

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

By Christopher T. Baer

1889

- Jan. 1, 1889 Leases of hotels and station restaurants to Keystone Hotel Company cancelled and leased to independent operators; include Cresson Springs House, Logan House, Bryn Mawr Hotel (destroyed) and restaurants at Jersey City, Philadelphia, Baltimore, Washington, Harrisburg and Pittsburgh. (MB)
- Jan. 1, 1889 Northern Central Railway leases the operation of the Baltimore station restaurant to George W. Bothwell. (MB)
- Jan. 1, 1889 PC&StL Railway grants Chicago, St. Louis & Pittsburgh Railroad trackage rights between Rendcomb Jct. and Cincinnati. (MB)
- Jan. 1, 1889 GR&I begins operating the Big Rapids & Western Railroad, a lumber line running from Stimson Jct. to Vincent, Mich. (8.56 miles); plans to extend to Ludington, so the new line is identified as the Ludington Branch; not regularly operated in 1889 except by former owner hauling out logs. (AR, C&C, RyW - according to RRG purchased in Feb., probably retroactive to Jan. 1.)
- Jan. 1, 1889 Pullman palace sleeping car line placed in service between New York and Charleston, S.C., via Atlantic Coast Line Railroad on Nos. 23-78. (NYT)
- Jan. 1, 1889 Chesapeake & Ohio Railway opens its own line from Ashland to Covington, Ky., and the bridge between Covington and Cincinnati for regular revenue service; uses 8 miles of the Elizabethtown, Lexington & Big Sandy Railway between the Big Sandy and Ashland; at Cincinnati, uses the Central Union Depot of the Big Four system. (AR, Condit)
- Jan. 3, 1889 Detroit Union Railroad Depot & Station Company leases to the Detroit, Lansing & Northern Railroad and the Flint & Pere Marquette Railroad the northern half of its right-of-way between 18½ Street, Detroit, and Delray with right of access to the terminal property, grain elevator, and ferry slip for \$30,000 a year. (Church)

- Jan. 4, 1889 PRR accepts furniture of Logan House and restaurants, worth \$32,238, in settlement of \$60,388 owed by Keystone Hotel Company. (MB)
- Jan. 4, 1889 The Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen admit defeat and call off the Burlington Strike in return for a partial promise that there will be no blacklist; the strike costs the unions about \$1.5 million and the CB&Q probably \$3 million; the company's dividend rate is impaired for a decade; the strike leaves the BLE in a weakened state, so that it takes no action during the Pullman Strike in 1894; the BLE returns to its conservative policy under Grand Chief Engineer Peter M. Arthur; the Burlington refuses further recognition of the BLE until 1903-04.. (McMurry, Flynn, PMiddleton, Overton)
- Jan. 5, 1889 Port Jefferson & Long Island City RPO extended to Echo & Long Island City RPO. (Kay)
- Jan. 6, 1889 New interlocking installed at "HU" Tower, Metuchen. (PRRFAX)
- Jan. 6, 1889 First passenger train operates over the Manistee & Northeastern Railroad between Manistee and Nessen City. (MichRRs)
- Jan. 7, 1889 PRR committee authorizes \$1,200 in repairs to electric lighting plant in General Office; to prevent overloading are to confine lights to darker parts of building. (MB)
- Jan. 7, 1889 Chelsea Branch Railroad incorporated in N.J. under articles dated Jan. 5 to build a branch from the Thorofare bridge to the new Excursion House on the south side of Atlantic City. (Val, C&C)
- Jan. 7, 1889 Henry S. Ives dropped from TH&I Board at annual election and replaced by Herman Hulman; stockholders authorize a new loan of \$3 million or a maximum mortgage debt of \$2.2 million, that is, only \$800,000 of new debt. (MB, RyW)
- Jan. 8, 1889 VP Frank Thomson's country house "Corkerhill" on what is now Latches Lane at Merion is destroyed by fire; later in year, Thomson commissions a new house by Furness, Evans & Co.; a rustic cabin on the property serves as Thomson's retreat and is decorated with his hunting trophies. (NYT, MnLnLife)
- Jan. 8, 1889 Conference of eastern and western railroad presidents and banking houses of Drexel, Morgan & Co., Brown Brothers & Co. and Kidder, Peabody & Co. held in New York; agree to restore western rates retroactive to Jan. 1 for period of 60 days. (RRGaz)
- Jan. 8, 1889 Herman Hollerith (1860-1929) receives patents for first punched-card data

processing system; Hollerith's company eventually becomes the International Business Machines Corporation. (PatOff)

