for 10,000 tons of rail each with Pennsylvania Steel Company and Cambria Iron Company. (Sayre Diary)
- Mar. 11, 1884 Wheeling & Harrisburg Railway Company of West Virginia organized as merger of the Wheeling & Harrisburg Railway and the Elm Grove & State Line Railroad; Dr. George Baird. Pres.; Reon Barnes and W.C. Carpenter are members of Executive Committee; however, there are no further actions until 1887. (MB, C&C)

- Mar. 11, 1884 Lehigh Valley Railroad Board approves the purchase of the Spring Mountain Coal Company by the Lehigh Valley Coal Company. (MB)
- Mar. 11, 1884 CB&Q inaugurates the *Fast Mail* between Chicago and Council Bluffs; it carries a car brought from New York on the ___ and forwarded to California. (Overton)
- Mar. 13, 1884 Brooklyn & Long Island Cable Railway incorporated to build a cable-operated elevated railroad in Atlantic Avenue from South Ferry to Jamaica with branch from Fulton Street Ferry via Sands, Adams and Fulton Streets to Atlantic Avenue; controlled by Austin Corbin's LIRR interests and Atlantic Avenue Railroad Company of Brooklyn. (NYState, NYT)
- Mar. 13, 1884 Meeting of Trunk Line presidents held to consider charges of rate cutting at Peoria, St. Louis, Cincinnati and Indianapolis gateways; probably called at the insistence of the PRR, which has insisted upon carrying out its pool obligations not to cut rates but is not about to give up any business; the PRR demands that the pool meet unauthorized rate cuts by rate cuts by the pool members; PRR demands and gets a 10 cent across-the-board cut in eastbound rates upon hearing that the Red Line has accepted eastbound traffic at 20 cents; eastbound grain rate is cut from 30 to 20 cents next day; rate on live hogs from Chicago cut to 25 cents. (RRGaz, NYT, Grodinsky)
- Mar. 13, 1884 Press reveals that New York & Manhattan Beach Railway clerk J.H. Fullerton has fraudulently issued 2,000 shares to feed a gambling habit. (NYT)
- Mar. 1884 Major trunk-line rate war begins; lasts through Nov. 1885. (Stover)
- Mar. 14, 1884 Five major railroads entering Indianapolis convey property, which had been held jointly since the agreement of 1872, to the Indianapolis Union Railway. (Church, C&C)
- Mar. 14, 1884 Act of Congress fixes time in the District of Columbia as that of the 75th meridian, Railroad Standard Time. (GnTmCvntn)
- Mar. 15, 1884 Brooklyn & Long Island Cable Railway organized; J. Rogers Maxwell Pres. and William Richardson VP; project is delayed and ultimately killed by opposition of property owners. (NYT)
- Mar. 15, 1884 Oil traffic diverted from PRR and National Docks Railway to CNJ because of prior contract between PRR and CNJ and unadjusted claim of Reading vs. PRR. (MB)
- Mar. 15, 1884 Thomas P. Fowler (1851-1915) named receiver of Shenango & Allegheny

Railroad and of Mercer Mining & Manufacturing Company. (Guide)

- Mar. 15, 1884 U.S. District Court for W.Va. extends the jurisdiction of Thomas R. Sharp as receiver of the Ohio Central Railroad to the section between Corning, Ohio, and the Ohio River. (NYT)
- Mar. 15, 1884 First train to open Mexican Central Railway carries private cars of A. J. Cassatt and of General Manager D. B. Robinson. (RyRegister)
- Mar. 1884 LIRR Second VP Benjamin S. Henning is elected Pres. of the Florida Central & Western Railroad. (RRBios)
- Mar. 1884 PRR issues regulations on uniforming 24 classes of Transportation Dept. employees, including badges, collar ornaments, etc.; first manual of its kind in the U.S.; PRR had uniformed employees since 1876; new manual on uniforms issued by General Manager Charles E. Pugh. (Guide)
- Mar. 1884 PRR is surveying freight cutoff, Landisville-Marietta, Pa. (RyW)
- Mar. 1884 PRR has eliminated continuous bell cord for emergency signal on passenger trains in favor of steam line with valves on car platforms operating a whistle on the locomotive. (CCHS)
- ca. Mar. 1883 Globe Line established as a fast freight line between New York and Chicago via the New York, West Shore & Buffalo, the Buffalo, New York & Philadelphia, the Pittsburgh, Cleveland & Toledo and the B&O. (RRGaz - 1883 or 4??)
- Mar. 1884 CStL&P Railroad is testing an electric headlight on the run between Bradford, Ohio, and Indianapolis. (RyW)
- Mar. 1884 PC&StL Railway is fitting up a passenger train with electric light fed by same apparatus as works the headlight. (RyRegister)
- Mar. 1884 Terre Haute & Indianapolis Railroad has new heavy locomotive No. 182; hauls 10-car fast express on Western Division at speeds up to 55 MPH. (RyW)
- Mar. 1884 Wheeling & Lake Erie Railroad lets contract for extending from Valley Jct. to Bowerston on the PC&StL Railway. (NYT)
- Mar. 1884 Ohio Supreme Court rules that the First Mortgage bonds of the Cleveland, Akron & Columbus Railroad, held in the Netherlands, are a first lien on the Dresden Branch, not the Income bonds held by the PRR. (NYT)
- Mar. 1884 New York, Ontario & Western Railway voting trust dissolved. (Rept)

- Mar. 1884 Collis P. Huntington incorporates Newport News & Mississippi Valley Company in Conn. as a holding company, to which he leases all his lines between the east coast and Memphis, including the Chesapeake & Ohio Railway, Elizabethtown, Lexington & Big Sandy Railroad and Chesapeake, Ohio & Southwestern Railroad. (Bias, Turner)
- Mar. 1884 Robert H. Coleman's Florida Construction Company begins work on the Palatka & Indian River Railway, but is forced to suspend after the Panic later in the year. (Turner/Bramson)
- Mar. 16, 1884 John Allen, Jr. (1828-1884), originator of the Western Transportation Company, the NYC's line of Great Lakes boats, dies at New York. (RRGaz)
- Mar. 17, 1884 PRR establishes new flagstop station at Maple Avenue, West Chester. (CCHS)
- Mar. 17, 1884 Pennsylvania Company Finance Committee authorizes subscription of \$12,600 to Youngstown & State Line Railroad. (MB)
- Mar. 18, 1884 New "HU" Interlocking placed in service at Metuchen, N.J. (prrfax)
- Mar. 18, 1884 United New Jersey Railroad & Canal Company Board consents to sale of tugboat *John F. Starr*. (MB)
- Mar. 19, 1884 Receiver Ashbel Green announces that the North River Construction Company will go into liquidation. (NYT, RRGaz)
- Mar. 20, 1884 New Jersey Court of Chancery begins hearing PRR's case for injunction to block its ouster from NYL&B. (RRGaz)
- Mar. 20, 1884 Pres. George B. Roberts sends a letter to Albert Fink demanding a further official reduction of 5 cents per cwt. on 7th-9th class freight because of rate-cutting by other lines, which is agreed to. (NYT)
- Mar. 21, 1884 Pres. George B. Roberts demands a 5-cent cut on other classes as well, which is agreed to. (NYT)
- Mar. 21, 1884 Eastbound grain rates further cut from 20 cents to 15 cents as rate war intensifies. (RRGaz)
- Mar. 21, 1884 Ocean City Association offers to pay the West Jersey Railroad \$37,830 to build the Ocean City Branch, the same as the lowest bid offered by P. McManus. (MB)

- Mar. 21, 1884 Woodland, Md., renamed Chapel on Delaware & Chesapeake Railway. (MB)
- Mar. 23, 1884 Press reports that the Grand Trunk Railway of Canada has placed an order with Bell, Lewis & Yates and the Rochester & Pittsburgh Railroad for 120,000 tons of coal at 35 cents, which was higher than the bids of the Buffalo, New York & Philadelphia Railroad and the New York, Lake Erie & Western Coal & Railroad Company. (NYT)
- Mar. 23, 1884 Ohio railroad entrepreneur Henry C. Lord (1825-1884) dies of throat cancer at Riverside, Ohio. (RyRegister, wiki)
- Mar. 24, 1884 W. A. Nash elected Pres. pro-tem of the Lykens Valley Railroad & Coal Company, replacing George E. Hoffman, deceased. (MB)
- Mar. 24, 1884 Collis P. Huntington incorporates the Southern Pacific Railroad Company in Connecticut as a holding company to combine his transcontinental holdings. (USSupCtRept 44)
- Mar. 25, 1884 Kensington & Tacony Railroad Company incorporated in Pa. to build a waterfront industrial railroad; controlled by PRR. (C&C)
- Mar. 25, 1884 Elm Grove & State Line Railroad and Wheeling & Harrisburg Railway merged to form Wheeling & Harrisburg Railway Company of West Virginia under agreement of Mar. 11, 1884. (Church, C&C)
- Mar. 27, 1884 Augustus Schell (1812-1884), Vanderbilt crony, LS&MS director, lawyer and Tammany Hall leader, dies in New York at age 72. (AR, RRGaz)
- Mar. 28, 1884 Camden & Atlantic Railroad Board authorizes extension to Longport. (MB)
- Mar. 28, 1884 West Jersey Railroad Board declines to change the terms of the Feb. 15 agreement with the Ocean City Association but will pay any excess in construction cost over \$37,000 up to \$40,000, and then prorate any further overruns in the ratio of 3 to 40. (MB)
- Mar. 28, 1884 GR&I announces an amicable settlement of suits brought by PRR over finances. (RRGaz)
- Mar. 28, 1884 *Cyclone Express* of Vandalia Line runs Greencastle-Indianapolis in 44 minutes. (RRGaz)
- Mar. 29, 1884 Robert H. Sayre meets Francis Lynde Stetson; learns the American Construction Company has not filed a certificate in Harrisburg as a foreign corporation, and all contracts may be declared void. (Sayre Diary)

- Mar. 29, 1884 International Navigation (Red Star Line) steamship *Noordland* leaves Antwerp on maiden voyage to New York. (Flayhart)
- Apr. 1, 1884 Pres. Corbin reports to LIRR Board on proposed sales and transfer of the Great Neck Branch Railroad to the Long Island City & Flushing Railroad. (MB)
- Apr. 1, 1884 Pennsylvania Schuylkill Valley Railroad opens between 52nd Street, Philadelphia, and Bala, Pa.; intermediate station at Park. (AR, Val, RyW)
- Apr. 1, 1884 PW&B to establish *Limited Express*, cutting 25 minutes and running Philadelphia-Baltimore in 2 hours; have installed track pans at Bark Mill and Edgewood. (RRGaz, AR)
- Apr. 1, 1884 NYP&N appoints James McConkey, formerly of the Philadelphia & Erie Railroad, as Superintendent. (MB, Lewis)
- Apr. 1, 1884 J.W. Watson, Superintendent of the Narrow Gauge Division of the Buffalo, New York & Philadelphia Railroad, named Superintendent of Rochester Division, replacing R.M. Patterson, named General Superintendent of the Lackawanna & Pittsburgh Railroad; Rochester and Narrow Gauge Divisions consolidated. (RRGaz, RyRegister)
- Apr. 1, 1884 New York, West Shore & Buffalo Railway and NYO&W Railway waive the \$500,000 annual rental to be paid by the West Shore for the use of the tracks between Weehawken and Cornwall, N.Y. (NYT)
- Apr. 1, 1884 National Transit Company absorbs United Pipe Lines consisting of local lines in Pa. Oil Regions. (RyW)
- Apr. 1, 1884 Chicago-Detroit through line via Chicago & Atlantic Railway, Wabash, St. Louis & Pacific Railway and B&O discontinued. (RyRegister)
- Apr. 2, 1884 Camden & Atlantic Railroad opens freight station for car floats on Delaware Avenue below Vine Street. (AR)
- Apr. 2, 1884 U.S. Circuit Court decides in *Hay v. Alexandria & Washington Railroad* that the road must be sold whole with the purchase money divided into two parts covering the old and new railroads; City of Washington has first lien of \$154,340. (RRGaz)
- Apr. 3, 1884 Chicago, St. Louis & Pittsburgh Railroad Company (CStL&P) formed by consolidation of Indiana and Illinois companies of same name under agreement of Sep. 5, 1883. (Church)
- Apr. 4, 1884 Reading lays tracks overnight to block the line of the Pennsylvania

Schuylkill Valley Railroad through Reading. (RRGaz)

- Apr. 4, 1884 NYP&N adopts PRR-style bylaws and organization; J. Gardner Cassatt (1849-1911) elected Treasurer. (MB)
- Apr. 4, 1884 William C. Whitney named to South Pennsylvania Railroad Executive Committee, replacing Henry F. Dimock. (MB)
- Apr. 4, 1884 Chicago, St. Louis & Pittsburgh Railroad organized; George B. Roberts, Pres.; James McCrea, Manager; J.F. Miller, Superintendent of Eastern Division; Charles Watts, Superintendent of Western Division; Max J. Becker, Chief Engineer; E.B. Wall, Superintendent of Motive Power; Samuel H. Church, Superintendent of Transportation. (RRGaz)
- Apr. 5, 1884 In case of Alexandria & Fredericksburg Railway vs. Alexander Hay, et al., U.S. Circuit Court rules that Alexandria & Fredericksburg Railway may keep right-of-way of Alexandria & Washington Railroad upon payment of compensation; orders Alexandria & Washington Railroad sold at foreclosure. (MB, Digest)
- Apr. 5, 1884 According to the London *Economist*, the PRR has the largest annual gross income of any corporation in the world, \$100 million, well in advance of any European railroad.
- Apr. 5, 1884 Receiver Ashbel Green states that the North River Construction Company has assets of \$43,992,262 and liabilities of \$6,215,205. (NYT)
- Apr. 5, 1884 Indiana coal strike spreads to Vigo County. (NYT)
- Apr. 1884 Mahoning Branch of South-West Pennsylvania Railway opens between Dunbar and Mahoning Works (0.86 mile). (Val)
- Apr. 8, 1884 Maryland act authorizes the Delaware, Maryland & Virginia Railroad to build branches in Worcester County. (PL)
- Apr. 8, 1884 Maryland act authorizes the Annapolis & Elk Ridge Railroad to build branches to Chesapeake Bay or Baltimore, and to own or lease land for resorts. (PL)
- Apr. 8, 1884 Annapolis & Bay Ridge Railroad incorporated in Md. to build from Annapolis to a resort to be developed on Chesapeake Bay. (PL)
- Apr. 8, 1884 Maryland act authorizes the City of Baltimore to loan \$2 million to the Richmond & Danville, subject to a referendum, and to purchase a controlling interest in the R&D if necessary to preserve the city's trade. (PL)

- Apr. 8, 1884 Freight crews and shop workers on Cincinnati Northern Division of Toledo, Cincinnati & St. Louis Railroad strike; owed two months back wages. (Hauck)
- Apr. 8, 1884 James McHenry is arrested to force a settlement of his Erie Railway claims before he returns to England; Pres. Jewett has refused to treat with him. (RyW)
- Apr. 9, 1884 Committee Chairman James McCrea makes supplemental report on uniform train signals to General Time Convention; includes familiar whistle and lantern signals still in use; resolution passed endorsing them to individual railroads to be effective with fall timetable change; McCrea credits J.J. Turner of Lines West for much of the work on signals; the Convention formally recognizes William F. Allen as the originator of Standard Time. (MB, RyW, Guide)
- Apr. 9, 1884 Marietta Mineral Railway purchases B&O line between Moores Jct. and Main Line Jct. (Canaansville), Ohio, which had been abandoned in 1879; obtains trackage rights over B&O from Moores Jct. to Marietta. (Church)
- Apr. 9, 1884 Freight handlers of Toledo, Cincinnati & St. Louis Railroad at Dayton join strike; spreads to all but conductors and engineers next day. (Hauck)
- Apr. 9, 1884 James McHenry released from custody after he signs a release of all claims vs. old Erie Railway; also abandons his rights to CCC&I Railway stock and other securities valued at \$1.5 million; McHenry returns to Britain virtually ruined. (RyW, Mott)
- Apr. 10, 1884 New Jersey passes new railroad tax law; creates a State Board of Tax Assessors; creates four classes of railroad property: Class I is the main stem up to 100 feet wide but excluding freight stations within that limit; Class II consists of all other real estate and buildings, including stations; Class III consists of rolling stock and personal property; Class IV covers the franchise, which is valued at 60% of excess of total capitalization over the value of all tangible property; Class II property is to be taxed locally and all others at the state level; this leads to municipalities in Hudson County levying high Class II taxes on the large waterfront terminals and yards; in 1884, Class II assessment is 24.9% of the total, while in 1932, it is 75%. (UNJ MB, PRR MB, Lutz)
- Apr. 10, 1884 Two strike leaders on Cincinnati Northern Division of Toledo, Cincinnati & St. Louis Railroad stop trains; arrested on charges of interfering with mails. (Hauck, RyW)
- Apr. 11, 1884 Strike on Cincinnati Northern Division of Toledo, Cincinnati & St. Louis Railroad ends after leaders released and company pays Feb. wages. (RyW)

- Apr. 12, 1884 Hearings resume in NY&LB case. (RyW)
- Apr. 12, 1884 Pres. Roberts and other officers inspect Pennsylvania Schuylkill Valley line between Spring Mill and Norristown. (RyW)
- Apr. 14, 1884 Lackawanna & Pittsburgh Railroad extends from Swains, N.Y., to Perkinsville and Wayland on DL&W (built earlier!); opens standard gauge branch from Angelica to Belfast Jct. on Rochester Division of Buffalo, New York & Philadelphia Railroad, finally creating a standard-gauge bridge line between the New York, Lackawanna & Western Railway and the BNY&P; truck-change hoist is to be moved from Swains to Angelica. (Guide, RRH 92)
- Apr. 14, 1884 Pennsylvania & New York Canal & Railroad Company leases the State Line & Sullivan Railroad (Bernice to Monroeton) for 50 years. (Baird)
- Apr. 15, 1884 Stockton Hotel & Improvement Company transfers its hotel and grounds at Cape May to William B. Kempton for \$91,000 in return for a mortgage; excludes the full-length portrait of Robert F. Stockton. (MB)
- Apr. 15, 1884 Charles K. Landis agrees with the Ocean City Railroad to convey to it a right of way between Sea Isle City and Corsons Inlet. (MB)
- Apr. 15, 1884 West Jersey Railroad contracts for building the Ocean City Railroad. (MB)
- Apr. 15, 1884 George W. Leuffer presents South Pennsylvania Railroad survey of Port Perry line to Chief Engineer Robert H. Sayre; is to replace Sewickley Creek route. (Sayre Diary)
- Apr. 15, 1884 Lackawanna Iron & Steel Company incorporated in Pa. as a holding company for the furnace and rolling mill properties of the Lackawanna Iron & Coal Company, founded by the Scrantons at Scranton, Pa., in the 1850s. (BethStl)
- Apr. 1884 Long Island & North Shore Railroad project revived; W.J. Young, Pres.; hope to get money from Dutch bankers. (RyW)
- Apr. 1884 Cresson & Clearfield County & New York Short Route Railroad is being surveyed from Gallitzin to Irvona. Pa.; Judge Dean of Blair County is Pres. (RyW)
- Apr. 1884 Manchester, Pa., renamed Superior on Eastern Division of PFW&C. (Guide)
- Apr. 1884 Toledo, Cincinnati & St. Louis Railroad discontinues through passenger

- service between Cincinnati and Toledo and reduces service to one trip to Dayton. (Hauck)
- Apr. 1884 Jeffersonville, Madison & Indianapolis Railroad is replacing last seven miles of iron rails. (RyW)
- Apr. 1884 Negotiations to extend GR&I from Kankaska into upper Manistee region to tap 28,000 acres of virgin pine forest. (RyW)
- Apr. 1884 Richard T. Wilson buys the Mississippi & Tennessee Railroad (Memphis-Grenada) from the McComb Estate for 67 cents on the dollar in the interest of the Louisville, New Orleans & Texas Railroad, controlled by himself and Collis P. Huntington. (Stover)
- Apr. 16, 1884 Fiftieth anniversary of Philadelphia & Columbia Railroad passes without celebration, despite efforts of some Philadelphians. (RyW)
- Apr. 17, 1883 Anthracite coal companies meet in New York and decides to restrict production for 1884. (RyW)
- Apr. 18, 1884 Philadelphia & Atlantic City Railroad files revised articles of incorporation. (Rdg)
- Apr. 18, 1884 Buffalo, New York & Philadelphia Railroad and Pittsburgh & Lake Erie Railroad grant joint use of Union Station at New Castle, Pa., to Pittsburgh & Western Railroad and Pittsburgh, Cleveland & Toledo Railroad. (Church)
- Apr. 18, 1884 Pittsburgh, Chartiers & Youghiogeny Railway Board reads a letter from former General Manager Joseph Ramsey offering to lease the company. (MB)
- Apr. 19, 1884 LIRR Board appoints special committee to celebrate the company's 50th anniversary. (MB)
- Apr. 19, 1884 New PRR bridge over the Schuylkill River at Manayunk completed.
- Apr. 19, 1884 Pawtuxet Valley Railroad leased to New York, Providence & Boston Railroad. (nhrhta.org)
- Apr. 21, 1884 Gettysburg & Harrisburg Railroad opens between Hunters Run on the South Mountain Railway & Mining Company and Gettysburg; SMR&MCo. connects with Cumberland Valley Railroad at Carlisle, making this the main route for PRR excursions to the Gettysburg battlefield. (Rdg CorpHist, Guide, Watts)
- Apr. 22, 1884 Work begins on first pier of South Pennsylvania Railroad bridge over the

Susquehanna River at Harrisburg. (Sayre Diary)

- Apr. 25, 1884 Cumberland Valley Railroad Pres. Thomas B. Kennedy is trying to sell the South Pennsylvania Railroad the PRR branch between Richmond and Marion, Pa. (Sayre Diary)
- Apr. 25, 1884 Michigan Central Railroad and Canadian Pacific Railway inaugurate through sleeping car line between Chicago and Toronto. (RyRegister)
- Apr. 26, 1884 *Railway World* reports that the PRR and Vandalia Line plan to shorten the running time between New York and St. Louis by 4:30 with the fall timetable. (RyW)
- Apr. 28, 1884 Island Heights Railroad Board authorizes transfer of all stock to the PRR. (MB)
- Apr. 28, 1884 New York, Lake Erie & Western Railroad opens Toby Branch from Brockwayville, Pa., to Dagus Mines. (Guide)
- Apr. 29, 1884 Testimony concludes in N.J. Chancery case of PRR vs. NY&LB. (RyW)
- Apr. 29, 1884 N.Y. Supreme Court issues injunction against New York, West Shore & Buffalo Railway issuing \$25 million in Second Mortgage bonds. (RRGaz)
- Apr. 29, 1884 Trunk Line presidents meet at call of B&O, which demands a reduction in eastbound grain and provision rates; adopt the demand of PRR to reduce eastbound grain rates from 30 to 15 cents following the rule that when one president is satisfied that one line is undercutting rates, all must reduce to the lowest rate; Albert Fink says there is no proof, and NYC&HR and New York, Lake Erie & Western object; appoint a committee of VP's to decide if cut is to be made. (NYT)
- Apr. 30, 1884 Fast run of PRR No. 19 between Jersey City and Broad Street Station in 1:52; four cars drawn by BLW No. 1070 with 80" drivers; maximum speed 67.5 MPH. (RRGaz)
- Spring 1884 Bellaire, Zanesville & Cincinnati Railway reopens over its entire line between Bellaire and Zanesville. (HistNbleCo)
- May 1, 1884 PRR orders ticket agents not to sell any tickets below tariff rates and to report any price cutting by competitors, as decided by the Joint Executive Committee. (RyRegister)
- May 1, 1884 Susquehanna & Clearfield Railroad opens between Keating and Karthaus, Pa.; operated by PRR. (AR, RyW)

- May. 1, 1884 West Virginia Central & Pittsburgh Railway extended from Elkins to Fairfax, W.Va. (Guide)
- May 1, 1884 River Division (BNY&P) merged into Pittsburgh Division (BNY&P); leaves Pittsburgh Division with HQ at Oil City (E.H. Witter, Supt.), Buffalo Division with HQ at Buffalo (H. Dywer, Supt.), and Rochester Division with HQ at Olean (J.W. Watson, Supt.); Oliver Watson appointed General Manager; G.S. Gatchell General Superintendent; Superintendent of River Division A. Vanderwort and General Traffic Manager George A. Baker retire. (RRG, RyRegister - was this the point that Narrow Gauge Division was merged into Rochester Division?)
- May 1, 1884 Cleveland, Mount Vernon & Delaware Railroad moves Freight & Passenger Dept. headquarters from Columbus to Akron. (RRGaz)
- May 1, 1884 Chicago, St. Louis & Pittsburgh Railroad appoints William Stewart General Freight Agent at Pittsburgh; Assistant General Freight Agent F.H. Kingsbury moved from Chicago to Columbus. (RyW)
- May 1, 1884 Indianapolis Union Railway appoints Board of Managers as required by reorganization agreement of Sep. 20, 1883. (Church)
- May 1, 1884 Belt Railroad & Stock Yard Company leases extension of its railroad from Brightwood to Lake Erie & Western Railroad, being built under charter of Belt Railroad Company of Indianapolis, to Indianapolis Union Railway. (Church)
- May 1, 1884 Nickel Plate Line (fast freight line) withdrawn from CCC&I and rerouted via Indiana, Bloomington & Western Railway and Chicago & Alton Railroad. (RRGaz)
- May 1, 1884 Lehigh Valley Railroad grants trackage rights to Erie & Wyoming Valley Railroad from Wyoming Jct. near Pittston to Wilkes-Barre station. (MB)
- May 1, 1884 Pennsylvania & New York Canal & Railroad Company leases the railroad of the State Line & Sullivan Railroad, running from Monroeton, near Towanda, to the coal mines at Bernice; it does not lease the coal lands. (AR, Baird)
- May 1, 1884 Charles J. Osborn, formerly a confidential broker to Jay Gould and more recently a broker for William L. Scott, retires from Charles J. Osborn & Co. in ill health. (RyRegister)
- May 2, 1884 John Scott (1821-1889) and William H. Barnes (1829-1918) appointed receivers of Allegheny Valley Railroad on application of PRR, Philadelphia & Erie Railroad and Northern Central Railway; brought on by loss of oil

traffic to pipelines and debts incurred in building Low Grade Line; AV stockholders are infuriated that the PRR applied for the receiver in Westmoreland County, where it has only about 12 miles of track and where none of its creditors live; blame the PRR for burdening the AV with the Low Grade Line and then ceasing to route eastbound freight over it. (RyW, Val, MB, AR, RyRegister)

- May 2, 1884 Borough of Washington, Pa., passes ordinance granting right of Chartiers Connecting Railroad to build through town over opposition of B&O. (Church)
- May 3, 1884 PRR gives 30-day notice of cancelling its contract to haul B&O passenger trains east of Baltimore; however, takes no further steps to evict B&O until fall. (RyW)
- May 3, 1884 Gen. William Painter (1838-1884), VP of NYP&N, dies suddenly of a stroke at his home in Philadelphia; had just returned from a rail trip through the South scouting for extensions and connections south of Norfolk. (PubLdgr)
- May 3, 1884 Algernon S. Buford (1826-1911) resigns as Pres. of the Richmond & Danville Railroad and is replaced by New York banker George S. Scott; the headquarters is moved from Richmond to New York, signaling the final termination of local control. (Klein)
- May 3, 1884 Ocean City, N.J., incorporated as a borough. (wiki)
- May 4, 1884 Chester River Steamboat Company steamboat *B.S. Ford* burns at Chestertown, Md.; rebuilt in 1887 with the front of the main deck enclosed. (NYT, Stanton)
- May 4, 1884 Knights of Labor shopmen on the Union Pacific Railway at Denver strike; spreads to the whole system, and the wage cut is withdrawn four days later; the Knights score their first victory over a big corporation. (Ware)
- May 5, 1884 New "BX" Interlocking placed in service at east end of Schuylkill River Bridge on New York Division. (PRRFAX)
- May 5, 1884 James P. Scott, Anna D. Scott and Miriam D. Bickley, the heirs of Tom Scott, file in the U.S. Circuit Court asking that a receiver be appointed for the Union Contract Company, of which the Scott Estate owns 50 shares; charge that William Jackson Palmer, Pres. of Union Contract Company and Denver & Rio Grande Railway, have exchanged the D&RG securities held by the Union Contract Company for those of the Mexican National Railway, which have less value. (NYT)

- May 5, 1884 First of new Woodruff sleeping and parlor cars for Chicago-Louisville service on CStL&P exhibited at New York, Lake Erie & Western station at Jersey City before being sent west; additional sleeping cars being built at Wilmington, Del., by Jackson & Sharp; are 12-section sleeping cars. (RyRegister, RyW)
- May 5, 1884 Columbus, Hope & Greensburg Railroad opens between Columbus and Greensburg, Ind.; operated by the Cincinnati, Indianapolis, St. Louis & Chicago Railway and successors as a branch line. (GrnBk)
- May 6, 1884 Eastbound *New York & Chicago Limited* arrives in Enon, Ohio, with a 30-year old man riding on top of a truck under the floor of the second car, having ridden all the way from Chicago; the man apparently rode for the adventure, and was not a tramp; he had gotten on and off at stops at Fort Wayne, Crestline and Alliance. (RRGaz)
- May 6, 1884 PRR holds press run for new parlor cars built at Altoona for Cape May and Atlantic City service to begin May 17; runs to Trenton and back; six cars have Queen Anne style interiors; is part of an experiment to see if it can operate parlor cars more cheaply than with the Pullman contract. (PubLdgr, RRGaz)
- May 6, 1884 Marine National Bank of New York fails; the bank's Pres. James D. Fish has been conniving in speculations with Ferdinand Ward of the brokerage firm of Grant & Ward, in which former Pres. Grant and his sons are partners; Ward has conned the Grants into investing all their money with him, then using it for highly speculative ventures and eventually a Ponzi scheme; Ward is attempting to flee the city; Gen Grant is ruined, and in Oct. 1884 is diagnosed with terminal throat cancer. (Clews, Sobel, JSmith)
- May 6, 1884 William H. Barnes elected Pres. of National Storage Company, replacing Joseph D. Potts, resigned. (MB)
- May 6, 1884 Protectionist Democrats, led by Samuel J. Randall of Pennsylvania, join with Republicans to defeat the Morrison Tariff Bill, which would have cut duties by 20% and put iron ore and coal on the free list. (Ratner, Nevins)
- May 7, 1884 South Pennsylvania Railroad Chief Engineer Robert H. Sayre meets with the Pres. of Carnegie's Keystone Bridge Company about the Harrisburg bridge; Keystone was not the low bidder, but Twombly and William C. Whitney "are afraid of Carnegie." (Sayre Diary)
- May 1884 According to friends, William H. Vanderbilt provokes a bear raid on the Reading; he has been holding 155,000 shares bought at 30, and is said to have driven the stock down to 20, selling as it fell and buying it back under 20. (NYT)

- May 1884 William H. Vanderbilt supposedly promises the Reading that he will protect his holdings of Reading at 20 until the South Pennsylvania Railroad is finished next year, if the Reading will reduce its expenses by 30%; he will then install an experienced railroad man as Reading Pres. (NYT)
- May 1884 Pres. George B. Roberts is reported as making an offer to William H. Vanderbilt to keep out of New England if Vanderbilt will abandon the South Pennsylvania Railroad and keep out of Pennsylvania; Vanderbilt says the offer is tempting but too late. (NYT)
- May 8, 1884 Brokerage house of Grant & Ward fails, ruining the Grant family; is later found to have liabilities of \$16.8 million versus only \$67,174 in assets. (Clews, Sobel - check)
- May 8, 1884 N.Y. act authorizes the New York & Harlem Railroad to enlarge Grand Central Depot and grounds between 42nd & 55th Streets; is to expand the station eastward to a line 80 feet east of 4th Avenue to add a new train shed for arriving trains, plus a 50-foot wide street on the east side of the station. (PL, NYState, Stokes)
- May 8, 1884 Col. Alexander Hay (1814-1884) of York, railroad contractor, banker, Union Pacific Railroad director, and former owner of the Washington & Alexandria Railroad, dies at Philadelphia in his 71st year. (RyW)
- May 9, 1884 Drawbridge over the Pocomoke River completed on the NYP&N. (Lewis)
- May 9, 1884 Fast run on Reading No. 505 between Philadelphia and Jersey City in 1:52; four cars hauled by Wootten-boilered No. 364 to Bound Brook and CNJ No. 169 to Jersey City; maximum speed 65.6 MPH. (RRGaz)
- May 10, 1884 Camden & Atlantic Railroad Board authorizes extension to Longport if residents provide site for terminal for free; authorize building station at Lewis & Liberty Streets, Camden. (MB)
- May 10, 1884 Reading discharges a large number of shopmen from its own lines and the leased CNJ. (RyW)
- May 10, 1884 William H. Vanderbilt sails for Europe on the White Star liner *Baltic*. (NYT)
- May 10, 1884 William H. Vanderbilt's brokers, F.P. Freeman & Co., give notice that they will take up all the loans (about \$3.5 million) made to the Reading on the pledge of its CNJ stock. (NYT)
- May 10, 1884 Northwestern Car Company enters receivership as result of Marine National

- Bank failure. (Wicker)
- May 11, 1884 Col. William G. Case (1820-1884), formerly of Maltby & Case, proprietors of the Columbia Rolling Mill, and member of the Reading & Columbia Railroad and the National Railway project, dies at Kansas City. (RyW)
- May 11, 1884 Pioneer railroad car manufacturer Osgood Bradley (1800-1884) dies at Worcester, Mass. (RRGaz)
- May 12, 1884 Decline begins on stock market. (Wicker)
- May 12, 1884 Pennsylvania Schuylkill Valley Railroad opens between Bala and Manayunk, Pa., with 12 round trips and 4 on Sundays; intermediate station at West Laurel Hill. (Val, AR, RyW)
- May 12, 1884 Tyrone & Clearfield Railway extends Moshannon Branch from Ramey to Vulcan (2.54 miles); 1.43 miles at Vulcan becomes Vulcan Branch and 0.69 mile becomes Beulah Branch. (C&C, Guide)
- May 12, 1884 Brooklyn Elevated Railway Company sold at foreclosure. (NYState)
- May 12, 1884 Lehigh Valley Railroad opens Glen Summit Hotel as a resort on the dividing range between the Lehigh and Wyoming Valleys. (AR)
- May 13, 1884 VP Frank Thomson serves notice on B&O that all contracts for the movement of passenger trains north of Baltimore will be cancelled effective June 14. (NYT)
- May 13, 1884 Reading bondholders apply for terminating the receivership. (NYT ??)
- May 13, 1884 "Boston Committee" of Toledo, Cincinnati & St. Louis Railroad, which includes Austin Corbin, meets at Boston and presents its reorganization plan; Corbin pushes connection with his Indiana, Bloomington & Western Railway. (NYT, RyW)
- May 13, 1884 Wabash, St. Louis & Pacific Railway announces that it will seek receivership. (NYT)
- May 13, 1884 John C. Eno, Pres. of the Second National Bank of New York, flees to Canada with \$4 million in embezzled bank funds; coming on top of the Marine National Bank and Grant & Ward failures, plus bad economic indicators, it is sufficient to spark panic and liquidation. (Sobel)
- May 14, 1884 Day of panic selling on Wall Street marks the start of the Panic of 1884. (Wicker, Sobel)

- May 14, 1884 Metropolitan Bank of New York fails; its Pres., George I. Seney is the leader in the East Tennessee, Virginia & Georgia syndicate and has been using bank funds to speculate in railroad stocks; six brokerage houses connected with Seney also fail; runs develop at Second National Bank of New York; New York Clearing House issues loan certificates and arrests the spread of a bank panic. (NYT, Lambie, Wicker)
- May 14, 1884 PRR Board approves location of branch up the Manor Valley from the Pittsburgh Division main line to Apollo on the West Penn and construction as far as the Manor Gas Coal Company mines at Harrison City. (MB)
- May 14, 1884 Explosion destroys Altoona boiler house; rebuilt and enlarged. (AR)
- May 15, 1884 Metropolitan National Bank reopens but enters voluntary liquidation on Nov. 18; brokerage houses of Fisk & Hatch and A.W. Dimock fail. (Wicker, NYT)
- May 15, 1884 Exchange Bank and Tuna Valley Bank of Bradford, Pa., which had ties to Metropolitan National Bank, close; bank runs hit Bradford, the center of the Oil Region. (Wicker)
- May 15, 1884 Continental Improvement Company bondholders meet at New York to consider plan of GR&I to extend maturity of bonds and issue new Income bonds; appoint a committee to report June 16. (RRGaz)
- May 15, 1884 Robert H. Sayre visits the South Pennsylvania Railroad's Laurel Hill Tunnel; notes no work being done on east end and may have to discharge contractors. (Sayre Diary)
- May 1884 Altoona Shops completes parlor car No. 901, the first of a series of "bay window" cars with interiors designed by New York architect Bruce Price (1845-1903) at the request of Theodore N. Ely; windows are recessed bay windows for wider views; has a compartment with 6 seats, a smoking section with 10 seats and 21 seats in the main saloon, of which 14 are revolving chairs that pivot at the front with two extra rear legs for greater stability; the interior is done in a "rococo" style with fancy oak woodwork; the walls above the belt rail and ceiling are covered in canvas colored Pompeian red and secured with large brass-headed tacks, the other fittings and lamps being also in brass. (RyW, RyRegister)
- May 1884 PRR is equipping all main line passenger cars with Westinghouse train signal air lines. (RRGaz)
- May 1884 Ocean City Railroad is surveying between Sea Isle City and Ocean City. (PubLdgr)
- May 1884 Northern Central Railway completes Piers 4 & 5 at Canton, Baltimore. (AR,

RRGaz)

- May 1884 New "DV" Interlocking placed in service at Dillerville, Pa. (RyW)
- May 1884 Two new 12-compartment Mann "boudoir" cars built by Jackson & Sharp of Wilmington, Del., for New York-Boston service are exhibited at West Philadelphia; have 12 compartments for 4 persons each, a small compartment for 2, a ladies' bath, a men's smoking room, a library and a pantry. (PubLdgr, RyW)
- May 1884 New York, Ontario & Western Railway begins carrying emigrants and finds the business remunerative until the PRR slashes rates to \$1 to Chicago. (AR)
- May 1884 Pennsylvania Steel Company makes its first open-hearth steel.
- May 1884 Little Miami Railroad installs electric block signals on single track line through Fulton and on the Cincinnati & Newport Bridge. (RyRegister)
- May 1884 PRR now has nearly 20,000 stockholders; Mr. Ralli of London has the most with 15,000 shares; next is William Thaw with 11,175 shares; 86,000 shares are registered with Haseltine, Powell & Co. in London. (RyRegister)
- May 1884 William T. Walters and Benjamin F. Newcomer purchase 6,320 shares of Richmond, Fredericksburg & Potomac Railroad; the owners of the RF&P have become alarmed by the construction of the NYP&N; the Atlantic Coast Line people immediately open the RF&P to all freight. (Hoffman - verify, AJC/Keystone)
- May 1884 Knights of Labor District Assembly No. 49 in New York reports that it has established "classes" organized by Victor Drury for the regular instruction of officers; the classes are organized on the model of the Communist "cell" in which on class member then organize another class, and so on; the classes indoctrinate members with a "one big union" anti-trade-union ideology. (Ware)
- May 1884 Miners & Laborers Amalgamated Association begins an organizing drive in the anthracite coal fields; have locals in most regions by the end of 1885 with about 30,000 English, Welsh and German miners; the rival Knights of Labor attracts mostly the Irish. (Aurand)
- May 1884 Jay Gould, who is said to be \$20 million in debt, faces off with the bear traders led by Charles F. Woerishoffer and threatens to declare bankruptcy next day unless they settle; Gould henceforth withdraws from stock market speculations. (Grodinsky)

- May 1884 New York Produce Exchange Building opens; in a dedication speech, Chauncey M. Depew attacks the “Chicago grain gamblers” on the Chicago Board of Trade. (CHTaylor - verify NYT?)
- May 16, 1884 New double-track passenger line between Marion and Meadows, including separate bridge over Hackensack River, opens. (AR)
- May 16, 1884 Joseph Ramsey withdraws his offer to lease the Pittsburgh, Chartiers & Youghiogeny Railway. (MB)
- May 17, 1884 Civil engineer George Muirson Totten (1809-1884), who started on the Juniata and Delaware & Raritan Canals in the 1830s, dies at New York. (RRGaz)
- May 17, 1884 Future PRR Agricultural Agent Russell Geckler East (1884-1943) born at Worthington, Ind. (ancestry.com)
- May 18, 1884 West Jersey Railroad begins offering reserved coach seats. (PubLdgr/tt, RRGaz)
- May 18, 1884 Richmond & Danville Railroad inaugurates a fast passenger train between Richmond and Atlanta, operating at 40 MPH. (RRGaz)
- May 19, 1884 PRR leases Island Heights Railroad in New Jersey, and PRR men elected to Board; drawbridge closed for first time. (MB, AR, NJCourier - note MB says “ready for rails”)
- May 20, 1884 Pennsylvania Company agrees with Island Coal Company to build Greene County Coal Branch of Indianapolis & Vincennes Railroad about 4 miles from Anderson to the company’s mines. (Church, AR)
- May 20, 1884 Toledo Division bondholders of Toledo, Cincinnati & St. Louis Railroad meet at New York; reject reorganization plan of Boston Committee presented by Austin Corbin, who wants to work in harmony with the St. Louis Committee; the portion of the line between Toledo and Kokomo is represented by the Quigley Committee, which wants to create a standard-gauge line from Toledo to St. Louis; the portion between Kokomo and St. Louis is represented by another committee which wants to operate its section of line in connection with the Indiana, Bloomington & Western Railway; the few St. Louis Division bondholders at the meeting are silent. (NYT, RyW)
- May 20, 1884 U.S. Circuit Court at Cincinnati hears suit brought by receiver of Toledo, Cincinnati & St. Louis Railroad that the bonds of the Cincinnati Northern Railway were not legally issued, but distributed among the directors without payment; court throws out case on grounds that none of the parties has legal

standing in court. (NYT)