- Jan. 9, 1889 String of tornadoes strike Harrisburg, Reading, Camden and Brooklyn. (Schwartz)
- Jan. 10, 1889 J. Pierpont Morgan arranges a conference of eastern and western railroad presidents and representatives of leading banking houses at his home; appoint an committee to work within the new Interstate Commerce Act; propose an "Interstate Commerce Railway Association" to establish uniform rates and classifications on western lines; eastern lines agree to form a similar association; attendees include George B. Roberts, Chauncey M. Depew, Charles Francis Adams and Jay Gould. (RRGaz, RyW, Strouse - says two days or more of meetings at JPM's home that include Depew and GBR; JPM blames RR leaders for rate wars; GBR blames the bankers for financing unnecessary roads; on second day CF Adams proposes that the ICC be used to enforce compliance; GBR agrees that the Interstate Commerce Act, "properly enforced" and Depew agrees - is there a CFAdams journal??)
- Jan. 10, 1889 Philadelphia & Atlantic City Railroad and CNJ inaugurate a seasonal through train between Atlantic City and New York via Lakewood and Winslow Jct., leaving New York at 2:30 PM and Atlantic City at 9:10 AM; equipped with a Woodruff parlor car; also runs onto Baltic Avenue Branch. (ACUnion)
- Jan. 10, 1889 Williamstown & Delaware River Railroad extended from Jefferson to Mullica Hill and passenger service established between Glassboro and Mullica Hill; intermediate stations: Heritage and Sherwyn. (Rdg, Guide)
- Jan. 11, 1889 Chelsea Branch Railroad organized at Camden; William J. Sewell, Pres.; files survey, including a branch on Mediterranean Avenue to the Inlet and to Atlantic Avenue in Chelsea. (C&C, Rdg)
- Jan. 14, 1889 Henry Clay Frick replaces the late David A. Stewart as Chairman of Carnegie Brothers & Company, Ltd.; Frick's share in the steel giant is increased from 2% to 11% without his having to put up any cash; Frick increases profits by 75% in his first year. (Warren, Seely)
- Jan. 15, 1889 NYP&N contracts for replacing single-track float bridges at Cape Charles and Norfolk with double-track bridges; purchases the old PRR float bridge at the foot of Washington Avenue, Philadelphia, for use as a second float bridge at Cape Charles. (MB)
- Jan. 1889 PRR is negotiating with the CNJ for use of the Lehigh & Hudson River Railway, which the CNJ controls. (RRGaz)
- Jan. 1889 Second attempt to revive South Penn Syndicate; Vanderbilt's sons refuse but

agree to buy out other Syndicate members at 60% of their holdings, which is accepted. (Schlegel)

- Jan. 1889 Series of meetings under auspices of J. Pierpont Morgan between PRR and South Penn Associates; agree there will be no transfer to PRR; however, Morgan agrees to maintain principles of 1885 compromise and not complete South Penn; Morgan agrees to pay other members of Associates \$1.5 million for their interest. (MB)
- Jan. 1889 William Bender Wilson of the PRR Dept. of the YMCA of Philadelphia issues the first number of *Pennsylvania Railroad Men's News*, a monthly newsletter; serves as the first PRR employee magazine, although not an official company publication. (Wilson)
- Jan. 1889 New Main Line suburban development of Narberth Park begun on 58 acres west of the PRR. (LMHS)
- Jan. 1889 PRR announces it is about to build new yards (Pitcairn Yard) on Turtle Creek, from which it will run freight trains through to Lines West points; will require changing the course of Turtle Creek, separating the passenger and freight mains by relocating the passenger tracks to the north, and building the yard on reclaimed bottom land. (RRGaz)
- Jan. 1889 PRR has begun active work on the Turtle Creek-Port Perry cutoff and the Ohio Connecting Railway bridge. (NYT)
- Jan. 1889 George Westinghouse is having what is probably the first air brake instruction car built at Altoona; includes apparatus for air brakes, air signals, electric light and steam heat manufactured by Westinghouse companies. (Guide)
- Jan. 1889 Future PRR General Manager Simon Cameron Long wins the annual track prize for second time for his section between Coatesville and Lancaster. (RyW)
- Jan. 1889 Pennsylvania Company orders a 1/4-inch steel safety plate placed over all locomotive driving wheels to protect the engineer and fireman from breaking drive rods. (RyRegister)
- Jan. 1889 Cincinnati, Lebanon & Northern Railway opens new straight, single-track trestle across Deer Creek Valley south of Effluent Pipe Street north of Cincinnati, replacing old s-curve trestle; Deer Creek valley is slowly filled in during the first years of the 20th century. (Hauck)
- Jan. 1889 Passenger trains of the Terre Haute & Logansport Railroad are being fitted with the Martin system of steam heat. (RyRegister)

- Jan. 1889 Pennsylvania, Poughkeepsie & Boston Railroad acquires the Pennsylvania, Slatington & New England Railroad for \$1.75 million in stock. (RRGaz)
- Jan. 1889 John K. Cowan, General Counsel of the B&O, and William Gilmer acquire the York & Peach Bottom Railway, which they lease to their Maryland Central Railway; the plan is to build an extension from the Maryland Central at Bel Air, crossing the Susquehanna River at Conewingo, and then through Oxford, Coatesville and Birdsboro to Bethlehem on the Lehigh Valley Railroad, creating a route for the LV to enter Baltimore under B&O influence, and a new route for coal from the LV to Baltimore; they are also involved with the Baltimore Belt Railroad, which will furnish terminal facilities at Baltimore. (Hilton - verify Poors)
- Jan. 16, 1889 Pennsylvania Company Executive Committee authorizes new coal storage trestle at Erie, Pa., docks. (MB)
- Jan. 16, 1889 Ground broken for Merchants Bridge at St. Louis. (RRGaz)
- Jan. 17, 1889 In response to the Burlington Strike, the CB&Q Board votes to create a Voluntary Relief Dept. patterned on that of the PRR. (McMurry)
- Jan. 18, 1889 Pennsylvania Company Executive Committee authorizes exchange of property with LS&MS at Cleveland to permit construction of larger docks; also to build Dock No. 1 and Dock No. 8. (MB)
- Jan. 21, 1889 D. Herbert Hostetter (1859-1924) returns to Pittsburgh from a New York meeting and announces that all Pittsburghers except Henry Clay Frick and Edmund M. Ferguson, including those who had refused to sign the Carnegie agreement, have signed a new agreement to revive the South Pennsylvania Railroad; stockholders are to take \$10 million in new bonds, of which 20% is to be paid in cash; are to receive 20% preferred and 80% common stock to equal amount; Hostetter says that Vanderbilts will sign next week. (NYT)
- Jan. 21, 1889 St. Louis Merchants Bridge Company contracts with the Union Bridge Company of New York to build the Merchants Bridge across the Mississippi River north of downtown St. Louis. (TRRAH&T)
- Jan. 21, 1889 William F. Lockhard (1825?-1889), former PRR Superintendent and Superintendent of Junction Railroad, dies at West Philadelphia; replaced by William J. Latta. (MB)
- Jan. 21, 1889 Union Railroad incorporated in Pa. by Carnegie interests to link various Carnegie plants in Pittsburgh area, allowing Carnegie to ship by any railroad and giving him more flexibility in playing them off against one another. (ICC)

- Jan. 22, 1889 Trunk Line presidents meet to create Trunk Line Board of Presidents to work under Interstate Commerce Law. (RRGaz)
- Jan. 22, 1889 Pennsylvania Company agrees with Cleveland & Pittsburgh Coal Transfer Company, a consortium of six coal companies to provide 10 McMyler rotary derricks on both sides of Slip No. 1 at Cleveland for the 1889 season. (MB)
- Jan. 22, 1889 D. Herbert Hostetter announces the sale of the Hostetter family interest in the Pittsburgh & Lake Erie Railroad to the Vanderbilts. (RyRegister)
- Jan. 23, 1889 Democrat John R. McPherson (1833-1897) is elected U.S. Senator for the third consecutive term, defeating the senatorial hopes of Leon Abbett; McPherson is the only 19th century N.J. Senator to serve three consecutive terms, although many late 20th century Senators have been elected to three or four terms. (NYT, Sackett)
- Jan. 24, 1889 Streetcar strike begins in New York City over operators' refusal to implement the new state ten-hour law. (Cudahy)
- Jan. 24, 1889 Samuel M. Felton (1809-1889), Pres. of Delaware Railroad and of Pennsylvania Steel Company, dies at age 79. (RyW, AR)
- Jan. 25, 1889 Pres. Roberts recommends proceeding with new projects at Atlantic City, including construction of a wye at the north end of Mediterranean Avenue, the Chelsea Branch, and electrifying the local service on Atlantic Avenue. (MB)
- Jan. 25, 1889 Knights of Labor begin strike against all eight horse car lines of the Atlantic Avenue Railroad Company of Brooklyn after owner William "Deacon" Richardson rules that under new state 10-hour law, pay will be cut from \$2 per day to \$1.71; to make \$2, employees will have to work overtime more than previous 12-hour days. (NYT)
- Jan. 25, 1889 Reading is throwing up obstacles to Philadelphia & Lebanon Railroad, a project of the PRR and ironmaster Robert H. Coleman that will allow PRR to access the Lebanon area furnaces. (RyW)
- Jan. 26, 1889 Jersey Meadows abattoir of Central Stock Yard & Transit Company destroyed by fire caused by gas explosion. (NYT)
- Jan. 26, 1889 Henry S. Ives and George H. Stayner are served with arrest warrants in suit brought by Cincinnati, Hamilton & Dayton Railroad; bail set at \$250,000 each; they remain free under guard while they try to raise bail money. (NYT)
- Jan. 27, 1889 "___" Interlocking established at crossing of Camden, Gloucester & Mt.