- May 21, 1884 Moshannon & Clearfield Railroad merged into Tyrone & Clearfield Railway under agreement of Apr. 14, 1884; the extension west from Osceola with a branch to the Leskie Mines is to fall under the PRR lease. (Val, MB)
- May 21, 1884 PFW&C Railway appoints a committee of Louis H. Meyer, George W. Cass and John N. Hutchinson on the question of payments to the PRR for betterments. (MB)
- May 21, 1884 Reading signs through traffic contract with Beech Creek, Clearfield & South Western Railroad. (Rdg)
- May 21, 1884 Pres. Franklin B. Gowen announces that the Reading has begun paying for material with notes and will pay May and June wages in scrip. (NYT)
- May 21, 1884 Steamboat *Chesapeake* launched at Samuel R. Waite & Co. shipyard at Baltimore for the Wheeler Transportation Line on the Tuckahoe River. (Burgess)
- May 21, 1884 Traders & Travelers Union incorporated by New York City merchants to expose abuses in shipping westbound freight under the pooling agreement, which they claim route freight away from New York. (NYT)
- May 24, 1884 Walter Simonds Franklin (1884-1972), 12th PRR President, born in Ashland, Md., son of Walter Simonds Franklin (1836-1911), the General Manager of the Ashland Iron Company and a civil engineer on the PRR in the 1850s, and Mary C. Small; brother Philip Albright Small Franklin (1871-1939) later becomes Pres. of International Mercantile Marine Company; his uncle, William Buel Franklin (1823-1903) is a West Point-educated engineer and Civil War general. (WwasW, NYT)
- May 24, 1884 NYP&N contracts with John Keller to rebuild old Eastern Shore Railroad south of Peninsula Jct.; Clement A. Griscom elected a director; A.J. Cassatt's assistant William A. Patton elected VP, replacing William Painter, deceased (MB)
- May 24, 1884 First NYP&N work train crosses the Pocomoke River Bridge; contractors employ many Italian laborers. (PenEntprs. Lewis)
- May 24, 1884 Rio Grande Extension Company, originally the Empire Contract Company, one of the Tom Scott type companies of 1871 previously used in connection with William Jackson Palmer's plans to extend the Denver & Rio Grande Railroad into Mexico, is renamed the Philadelphia Company; first used by the George Westinghouse interests to supply natural gas to the Pittsburgh

area, it becomes a major public utility and traction holding company for the entire greater Pittsburgh region; Westinghouse purchases the Penn Fuel Company in 1884. (Moody's, Giebelhaus - Skrabec has org 8/4/84 - purchased by GW for \$35,000 - GW Pres., Robert Pitcairn VP - verify PaCorps)

- May 24, 1884 Ferdinand Ward is arrested and sent to the Ludlow Street Jail; he is found guilty of grand larceny, having dissipated almost \$27 million of his investors money, and is sentenced to 10 years in the penitentiary. (Sobel)
- May 25, 1884 New York, West Shore & Buffalo Railway and Grand Trunk Railway of Canada begin operating through Pullman buffet and sleeping cars between New York and Chicago. (NYT, RRGaz)
- May 26, 1884 Probable opening date of Island Heights Branch. (NJCourier - may be later)
- May 26, 1884 PW&B's Boston Fast Fruit Train makes first trip of the season, leaving Crisfield, Md., at 4:00 AM and arriving in Boston the next morning. (EvryEvng)
- May 26, 1884 Reading announces it will begin paying its employees in scrip instead of cash. (NYT)
- May 26, 1884 Penn Bank of Pittsburgh closes. (Wicker)
- May 26, 1884 Court upholds injunction against Peoples Railroad and Water Gap & Schuylkill Railroad, a paper company formed by the Reading to occupy Coal Street, from interfering with PRR's Pottsville & Mahanoy and Reading & Pottsville Railroads by laying tracks in Coal Street, Pottsville. (RRGaz, RyW)
- May 26, 1884 Manayunk renamed Ryde on Middle Division; Moss Side renamed Lostock on Monongahela Division. (MB)
- May 26, 1884 Williams' Mill renamed Williams Grove and South Mountain Jct. renamed Gettysburg Jct. on Cumberland Valley Railroad. (Guide)
- May 27, 1884 South Pennsylvania Syndicate Executive Committee meets; Robert H. Sayre presents a map of all possible lines between New Baltimore and the Youghiogeny; the Committee is frightened by the financial panic and orders all work slowed except for the tunnels. (Sayre Diary)
- May 27, 1884 PW&B Board authorizes \$5,000 worth of improvements at Ridley Park; Canterbury, Del., renamed Viola. (MB)
- May 27, 1884 N.Y. Supreme Court dismisses a suit brought by the New York, West Shore

& Buffalo Railway directors alleging wrongful acts in making the contract with the North River Construction Company and calling for a receiver. (NYT)

- May 27, 1884 Brooklyn Elevated Railroad Company incorporated in N.Y. as a reorganization of the Brooklyn Elevated Railway Company. (NYState)
- May 27, 1884 Wabash, St. Louis & Pacific Railway, including Toledo, Peoria & Western Railroad, enters receivership; Solon Humphreys and Thomas E. Tutt appointed receivers in Missouri. (NYT)
- May 28, 1884 Hearings held on Pennsylvania Schuylkill Valley Railroad's application for an injunction against the Reading obstructing its route over River, Canal and Front Streets in Reading. (RRGaz)
- May 28, 1884 Slide at west end of South Pennsylvania Railroad's Laurel Hill Tunnel under construction near Ligonier, Pa., kills 9 and injures 11 workers, mostly Italians. (RRGaz, Sayre Diary)
- May 28, 1884 Pennsylvania Company Board authorizes new stations at Bucyrus, Ohio, and at 100th Street, Cummings, and Brookline near Chicago. (MB)
- May 28, 1884 Wabash, St. Louis & Pacific Railway enters receivership on an application of the Gould management, even though it has paid its interest; Solon Humphreys and Thomas E. Tutt, both Wabash stockholders, are appointed receivers; this upsets legal precedent, where it is the creditors, not the mortgagor that apply for receivers. (Church - NYT says in Illinois - ICC, GrnBk has 5/29 - Grodinsky has 5/30)
- May 30, 1884 *Railroad Gazette* observes that the Panic has so far had little effect on railroad securities. (RRGaz)
- May 31, 1884 Henry H. Houston opens the Wissahickon Inn, a 250-room hotel, at the PRR's Wissahickon Heights station; designed by Houston's son-in-law George Woodward (1841-1916) and William D. Hewitt (1847-1924). (Contosta)
- May 31, 1884 Retired Adams Express Company VP Samuel M. Shoemaker (1821-1884) dies at Old Point Comfort, Va of kidney failure.; was former director of PW&B and Northern Central Railway. (NYT, RRGaz)
- June 1, 1884 Capt. Robert Bloomsbury (1829-1899) appointed permanent PRR Superintendent of Ferries at Jersey City. (AR)
- June 1, 1884 George DeHaven, formerly PRR General Advertising Agent, named District Passenger Agent at Baltimore. (Guide)

- June 1, 1884 A.C. Hippey (1846-1896) named Engineer of Maintenance of Way of Northern Central Railway, replacing C.P. Perkins, transferred. (AR)
- June 1, 1884 Contract for the Brooklyn, Flatbush & Coney Island Railroad operating over the LIRR into Flatbush Avenue Station expires; not renewed because it competes with Austin Corbin's New York & Manhattan Beach Railway line. (NYT)
- June 1, 1884 New York & New England Railroad inaugurates a fast train between Boston and New York, leaving Boston at 9:00 AM and reaching New York in 5:30. (RyRegister - check NYT)
- 1884 New York & New England Railroad shifts express freight cars from joint PRR Boston-Washington Express via Hartford to a special Boston-New York train via Willimantic to maintain schedules. (AR)
- June 1, 1884 Wabash, St. Louis & Pacific Railway, Philadelphia & Reading Railroad and New York, Lake Erie & Western Railroad all fail to meet interest payments. (RRGaz)
- June 1, 1884 Wabash, St. Louis & Pacific Railway defaults on rental payments to the Eel River Railroad. (MB)
- June 1, 1884 New York, Lake Erie & Western Railroad discontinues through New York-Chicago Pullmans via PFW&C at Mansfield, Ohio. (RRGaz, Guide)
- June 1, 1884 New York, Lake Erie & Western Railroad (or NYP&O?) defaults on Second Consolidated Mortgage bonds. (Mott)
- June 1, 1884 La Marcus Thompson (1848-1919) opens the "Switchback Gravity Railway" on West 10th Street at Coney Island; it is the direct ancestor of the roller coaster, with cars descending an undulating track by gravity; it may be partly inspired by the actual Mauch Chunk Switchback Railway, plus the artificial sledding hills long built in Russia. (Immerso)
- June 1, 1884 Third Boardwalk opens at Atlantic City; 20 feet wide between Rhode Island and Iowa; elevated 5 feet above the sand in response to storm damage on Jan. 8, 1884. (Butler)
- June 1, 1884 Lehigh Valley Coal Company purchases the 45,000 acres of Snow Shoe bituminous coal and timber lands in Centre County, Pa. (AR)
- June 1, 1884 Panic symptoms have largely disappeared, but the drop has been slight because the economy has not fully recovered from the 1873-1879 depression; although stock prices recover and rise into 1888, commodity

prices continue to fall. (Sobel)

- June 2, 1884 Reading enters receivership on complaint of Henry C. Kelsey (1837-1920) Secretary of State of N.J. and an Income bondholder; Edwin M. Lewis (1812-1884), Stephen A. Caldwell (1822-1890) and George de B. Keim appointed receivers. (NYT)
- June 2, 1884 PRR signs new NY&LB agreement dropping pooling of traffic with CNJ; CNJ refuses to sign, and case remains in litigation; PRR trains continue to operate over NY&LB under injunction; litigation is eventually settled out of court. (Casebk, MB, Rdg)
- June 2, 1884 Wabash, St. Louis & Pacific Railway defaults on General Mortgage bonds and other obligations; does not default on Toledo, Chicago and Kansas City Divisions. (RRGaz)
- June 2, 1884 PC&StL Railway agrees with David Davis, David M. Moore and John W. Cassingham to build the Conesville Branch two miles to mines of D. Davis & Co. (Church)
- June 2, 1884 B&O opens Curtis Bay Branch to tidewater on the south side of the Patapsco River estuary with local passenger service from Camden Station; while later an important coal terminal, Curtis Bay is then a place for fishing, boating and swimming. (BaltAm)
- June 3, 1884 PRR Board hears report on Mobile & Montgomery lands, in which PRR owns 40/93 interest; have sold 25,543 acres so far, leaving 71,000. (MB)
- June 3, 1884 First PRR locomotive arrives at Pottstown on Pennsylvania Schuylkill Valley Railroad. (RyW)
- June 4, 1884 Future PRR Pres. Samuel Rea joins the American Society of Civil Engineers. (PR)
- June 4, 1884 PFW&C Committee of Louis H. Meyer, George W. Cass and John N. Hutchinson issues a circular to the stockholders and bondholders on payment to the PRR for betterments; dispute began in 1872 when the PRR spent over \$1 million on the property; the bond market was depressed, and the two companies were unable to agree on the form of bonds and so finally agreed to issue special stock; by 1881, \$8.4 million in stock has been issued for \$9 million in improvements; the PFW&C declines to issue more stock, and by 1884, the PFW&C is in debt to the PRR for over \$2 million. (MB)
- June 4, 1884 North River Construction Company stockholders sue in N.Y. Supreme Court to remove Ashbel Green as receiver and prevent the consummation of contracts between the New York, West Shore & Buffalo Railway, Green,

and Winslow, Lanier & Co. of Apr. 30, 1884, calling for an issue of \$25 million in Second Mortgage bonds and the delivery of \$15 million in West Shore Income bonds to Green. (NYT)

- June 5, 1884 William H. Barnes elected Pres. of National Docks Railway, replacing Joseph D. Potts, resigned. (MB)
- June 5, 1884 Oliver Watson resigns as General Manager of Buffalo, New York & Philadelphia Railroad, and office abolished; duties assumed by General Superintendent George S. Gatchell. (RRGaz)
- June 5, 1884 Cincinnati broker Albert Netter tries to form a rival reorganization committee for the Cincinnati Northern Railway bondholders. (Hauck)
- June 5, 1884 Ocean City Improvement Company incorporated in N.J. for resort development. (NJCorps)
- June 5, 1884 Hamilton McK. Twombly elected to Board of Chicago & North Western Railway, replacing Frank Work. (Ystrdy&Tdy)
- June 7, 1884 New York & New England Railroad completes double track between Boston and Willimantic, Conn. (AR)
- June 7, 1884 Devon Inn opens at Devon south of the PRR Main Line. (Harding)
- June 8, 1884 Continental Improvement Company reaches agreement with its bondholders; \$2.5 million Income bonds are to be cancelled in return for an equal amount of 40-year, 5% bonds. (MB)
- June 9, 1884 New York, West Shore & Buffalo Railway enters receivership on suit of First Mortgage bondholders; Horace Russell and VP Theodore Houston appointed receivers; they appoint James D. Layng General Manager; not enough First Mortgage bondholders have signed the agreement to raise money on the Second Mortgage bonds; cutthroat competition with NYC escalates; New York-Chicago fares fall to \$8.00; rumors have PRR interests buying depreciated West Shore bonds; Houston, about age 44, began his career as a clerk to Tom Scott in the 1860s. (NYT, RRGaz, RRH, RyRegister)
- June 9, 1884 Excursion of civil engineers leaves Weehawken via New York, West Shore & Buffalo Railway en route to convention of American Society of Civil Engineers; returns on June 14. (NYT)
- June 9, 1884 Beach Haven Railway (narrow gauge) opens between Baldwin Hotel and Boro Dock on Barnegat Bay; uses a small Baldwin 0-4-0 tank engine for a few years, but reverts to horse power. (Brinckmann)

- June 9, 1884 Terre Haute & Logansport Railroad opens between Marmont and Plymouth, with intermediate station at Hibbard. (RRGaz)
- June 9, 1884 First passenger train runs over Ohio River Railroad between Parkersburg and Wheeling; Theophilus E. Sickels, Chief Engineer; revenue service begins June 16. (RyRegister, EvryEvening - Hungerford has 1/16???)
- June 10, 1884 Lehigh Valley Railroad Board approves Lehigh Valley Coal Company's acquisition of the 45,000 acres of Snow Shoe bituminous coal lands for \$345,000. (MB)
- June 11, 1884 Chestnut Hill Branch opens between Germantown Jct. and Chestnut Hill in Philadelphia with 5 round trips; stations at Cheltenham Ave., Tulpehocken, and Wissahickon; to soon add stations at Westmoreland Ave., Queen Street, Upsal, Carpenter, Allen Lane and Highland Ave.; operated as part of New York Division. (Val, AR, RRGaz, RyW)
- June 11, 1884 Eastern Shore Railroad Company, As Reorganized, (Delmar to Crisfield) merged into New York, Philadelphia & Norfolk Railroad (NYP&N) under articles of Mar. 15, 1884. (Val)
- June 11, 1884 PRR Board approves destruction of bills, check rolls and shop reports dating prior to Jan. 1, 1876 and cancelled payroll checks prior to June 1, 1878; establishes 6-year retention period for payroll checks. (MB)
- June 11, 1884 Northern Central Railway Pres. George B. Roberts reports to Board on talks with Edward H. Harriman on purchasing the Sodus Bay & Southern Railroad; Board authorizes lease of Miller's Warehouse in Baltimore for coffee to replace the lease of Brown's Wharf, which will expire in Nov. 1884. (MB)
- June 11, 1884 Lehigh Valley Railroad and Lehigh Valley Coal Company agree with PRR that it shall carry all coal and lumber from 43,000 acres in the Snow Shoe region to be purchased by LV Coal Co. from Allison White, William M. Stewart and Charles A. Mayer from the Snow Shoe Land Association, to be delivered to the LV at Mt. Carmel; prior owners had agreed in 1881 to ship over PRR all the way to tidewater. (MB)
- June 11, 1884 PRR and Pennsylvania Company begin suit against PFW&C to recover \$1.018 million in betterment stock for improvements, which the PFW&C had refused to issue since the summer of 1881. (RyW)
- June 11, 1884 Milton H. Smith (1836-1921), formerly of Lines West, installed as Pres. of the Louisville & Nashville Railroad by its foreign security holders, replacing Jacob S. Rogers (1823-1901), resigned; Eckstein Norton (1831-

1893) of New York elected VP. (Klein)

- June 12, 1884 Union Terminal Railroad Company of the City of Buffalo incorporated in N.Y.; W. L. Jackson, Pres.; given spur originally built by Buffalo & Washington Railway between Louisiana Street, south of Exchange Street, to the Buffalo, New York & Philadelphia Railroad south of Bailey Avenue; operated by Buffalo, New York & Philadelphia under agreement of same date; plan had been for Terminal Company to also receive Buffalo terminal properties of New York, West Shore & Buffalo Railway and build a union station at Exchange & Michigan Streets, but West Shore entered receivership before plan could be carried out; the company builds a grain elevator, warehouses and 2.32 miles of tracks in Buffalo; operated by the Buffalo, New York & Philadelphia Railroad under an agreement of this date. (Val, CorpHist, C&C)
- June 12, 1884 South Bend & St. Joseph Railroad merged into St. Joseph Valley Railroad under agreement of June 2. (RRofMich)
- June 13, 1884 PRR places "WK" Interlocking at Wilksburg, Pa., in service. (first hydro-pneumatic type by Union Switch & Signal Company) (PRR-Signaling/GO)
- June 1884 George Westinghouse demonstrates new system of electro-pneumatic interlocking at Wilksburg, Pa. (RyW)
- June 13, 1884 Delaware Railroad Board hears a report on the demand of citizens of Odessa, Del., for a branch to Middletown; notes will require heavy excavations and a steep grade. (MB)
- June 13, 1884 Henry Walters (1848-1931) the only son of William T. Walters, is elected General Manager of all the Atlantic Coast Line railroads. (Hoffman)
- June 13, 1884 Committee of Delaware Railroad reports to Board on branch from Middletown to Odessa; Delaware Railroad will pay for surveys providing residents pay for right of way. (MB)
- June 14, 1884 LIRR Board authorizes issue of \$150,000 5% Consolidated Mortgage bonds; authorizes sale of Great Neck Branch Railroad, part of old Central Railroad, and depot grounds in Flushing to the Long Island City & Flushing Railroad. (MB)
- June 14, 1884 Camden & Atlantic Railroad express and excursion trains collide head-on on curve at "Pike's Peak" one mile north of Ashland; 8 killed, including both locomotive crews and a company civil engineer; 8 injured; both locomotives destroyed. (RRGaz, AR)
- June 14, 1884 PRR postpones cancellation of B&O passenger train agreement, but only

temporarily. (NYT)

- June 14, 1884 Robert B. Cooke (1854-1930), formerly with the Baltimore Steam Packet Company (Old Bay Line), appointed General Passenger & Freight Agent of NYP&N. (Guide, PRRBio)
- June 15, 1884 "GD" Tower placed in service at Germantown Jct. (North Philadelphia). (prrfax)
- June 1884 Panic leads to a large decrease in vacation travel to summer resorts all over the country. (GR&I AR)
- June 1884 Delaware, Maryland & Virginia Railroad is making arrangements to extend through town of Rehoboth to beach front. (RyW)
- June 1884 Cresson & Clearfield County & New York Short Route Railroad begins work near Flynnsboro. (RRGaz)
- June 1884 Bellaire, Zanesville & Cincinnati Railway obtains trackage rights to lay third rail on B&O between Mill Run and Zanesville. (Church)
- June 1884 James McCrea, Manager of CStL&P Railroad, establishes a Bureau of Accidents to make and keep reports on all accidents. (RyW)
- June 1884 PRR is replacing signal gongs in locomotives with pneumatic whistles. (RyW)
- June 1884 Enlarged Columbus Yard opens on Little Miami Division.
- June 1884 *J.S. Darcy* is last PRR ferry at New York to be repainted from white to Tuscan red. (HC)
- June 1884 Future PRR director Moorhead C. Kennedy (1862-1936), son of Cumberland Valley Railroad Pres. Thomas B. Kennedy (1827-1905), graduates from Princeton with a degree in civil engineering; he then engages in cattle ranching on the Powder River in Wyoming. (PRRBio)
- June 1884 B&O runs special train from Chicago to Washington in record 22:30. (Sanders)
- June 1884 Louisville, New Albany & Chicago Railway (Monon) completes a line from Indianapolis to a connection with the Chicago & Western Indiana Railroad at Hammond. (RRGaz, ICC)
- June 1884 Manhattan Railway is recapitalized by the issue of \$27 million in new stock; old stockholders of the Manhattan receive 85% of their old holdings

in new stock, stockholders of the Metropolitan (Railway) 110% and the New York Elevated Railway (?) 120%; the settlement ends three years of litigation and leaves Jay Gould in control of the company that monopolizes rapid transit in Manhattan; it is eventually put on a dividend-paying basis and with the Missouri Pacific and Western Union Telegraph Company forms the basis of Gould's fortune. (Grodinsky - may be late May)