Ephraim Railway and West Jersey Railroad south of Gloucester. (Rdg)

- Jan. 27, 1889 *Montezuma Limited* inaugurated as a three-times-a-week train between New Orleans and Mexico City via the Southern Pacific, Mexican International Railway and Mexican Central Railway; in March, it is reconfigured as a through Washington-Mexico City train, running 2,977 miles. (RyRegister)
- Jan. 28, 1889 New York Aldermen's Committee on Docks hears argument on tunnel for New York & Long Island Railroad; merchants are concerned with potential flight of population to Long Island. (RyW)
- Jan. 28, 1889 Webb compound 2-2-2-0 *Pennsylvania* landed at Philadelphia from steamship *British King*; near duplicate of *Marchioness of Stafford*; built at Crewe Shops of London & North Western Railway; has 75" drivers and is accompanied by an English engineer and a mechanic; is supposed to be capable of sustained 70 MPH running; the two pairs of drivers are independent, the forward pair worked by a center low-pressure cylinder, and the rear by two outside high-pressure cylinders; it has an American style pilot but comes with a British open cab at first; PRR employees demand that it be fitted with a full cab, plus a bell, headlight, pilot and American-type safety valve and whistle at the Altoona Shops; the PRR tests it against its own P Class. (RRGaz, RyRegister, AR, Warner/BLW, RyMag)
- Jan. 28, 1889 Henry S. Ives and George H. Stayner committed to Ludlow Street Jail in New York. (NYT)
- Jan. 28, 1889 Jersey City & Western Railway incorporated in N.J. in interest of Lehigh Valley Railroad to build from Communipaw Avenue in Jersey City to Greenville and across Newark Bay to the present Oak Island Yard on the east side of Newark. (Baird)
- Jan. 29, 1889 George Howell (1810-1889), retired paper manufacturer and one of the original PRR directors, dies at Philadelphia. (PhlInq)
- Jan.? 1889 Pullman's Palace Car Company absorbs the Union Palace Car Company, comprising the former Mann and Woodruff companies; the Union had contracts over the Queen & Crescent Route, the Richmond & West Point Terminal, the Reading and CNJ; adds 57 Mann, 127 Woodruff and 51 Union Palace cars to the Pullman fleet. (RyRegister - verify ICC)
- Jan. 30, 1889 "JH" Interlocking placed in service at New Street, New Brunswick. (PRRFAX)
- Jan. 30, 1889 Pres. George B. Roberts deeds the lands of the former Shamokin Coal Company, whose charter has expired, to the Mineral Railroad & Mining Company, which on the same date conveys them to the Manor Real Estate &

- Trust Company; most of the land is mined out. (MB)
- Jan. 30, 1889 PC&StL Railway Executive Committee authorizes construction of a yard west of Mansfield, Pa.; extending the Bridgeville Branch to the mines of W.P. Rend and James W. Ellsworth. (MB)
- Jan. 30, 1889 Reading agrees to reduce the rent of the Susquehanna Canal Company. (Rdg AR)
- Jan. 31, 1889 Vanderbilts announce they have bought out other stockholders of South Pennsylvania Railroad at 60 cents on the dollar. (NYT)
- Early 1889 On the invitation of Austin Corbin, Charles Mattathias Jacobs (1850-1919) travels to the U.S. to work on his project of briquetting anthracite culm at a plant to be built at Mahanoy City; he brings a young assistant J. Vipond Davies (1862-1939); Jacobs becomes a consulting engineer on all of Corbin's projects, especially those related to the LIRR. (ASCE, NCAB)
- Feb. 1, 1889 St. Louis Merchants Bridge Terminal Railway leases St. Louis Merchants Bridge Company. (Church)
- Feb. 1, 1889 PRR begins issuing "corpse tickets"; corpses must be boxed and accompanied but otherwise do not have to pay extra fare on any PRR limiteds or *New York & Florida Special*; cannot enter New York without a permit from the Health Dept. (RyW)
- Feb. 1, 1889 William J. Latta, General Agent at Philadelphia, also appointed Superintendent of Junction Railroad, replacing William F. Lockard, deceased. (RRGaz)
- Feb. 1, 1889 Express companies end their latest round of rate wars. (Harlow)
- Feb. 2, 1889 St. Martin-in-the-Fields Episcopal Church opens; built by Henry H. Houston as centerpiece of his development of Wissahickon Heights, comprising the southern half of Chestnut Hill; planned community has been developed since 1884 by Houston and his son-in-law George Woodward (1863-1952); includes 300 houses to be rented at reasonable rates to "persons of good family"; most public buildings designed by George W. Hewitt (1841-1916) and William D. Hewitt (1847-1924). (Contosta)
- Feb. 2, 1889 Andrew Carnegie writes to Henry Clay Frick threatening to sue the PRR over the South Pennsylvania deal because he is only going to get 60 cents on the dollar. (Nasaw)
- Feb. 2, 1889 Wheeling & Harrisburg Railway authorizes a branch from the Peninsula to Alley A & 21st Street and its extension south to connect with Pittsburgh,

- Wheeling & Kentucky Railroad, B&O and Ohio River Railroad at Benwood. (MB)
- Feb. 4, 1889 NYP&N contracts to increase capacity of car floats from two tracks carrying 12 cars to four tracks carrying 20 cars. (MB)
- Feb. 4, 1889 Mineral Railroad & Mining Company Board approves leasing part of the Hamilton Tract to J. Langdon & Co. (MB)
- Feb. 5, 1889 Knights of Labor calls off strike against Atlantic Avenue Railroad Company of Brooklyn after company resumes service with strikebreakers and police protection; Pres. William Richardson requires all strikers that are rehired to quit the union. (NYT)
- Feb. 5, 1889 Northern Central Railway Board approves construction now underway at York, Pa., including and new engine house and turntable. (MB)
- Feb. 6, 1889 Committee of the Central Traffic Association chaired by D.S. Gray of Lines West meets at Chicago to decide on a reorganization; George R. Blanchard has reconsidered his resignation; committee rejects Blanchard's plan and gives the Chairman greater authority. (NYT)
- Feb. 6, 1889 Richard Peters (1810-1889), longtime friend and associate of J. Edgar Thomson who went south to work on the Georgia Railroad in 1835, dies at Atlanta, where he has made a fortune in manufacturing and real estate. (RRGaz)
- Feb. 7, 1889 "WA" Interlocking placed in service at Waverly, N.J.; old telegraph tower at Waverly moved to Avenel. (PRR-FAX, AR)
- Feb. 7, 1889 Philadelphia Mayor Fidler sends message to Councils approving of Reading Terminal ordinance. (RyW)
- Feb. 7, 1889 Central Traffic Association committee presents a report on reorganization but with no action; D.S. Gray announces that George R. Blanchard will remain as Chairman. (NYT)
- Feb. 7, 1889 State of Maryland agrees with the Susquehanna and Tide Water Canal Companies to accept \$127,500 in settlement of all interest in arrears on the state mortgages and to extend the mortgage for 50 years at 2% interest. (Rdg AR)
- Feb. 8, 1889 Waverly & New York Bay Railroad incorporated in N.J. to build line from PRR main line south of Newark to new Greenville Terminal in Jersey City. (C&C)