- June 16, 1884 Ohio River Railroad opens for revenue service from Benwood to Parkersburg, W.Va.; uses PW&K between Benwood and Wheeling. (RyW, B&O CorpHist)
- June 16, 1884 Evansville & Indianapolis Railroad (Evansville-Washington) incorporated in Indiana as the reorganization of the Indianapolis & Evansville Railway; the I&E has been purchased from promoter R. G. Hervey by the Evansville & Terre Haute Railroad. (Lyford)
- June 17, 1884 PRR hosts two-day press excursion with de luxe *New York & Chicago Limited* equipment from Philadelphia to Cresson Mountain House; on return, go up Bells Gap Railroad to Rhododendron Park. (RyW)
- June 17, 1884 Gen. William McCandless (1835-1884), former PRR civil engineer and state official, dies at Philadelphia of injuries received in Civil War at age 49. (RRGaz)
- June 18, 1884 LIRR celebrates 50th anniversary with excursion over various lines and a clambake at Shinnecock Hills, hosted by Austin Corbin; six cars run from Long Island City and three from Flatbush Avenue, combined at Jamaica. (NYT)
- June 18, 1884 PRR, Pennsylvania Company and Continental Improvement Company agree on debt restructuring for Grand Rapids & Indiana; GR&I now owes PRR and Pennsylvania Company \$3.5 million; this debt is to be funded into \$3 million 6%, 15-year First Mortgage bonds and \$500,000 5%, 40-year bonds; the latter to be part of a \$13 million issue that will be used to refund all other existing bonds as they come due; PRR withdraws its suit against the GR&I. (MB, AR)
- June 19, 1884 Charles E. Parry of Baldwin Locomotive Works hosts excursion to Long Beach Island for persons attending the Master Mechanics' Association convention in New York; runs via CNJ and Tuckerton Railroad to Tuckerton; is a light "pleasure railroad" on Long Beach Island to Baldwin Hotel. (RRGaz)
- June 19, 1884 Notes of Pittsburgh, Cleveland & Toledo Railroad endorsed by Commodore Cornelius K. Garrison go to protest; Garrison has taken 25% interest; W.C. Andrews and C.H. Andrews took 25%, and Pittsburgh & Western Railroad

took 25%. (NYT)

- June 20, 1884 Commodore Cornelius K. Garrison fails because of investments in Wheeling & Lake Erie Railroad. (RRGaz)
- June 20, 1884 Ohio Coal Exchange and Columbus & Hocking Valley Coal & Iron Company cut wages from 80 cents per ton to 60 cents per ton and reduce hours. (Meyer)
- June 21, 1884 Mortgage trustee of Spring Grove, Avondale & Cincinnati Railway sues in U.S. Circuit Court for separate receiver. (Church)
- June 21, 1884 United States Hotel at Saratoga, N.Y., opens for the season. (BaltAm)
- June 22, 1884 Probable date for opening the extension of the Delaware, Maryland & Virginia Railroad down Rehoboth Avenue to the beach at Rehoboth Beach; hotels open June 21. (EvryEvng)
- June 22, 1884 Melrose, Mich., renamed Clarion; Conger renamed Reynolds; Beitner's renamed Keystone; Carp River renamed Carp Lake, all on GR&I; flagstops established at Bells, 3.5 miles north of Morley; Dewing, 2 miles north of Ashton; Gilberts, 3.4 miles north of Bonds Mill; and Haires, 1.9 miles north of Manton. (Guide)
- June 22, 1884 GR&I discontinues station at Addis Jct., Mich.; narrow gauge lumber railroad built from Addis Jct. to Pine Lake by William Addis in 1878 is bankrupt and no longer operated. (Guide, MichRR)
- June 23, 1884 Announce that Fisk & Hatch has sold controlling interest (6,000 shares) of New York, Woodhaven & Rockaway Railroad to James M. Oakley, who is acting for Austin Corbin. (NYT)
- June 23, 1884 PRR implements full schedule on Chestnut Hill Branch. (RyW)
- June 23, 1884 Pennsylvania Schuylkill Valley Railroad opens between Manayunk and Franklin Avenue, Norristown, Pa., for passenger service only, with 12 round trips; intermediate stations at Roxborough, Shawmont, Lafayette, Spring Mill, and Conshohocken. (Val, AR, RRGaz, RyW, Guide)
- June 23, 1884 Carpenter renamed Ardara on Pittsburgh Division; Bells Mills renamed Bellwood on Middle Division. (MB)
- June 23, 1884 Jersey City-Savannah sleeping car line via "Atlantic Coast Line" route extended to Waycross, Ga. (Guide)
- June 23, 1884 New Haven and Housatonic Railroads begin New York & Housatonic

Express Line between New York and Pittsfield, Mass., for Berkshires summer traffic. (Guide)

- June 23, 1884 Old Colony Railroad begins operating a deluxe summer service, popularly called the “Dude Train” or “Flying Dude,” departing Boston at 3:00 PM with three or four private subscription cars for Woods Hole and the steamboats to Martha’s Vineyard, then as now a posh summer vacation destination; it is one of the only instances of an all-private subscription train; runs until discontinued in 1916; the term “dude,” a common form of address among young men at the turn of the 20th century, then meant a sharp-dressed city slicker with fancy accouterments and manners. (Farson, Harlow)
- June 23, 1884 Eastern Railroad of Massachusetts and Maine Central Railroad open all-rail route to Mount Desert (Bar Harbor) with two round trips from Boston. (Balt Am)
- June 23, 1884 William Jackson Palmer resigns as director of Denver & Rio Grande Railway. (NYT)
- June 23, 1884 Knights of Labor begins coal mine strike in the Hocking Valley of Ohio in response to wage cut; strikebreakers are brought in at \$1.40 a day. (Meyer, Ware)
- June 24, 1884 PRR agrees to build new immigrant rest station in Philadelphia to replace the one destroyed by fire in Nov. 1883. (MB)
- June 24, 1884 Eastbound rates advanced from 15 cents to 20 cents per cwt.; roads only broke even at 15 cents. (RRGaz)
- June 24, 1884 Eastbound livestock rates cut; Grand Trunk Railway of Canada claims this ends the pools. (NYT)
- June 25, 1884 Northern Central Railway agrees to purchase the stock of the Sodus Bay & Southern Railroad from Edward H. Harriman. (MB)
- June 25, 1884 St. Louis Transfer Railway incorporated in Missouri in interest of Wiggins Ferry Company to build from Arsenal Street along Mississippi River to Calvery Avenue in City of St. Louis. (Church)
- June 1884 Lines West receives new Indianapolis Shops on east side of the city from the contractors. (RyRegister)
- June 26, 1884 Two days of heavy rains wash out Pennsylvania & Delaware Railway between Pomeroy and Delaware City and passenger service suspended. (EvryEvening)

- June 26, 1884 PRR General Manager Charles E. Pugh marries Clara Jagers of Altoona. (RRGaz)
- June 26, 1884 Plat of the town of Cape Charles, Va., filed; laid out on the instructions of William L. Scott. (Lewis)
- June 26, 1884 Grand Hotel opens at Phoenicia, N.Y., on Ulster & Delaware Railroad with through parlor cars to and from Washington, D.C., via PRR. (BaltAm)
- June 27, 1884 Market rallies, ending first phase of the Panic of 1884. (Wyckoff)
- June 27, 1884 Erie & Pittsburgh Railroad Board authorizes condemning a right-of-way across the side track of the Sharpsville Railroad to reach the track of Pierce, Kelly & Company's iron works. (MB)
- June 27, 1884 Toledo, Ann Arbor & North Michigan Rail__ opens between Owosso and a junction north of North Star. (Meints)
- June 27, 1884 Edwin K. Hyndman (1844-1884), civil engineer, coke region pioneer, Superintendent of Pittsburgh Division of B&O, and former General Manager of Pittsburgh & Western Railroad and the Connellsville Coke & Iron Company, dies at Pittsburgh of tuberculosis. (Guide, RyW, RRGaz, PVCorp)
- June 28, 1884 Portions of Toledo, Cincinnati & St. Louis Railroad between Delphos and Dayton and between Wellston and Ironton (Iron Railroad) sold under foreclosure of prior mortgages; eventually become part of Cincinnati, Hamilton & Dayton and Detroit, Toledo & Ironton systems; portion between Lebanon Jct. and Dodds sold under foreclosure of Toledo, Delphos & Burlington Railroad First mortgage and Income mortgage to G.N. Smalley and Irvine A. Evans of Boston and Lawton Caten of New York for bondholders and later becomes part of PRR; sale of the Cincinnati Northern Division is postponed at request of bondholders. (Church, C&C, ICC, Hauck)
- June 1884 NYC&HR Railroad stock falls below par to 99½, down from 151½ in June 1881.
- June 30, 1884 Pittsburgh, McKeesport & Youghiogheny Railroad opens from Broad Ford to New Haven opposite Connellsville. (RRGaz)
- June 30, 1884 New York & New England Railroad discontinues passenger trains on its Dedham Branch as unprofitable. (RRGaz, AR)
- June 30, 1884 Decree entered in the U.S. Circuit Court confirming the right of the Chicago & Eastern Illinois Railroad to the property of the former Chicago, Danville

& Vincennes Railroad; the dissident CD&V bondholders have been bought off by a payment of \$500,000 in new bonds; further litigation delays the full settlement until Oct. 16, 1884. (Lyford)

- July 1, 1884 Northern Central Railway purchases the entire capital stock of the Sodus Bay & Southern Railroad for \$100,000, or one-fifth its par value, plus an additional \$25,000 paid to Edward H. Harriman to cover his promise to pay debts other than First Mortgage; NC begins operating Sodus Bay & Southern Railroad under agreement of Sep. 24, 1884 as part of Elmira & Canandaigua Division; road is in very poor condition. (AR, MB, Val)
- July 1, 1884 Bells Mills, Pa., on Middle Division renamed Bellwood. (MB)
- July 1, 1884 Long Island City & Flushing Railroad acquires 0.21 miles of former Central Railroad Company of Long Island between Great Neck Jct. and Lawrence Street, Flushing, from Thomas F. Ward; remainder of right of way between Lawrence Street and Creedmoor is conveyed to C.M. Reynolds on Nov. 7, 1892. (Val)
- July 1, 1884 Allegheny Valley Railroad defaults on interest on First Mortgage bonds. (RRGaz)
- July 1, 1884 South Pennsylvania Railroad Syndicate meets; Robert H. Sayre presents another report and tells them that if they don't like his way of doing things they can hire someone else. (Sayre Diary)
- July 1, 1884 New York, West Shore & Buffalo Railway defaults on interest. (RyW)
- July 1, 1884 Beech Creek, Clearfield & South Western Railroad opens between Jersey Shore and Peale in the Clearfield Coal Field. (Guide - RRGaz says completed by late Apr.)
- July 1, 1884 PC&StL Railway agrees with receiver of Connotton Valley Railway to allow it to use the PC&StL freight house at Coshocton, Ohio. (MB)
- July 1, 1884 New York & New England Railroad reduces the number of its Boston-Dedham locals from 24 to 6. (AR)
- July 1, 1884 Wabash, St. Louis & Western Railway receivers default on payment of interest to Toledo, Peoria & Western Railroad. (Church)
- July 1, 1884 Columbus & Eastern Railroad defaults on interest. (GrnBk)
- July 1, 1884 Denver & Rio Grande Railway defaults on interest. (NYT)
- July 1, 1884 Detective agency operator Allan Pinkerton (1819-1884) dies of a massive

stroke. (WwasW, Broehl)

- July 2, 1884 Hamilton McK. Twombly meets with Robert H. Sayre and again pressures him to build the western end of the South Pennsylvania Railroad through Paintersville Jct. and through the Coke Region to Broad Ford to save money. (Sayre Diary)
- July 3, 1884 Dow Jones & Co. begins publishing the daily Dow Jones average of 11 representative stocks, 9 rails plus Pacific Mail Steamship and Western Union; because PRR is not listed on the New York Stock Exchange, it is not a factor in the Dow until 1900. (Wyckoff)
- July 3, 1884 PRR Road Committee begins debating whether to accept the New Jersey Tax Act of 1884. (MB)
- July 5, 1884 Pennsylvania Company agrees for Wheeling & Lake Erie Railroad to use North Western Ohio Railway from the Maumee River-Rolling Mill Railway to the Union Bridge line in Toledo. (MB)
- July 7, 1884 Marmont & Terre Haute RPO extended to Plymouth & Terre Haute RPO. (Kay)
- July 7, 1884 New Haven and Connecticut River Railroad establish summer-only *White Mountain Express* between New York and Fabyan's, N.H., near the foot of Mt. Washington. (Guide)
- July 8, 1884 Allegheny Valley Railroad announces it will pay interest on First Mortgage bonds on demand. (RRGaz)
- July 8, 1884 Marietta Mineral Railway buys unfinished Federal Creek Valley Railroad between Big Run and Joy, Ohio. (Church)
- July 8, 1884 Wheeling & Lake Erie Railroad enters receivership. (ICC)
- July 9, 1884 New Board elected for the Pittsburgh & Atlantic Railroad; Harrisburg lawyer Lyman D. Gilbert (1845-1914) replaces Joshua Rhodes as Pres. effective July 12; no further actions, and the charter becomes dormant. (MB)
- July 10, 1884 LIRR Board authorizes sale of the old right of way of the Central Extension Railroad from Belmont Jct. to terminus. (MB)
- July 10, 1884 B&O, through Pittsburgh & Western Railroad, secures a 99-year lease of the Pittsburgh, Cleveland & Toledo Railroad from C.H Andrews; B&O assumes liabilities carried by Cornelius K. Garrison. (RyRegister)

- July 11, 1884 Walter C. Stokes files a motion to appoint a co-receiver for North River Construction Company, charging that Ashbel Green is a tool of Winslow, Potter, et al. (NYT)
- July 12, 1884 Clement A. Griscom elected a director of National Storage Company, replacing George B. Bonnell, resigned. (MB)
- July 12, 1884 Central Trust Company files to foreclose mortgage of West Shore & Ontario Terminal Company. (NYT)
- July 12, 1884 U.S. Marshall seizes West Shore ferries *Albany* and *Kingston* on attachment; continue to operate under guard. (NYT)
- July 13, 1884 Pittsburgh & Western Railroad begins operating the Pittsburgh, Cleveland & Toledo Railroad (New Castle Jct.-Akron), after the B&O purchases a majority of PC&T stock. (B&O CorpHist)
- July 14, 1884 James D. Layng resigns as General Manager of NYO&W Railway and the post is abolished. (Guide)
- July 14, 1884 Hugh J. Jewett announces he will resign as Pres. of New York, Lake Erie & Western Railroad at the expiration of his 10-year contract on Nov. 1; John King, formerly VP of B&O, who represents the European investors, is designated his successor; Jewett is *persona non grata* after a stockholders' investigation reveals profligate spending on the Chicago & Atlantic Railway; ends Jewett's attempt to acquire the Cincinnati, Hamilton & Dayton Railroad for the Erie; however, Jewett retains influence in the CH&D, Chicago & Atlantic Railway and New York, Pennsylvania & Ohio Railroad, preventing complete integration of the Erie system. (NYT, RyW)
- July 15, 1884 General Superintendent of Motive Power Theodore N. Ely adopts standard rules for testing locomotive and stationary boilers; locomotives are to be tested at 25 p.s.i. above rated working pressure. (CMP)
- July 15, 1884 PC&StL Railway makes agreement with Franklin Coal Company to build two-mile branch to mines near Franklin station, Ohio. (MB)
- July 15, 1884 New rate war breaks out between the Wabash, St. Louis & Pacific Railway and the other Trunk Lines; the Wabash and Missouri Pacific Rail__ have become allied under Gould control, giving the Gould roads a majority control of the Terminal Company & Bridge (?) at St. Louis; Gould demands rate concessions to give his lines an advantage at the St. Louis gateway; in the ensuing rate war, coal rates fall to one-fifth their former level. (StLV&TH AR)
- July 1884 Swanson Street Extension opens between Delaware Extension east of Stone

House Lane via Swanson Street to Delaware Extension east of Morris Street. (Val, C&C)

- July 1884 Engineers under George W. Leuffer begin surveying between Phoenixville and Allentown, Pa., via Gilbertsville and Limerick. (CCHS)
- July 1884 PRR borrows Wootten-boilered 2-8-0's to test on Tyrone Division burning bituminous coal dust. (RyW)
- July 1884 Youngstown & State Line Railroad incorporated in Ohio to build from Youngstown towards Sharon, Pa., on Erie & Pittsburgh Railroad in interest of Pennsylvania Company; not built. (RyW)
- July 1884 GR&I recapitalized with new Consolidated First Mortgage and interest reduced from 7% to 5%. (RyW)
- July 1884 Rate wars begin between NYC&HR and New York, West Shore & Buffalo Railway. (NYT)
- July 1884 George Westinghouse first becomes interested in natural gas as a clean fuel. (StdHistPitts)
- July 16, 1884 Pennsylvania Schuylkill Valley Railroad begins freight service to Norristown, (RyW)
- July 18, 1884 Section of former Toledo, Cincinnati & St. Louis Railroad between Lebanon Jct. and Dodds, Ohio, deeded to purchasing committee; they do not operate it for lack of equipment and lease it to the receiver of the Cincinnati Northern Railway and its successor the Cincinnati, Lebanon & Northern Railway. (Hauck)
- July 18, 1884 Charles Moran calls a meeting of the Toledo, Peoria & Western Railroad First Mortgage bondholders to break the Wabash lease because of failure to pay interest. (NYT)
- July 19, 1884 "SC" Tower (later "WALDO") placed in service at Shanley's Cut, Jersey City. (PRRFAX)
- July 21, 1884 Eastbound grains rates advanced from 20 cents to 25 cents per cwt. (RRG)
- July 21, 1884 C.W. Fairbanks takes possession of Dayton & Southeastern Division of the Toledo, Cincinnati & St. Louis Railroad; division is now controlled by the Austin Corbin-Indianapolis, Bloomington & Western interests. (RyRegister)
- July 1884 Pennsylvania Company VP J.N. McCullough orders company to impose all

possible economies. (RyW)

- July 22, 1884 Court appoints George Hafer separate receiver of Cincinnati Northern Division of Toledo, Cincinnati & St. Louis Railroad, replacing E.E. Dwight; Indianapolis, Bloomington & Western interests are seeking control. (Hauck, RyRegister)
- July 23, 1884 Iron Railway incorporated in Ohio as the reorganization of the Iron Railroad, formerly part of the Toledo, Delphos & Burlington Railroad. (ICC)
- July 25, 1884 *Pittsburgh Chronicle-Telegraph* runs article on Conway Yard plan; land bought from John Conway of Rochester Bank for \$104,000; work has begun, and is to be main yard for Pittsburgh area. (RyW)
- July 26, 1884 Enterprise Railroad incorporated to build from State Street to Mulberry Avenue along the west bank of the Delaware & Raritan Canal to serve industrial area of Trenton. (Val, C&C)
- July 26, 1884 Terre Haute & Indianapolis Railroad agrees to handle passengers and freight to the Northern Indiana Hospital for the Insane near Logansport. (Church)
- July 26, 1884 First test of electric traction in the U.S. on one mile of the East Cleveland Street Railway using an underground conduit. (EvryEvng)
- July 1884 New York Income bondholders of Allegheny Valley Railroad file in Circuit Court of Westmoreland County for an independent receiver, charging that the AV is manipulated by the PRR to their detriment. (RRGaz)
- July 28, 1884 Philadelphia ordinance authorizes Samuel Bell & Son, Adam Warthman & Co., A. J. Gieger, and other manufacturers to build a track in Canal Street between Delaware Avenue and Laurel Street, connecting with the Reading and the River Front Railroad. (MB)
- July 28, 1884 Wilmington & Northern Railroad begins running a workingmen's train from the PW&B station to Rising Sun on its Kentmere Branch near the Du Pont Powder Works; leaves 6:10 PM and arrives at 6:30; morning train put on about a month ago. (EvryEvng)
- July 29, 1884 Pres. G. Clinton Gardner of Buffalo, New York & Philadelphia Railroad travels to Philadelphia to see Pres. Roberts; agree that receiver must be a person acceptable to PRR. (RRGaz)
- July 30, 1884 Buffalo, New York & Philadelphia Railroad issues circular calling for bondholders to accept next six interest payments in scrip, starting Aug. 1;

acquisition of competing lines by larger systems has caused great decrease in profits. (RyW)