- Feb. 8, 1889 Dayton, Lebanon & Cincinnati Railroad incorporated in Ohio under articles dated Jan. 29 to build a railroad from Dayton to Cincinnati using the former narrow gauge Toledo, Cincinnati & St. Louis Railroad line between Lebanon Jct. and Dodds. (Church, C&C)
- Feb. 9, 1889 Joseph Lesley (1831-1889), former PRR Secretary and Tom Scott confidante, dies at Columbia, S.C. (PubLdgr)
- Feb. 9, 1889 New Haven Board authorizes construction of a new train ferry to replace the *Maryland*; is to make the 12-mile run in 1 hour as compared to 2 hours by the old *Maryland*. (NYT)
- Feb. 9, 1889 Pres. Melville E. Ingalls announces the sale of the Cincinnati, Indianapolis, St. Louis & Chicago Railway to the CCC&StL Railway (Vanderbilt interests); merged company will retain Chesapeake & Ohio Railway traffic contracts. (NYT)
- Feb. 10, 1889 Red Bank Jct. renamed Rendcomb Jct. on CStL&P. (Guide)
- Feb. 11, 1889 Waverly & Passaic Railroad incorporated in N.J. to build industrial line at Newark. (C&C)
- Feb. 11, 1889 Baltimore & Sparrows Point Railroad opens between Colgate Creek and Sparrow's Point; controlled by Pennsylvania Steel Company to serve its plant and company town; passenger service runs four round trips from Calvert Station, marking first passenger service on Union Railroad's Canton line; stops are at Biddle Street, Orangeville, Eastern Avenue, 5th Avenue, Colgate Creek and Sparrow's Point; road is extended to Pennwood Park (0.66 mile) later in the year. (BaltAm, Val, C&C)
- Feb. 11, 1889 Because of growing traffic, NYP&N places second-hand tugboat *W.H. Jackson* in service between Cape Charles and Norfolk. (MB)
- Feb. 11, 1889 Pennsylvania Company contracts with Morris, Ellsworth & Co. to handle all ore moving through Cleveland, it to provide machinery on Dock No. 1. (MB)
- Feb. 11, 1889 Pres. George B. Roberts's private car No. 120 *Pennsylvania* is being refurbished at the Altoona Shops to carry Pres.-elect Benjamin Harrison to his inauguration. (BaltAm)
- Feb. 12, 1889 PRR orders all freight trains except livestock and perishable trains to cease operation between 10:00 PM Saturdays and 7:00 PM Sundays; within a few months order is frequently disregarded. (NYT)
- Feb. 12, 1889 Corpses may now be carried on the *Pennsylvania Limited* without paying the extra fare, providing they have regular ticket and certificate from a board of

health. (Guide)

- Feb. 13, 1889 The brothers William H. Moore (1848-1923) and James H. Moore (-) of Chicago, hitherto major corporation lawyers, stage their first big corporate reorganizations by reincorporating the Diamond Match Company (Conn.) in Illinois and increasing its capital from \$3 million to \$6 million; the Moores will become big operators in steel and then railroads in the years between the depression of the 1890s and World War I. (Moody's, NCAB)
- Feb. 14, 1889 Reading subscribes to 1,014 shares of Williamstown & Delaware River Railroad. (Rdg)
- Feb. 1889 Prospectus issued in London for completion of the Hudson Tunnel Railway by British capitalists and engineers for £550,000. (Brennan, NYT)
- Feb. 1889 NY&LB is relaying 12.5 miles between Matawan and Long Branch with 76-lb. rail, replacing the 60-lb. rail of 1881-82; are to install track pans on the Navesink River Bridge at Red Bank; cast-iron bridges at Morgan and Oceanport Draws replaced by wrought iron. (RRGaz)
- Feb. 1889 Clearfield & Jefferson Railway opens to Horatio, three miles west of Punxsutawney. (MB- Guide shows 5/14/88)
- Feb. 1889 Rumors that PRR has purchased the Bells Gap Railroad and Clearfield & Jefferson Railroad. (NYT)
- Feb. 1889 All short bridges on PRR are to be rebuilt as brick or stone arches instead of iron because of increasing locomotive weight. (RyRegister)
- Feb. 1889 New station opens at Uniontown, Pa. (RRGaz)
- Feb. 1889 Work begins on the Ohio Connecting Railway bridge below Pittsburgh. (C&C)
- Feb. 1889 Pennsylvania Company equips a five-car train with a hot water heating system supplied from the locomotive. (RyRegister)
- Feb. 1889 A lot of oranges from Riverside, Calif., arrive in New York in Tiffany refrigerator cars. (RRGaz)
- Feb. 1889 John B. Thayer, Chief Clerk of Freight Dept., leaves the PRR for private business. (MB)
- Feb. 16, 1889 PRR stops running all freight except perishable and stock trains starting at 10:00 PM Saturday until 8:00 PM Sundays to give crews a rest period. (RyW)

- Feb. 16, 1889 Reuben F. Smith, General Agent of Cleveland & Pittsburgh Division, reports to Pennsylvania Company Executive Committee on investigation of Voluntary Relief Dept. on Lines East. (MB)
- Feb. 16, 1889 Cairo, Vincennes & Chicago Railway incorporated in Illinois by the Big Four and Vanderbilt interests for the purpose of reorganizing the Cairo Division of the old Wabash, St. Louis & Pacific Railway, running north-south between Cairo and Tilton; the tracks between Tilton and Danville have been torn up by the Wabash. (GrnBk)
- Feb. 19, 1889 Northern Central Railway makes a settlement of payments with the Baltimore Storage & Lighterage Company. (MB)
- Feb. 19, 1889 Pennsylvania Company Executive Committee authorizes purchase of Haskell Dock property near Bridge Street at Ashtabula. (MB)
- Feb. 19, 1889 General Manager James McCrea reports to CStL&P Railroad Executive Committee that the Cincinnati, Richmond & Chicago Railway has been left in a very run down condition by the Cincinnati, Hamilton & Dayton Railroad; needs new bridges, water stations, and replacing 5 miles of iron rails with 10 miles of old steel. (MB)
- Feb. 19, 1889 Christian Febiger (1845-1930) elected Pres. of the Delaware Railroad, replacing Samuel M. Felton, deceased. (AR)
- Feb. 19, 1889 Adams Express Company withdraws from Reading after two years because of its refusal to stop doing business with the United States Express Company; after trying to ship via the New Jersey Southern Railway to Bayside, N.J., and boats to Philadelphia, the United States Express Company began to ship via the Bound Brook Route in sealed box cars as "express freight"; as a result, Adams lost \$10-12,000 per month. (RyW, RyRegister, NYT)
- Feb. 19, 1889 Jay Gould resigns from the DL&W Board citing health reasons. (NYT)
- Feb. 20, 1889 Bill for railroad bridge across Kill Van Kull between New Brighton and Bergen Point introduced in New Jersey House; supposedly connected with Amboy & New York Railroad, a New York paper charter controlled by PRR, to build New Brighton and Jersey City. (NYT - is NY co., not NJ)
- Feb. 20, 1889 Trunk Line presidents adopt a new organization; Board of Presidents is to be the highest authority and is to appoint the Trunk Line Commissioner and separate passenger and freight committees; also increases the power of the Board of Arbitrators made up of the Commissioner and two others. (NYT)
- Feb. 21, 1889 New York grand jury indicts Henry S. Ives and George H. Stayner for grand

larceny in fraud on Cincinnati, Hamilton & Dayton Railroad, including a fraudulent issue of \$65,000 bonds of the Cincinnati, Richmond & Chicago Railroad; eventually a total of eight indictments are issued; in the evening, their partner Edward Wilson Woodruff is arrested in Newark. (NYT, RRGaz)

- Feb. 21, 1889 Jay Gould resigns from the Board of the DL&W. (MB)
- Feb. 23, 1889 LIRR Board authorizes increasing capital stock from \$10 million to \$12 million, to be exchanged for stock of Brooklyn & Montauk Railroad and Long Island City & Flushing Railroad. (MB)
- Feb. 24, 1889 Anthony Reckless (1821-1889), director, Secretary-Treasurer and former Pres. of NY&LB dies at Red Bank, N.J. (MB, RRGaz)
- Feb. 25, 1889 "MO" Tower placed in service at Millham Jct., N.J.; old telegraph tower at Millham Jct. moved to Menlo Park. (pr-r-fax, AR)
- Feb. 25, 1889 Four car PRR special carrying Pres.-elect Benjamin Harrison (1833-1901) to his inauguration leaves Indianapolis, running as second section of *Atlantic Express* No. 20; includes Pres. Roberts's private car No. 120 *Pennsylvania*, two Pullmans and combine-lounge from *New York & Chicago Limited*. (NYT)
- Feb. 26, 1889 Henry S. Ives and George H. Stayner plead not guilty. (NYT)
- Feb. 26, 1889 Baltimore Belt Railroad organized to build the B&O tunnels and a connection between the B&O and its isolated Philadelphia Division on the northeast side of the city; William Gilmore, who is also Pres. of the Maryland Central Railway, is elected Pres.; Richard Randolph Chief Engineer; they have already made preliminary surveys for a loop around the city from tidewater on the southwest to tidewater on the southeast at Canton. (B&O CorpHist, RRGaz)
- Feb. 27, 1889 PRR Board approves sale of \$6.02 million United New Jersey 4% General Mortgage bonds through Drexel & Co.; offers to guarantee Girard Point Storage Company bonds now in default if extend maturity date to 1937 and cut interest from 5% to 3½%; writes off stock of Shamokin Coal Company, whose charter has expired by limitations and whose property has been sold at foreclosure. (MB)
- Feb. 27, 1889 Charles W. Reiff appointed Immigrant Agent of NYP&N at New York. (Guide)
- Feb. 27, 1889 PRR signs agreement with Lehigh & Hudson River Railway and Orange County Railroad for trackage rights between Belvidere and Campbell Hall, N.Y., to access Poughkeepsie Bridge; L&HR obtains trackage rights over