- July 31, 1884 Schuylkill County courts dissolve injunction against Reading & Pottsville Railroad laying track, but continues it vs. building sidings or shops; work to resume at once. (RyW, RRGaz)
- July 31, 1884 Buffalo, New York & Philadelphia Railroad applies for receivers. (RRGaz)
- July 31, 1884 Staten Island Rapid Transit Railroad begins operating the Staten Island Railway (Clifton to Tottenville) under lease of June 30, 1883. (NYState, B&O CorpHist)
- July 31, 1884 New York, Ontario & Western Railway leases its telegraph lines to the Baltimore & Ohio Telegraph Company. (AR)
- July 31, 1884 Central Station & Railway Company opens Union Station in Cincinnati; used by Cincinnati, Indianapolis, St. Louis & Chicago Railway, CCC&I Railway, and B&O. (RRGaz)
- July 31, 1884 Charlemagne Tower's Duluth & Iron Range Railroad opens between Two Harbors on Lake Superior and the Minnesota Iron Company's open-pit Soudan Mine at Tower, opening the Vermilion Iron Range. (Walker)
- Summer 1884 Furness, Evans & Co. complete a country house for T. DeWitt Cuyler off Grays Lane in Haverford. (GEThomas)
- Aug. 1, 1884 N.Y. Attorney General O'Brien files with N.Y. Supreme Court on petition of bondholders to remove Theodore Houston and Horace Russell as receivers of New York, West Shore & Buffalo Railway, as they were officers responsible for mismanagement. (NYT)
- Aug. 1, 1884 Under pressure from the British stockholders, the New York, Ontario & Western Railway drops its guarantee of \$500,000 minimal annual rental to the New York, West Shore & Buffalo Railway, retroactive to July 1. (AR)
- Aug. 1, 1884 Cleveland & Marietta Railroad defaults on interest payments. (C&C, RyRegister)
- Aug. 1, 1884 Trunk Line passenger pool is formally abandoned. (RyReview - verify)
- Aug. 2, 1884 Rufus Blodgett (1834-1910) named Superintendent of NY&LB, replacing H.H. Nieman, who was unsatisfactory to the PRR, relieved. (MB, Baer/Coxey)
- Aug. 3, 1884 NYP&N runs first passenger train from Kings Creek to Accomac for

officials. (PenEntrprs, Lewis)

- Aug. 4, 1884 Canada Southern Freight Line switches Philadelphia connection from Reading to PRR. (Guide)
- Aug. 4, 1884 Ferry house, slips and waiting rooms, and offices at Jersey City Terminal destroyed by fire caused by gas main explosion just before midnight; Annex slip, all railroad slips and about one-third of station destroyed but train shed saved; renewal plans call for extending south towards Exchange Place, changing the ferry entrance, and enlarging the restaurant and ticket office; ferry service is restored at 3:00 AM by landing the Cortlandt Street and Brooklyn Annex boats at the pier at York Street, and the Debrosses Street boats at the Adams Express pier adjoining the station. (AR, WkStGaz, RyW, EvryEvng)
- Aug. 4, 1884 PRR begins running an express from Baltimore to Philadelphia to connect with fast summer trains to Asbury Park, Long Branch, etc. (EvryEvng)
- Aug. 4, 1884 Easton & Amboy Railroad (Lehigh Valley Railroad system) opens a branch from Flemington Jct. to the north side of Flemington, N.J.; there is no connection with the tracks of the PRR and CNJ further south. (AR, Burgess)
- Aug. 4, 1884 Toledo, Ann Arbor & North Michigan Railway opens for service from Owosso to St. Louis, Mich. (Poors)
- Aug. 5, 1884 New York, West Shore & Buffalo Railway First Mortgage bondholders meet; request the United States Trust Company, trustee of the mortgage, to begin foreclosure proceedings at once; appointment a committee of bondholders who are not stockholders in either the West Shore or the North River Construction Company to devise a reorganization plan: James B. Colgate, Chairman, H.F. Spaulding, Pres. of the Central Trust Company, George M. Pullman, J.D. Probst, and H.W. Bartol of Philadelphia. (NYT)
- Aug. 6, 1884 Reading & Lebanon Railroad incorporated in Pa. to connect Cornwall & Lebanon Railroad with the Pennsylvania Schuylkill Valley Railroad at Reading; Charles McFadden of Philadelphia is Pres. (Cards, RyW, RyRegister)
- Aug. 7, 1884 Vincent Loockerman Bradford (1808-1884), former Pres. of Philadelphia & Trenton Railroad, dies at Germantown. (Dwight, RyW)
- Aug. 7, 1884 First iron ore shipped from the Juragua Iron Company, Ltd., mines near Santiago, Cuba, to the Bethlehem Iron Company; Juragua is owned jointly by Bethlehem and the Pennsylvania Steel Company to make up for the lack of suitable ores in the Northeast. (Warren)

- Aug. 11, 1884 Keystone Hotel Company reports that the Wilmington, Del., station restaurant is not profitable because of short stops and the old PW&B practice of supplying basket meals to the trains from its kitchen; decision postponed. (MB)
- Aug. 11, 1884 Michigan Central Railroad establishes through car lines from Chicago to Toronto, Ottawa and Montreal via Canadian Pacific Railway. (Guide)
- Aug. 11, 1884 Union Pacific Railway cuts the wages of machinists at its Ellis, Kansas, shops, beginning the Knights of Labor's second Union Pacific Strike. (Ware)
- Aug. 12, 1884 Anglesea Railroad enters receivership. (RyW)
- Aug. 12, 1884 Screw steamboat *Tred Avon* launched at the William E. Woodall & Co. shipyard at Baltimore for the Choptank Steamboat Company; the first boat on Chesapeake Bay with a composite hull of iron frames and wood planking. (Burgess)
- Aug. 13, 1884 Knights of Labor calls out all members on the Union Pacific Railway. (Ware)
- Aug. 15, 1884 First regular NYP&N passenger train arrives at Accomac. (PenEntrprs)
- Aug. 15, 1884 Allegheny Valley Railroad secures a writ of execution against the estates of William Phillips for \$475,000. (RRGaz)
- Aug. 1884 While at Saratoga, William H. Vanderbilt sounds out Pres. Roberts on peace terms, offering to sell his interest in South Pennsylvania Railroad; Roberts expresses a willingness to arrange a comprehensive solution to the Trunk Line wars; Hamilton McK. Twombly subsequently calls on Roberts, but nothing definite is arranged. (GBR Testimony, NYT)
- Aug. 1884 William H. Vanderbilt sells 50,000 shares of CNJ that he was carrying for the Reading, as he realizes he may never get any of his money back otherwise; the Reading purchased the stock at 82, Vanderbilt had advanced 40 on it, and sells it at an average of 55, putting a \$1 million loss on the Reading; Vanderbilt sells the stock 3,000 shares at a time so as not to disturb the market. (RyW, RyRegister)
- Aug. 1884 William H. Vanderbilt denies he is buying West Shore bonds, which are advancing in price. (RRGaz)
- Aug. 1884 Leopold Willstatter of V.L. Houberger of Karlsruhe and B. Klopfer of German Union Bank at Mannheim come to U.S. to investigate the affairs of

the Buffalo, New York & Philadelphia Railroad. (RyW)

- Aug. 1884 NYC&HR lays 80-lb. rail, then heaviest in U.S., on its Fourth Avenue Improvement in New York City. (RRGaz)
- Aug. 1884 Arbitrators award new percentages in eastbound freight pools retroactive to Jan. 8 to cover switch of National Despatch Line from Michigan Central to Grand Trunk; in general freight pool Grand Trunk goes from 12% to 13%, Michigan Central from 23% to 20%, LS&MS from 15.5% to 16%, Nickel Plate from 7% to 7.5%, PFW&C from 17.5% to 19.5%, CStL&P from 9% to 8%, B&O unchanged at 6%, Chicago & Atlantic unchanged at 10%; in livestock pool Grand Trunk goes from 12% to 19%, Michigan Central from 17% to 16.5%, LS&MS from 26% to 24%, Nickel Plate from 7.5% to 7%, PFW&C from 14% to 12%, CStL&P from 8% to 6%, B&O from 4.7% to 5%, and Chicago & Atlantic unchanged at 10%. (RRGaz)
- Aug. 1884 Jay Gould resigns as Pres. of Wabash, St. Louis & Pacific Railway; James F. Joy elected. (RRGaz)
- Aug. 1884 Henry B. Plant buys the Brunswick & Western Railroad. (Reynolds)
- Aug. 16, 1884 Thomas W. Phillips makes the significant oil strike in the Bald Ridge Field southwest of Butler, Pa. (HistButlerCo)
- Aug. 18, 1884 NYP&N opens for regular revenue service between Pocomoke City and Accomac, Va.; stations at New Church, Hallston, and Matomkin; old line to Crisfield becomes Crisfield Branch; Peninsula Jct. renamed Kings Creek; stations at Dublin and Costen, Md., discontinued. (Guide, RyW)
- Aug. 18, 1884 New Brighton & New Castle Railroad opens between Kenwood and Wampum Jct., Pa., on PFW&C, forming a low-grade route for coal and ore traffic between Pittsburgh and New Castle; one locomotive can then do the work of two via the old route; controlled by Pennsylvania Company; operated without formal lease; stockholders of the old New Castle & Beaver Valley Railroad, chiefly the Crawfords of New Castle and William L. Scott, protest, as diversion of traffic reduces their dividends from 20% to the 7% minimum set by the lease. (Guide shows passenger service only between Kenwood Jct. and Rock Point) (Church, MB, AR, RyRegister)
- Aug. 18, 1884 Cornwall & Mount Hope Railroad opens for passenger service, providing a more direct route between Lebanon and Lancaster for the Reading system. (RyW)
- Aug. 18, 1884 James King, Jr., formerly of B&O, elected Assistant Pres. of New York, Lake Erie & Western Railroad and successor to Pres. Hugh J. Jewett. (NYT)

- Aug. 18, 1884 Union Pacific Railway agrees to restore wages and submit grievances to arbitration. (Ware)
- Aug. 1884 With the resignation of Hugh J. Jewett, PRR Pres. George B. Roberts succeeds him as Chairman of the Trunk Line Presidents' Committee. (NYT)
- Aug. 19, 1884 First shipment of iron ore from the Vermilion Range of Minnesota leaves Two Harbors consigned to Cleveland. (Walker)
- Aug. 20, 1884 Steamboat *Emma A. Ford*, named for the wife of the late Budd S. Ford, launched at Harlan & Hollingsworth for the Chester River Steamboat Company; to replace the *B.S. Ford*. (EvryEvng, Burgess)
- Aug. 22, 1884 New agreement between PRR and National Transit Company, pipeline subsidiary of Standard Oil; will continue to deliver crude oil to the PRR from its United Pipe Lines (local) Division; also guarantees PRR the income on 26% of all oil reaching Atlantic Seaboard by either rail or pipe; any shortfall between that and the amount normally delivered is to be delivered at Milton with the PRR receiving half the regular rate between Colegrove and the seaboard; if the PRR is unable to deliver its full quota, the National Transit Company will transport the oil and charge the PRR 6-10 cents a bbl. for delivery in Philadelphia; the Standard is willing to share traffic with the PRR because New Jersey has no General Pipeline Law, and the Standard needs the PRR right-of-way to cross the state; it also prevents other shippers from playing the two companies against each other, while the Standard needs a cooperative PRR to ship its refined products. (MB, Johnson, Hidy&Hidy)
- Aug. 22, 1884 Brooklyn City Council passes resolution on elevated cable railroad on Atlantic Avenue. (MB - get from NYT)
- Aug. 23, 1884 PRR awards contract for a new office building at Jersey City to replace the one burned to Cofrode & Saylor. (NYT)
- Aug. 23, 1884 Banker and Reading receiver Edwin M. Lewis (1812-1884) dies. (RRGaz)
- Aug. 25, 1884 Superintendent Ebenezer Westcott writes to William J. Sewell noting that he has been to see John T. Ryon to see if he can put the Anglesea Railroad in shape so that the West Jersey Railroad will buy it; there are now 5 miles built and rails for one more mile; asks if WJRR would buy if the floating debt were paid and guarantee 5% on its \$50,000 in bonds. (MB)
- Aug. 26, 1884 City of Wheeling ordinance authorizes Ohio River Railroad to run into Pittsburgh, Wheeling & Kentucky Railroad depot. (Church)

- Aug. 26, 1884 First through freight from Mexico arrives in Boston over New York & New England Railroad; left Mexico City on July 20. (RRGaz)
- Aug. 27, 1884 Bellaire, Zanesville & Cincinnati Railway begins service between Mill Run and Zanesville, using third rail laid on B&O. (Church)
- Aug. 28, 1884 Lawyer Henry M. Phillips (1811-1884), director of PRR, Junction Railroad and PW&B, dies at Philadelphia of the effects of a stroke suffered at Long Branch on Aug. 9. (PubLdgr)
- Aug. 29, 1884 West Jersey Railroad Board authorizes double track between Temperanceville and Newfield. (MB)
- Aug. 29, 1884 New York Supreme Court voids appointments of Horace Russell and Theodore F. Houston as receivers of New York, West Shore & Buffalo Railway; Russell reappointed. (NYT)
- Aug. 30, 1884 South Atlantic City Branch of Camden & Atlantic Railroad opens between South Atlantic City (Margate) and Longport, N.J. (1.33 miles), as development spreads down Absecon Island from Atlantic City. (AR)
- Aug. 30, 1884 All Trunk Lines are obliged to cut livestock rate from 30 to 20 cents and dressed beef rate from 48 to 32 cents to follow lead of New York, Lake Erie & Western Railroad, which cut a few days ago; a committee consisting of livestock shipper Samuel W. Allerton, meat packer Gustavus F. Swift and Charles Francis Adams has been appointed to arbitrate the relationship between rates for livestock and beef. (NYT)
- Aug. 31, 1884 William S. Baldwin resigns as General Passenger Agent of the Buffalo, New York & Philadelphia Railroad to join the Louisville, New Albany & Chicago Railway (Monon). (RRGaz)
- Summer 1884 West Virginia Transportation Company constructs an oil pipeline from the Macksburg, Ohio, Field to the Muskingum River; its is promptly torn up by the Cleveland & Marietta Railroad where it crosses its line; before the case can be settled in court, the West Virginia Transportation Company sells out to the National Transit Company. (Johnson)
- Sep. 1, 1884 Rock Point, Pa., on New Castle & Beaver Valley Railroad renamed Rockford to avoid confusion with Rock Point on the New Brighton & New Castle Railroad. (Guide)
- Sep.1, 1884 Pittsburgh Junction Railroad opens, linking B&O with Pittsburgh & Western Railroad around the east side of the city; leaves B&O passenger station on a dead-end stub. (B&O CorpHist, RRGaz)

- Sep. 1, 1884 Michigan Air Line Railway opens to Jackson, completing the line from Richmond; later part of the Grand Trunk Western Railway. (Meints)
- Sep. 2, 1884 Franklin Institute holds International Electrical Exhibition at 33rd & Market Streets; PRR's old Centennial Station used as an annex; exhibition closes Oct. 11; exhibits are largely a showcase for Westinghouse and Union Switch & Signal Company and include an electric model train layout with working signals; Frank J. Sprague displays a variety of electric motors suitable for street railway work. (Walther, RyW, Hammond)
- Sep. 1, 1884 William H. Vanderbilt orders NYC&HR to pay a 1.5% dividend instead of the 2% paid in the previous quarter; Board had wanted to pass dividend because of losses from rate wars; British stockholders pressured Vanderbilt into paying something. (NYT)
- Sep. 1884 Charles Francis Adams, Jr. (1835-1915), resigns as Trunk Line arbitrator after being elected Pres. of the Union Pacific Railway on June 17. (RRGaz)
- Sep. 6, 1884 William H. Vanderbilt sells the last of the CNJ shares he was holding as collateral for the Reading. (NYT)
- Sep. 6, 1884 Robert H. Sayre meets Hamilton McK. Twombly at Saratoga; Twombly again presses for saving money by making the Allegheny Tunnel and Sideling Hill Tunnel single track and making a connection with the B&O at Somerset. (Sayre Diary)
- Sep. 7, 1884 Hamilton McK. Twombly again calls on Robert H. Sayre accompanied by Theophilus E. Sickels, who supports Twombly's ideas; Sayre considers Sickels a spy and obstructionist. (Sayre Diary)
- Sep. 8, 1884 Oakland renamed Whitford on Philadelphia Division. (MB)
- Sep. 8, 1884 NYP&N opens to Pungoteague Station (Keller), 8 miles south of Accomac. (PenEnt, RRGaz)
- Sep. 8, 1884 NYC&HR announces that its quarterly dividend to be paid Oct. 15 will be cut from 2% to 1½% because of decreased earnings. (RRGaz)
- Sep. 8, 1884 Some of the Reading's CNJ stock shows up in the Philadelphia market, giving proof to rumors that William H. Vanderbilt has sold it. (NYT)
- Sep. 9, 1884 J. Alfred Bodine (1831-1899) appointed receiver of Anglesea Railroad. (RyW)
- Sep. 9, 1884 Robert H. Sayre orders contractors on South Pennsylvania Railroad to reduce their forces. (Sayre Diary)

- Sep. 9, 1884 Coal branch opens from Conesville, Ohio, on Panhandle to mines of Davis & Co. (1.94 miles). (Church,)
- Sep. 10, 1884 William T. Hart promoted from Superintendent to Pres. of New York & New England Railroad, replacing E.C. Fritz, resigned. (AR, RyRegister)
- Sep. 12, 1884 "DN" Tower placed in service at Marion, Jersey City. (prrfax)
- Sep. 12, 1884 Case of PRR vs. PFW&C over betterment stock argued in Pittsburgh Court of Common Pleas. (RyW)
- Sep. 12, 1884 South Pennsylvania Syndicate meets, Robert H. Sayre's report, advocating letting the heavy sections this fall, passes with the support of Franklin B. Gowen and Henry F. Dimock; Twombly is against it. (Sayre Diary)
- Sep. 15, 1884 New Pullman buffet sleeping cars placed on overnight Boston-Washington train. (RRGaz)
- Sep. 15, 1884 CStL&P Railroad closes office of Assistant Secretary at New York, A.A. Stull. (MB)
- Sep. 15, 1884 B&O begins construction of Schuylkill River East Side Railroad between Cherry & Race Streets in Philadelphia. (Gibb)
- Sep. 1884 Press reports that PRR committee on employee insurance has reported and is now charged with collecting statistical data on employees. (RRGaz 9/12 - verify)
- Sep. 1884 Bellaire, Zanesville & Cincinnati Railway is reported negotiating a lease to B&O. (RRGaz)
- Sep. 1884 Vice presidency of Reading offered to Robert Neilson (1837-1896), General Superintendent of Philadelphia & Erie Grand Division; supposedly being put forward by Vanderbilt. (RRGaz, RyRegister)
- Sep. 1884 West Shore bankruptcy has embarrassed Warren & Hunter, contractors for the Lackawanna & Pittsburgh's Geneva extension, who surrender the work to the company. (RRH 92)
- Sep. 18, 1884 Southern Time Convention adopts the standard train signals devised by James McCrea, et al., for the General Time Convention. (MB)
- Sep. 19, 1884 Court refuses PRR request for injunction against PFW&C; orders PRR and Pennsylvania Company not to pay rent due Oct. 1 until they reach a settlement. (RyW)

- Sep. 20, 1884 Trustees of the Philadelphia & Chester County Railroad file to foreclose the mortgage. (MB)
- Sep. 22, 1884 Pennsylvania Schuylkill Valley Railroad opens between Norristown and Pottstown, Pa.; intermediate stations at Port Kennedy, Mont Clare, Phoenixville, Spring City, and Coventry. (Val, AR, RyW)
- Sep. 22, 1884 PRR Road Committee refuses to act on accepting New Jersey Tax Act of 1884 but will fill out schedules. (MB)
- Sep. 22, 1884 Stewartstown Railroad organized in Pa. to build short line from New Freedom on Northern Central Railway to Stewartstown; articles not filed until Mar. 31, 1901. (ICC)
- Sep. 23, 1884 The Haverford College Grammar School, a private day school, opens on Lancaster Avenue as an adjunct of nearby Haverford College; it is formed at the urging of A. J. Cassatt, Lois Buchanan Cassatt and Haverford College Dean Isaac Sharpless to provide a college preparatory education for the sons of Haverford faculty and the Main Line gentry; it later becomes independent as The Haverford School; its students will commute on the Paoli Local to the present day. (HvrfrdSchl, Baltzell)
- Sep. 24, 1884 Clement A. Griscom (1842-1912), member of Peter Wright & Sons and VP and General Manager of the American and Red Star Lines, elected a PRR director, replacing Henry M. Phillips, deceased. (B&K)
- Sep. 24, 1884 Northern Central Railway acquires control of and leases Sodus Point & Southern Railroad, retroactive to July 1; both anthracite and bituminous coal exported to Canada and other Lake ports via Sodus Point. (Val - according to RyW, working control obtained in early July)
- Sep. 24, 1884 PRR orders end to practice of carrying B&O cars between Baltimore and New York. (MB)
- Sep. 24, 1884 Grand Trunk Railway of Canada announces that unless its demands for a higher percentage of traffic are not met, it will withdraw from the Trunk Line pool. (NYT)
- Sep. 25, 1884 Grand Trunk Railway of Canada accepts new award temporarily pending arbitration. (NYT)
- Sep. 25, 1884 Noted civil engineer Isaac Newton (1837-1884) commits suicide by cutting his throat in his New York City rooms, supposedly because of financial troubles. (RRGaz)

- Sep. 26, 1884 Pres. John Work Garrett (1820-1884) of B&O dies at his country house in Deer Park, Md.; succeeded by son Robert Garrett (1847-1896) on Nov. 20; fortune estimated at \$20 million. (RyW, RyRegister)
- Sep. 27, 1884 Franklin Coal Branch of PC&StL Railway opens from Franklin, Ohio, on Panhandle to mines of Columbus Coal & Mining Company. (Church,)
- Sep. 27, 1884 William K. Vanderbilt elected to Board of Chicago & North Western Railway; Jay Gould and Sidney Dillon leave the Board. (Ystrdy&Tdy)
- Sep. 28, 1884 Funeral of John Work Garrett held from his country house "Montebello"; mourners include George B. Roberts and Edmund Smith of PRR, Franklin B. Gowen, and Hugh J. Jewett. (RyW)
- Sep. 29, 1884 NYP&N opens between Accomac and Belle Haven, Va. (Lovell - verify - Guide shows next segment to Cape Charles in Nov - Balt Sun of 10/25 says running to Belle Haven)
- Sep. 29, 1884 Edmund Smith elected a director of the Junction Railroad, replacing Henry M. Phillips, deceased. (MB)
- Sep. 29, 1884 Construction of Pennsylvania & Western Railroad between Milton and Clarion stopped by injunction. (Cards)
- Sep. 29, 1884 New break in eastbound rates started by Grand Trunk Railway of Canada; grain falls to 15 cents. (NYT, RRGaz)
- Sep. 29, 1884 Press run at Boston of new dining car built by Mann Boudoir Car Company for Boston & Albany Railroad. (RRGaz)
- Sep. 29, 1884 First through sleeping car between Boston and St. Louis established via Fitchburg Railroad, Hoosac Tunnel, West Shore, Grand Trunk and Wabash. (NYT)
- Sep. 30, 1884 Franklin B. Gowen denies that William H. Vanderbilt has sold his Reading holdings. (NYT)
- Sep. 30, 1884 Indianapolis Union Railway Board selects site for new Union Station. (RRGaz)
- Oct. 1, 1884 Philadelphia Cricket Club relocates to a site provided by Henry H. Houston opposite the Wissahickon Inn in Chestnut Hill. (Contosta)
- Oct. 1, 1884 J.A. Fellows named General Passenger Agent of Buffalo, New York & Philadelphia Railroad, replacing William S. Baldwin, resigned. (RRGaz)

- Oct. 1, 1884 New Brighton & New Castle Railroad authorizes purchase of 40 acres at Rock Point for \$2,400; already have turntable there. (MB)
- Oct. 1, 1884 N.Y. Supreme Court reinstalls Theodore Houston as receiver of the New York, West Shore & Buffalo Railway on a petition of the bondholders and his co-receiver Horace Russell. (NYT)
- Oct. 1, 1884 Franklin B. Gowen's friends deny that he will run for the presidency of the Reading; also deny rumors that work on the South Pennsylvania Railroad will be stopped. (NYT)
- Oct. 2, 1884 Austin Corbin and J. Rogers Maxwell convey property of North Shore Railroad (Flushing-Manhasset), sold at foreclosure in 1882, to Long Island City & Flushing Railroad. (Val)
- Oct. 2, 1884 Trunk Lines raise rates to tariff of July 21, or 20 cents per cwt. for 10th class. (RyW)
- Oct. 2, 1884 Grand Trunk Railway of Canada agrees to a settlement in the dressed beef and livestock pools; Grand Trunk's share cut from 19.4% to 19%. (NYT)
- Oct. 1884 NYP&N track reaches Frankstown. (RRGaz)
- Oct. 3, 1884 PRR and PW&B notify B&O that it will stop carrying its two through passenger trains between Baltimore and Jersey City and end through ticketing and baggage arrangements effective Oct. 12; claims B&O's two round trips don't do enough business; PRR runs four round trips to Washington; PW&B will continue to receive passengers, baggage and express from B&O at its stations in Baltimore. (MB, RyW, NYT)
- Oct. 3, 1884 Rumors that Franklin B. Gowen will try to regain the Reading presidency, as he feels that he has not been treated with proper deference by Pres. Keim; rumors William H. Vanderbilt has soured on both Gowen and Keim and hopes to install Robert Neilson of the PRR as Pres. (NYT)
- Oct. 3, 1884 Rumors revived that William H. Vanderbilt is buying up New York, West Shore & Buffalo Railway bonds; purchases also credited to Jay Gould or the Grand Trunk Railway of Canada. (NYT)
- Oct. 5, 1884 Philadelphia & Atlantic City Railroad completes standard-gauging; standard-gauge locomotives and passenger cars delivered from CNJ at Winslow Jct., and freight cars floated to Bulson Street, Camden; all narrow gauge equipment brought to Camden; standard gauge rails had been finished in July, and left narrow gauge rails in place as no standard gauge cars. (PubLdgr, RRGaz, WkStGaz)

- Oct. 6, 1884 Philadelphia & Atlantic City Railroad begins standard gauge service. (PubLdgr)
- Oct. 6, 1884 North & West Branch Railway opens Newport Branch (4.69 miles) from Nanticoke to new Susquehanna Coal Company mines at Glen Lyon. (Val, AR)
- Oct. 6, 1884 Spring Mills renamed Rising Springs on Lewisburg & Tyrone Branch; Carpenters Street renamed Carpenters on Chestnut Hill Branch. (MB)
- Oct. 6, 1884 Lehigh Valley Railway, a subsidiary of the Lehigh Valley Railroad at Buffalo, makes a connection with the New York, Lake Erie & Western Railroad tracks near Smith Street, and LV freight trains begin running into their own terminal at Washington & Scott Streets. (AR)
- Oct. 7, 1884 Robert Garrett writes letter protesting PW&B's action of Oct. 3. (MB)
- Oct. 7, 1884 Robert H. Sayre writes in his diary that he feels that there is something going on behind his back on the South Pennsylvania Railroad. (Sayre Diary)
- Oct. 7, 1884 Grand Rapids, Indiana & Mackinaw Railroad merged into Grand Rapids & Indiana Railroad, retroactive to Oct. 1, 1884, under articles of consolidation of July 2, 1884. (Church)
- Oct. 7, 1884 PRR places "CM" Interlocking at East Liberty in service, along with new alignment and automatic block signals between East Liberty and Wilkinsburg. (first auto block?); installation by Union Switch & Signal Company. (PRR-Signaling/GO, AR)
- Oct. 7, 1884 Toledo, Cincinnati & St. Louis Railroad Receiver W.J. Craig and some bondholders arrive in St. Louis after touring the road and pushing for the Quigley plan to reorganize it as a standard-gauge line. (NYT)
- Oct. 8, 1884 PRR Board rescinds the new NY&LB operating agreement, as the CNJ refuses to ratify it. (MB)
- Oct. 8, 1884 PRR Board approves plan for International Navigation Company to purchase the four steamships owned by American Steamship Company of Philadelphia, which are in need of major repairs; International Navigation is to issue 14,500 shares to PRR for \$725,000. (MB, Flayhart)
- Oct. 8, 1884 Clement A. Griscom elected to the PRR's Road Committee. (PRRBio)
- Oct. 8, 1884 NYP&N contracts with Harlan & Hollingsworth for car ferry steamer *Cape Charles* and one tug boat for its Cape Charles-Norfolk ferry. (RyW)

- Oct. 8, 1884 NYP&N Superintendent James McConkey visits Cockle Point and other points on Chincoteague Bay in order to locate the terminus of a branch from New Church. (PenslEntrprs)
- Oct. 8, 1884 B&O withdraws from westbound Trunk Line passenger pool and sues PRR to continue carrying its trains between Baltimore and New York. (RyW, RRGaz)
- Oct. 8, 1884 At B&O Board meeting, they note they can access New York by way of the Niagara Falls Short Line, running from Chicago to Detroit via Wabash, then via Grand Trunk, and West Shore or Erie. (NYT)
- Oct. 1884 VP Theodore F. Houston appointed co-receiver with Horace Russell for New York, West Shore & Buffalo Railway in New York. (RyW)
- Oct. 1884 PRR completes rebuilding of car sheds at Jersey City Terminal; three-storey office block 115' x 35' is ready for occupancy. (RyW)
- Oct. 9, 1884 General Time Convention meets in Philadelphia; adopts committee report on uniform train signals to go into effect with Nov. 16 timetable change; awards Secretary William F. Allen a bonus of \$1,000 for his work developing Standard Time and uniform train signals; companies representing 53,000 miles of railroad have accepted standard signals; 14,000 miles have rejected them; resolves against moves in Congress to establish a single prime meridian for the country; appoints a new committee, including Robert Pitcairn, to develop standards for telegraph train orders and operating rules. (MB, Guide, RyW)
- Oct. 10, 1884 PRR holds a tour of its Philadelphia terminals and a river cruise for members of the General Time Convention. (MB, Guide)
- Oct. 10, 1884 B&O secures injunction from the Baltimore City Circuit Court against PW&B evicting its passenger trains; case is to be argued on Oct. 17, so trains run until then. (NYT)
- Oct. 10, 1884 PRR agrees with International Navigation Company, now operating 9 ships between Philadelphia, New York and Antwerp, to establish a weekly line between New York, Philadelphia and Liverpool; PRR to provide two free piers at Philadelphia and one at Jersey City for \$40,000 per year. (MB)
- Oct. 10, 1884 Robert H. Sayre discovers that Theophilus E. Sickels has presented a report critical of him before the regular South Pennsylvania Syndicate meeting when Sayre was not present. (Sayre Diary)
- Oct. 10, 1884 At the Ohio & Mississippi Railway annual meeting; English stockholders

led by Baring Brothers & Co. and Blake Brothers, fail to elect four directors and oust B&O interests from control. (RyRegister)

- Oct. 11, 1884 PRR raids B&O's Philadelphia ticket office and confiscates all through tickets to and from PRR points. (WkStGaz)
- Oct. 11, 1884 B&O secures injunction against PRR from U.S. Circuit Court at Philadelphia. (NYT)
- Oct. 11, 1884 At night, VP Charles E. Pugh petitions U.S. Circuit Court Judge William McKennan (1816-1893) at Atlantic City to modify his order restraining the PRR from ousting the B&O and cancelling its contract on the grounds that a new timetable will go into effect tomorrow and the B&O trains will interfere with efficient and safe operation. (NYT)
- Oct. 11, 1884 Track of Catonsville Short Line completed but not opened for traffic. (RyW)
- Oct. 12, 1884 B&O withdraws from the passenger and emigrant pools; in the 22 months of the passenger pool's operation, the PRR was \$150,000 over and the NYC&HR \$30,000 over, while the B&O was \$150,000 under and the New York, Lake Erie & Western Railroad was \$30,000 under; the PRR thus had to make payments of about \$150,000 to the B&O to get it to maintain rates, although it received about the same amount on B&O traffic it carried east of Baltimore. (NYT)
- Oct. 12, 1884 B&O begins routing its Chicago-New York traffic to the Wabash, St. Louis & Western Railway at Auburn Jct., Ind., thence via the Great Western Railway and the New York, West Shore & Buffalo Railway. (NYT)
- Oct. 12, 1884 East Tennessee, Virginia & Georgia Railroad begins through service between Cincinnati and Jacksonville after making an agreement with the Plant System; runs via Jellico, Knoxville, Atlanta and Jesup. (Klein)
- Oct. 13, 1884 B&O opens new Philadelphia ticket office at 9th & Chestnut Streets with new supply of tickets; in Chicago, B&O announces it will pay 20% commission to agents of steamship companies on immigrants from New York and Philadelphia. (NYT)
- Oct. 13, 1884 Rate war between the Gould roads and the other Trunk Lines over rates through the St. Louis gateway ends. (StLV&TH AR)
- Oct. 14, 1884 Trunk Line agents meet in New York to divide B&O's 6½% of westbound passenger traffic. (RRGaz)
- Oct. 14, 1884 Pres. Roberts tells a committee of Baltimore merchants, who have asked

him to reconsider, that the B&O is a Trunk Line only by virtue of its use of the PRR to reach New York; B&O has been allotted a greater share (10%) in Trunk Line pools than it actually hauls (2.6%) so other lines have to pay it to make up difference; PRR has paid B&O \$190,000 over the last 18 months. (RyW)

- Oct. 14, 1884 PRR tells court it will not interfere with B&O ticket sales pending a hearing. (NYT)
- Oct. 14, 1884 American Steamship Company of Philadelphia Board approves sale of its four ships to International Navigation Company. (MB, Flayhart)
- Oct. 14, 1884 John Biddle Garrett (1836-1924) elected a director of the Lehigh Valley Railroad, replacing Harry E. Packer, deceased. (MB)
- Oct. 15, 1884 NYP&N contracts with Baltimore Steam Packet Company (Old Bay Line) for use of its pier at Town Point, Norfolk. (MB)
- c. Oct. 1884 Cornwall Ore Banks Branch of Cornwall & Lebanon Railroad opens (1.17 mi.). (Val)
- Oct. ? 1884 PRR leases the Monongahela North Shore Railroad. (MB - verify cards)
- Oct. 1884 B&O (51%) and Pennsylvania Company (49%) complete purchase of Sharpsville Railroad (Wilmington Jct. to Sharpsville, Pa.) from Peirce family, who had won fight for control against William L. Scott in the fall of 1883; B&O officers appointed. (Church, RRGaz)
- Oct. 1884 Marietta Mineral Railway opens between Moores Jct. and Big Run, Ohio. (Church)
- Oct. 1884 New York, West Shore & Buffalo Railway cuts local passenger fares by 50% in war with NYC&HR. (RRGaz)
- Oct. 1884 William H. Vanderbilt has sold 50,000 shares of CNJ held on margin for Reading at 50; loss to Reading is \$1.4 million. (RyW)
- Oct. 1884 New York, West Shore & Buffalo Railway begins rate war on New York-Chicago traffic with NYC&HR and Erie; West Shore-DL&W route charges \$15 westbound, NYC&HR \$16.50; PRR has not joined latest round of cuts. (RyW, RRGaz)
- Oct. 1884 Maryland Central Railroad enters receivership; John C. Wrenshall, receiver. (Hilton)
- Oct. 1884 Missouri, Kansas & Texas Railway cuts the wages of its shopmen by 10%,

leading to a Knights of Labor strike against the Gould System. (Ware)

- Oct. 16, 1884 Buffalo, Philadelphia & New York Railroad deeds all terminal properties west of its intersection with the New York, Lake Erie & Western Railroad to the Union Terminal Railroad Company of the City of Buffalo, which is to develop a Union Station in the block bounded by Michigan, Carroll, Exchange & Chicago Streets. (RyRegister)
- Oct. 16, 1884 At Hugh J. Jewett's request, New York, Lake Erie & Western Railroad Board makes his resignation effective Nov. 1; John King, Jr., elected his successor. (NYT)
- Oct. 17, 1884 South Pennsylvania Syndicate meeting adopts Robert H. Sayre's plan for 76-lb. rail. (Sayre Diary)
- Oct. 17, 1884 Reading Shops turns out first Class D-44 4-4-0 with 68½" drivers for fast running on the Bound Brook Route. (RyW)
- Oct. 19, 1884 Robert Garrett responds to George B. Roberts's statements to the Baltimore committee; says the main point of contention is the B&O's determination to build to New York; says the PRR charges the Adams Express Company \$40 per car between Baltimore and New York but charges the B&O Express \$70 a car and won't allow it into Broad Street Station. (NYT)
- Oct. 20, 1884 NY&LB Board finally approves the new traffic contract with the PRR dated June 2, 1884. (MB)
- Oct. 21, 1884 PW&B files answer to B&O charge in Baltimore Circuit Court, saying interchange does not automatically imply through cars; court dissolves preliminary injunction against PW&B; B&O files appeal to Maryland Supreme Court. (RRGaz, NYT)
- Oct. 22, 1884 With Maryland injunction dissolved, PRR and PW&B issue orders to terminate through B&O passenger trains north of Baltimore; northbound trains are stopped, but southbound trains run to return equipment to Baltimore; in afternoon, B&O files for injunction in U.S. Circuit Court at Philadelphia, and gets a stay until arguments hold; B&O trains continue to run as specials. (NYT, RyRegister)
- Oct. 22, 1884 Lock Haven & Clearfield Railroad dissolved without any construction (MB)
- Oct. 22, 1884 N.Y. Supreme Court authorizes receiver Ashbel Green of the North River Construction Company to sue the New York, West Shore & Buffalo Railway receivers for an adjustment of accounts. (NYT)
- Oct. 23, 1884 In retaliation against PRR, B&O cuts westbound passenger rates to \$17.50

New York-Chicago, vs. \$18.00 on PRR, and \$21,50 to St. Louis; PRR says no one will take such a roundabout route to save such a small amount of money. (NYT)

- Oct. 23, 1884 Masters in suit of PRR, Northern Central and Philadelphia & Erie vs. Allegheny Valley Railroad recommend a sale as debts exceed assets by \$4 million. (RyW)
- Oct. 24, 1884 U.S. Circuit Court in Philadelphia hears arguments on B&O application for injunction against PW&B and PRR. (NYT)
- Oct. 25, 1884 Last rail laid on the NYP&N at Cape Charles. (EstrnShrNws, Lewis)
- Oct. 27, 1884 U.S. Circuit Court dismisses B&O application for permanent injunction against the PW&B withdrawing its trains; in return, PW&B promises to continue trains through Nov. 2. (RRGaz, NYT)
- Oct. 27, 1884 Semple, Boyd & Armstrong's Well No. 2 southwest of Butler, Pa., brings in the largest gusher seen to date, producing 10,000 barrels in the first 24 hours. (HistButlerCo)
- Oct. 28, 1884 Testimony in Dinsmore Suit concludes at Philadelphia. (WkStGaz)
- Oct. 28, 1884 U.S. Circuit Court hears PRR suit to make permanent the injunction against Reading or CNJ interfering with its use of the NY&LB. (RRGaz)
- Oct. 28, 1884 Westinghouse, Church, Kerr & Company incorporated in N.J. by Herman H. Westinghouse, William Lee Church, Walter C. Kerr and I. H. David as construction and consulting engineers at New York; are also agents for sale of Westinghouse automatic electric motors; becomes the contracting arm of the Westinghouse companies, in which capacity it executes many PRR projects, including the structural work for Penn Station. (NJCorps, RRGaz)
- Oct. 31, 1884 NYC&HR cuts Chicago fare from \$16.50 to \$15.00; Erie cuts to \$13.50, followed by West Shore and DL&W; NYC&HR then cuts to \$13.50 and West Shore and Erie cut to \$12.00 to maintain \$1.50 differential as weak lines. (RyW, RRGaz)
- Oct. 31, 1884 Illinois Central Railroad informs B&O that its use of its Chicago station is a lease that will expire on Nov. 1, but it agrees to a temporary extension; B&O decides to sue. (RRGaz)
- Fall 1884 Junius S. Morgan, who has come to the U.S., tries to arrange a truce between the PRR and Vanderbilts, but fails. (Strouse -verify when arr by NYT?)

- Nov. 1, 1884 Branch (2.11 miles) opens at Three Runs Station on Susquehanna & Clearfield Railroad. (AR)
- Nov. 1, 1884 CStL&P Railroad opens new Indianapolis Shops. (RyW)
- Nov. 1, 1884 South Pennsylvania Railroad discharges some of its junior engineers as a result of a report made by Theophilus E. Sickels. (Sayre Diary)
- Nov. 1, 1884 Elijah Smith of Boston elected Pres. of the Eel River Railroad, replacing Daniel L. Quirk; William W. Crapo of New Bedford is now a director; Board authorizes giving final notice to the Wabash, St. Louis & Western Railway and seeking a return of the property. (MB)
- Nov. 1, 1884 John King, Jr. (1832-1897), replaces Hugh J. Jewett as Pres. of the New York, Lake Erie & Western Railroad; Samuel M. Felton, Jr., promoted from Assistant to the Pres. to General Manager of the New York, Pennsylvania & Ohio Railroad. (NYT, RyRegister, Mott)
- Nov. 1, 1884 Henry Walters (1848-1931), son of Atlantic Coast Line founder William T. Walters (1820-1894), named General Manager of Wilmington & Weldon Railroad, and Wilmington, Columbia & Augusta Railroad.. (Guide)
- Nov. 1, 1884 Wilmington & Northern Railroad opens Water Street Branch in Wilmington, Del. (AR)
- Nov. 1, 1884 Illinois Central Railroad claims that as of this date, B&O's right to use IC tracks west of Grand Crossing expires; as this would deprive it of a Chicago terminal, B&O claims the contract is perpetual, and trains continue to run pending a court decision. (RyRegister)
- Nov. 2, 1884 New York, Philadelphia & Norfolk Railroad opens between Belle Haven and Cape Charles, Va., completing line from Pocomoke City; no connecting service to Norfolk until a steamboat can be chartered. (WilmEvrEvn - Ry Register says turned over by contractor, open 11/3, Monday)
- Nov. 2, 1884 First through sleepers between New York and Jacksonville, Fla., inaugurated via "Atlantic Coast Line" by extending the existing line from Waycross. (Guide)
- Nov. 2, 1884 B&O withdraws trains from New York; establishes *Chicago Limited Express* between Chicago and Baltimore running in 26:00 at no extra fare. (RyW, BaltAm)
- Nov. 3, 1884 PRR cuts semi-annual dividend from 4% to 3%, making 7% for the year, because of rate wars, but it is the first time in two years that it is paid entirely in cash instead of partly in scrip or stock. (RRGaz, RyRegister)

- Nov. 3, 1884 NYP&N opens for local traffic. (RyW)
- Nov. 3, 1884 Court of Appeals refuses B&O's request for injunction to keep PW&B open to it; through passenger service ends. (Gibb)
- Nov. 3, 1884 Pennsylvania Company Executive Committee authorizes new freight station at Euclid Avenue in Cleveland; authorizes 100 flat cars (Nos. 3100-3199) leased to GR&I to be converted to box cars. (MB)
- Nov. 3, 1884 Erie and West Shore cut Chicago fare to \$12.00; NYC&HR cuts to \$13.50; PRR refuses to make cuts. (RyW)
- Nov. 3, 1884 Lewisburg & Tyrone Railroad opens between Rising Springs and Oak Hall. (Val, AR)
- Nov. 3, 1884 Marion Beard, 28, crushed to death at the Locust Point Dry Dock in Baltimore when the hull of the Chester River steamboat *B.S. Ford* being rebuilt, rolls over on him. (NYT)
- Nov. 4, 1884 Grover Cleveland (1837-1908) elected Pres., defeating Republican James G. Blaine (1830-1893) by a narrow margin in the popular vote; Cleveland is the first Democrat elected since 1856, and wins with the support of independent-minded Republicans, including J. Pierpont Morgan, who are put off by Blaine's reputation for taking and demanding bribes from businessmen; despite the fact that Cleveland supports the gold standard and appoints conservatives to his cabinet, business fears about the tariff and other issues cause a market decline that lasts into Dec. (Wyckoff, Strouse)
- Nov. 6, 1884 Dayton & Ironton Railroad incorporated in Ohio as reorganization of portion of the narrow-gauge Toledo, Cincinnati & St. Louis Railroad between Dayton and Dean; later becomes part of Cincinnati, Hamilton & Dayton Railroad system. (ICC)
- Nov. 7, 1884 Trunk Line presidents meet in New York to discuss latest rate war. (RyW)
- Nov. 7, 1884 NYP&N leases steamer *Jane Moseley*, now at Georgetown, D.C., from Inland & Seaboard Coasting Company for Cape Charles-Norfolk service, effective Nov. 15. (MB)
- Nov. 7, 1884 Robert H. Sayre presents report to South Pennsylvania Syndicate; they authorize building on the Port Perry line and agree not to call for bonds until 50% of subscription is paid in. (Sayre Diary)
- Nov. 7, 1884 Cincinnati City Council passes resolution ordering removal of PC&StL Railway track in Eggleston Avenue; PRR eventually gets ruling re Ohio

Supreme Court that grant in not revocable. (Church)

- Nov. 8, 1884 NYC&HR cuts westbound Chicago fare to \$12.00; Erie, West Shore and DL&W cut to \$10.50. (RRGaz)
- Nov. 10, 1884 Camden, Gloucester & Mt. Ephraim Railway transferred to Reading control; George de B. Keim elected Pres., replacing James P. Michellon, resigned; allows Reading to use CG&ME Kaighns Point terminal for its south Jersey lines; is closer to Center City Philadelphia than Philadelphia & Atlantic City Railroad terminal at Bulson Street. (WkStGaz, RRGaz)
- Nov. 10, 1884 CNJ discontinues joint agency with Camden & Atlantic Railroad at Winslow Jct., N.J., and establishes new joint agency with Philadelphia & Atlantic City Railroad. (Rdg)
- Nov. 10, 1884 "P&AC Jct." renamed Williamstown Jct. on Philadelphia & Atlantic City Railroad . (Rdg)
- Nov. 10, 1884 New York & New England Railroad inaugurates *New England Limited* between New York and Boston via New Haven and Willimantic, running through in 6:00 with 4 cars, non-stop between Boston and Willimantic; track pans installed near Putnam. (AR, RyW, NYT, RRGaz)
- Nov. 10, 1884 Catonsville Short Line Railroad opens from St. Agnes (Loudon Park) to Catonsville, Md.; operated by Baltimore & Potomac Railroad under agreement of Dec. 6, 1883; 8 round trips including 1 mixed train; operates at a loss. (Val, MB, BaltAm, RyW)
- Nov. 10, 1884 Globe Line ceases operations over the DL&W, Lackawanna & Pittsburgh Railroad, Buffalo, New York & Philadelphia Railroad, and B&O, a victim of the recession and rate wars. (RRH 92)
- Nov. 10, 1884 Commissioner Albert Fink receives the report of Judge F.M. Cooley, the arbitrator for livestock and dressed beef rates; makes the beef rate 70% greater than the livestock rate instead of 60%, that is, 70 cents for beef and 40 cents for livestock; Samuel W. Allerton had favored 77 cents for beef and 40 cents for livestock. (NYT)
- Nov. 11, 1884 Conductor William Coulter (1820?-1884) dies at Jersey City; joined New Jersey Railroad in 1840 and served on both Lincoln and Garfield funeral trains. (RRGaz)
- Nov. 12, 1884 Rahway, N.J., station burned; rebuilt in 1885. (AR)
- Nov. 12, 1884 Trunk Line presidents meet at New York; press reports that PRR threatens to cut westbound Chicago fare to \$5.00, but it does not do so. (RRGaz)

- Nov. 13, 1884 Pennsylvania Supreme Court overturns lower court ruling; issues injunction restraining PFW&C from repossessing its line, providing Pennsylvania Company retains rent in escrow as it accrues until the question of whether it is to be paid in Pennsylvania Company betterment stock is settled; remands the case back to the Allegheny County Court of Common Pleas. (MB, RyW)
- Nov. 13, 1884 Joint Executive Committee meets but is unable to restore eastbound rates; eastbound rates from Chicago are particularly demoralized; grain is down to 15 cents, livestock has been cut from 40 to 20 cents and beef from 64 cents to 32 cents. (RRGaz, NYT)
- Nov. 13, 1884 Norfolk & Western Railroad makes 15-year contract with Pullmans Palace Car Company. (AR)
- Nov. 14, 1884 Joint Executive Committee orders all tariffs restored to old levels effective Nov. 17, but it is not obeyed. (NYT)
- Nov. 15, 1884 Schuylkill Division created from Pennsylvania Schuylkill Valley Railroad and Phoenixville-Fraser line ceded from Philadelphia Division, with William N. Bannard (1848-1919), formerly Superintendent of the Camden & Atlantic Railroad, as Superintendent. (MB, AR)
- Nov. 1884 Brooklyn, Flatbush & Coney Island Railroad sues LIRR for \$350,000 damages for cancellation of contract to operate into Flatbush Avenue Station; claims it spent that much enlarging clearances and installing heavier rail so that larger LIRR locomotives can operate over its line from Hunters Point to Brighton Beach. (NYT)
- Nov. 1884 PRR completes new pier (551 x 80) at foot of York Street, Jersey City, for Red Star Line. (RyW)
- Nov. 1884 Gen. Charles C. Dodge of New York, who holds majority of stock, presents plan for completing Philadelphia & Chester County Railroad to West Chester via Newtown Square. (RyW)
- Nov. 1884 NYC&HR cuts Chicago fare to \$10.50; West Shore cuts to \$9.00. (RRGaz)
- Nov. 1884 First mechanical interlocking in Michigan built at crossing of Michigan Central Railroad and GR&I at Wasepi. (MichRR)
- Nov. 1884 PC&StL Railway is discharging employees because of a fall-off in freight traffic. (RyW)
- Nov. 1884 E.B. Wall, Superintendent of Motive Power for the PC&StL Railway and

CStL&P Railroad is considering adopting the premium awards for saving coal now offered on the PRR and PFW&C; the actual cash saving goes one-half to the company, one-quarter to the engineer and one-quarter to the fireman. (RyW)

- Nov. 1884 Capt. Robert Charles Clipperton, British consul at Philadelphia and assistant financial editor of Philadelphia *Public Ledger*, has sent to the British government a 94-page report on the PRR printed by the Foreign Office. (RyW, AR)
- Nov. 1884 Sprague Electric Railway & Motor Company incorporated by Frank J. Sprague (1857-1934), whose ambitions have caused him to resign from the Edison company. (Hammond)
- Nov. 16, 1884 Reading begins operating Atco Branch of CNJ, Atsion to Atco, as part of the Williamstown & Delaware River Railroad. (Rdg)
- Nov. 16, 1884 Union Railroad of Baltimore breaks ground for “___” Tower on the east side of Union Station, controlling the connection with the Western Maryland Railroad to Hillen Street Station; is located north of the Eager Street Bridge on the site of the old engine house. (RyW)
- Nov. 16, 1884 Lehigh Valley Railroad opens a tunnel at Rockport, Pa., cutting off part of a horseshoe bend in the Lehigh River. (AR)
- Nov. 16, 1884 General Time Convention’s Code of Uniform Train Signals goes into effect with the fall timetable change. (ARA)
- Nov. 17, 1884 New York, Philadelphia & Norfolk Railroad opens for through service to Norfolk with the former LIRR steamboat *Jane Mosely* chartered from the Washington & Norfolk Steamboat Company; one overnight passenger train with sleeping car from New York; company issues \$1.25 million in stock to A.J. Cassatt; approves contract with Harlan & Hollingsworth for train ferry *Cape Charles* and tugboat *Norfolk* and with Jackson & Sharp for car float No. 1. (MB, PRR AR, RyW, Lewis)
- Nov. 17, 1884 New Lehigh Valley Railroad station in Wilkes-Barre formally opened; used by PRR. (AR)
- Nov. 18, 1884 Oil traffic rerouted from CNJ to National Docks Railway. (MB)
- Nov. 18, 1884 Terre Haute & Indianapolis Railroad director Alexander McGregor (-1884) dies at Terre Haute after 18 years of service. (MB)
- Nov. 19, 1884 Trunk Line General Passenger Agents meet at Chicago and make ironclad agreement to preserve rates, to be presented to whole group on Nov. 25.

- (NYT)
- Nov. 19, 1884 Samuel Harden Church, Superintendent of Transportation of PC&StL Railway, marries Margaret Joyce of Columbus. (RRGaz)
- Nov. 20, 1884 Robert Garrett (1847-1896), son of John W. Garrett, elected Pres. of B&O; the younger Garrett is a man of little ability, who suffers from health problems; he relies in particular on Samuel Spencer (1847-1906), who is promoted from Second to First VP, and his Princeton classmate John K. Cowen (1844-1904), the head of the Legal Dept.; Cowen, as a reform Democrat, alienates the Democratic state machine led by Sen. Arthur Pue Gorman (-) and Baltimore city boss Isaac Freeman Rasin (-), who had been friendly to the elder Garrett; the state and city directors, appointees of the Gorman-Rasin machine, form an uncooperative bloc on the B&O Board. (RyW, Stover)
- Nov. 21, 1884 PRR officials from Philadelphia arrive in Norfolk on *Jane Moseley* after inspecting the NYP&N; return via C&O. (RyW, NYT)
- Nov. 21, 1884 Pres. Frederick J. Kimball and other officials inspect the site of the Norfolk & Western Railroad's coal terminal facilities at Lamberts Point in Norfolk. (NYT)
- Nov. 22, 1884 Twelve farmers meet at the Jamaica town hall to hear a scheme devised by LIRR General Superintendent Isaac D. Barton to run market trains consisting of farmers' market wagons carried on flat cars, plus box cars for the horses, and a rider coach; the farmers are skeptical. (NYT)
- Nov. 24, 1884 Jersey City ordinance authorizes the Jersey City & Bergen Railroad to lay track on Ocean Avenue from its present track on that avenue to Avenue C and down Avenue C through Bayonne; also in Communipaw Avenue from Pacific Street to Pine Street, thence to Johnston Avenue and on Johnston back to Pacific Street. (Digest)
- Nov. 24, 1884 Ocean City Railroad opens between Sea Isle City and Ocean City (8th Street? or 2nd Street); built by local men who arrange for West Jersey Railroad to provide rail in return for all stock; operated by West Jersey Railroad without written agreement; Ocean City Railroad absorbs Sea Isle City Railroad and Townsends Inlet "Pleasure Railroad" in 1884. (AR, MB, C&C)
- Nov. 24, 1884 Pennsylvania Schuylkill Valley Railroad opens between Pottstown and Reading, Pa. (Val, AR)
- Nov. 24, 1884 William Wharton, Jr., & Co., Ltd., a manufacturer of street rail and frogs, contracts to build the Canal Street Branch of the River Front Railroad. (Rdg)

- Nov. 24, 1884 Terre Haute & Logansport Railroad opens between Plymouth and South Bend, Ind.; operated by Terre Haute & Indianapolis Railroad Company; stations at Lakeville and Nutwood. (C&C)
- Nov. 24, 1884 Isaac S. Buckelew (1830-1884), longtime Supt. of Amboy Division and of Freehold & Jamesburg before the PRR lease, dies at Camden of a brain inflammation. (AR, RyW)
- Nov. 25, 1884 Winter-only sleeping car line established between Jersey City and Aiken, S.C. (No - this was via ACL and had operated early as 1879? - may be year was made permanent?)
- Nov. 25, 1884 Sale of the four American Line steamships, *Pennsylvania*, *Ohio*, *Indiana* and *Illinois*, to International Navigation Company closed; PRR receives 14,500 share of INC stock valued at \$725,000; PRR loses total of \$2.5 million on its investment in American Steamship Company of Philadelphia; the International Navigation Company thus directly owns the four American Line ships of U.S. registry and is subsidiary Société Anonyme de Naivgation Belge-Americaine owns the 10 Red Star Line ships of Belgian registry; INCo adds a red star to the funnel markings of the American Line ships. (Flayhart, Moyer/Keystone)
- Nov. 26, 1884 PRR makes donation of free lot and \$700,000 for Altoona Hospital. (MB)
- Nov. 26, 1884 Ocean City Railroad files location for railroad from West Jersey Railroad to Sea Isle City, which had been built by Charles K. Landis. (NJCorp)
- Nov. 26, 1884 Eel River Railroad demands that the Wabash, St. Louis & Pacific Railway receiver keep separate accounts for the Eel River Railroad. (MB)
- Nov. 28, 1884 Robert H. Sayre meets with Franklin B. Gowen in Philadelphia and complains about the indecisiveness of the South Pennsylvania Railroad Syndicate committee; Sayre returns to making plans and estimates for a single-track road and connecting with the B&O at Somerset. (Sayre Diary)
- Nov. 28, 1884 Cedarhurst Railway incorporated in N.Y. to build one mile from LIRR to Cedarhurst development of Ocean Point Company. (NYState)
- Nov. 28, 1884 West Jersey Railroad Board authorizes the sale of the Sea Isle City Railroad to the Ocean City Railroad. (MB)
- Nov. 29, 1884 Superintendents of Pennsylvania Company lines meet to plan layoffs; no wage cuts; PRR has made most cuts in Engineering Dept. as has completed projects; also drop unprofitable branch line trains. (RyW)

- Nov. 29, 1884 Pa. Supreme Court orders PRR to retain PF&WC rent in amount equal to that spent on betterments until betterment stock can be issued; continues injunction against PFW&C repossessing road. (RRG - is 12/13 check PubLdgr)
- Late 1884 Gould Tunnel opens on PC&StL Railway main line; 3,320 feet long; shortens the distance between Pittsburgh and Columbus by 2.18 miles. (AR, C&C)
- Dec. 1, 1884 LIRR agrees to guarantee \$113,971 in bonds of the West Jamaica Land Company, Ltd., which are delivered to the Land, Mortgage, Investment & Agency Company, Ltd., in London. (MB)
- Dec. 1, 1884 Philadelphia & Bridgeton RPO extended to Philadelphia & Port Norris RPO. (Kay)
- Dec. 1, 1884 Cleveland, Mt. Vernon & Delaware Railroad agrees with Cleveland & Pittsburgh Railroad to run two passenger trains in each direction over C&P between Cleveland and Akron. (Church)
- Dec. 1, 1884 Through passenger service established between Cleveland and Cincinnati via Columbus over Cleveland & Pittsburgh Railroad and Cleveland, Mt. Vernon & Delaware Railroad; called the "Mt. Vernon & Pan Handle Route"; two round trips with Pullman sleeping car on night train. (Guide)
- Dec. 1, 1884 Henry W. Dunn named Assistant Superintendent of Delaware & Raritan Canal. (AR)
- Dec. 1, 1884 Joseph Crawford named Superintendent of Camden & Atlantic Railroad and West Jersey Railroad, replacing William N. Bannard, transferred to Schuylkill Division. (MB)
- Dec. 1, 1884 After all the courtroom drama, the U.S. Circuit Court at Trenton dismisses the Dinsmore Suit, letting the Reading lease of the CNJ stand. (RyW, NYT)
- Dec. 1, 1884 U.S. Circuit Court at Pittsburgh upholds Allegheny Valley Railroad bondholders over PRR and refuses to remand the case to the Westmoreland County Court; seen as a victory for the bondholders who are trying to keep the AV out of the PRR system. (RyRegister, RyW)
- Dec. 1, 1884 Reading is unable to pay CNJ dividend. (RyW)
- Dec. 1, 1884 B&O opens a Chemical Laboratory at Mount Clare under Dr. Charles M. Cresson. (AR)
- Dec. 1, 1884 Hobart Branch Railroad, controlled by the Ulster & Delaware Railroad, is

completed from Stamford to Hobart. (Best)

- Dec. 2, 1884 Allegheny County Court of Common Pleas issues a decree in the case of the PRR and Pennsylvania Company vs. the PFW&C; the former are permitted to hold \$1,226,555 in back rent in escrow until the PFW&C decides on the form of security to be issued to then for past and future betterments. (MB)
- Dec. 2, 1884 West Shore cuts Chicago fare from \$9.00 to \$8.30 and Erie follows. (RRGaz)
- Dec. 2, 1884 Boston & Maine Railroad leases the Eastern Railroad, owning a competing line between Boston and Portland, Maine. (Moody's)
- Dec. 1884 Buffalo, New York & Philadelphia Railroad asks stockholders to subscribe for \$1.5 million First Mortgage bonds to retire floating debt and complete Buffalo terminals. (RRGaz)
- Dec. 3, 1884 NYC&HR Board learns that earnings on stock for the year ending Sep. 30 have fallen to 5.21%; gross earnings for Nov. 1884 are \$400,000 lower than Nov. 1883 because of rate wars. (NYT)
- Dec. 3, 1884 Trunk Line presidents meet at Albert Fink's office and agree to raise eastbound rates on Dec. 8; livestock to 40 cents and dressed beef to 70 cents; the percentages of the New York, Lake Erie & Western Railroad and NYC&HR are reduced and given to the DL&W. (NYT)
- Dec. 4, 1884 PFW&C Board meets to consider the PRR's recent verdict; the PFW&C wants to issue a different type of security to pay for betterments but is unable to get the PRR to agree; a motion to continue with a new issue of betterment stock of \$1,226,555 is defeated by a vote of 5-7, with Louis H. Meyer and the PRR and Philadelphia directors in favor and the Midwestern and other New York directors opposed; a second motion to issue betterment stock until it can devise a new security passes 10-2 with George W. Cass and John Sherman opposed; the Board also resolves to issue the \$1,226,555 to pay the PRR without specifying the type of security and orders the Executive Committee to examine the accounts, with the Pennsylvania Company to pay the rent promptly and withdraw its lawsuits. (MB)
- Dec. 4, 1884 NYC&HR cuts fare to Cleveland and Detroit to \$7.00 to meet competition of West Shore and Erie. (NYT)
- Dec. 5, 1884 Lewis H. Taylor (1811-1908) brings suit in the U.S. Circuit Court at Philadelphia against the PRR, Junction Railroad and PW&B to prevent the PW&B from taking three strips of land sold to it by the Junction Railroad in 1882 for the purpose of extending its track to the Arsenal Bridge; Taylor says this will allow it to connect with the Schuylkill River Branch of the

PRR, thus avoiding the use of the Junction Railroad to the detriment of its earnings. (NYT)

- Dec. 6, 1884 River Front Railroad Board approves location of branch in Canal Street between Delaware Avenue and Laurel Street. (MB)
- Dec. 6, 1884 Pennsylvania Company arranges to pay PFW&C annual rent pending settlement of dispute over betterment stock. (RyRegister)
- Dec. 8, 1884 Reading receivers petition court for injunction against Pennsylvania Schuylkill Valley Railroad. (Rdg)
- Dec. 8, 1884 Berks County Court dissolves Reading injunction against Pennsylvania Schuylkill Valley Railroad and grants PRR clearance to build through Reading en route to Pottsville; PRR immediately begins building track on North River Street and tears out sidings that the Reading built to block its path. (RyW, NYT)
- Dec. 8, 1884 Coventry renamed Parkers Ford; Riddle renamed Stanfield on Schuylkill Division. (MB)
- Dec. 8, 1884 Livestock and dressed meat rates restored. (RyW)
- Dec. 8, 1884 William N. Bannard named Superintendent of Amboy Division, replacing Isaac S. Buckelew, deceased; James Reed named Superintendent of Schuylkill Division, replacing Bannard; J.B. Hutchinson named Superintendent of Altoona Division; replacing Reed; Wilson Brown named Superintendent of Frederick Division, replacing Hutchinson. (AR)
- Dec. 8, 1884 Austin Corbin, as Pres. of the Elmira, Cortland & Northern Railroad, writes to the New York Railroad Commissioners complaining of the effects of the rate war between the NYC&HR and the New York, West Shore & Buffalo Railway. (NYT)
- Dec. 8, 1884 NYC&HR declares a 1.5% dividend for the quarter instead of 2%; payable Jan. 15, 1885. (NYT)
- Dec. 8, 1884 Lackawanna & Pittsburgh Railroad enters receivership; George D. Chapman, receiver; application made by the Buffalo, New York & Philadelphia for \$100 in unpaid bills by the Globe Line backed by the L&P. (RRH 92, RyW)
- Dec. 9, 1884 PFW&C Railway Executive Committee and Consulting Engineer John B. Jervis view all the improvements claimed by the PRR for 1882-1884, including the following for 1884: stations at Wooster, Bucyrus, Van Wert and 100th Street, Chicago. (MB)

- Dec. 1884 PFW&C agrees to issue \$1.226 million in guaranteed special stock to Pennsylvania Company for betterments; PRR will resume paying the rent. (RRGaz, RyW)
- Dec. 10, 1884 LIRR General Superintendent Isaac D. Barton holds a second meeting with farmers at Mineola to promote his idea of carrying market wagons to New York on flat cars. (NYT)
- Dec. 10, 1884 Reading files appeal from decree of Berks County Court in U.S. District Court. (NYT)
- Dec. 10, 1884 Grand Trunk Railway of Canada refuses to sign the eastbound passenger rate agreement. (NYT)
- Dec. 11, 1884 Brooklyn, Bath & Coney Island Railroad enters receivership; David Barnett, receiver. (NYState)
- Dec. 12, 1884 Master in suit brought by City of Philadelphia against the Schuylkill River East Side Railroad's laying tracks across Grays Ferry Avenue presents a report sustaining the city's case. (NYT)
- Dec. 12, 1884 B&O makes Nos. 1-4 between Baltimore and Chicago and Nos. 5-6 between Baltimore and Parkersburg (for St. Louis) "limited express" trains to compete with PRR; Nos. 1-4 limited to six cars between Baltimore and Cumberland and five cars between Cumberland and Chicago; Nos. 5-6 limited to six cars between Baltimore and Parkersburg. (RyRegister)
- Dec. 15, 1884 BNY&P circular now calls on stockholders to subscribe for \$2.50 per share in new stock to pay floating debt. (RyW)
- Dec. 1884 LIRR is cutting wages and laying off employees. (RyW)
- Dec. 1884 Commenting on attempts to form a new anthracite coal combination, Pres. Roberts expresses the wish that the PRR be free of entanglements, also interpreted to indicate his disillusionment with the Trunk Line pools. (NYT)
- Dec. 1884 Indianapolis Union Railway approves construction of new Union Station. (Hetherington)
- Dec. 1884 Greene County Coal Branch of Indianapolis & Vincennes Railroad opens between Bushrod and South Linton. (Val, RRGaz, C&C - Church, RRG say Island City, Island City-Linton b. 1885 - Board authorized map to be filed 11/5/84)
- Dec. 1884 Pittsburgh & Southern Railway (B&O) opens its bridge over the

Monongahela River at West Homestead and opens from Hays to Glenwood (Wheeling Jct.). (B&O CorpHist)

- Dec. 1884 Wheeling & Lake Erie Railroad opens between Zoar and Sherrodsville. (Waggoner, Rehor)
- Dec. 1884 Texas & Pacific Railway enters receivership; the property is badly rundown; only the original portion built under Tom Scott enjoys any traffic; it is covered by a small First Mortgage, a larger Second Mortgage, and Income Mortgage and a Land Grant Mortgage; many of the bonds on the old section are held in Philadelphia. (Grodinsky)
- Dec. 1884 Carnegie Brothers & Company, Ltd., closes the Edgar Thomson Works because of declining rail prices; Pennsylvania Steel Company is able to undersell Carnegie at \$27 a ton through lower wages. (Nasaw)
- Dec. 16, 1884 House adopts the railroad regulation bill put forward by Congressman John H. Reagan of Texas in place of the one reported from the House Commerce Committee, including rate regulation enforced by a national commission. (NYT, Locklin)
- Dec. 18, 1884 Representatives of CH&D Railroad, PC&StL Railway, and CCC&I Railway meet at Dayton and resolve to build new Union Station there. (RyW)
- Dec. 19, 1884 Reading Board orders William H. Vanderbilt be paid \$826,000 balance due him on the loan using CNJ stock as collateral; money raised by friends of Reading and CNJ; Hamilton McK. Twombly is in town to pick up the check. (NYT)
- Dec. 19, 1884 Meeting of some of the anthracite coal railroads held in Philadelphia office of Lehigh Valley Railroad; unable to reach agreement on dividing tonnages for 15 months ending Mar. 31, 1886. (NYT)
- Dec. 19, 1884 Union Railroad Company of Baltimore Board reports that the Northern Central Railway is to invest its surplus in Union Railroad Consolidated General Mortgage 4½% bonds to be issued in 1885. (MB)
- Dec. 20, 1884 John Newton, a bondholder, sues in New York Superior Court to block payment of the last quarter NYC&HR dividend as unearned. (NYT)
- Dec. 22, 1884 South Pennsylvania Syndicate committee meets in New York and votes to grade the line for single track over its whole length; only Franklin B. Gowen votes for double track. (Sayre Diary)
- Dec. 1884 All South Pennsylvania Syndicate members except Ralph Bagaley agree to

modify the agreement, increasing the amount they have to pay in before receiving the railroad's securities from 20% to 50% of their subscriptions to the Syndicate. (RyRegister, RRGaz)

- Dec. 24, 1884 LS&MS passes fourth quarter dividend; earnings on stock have fallen from 8.11% in 1883 to 4.02% in 1884. (NYT)
- Dec. 25, 1884 Anglesea Railroad enters receivership; J. Alfred Bodine, receiver. (C&C - RRG has in 9/84 - see above - may be date assumes operation??)
- Dec. 26, 1884 Camden & Atlantic Railroad executes formal lease of Kensington & New Jersey Ferry Company between Coopers Point and Shackamaxon Street, Philadelphia. (Val)
- Dec. 26, 1884 West Jersey Railroad Board approves the sale of the Sea Isle City Railroad to the Ocean City Railroad, along with all its interest in the Pleasure Railroad to Townsends Inlet. (MB)
- Dec. 26, 1884 Stockton Hotel & Improvement Company votes to dissolve. (MB)
- Dec. 26, 1884 Northern Central Railway obtains trackage rights over Stewartstown Railroad at New Freedom, Pa.; also a traffic contract; Stewartstown Railroad has rejected a lease to the PRR. (Val, MB)
- Dec. 26, 1884 Hamilton McK. Twombly proposes that Robert H. Sayre resign as either Pres. or Chief Engineer of South Pennsylvania Railroad. (Sayre Diary)
- Dec. 27, 1884 Rockaway Electric Railroad incorporated in N.Y. to build from LIRR station in Far Rockaway to western end of Rockaway Point; not built. (NYState)
- Dec. 28, 1884 Ocean City Railroad files location for branch from Sea Isle City to Townsends Inlet. (NJCorp)
- Dec. 28, 1884 Hallston renamed Hallwood; Matomkin renamed Parksley; Accomac renamed Tasley; Pungoteague renamed Keller; and Belle Haven renamed Exmore on NYP&N. (Guide)
- Dec. 29, 1884 NYP&N Board approves contract for station and float bridge at Cape Charles. (MB)
- Dec. 29, 1884 George Westinghouse, Sr. (1809-1884) dies at Pittsburgh; founded the Westinghouse Agricultural Machine Works in Schenectady. (RRGaz)
- Dec. 30, 1884 Future Chief of Motive Power Harry W. Jones (1884-1946) born at Northumberland, Pa. (PaNews)

- Dec. 30, 1884 Future Superintendent Randolph Bolling Cooke (1884-1962) born at Norfolk; son of NYP&N official Robert Bruce Cooke (1854-1930). (ancestry.com)
- Dec. 31, 1884 New anthracite coal pool formed to run through Mar. 31, 1886; PRR refuses to join; it was offered 8% of the total or 2.4 million tons per year, while it has carried 3.1 million tons in 1883. (Jones)
- Dec. 31, 1884 In the last half of 1884, the amount of dressed beef sent east from Chicago was 150% the amount of livestock. (RRGaz)
- 1884 Lines West shows net loss of \$861,891 vs. net profit of \$812,669 in 1883 because of rate wars and collapse of through rates; Lines West freight down 1.26 million tons and number of passengers down by 72,384; Lines East net profit falls from \$15.53 million to \$13.875 million, although tonnage increases from 37.4 million tons to 38,1 million tons. (AR)
- 1884 Janney knuckle coupler adopted as standard for PRR passenger cars.
- 1884 Based on the research of Plimmon H. Dudley, the NYC&HR adopts a 5-inch, 80-lb. rail as standard; the NYC&HR takes the lead in advocating heavier, deeper rail. (Aldrich)
- 1884 Association of Transportation Officers (ATO) organization lapses. (ATO)
- 1884 New York & New England Railroad's coal traffic does not meet its expectations because of water competition. (AR)
- 1884 New interlocking built at Communipaw Jct. connection with the National Docks Railway. (AR)
- 1884 Standard Oil Company withdraws crude oil export business from National Storage Company's Black Tom facility in Jersey City. (MB)
- 1884 Four-track system completed between Perth Amboy Jct. and Menlo Park and between 2nd Street and North Philadelphia on New York Division. (AR)
- 1884 New alignment opens at Bristol and between Frankford and Frankford Jct. on New York Division. (AR)
- 1884 Track pans built at Bristol. (AR)
- 1884 New station built at Germantown Jct. (North Philadelphia). (AR)

- 1884 New shelter shed built at 22nd Street at Philadelphia. (AR)
- 1884 PRR completes rebuilding of the freight pier at No. 13 North Wharves, Philadelphia. (AR)
- 1884 Double track built on the Swanson Street Extension between Morris Street and Greenwich. (AR)
- 1884 New “52” Interlocking built at 52nd Street in West Philadelphia. (AR)
- 1884 New stations built at Englishtown, Island Heights, Smithville and Pavonia on the Amboy Division. (AR)
- 1884 Double track opens between Temperanceville and Franklinville on West Jersey Railroad. (AR)
- 1884 West Jersey Railroad builds new brick freight station at Millville and new brick passenger station at Vineland. (AR)
- 1884 Another good year for the Delaware Railroad fruit traffic: 3,581 cars of peaches and 1,066 cars of berries. (AR)
- 1884 PW&B builds a new station at Marydel and an engine house at Clayton on the Delaware & Chesapeake Railway. (C&C)
- 1884 Long Bridge rebuilt on Baltimore & Potomac Railroad. (MB)
- 1884 With the completion of the NYP&N, the southern railroads entering the Norfolk-Portsmouth area contract with the steamship lines to divert all through traffic from the railroads. (AJC/Keystone)
- 1884 Grade reduced between Gap Tower and Eby’s Curve on the Philadelphia Division; new station built at Gap. (AR)
- 1884 New freight transfer built at Columbia, Pa. (AR)
- 1884 Northern Central Railway makes final payment of \$59,500 to PRR for Rockville Bridge. (AR)
- 1884 New “RJ” Interlocking built at Rockville. (AR)
- 1884 Old Northern Central Marysville-Dauphin bridge removed except for two spans, one at each end, which remain until Dec. 1893; iron span is later installed over Lycoming Creek on Elmira & Canandaigua Division. (Val, AR, Wilson)
- 1884 Northern Central Railway builds new stations at Halifax and Ralston. (AR)

- 1884 Northern Central Railway builds signal towers at Hollins and Sherwood. (AR)
- 1884 New passenger station built at Hagerstown on the Cumberland Valley Railroad. (C&C)
- 1884 East end of Sunbury Yard remodeled. (AR)
- 1884 North & West Branch Railway is more productive to the PRR than anticipated because of the coal traffic. (AR)
- 1884 Ridgway station moved 0.25 mile westward to the junction of the Ridgway & Clearfield Railroad. (AR)
- 1884 “__” Interlocking built at the LS&MS Crossing at Erie on the Philadelphia & Erie Railroad. (AR)
- 1884 New electric signals installed to protect Spruce Creek Tunnel on the Middle Division. (AR)
- 1884 Second track built between Powelton and Osceola on the Tyrone Division. (AR)
- 1884 Mapleton No. 1 Branch of Tyrone & Clearfield Railway extended. (Val, AR)
- 1884 Tyrone & Clearfield Railway opens Morgan Run Branch (4.05 miles) from Morgan Run Jct. to coal mines. (AR, Val)
- 1884 New Portage Tunnel at Gallitzin reactivated and track completed on Portage roadbed between the east end of the tunnel and a point between Gallitzin and Cresson. (AR)
- 1884 New station built at Wilkinsburg on the Pittsburgh Division. (AR)
- 1884 Portion of former main line of Western Pennsylvania Railroad between Anderson Jct. and Hill Jct. becomes Leechburg Branch after new low grade line constructed around Hyde Park; 2.66 miles of old main line from Fairbanks Jct. 1.5 miles east of Saltsburg becomes Fairbanks Branch. (Val)
- 1884 New (third) Duquesne Freight Station opens at Pittsburgh. (AR)
- 1884 New stations built at Lillys, Saltsburg, Woodland, Rainey, Martha, Unionville, Curtis and Vances Mill Jct. (AR)

- 1884 Sharon Branch of Sharpsville Railroad opens (0.85 miles) at Sharpsville; not extended to Sharon. (Church)
- 1884 J. Elfreth Watkins (1852-1903), a disabled PRR civil engineer is assigned to work with the Smithsonian Institution to develop its new Arts & Industries Building, which is to house materials from the 1876 Centennial Exhibition.
- 1884 Lackawanna & Pittsburgh Railroad obtains trackage rights over Buffalo, New York & Philadelphia Railroad between Belfast Jct., N.Y., and New Castle, Pa. (RRH 92)
- 1884 Four-track system completed between Allegheny and Dixmont, Pa. on PFW&C. (AR)
- 1884 New brick station built at Bucyrus, Ohio, on the PFW&C. (AR)
- ca. 1884 Ohio Valley Railway opens between Bellaire and Pultney Bottoms on right of way of Bellaire, Zanesville & Cincinnati Railway; operated by Pennsylvania Company under agreement of Jan. 5, 1883. (C&C)
- 1884 PC&StL Railway build the Conesville and Franklin Branches in the Coshocton Coal Field. (AR)
- 1884 Double track installed on the Columbus & Newark Division: Columbus to the junction with the Scioto Valley Railroad, and Lockport to the junction with the Ohio Central Railroad. (AR)
- 1884 PC&StL Railway makes further additions to Columbus Shops and moves most heavy locomotive repairs from Steubenville. (C&C)
- 1884 Columbus Yard rearranged on the Columbus & Xenia Railroad. (C&C)
- 1884 Bridge over the Great Miami River, jointly owned by the Dayton & Western Railroad and Cincinnati, Hamilton & Dayton Railroad, rebuilt. (C&C)
- 1884 New York, Lake Erie & Western Railroad removes last Urbana-Chicago traffic from Chicago, St. Louis & Pittsburgh Railroad to own Chicago & Atlantic Railway. (CStL&P AR - probably early in year)
- 1884 GR&I begins relaying Traverse City Railroad with steel rail. (AR)
- 1884 Work on Indianapolis Union Station suspended because of recession. (AR)
- 1884 CStL&P Railroad builds shop buildings at Indianapolis. (C&C)

- 1884 Jeffersonville, Madison & Indianapolis Railroad grants trackage rights to the Louisville, Evansville & St. Louis Railway between Louisville and New Albany via Jeffersonville. (AR)
- 1884 Terre Haute & Indianapolis Railroad builds a branch 12,700 feet long to a stone quarry two miles west of Greencastle Jct. (C&C)
- 1884 St. Louis, Vandalia & Terre Haute Railroad completes the relaying of its main line with steel rails. (AR)
- 1884 Peoria & Pekin Union Railway abandons line between Hollis and Pekin, including bridge at Pekin. (Church)
- 1884? New York Court of Appeals holds that the General Railroad Laws do not give the Brooklyn & Long Island Cable Railway the power to build an elevated railroad, and the Brooklyn city charter of 1873 requires the assent of property owners for railroads occupying the streets. (NYState - see 124 NY 630)
- 1884 Ferry boat *Baltic* placed in service by the West Jersey Ferry Company. (Prowell)
- 1884 Choptank Steamboat Company sells the *W.E. Clark* to the Nanticoke Steamboat Company. (Burgess)
- 1884 Through Samuel Rea, engineer Gustav Lindenthal (1850-1935) proposes to the PRR a high-level road and rail bridge across the Hudson from the Harsimus Cove Branch to Debrosses and Canal Streets; bridge would be 135 feet above water with span nearly twice that of the Brooklyn Bridge; Rea, Clement A. Griscom of International Navigation Company and U.S. engineers advise that bridge piers located in the river outside the pierhead line are not acceptable; Panic of 1884 delays any further consideration of the plan. (SRea)
- 1884 LS&MS increases holdings of P&LE to 50%. (Wheeler)
- 1884 Harrisburg & Potomac Railroad opens to Shippensburg, but no connection with the Western Maryland.
- 1884 B&O Employees' Relief Association adds a pension feature, but it is only in operation for one year. (AR)
- 1884 Lehigh Valley Coal Company purchases the Spring Mountain Coal Company operating in the Hazleton area. (AR)
- 1884 Anthracite coal operator Calvin Pardee (1841-1923) withdraws from his

father's partnership, A. Pardee & Co., to concentrate on his own businesses. (Foulke&Foulke)

- 1884 Norfolk & Western Railroad completes relaying its main line and New River Branch with steel rails. (AR)
- 1884 Future Penn Station Stationmaster William Henry "Big Bill" Egan (1868-1943) joins the PRR as a brakeman at age 16. (Mutual)
- 1884 J. Pierpont Morgan (?) sells the mammoth Rockaway Beach Hotel at auction to Charles H. Southard, a dealer in second-hand materials for \$30,000 (it had cost \$1.25 million to build); it is demolished and the materials used to build other hotels and houses. (Bellot - or 1883?)
- 1884 Charles Cheever establishes the Rockaway Hunt Club, and the adjacent village, formerly Ocean Point, becomes Cedarhurst. (Bellot)
- 1884 Gogebic Range along the border of the Upper Peninsula of Michigan and Wisconsin is opened for iron mining; last of the Lake Superior ranges to be opened; first shipments made from the Colby Mine of the Penokee & Gogebic Development Company to Milwaukee by rail. (Walker, MichRR)
- 1884 Orange Ridge, DeLand & Atlantic Railroad opens a 6-mile narrow gauge line between DeLand and DeLand Landing on the St. John's River in Florida. (Turner/Bramson)
- 1884 Toledo & Ohio Central Extension Railroad buys the abandoned right-of-way of the Marietta & Cincinnati Railroad from ___ to Marietta. (Andrews - verify)
- 1884 Independent oil refiner George Rice begins shipping oil from the Macksburg, Ohio, Field over the Cleveland & Marietta Railroad. (Johnson)
- 1884 Siemens & Halske builds an electric street railway line between Frankfurt-am-Main and Offenbach; first to use trolley wire and separate motor and trailer cars. (Condit)
- 1884 Frank Julian Sprague (1857-1934), who had joined Edison's staff at Menlo Park in 1883, founds Sprague Electric Railway & Motor Company. (RyAge)
- 1884 Brothers John H. Patterson (1844-1922) and Frank J. Patterson (1849-1901) purchase the unsuccessful National Manufacturing Company of Dayton, Ohio, which they reorganize as the National Cash Register Company. (Drury)

- 1884 Charles H. Coster (1852-1900) becomes a partner in Drexel, Morgan & Co., a detail-oriented workaholic, Coster is the mastermind of all Morgan corporate reorganizations until his death. (Strouse - verify Carosso)
- 1884 First gas well strike on the Trenton limestone near Findlay, Ohio. (Williamson/Daum)
- 1884 Rev. Edicott Peabody (1857-1944), an Episcopal priest, establishes the Groton School for Boys at Groton, Mass.; its mission is to provide upper class boys with a rigorous education, infusion of “muscular Christian” moral fervor, and Spartan regimen modeled on that established by Thomas Arnold at Rugby School in England; Pres. Franklin D. Roosevelt is perhaps its most famous graduate. (groton.org, wiki)