PRR between Belvidere and Phillipsburg. (Val, MB)

- Feb. 27, 1889 New York court does not indict Edward Wilson Woodruff and offers him immunity in return for his testimony against Henry S. Ives and George H. Stayner. (NYT)
- Feb. 27, 1889 Detroit & State Line Wabash Railroad Company incorporated in Michigan as a partial reorganization of the Wabash, St. Louis & Pacific Railway. (ICC)
- Feb. 28, 1889 Buffalo & Geneva Railway incorporated in N.Y. in the interest of the Lehigh Valley Railroad to build from Geneva to Buffalo and Suspension Bridge; replacing an unsatisfactory charter of the same name filed on Jan. 19, 1886. (Baird)
- Mar. 1, 1889 Mineral Railroad & Mining Company Board approves conveying all the land and securities of the former Shamokin Coal Company to the Manor Real Estate & Trust Company. (MB)
- Mar. 1, 1889 Seaboard Steam Coal Association establishes system of forfeits under so-called "ironclad contract"; fails to halt price-cutting. (Lambie)
- Mar. 1, 1889 Erie & Western Transportation Company (Anchor Line) contracts with B&O to form through line on the Great Lakes, connecting with the B&O via the Erie & Pittsburgh Railroad from Erie instead of via Sandusky. (MB, RRG)
- Mar. 1, 1889 Charles Eben Fisher (1889-1972), co-founder and longtime Pres. of the Railway & Locomotive Historical Society, born at Taunton, Mass. (RRH 125)
- Mar. 1889 Rumor PRR will construct a cut-off from Medford, N.J., to Manahawkin to cut running time to Long Beach Island to 1:10. (NYT)
- Mar. 1889 Atlantic City Railroad completes new ferry house at Chestnut Street, Philadelphia. (RyW - by 3/9)
- Mar. 4, 1889 Electric City & Illinois Railway incorporated in Illinois to build from Merchants Bridge to East St. Louis. (Church)
- Mar. 4, 1889 Benjamin Harrison inaugurated as Pres.; outgoing Pres. Grover Cleveland joins Bangs, Stetson, Tracy & MacVeagh in New York, generally known as the Morgan law firm. (Strouse)
- Mar. 5, 1889 PRR runs special train leaving Washington at 2:00 AM for persons returning from inaugural balls for Pres. Benjamin Harrison. (NYT)
- Mar. 5, 1889 Commercial Exchange of Philadelphia recommends the construction of an

- independent union belt line railroad along the waterfront. (Rdg)
- Mar. 5, 1889 Reading Iron Works fails because of prostration in the iron industry. (NYT)
- Mar. 6, 1889 Last portion of Essex & Middlesex Turnpike ceded to townships. (MB)
- Mar. 6, 1889 Meeting of state and federal railroad commissioners meeting in Washington calls for annual conventions to consider and cooperate on regulatory matters. (NYT)
- Mar. 6, 1889 Robert Garrett finally departs from Ringwood, N.J. over the New York, Lake Erie & Western Railroad for Mexico. (NYT)
- Mar. 7, 1889 George B. Roberts dropped from Board of Texas & Pacific Railway; Isaac J. Wistar remains. (NYT)
- Mar. 7, 1889 Philadelphia Maritime Exchange endorses plan for a union belt line railroad. (Rdg)
- Mar. 7, 1889 Geneva & Van Etenville Railway incorporated in N.Y. to build in the interest of the Lehigh Valley Railroad between Van Etenville and Geneva. (Baird)
- Mar. 8, 1889 PRR buys Delaware Avenue Market Company property on east side of Water Street north of Vine Street for a freight station site. (RyW)
- Mar. 8, 1889 Robert Garrett arrives in Cincinnati. (NYT)
- Mar. 9, 1889 Court relaxes injunction, allowing the Wheeling & Harrisburg Railway Company of West Virginia to continue work in 20th Street, but it is later reimposed. (MB)
- Mar. 9, 1889 CStL&P Railroad agrees to build and operate Kokomo Belt Railroad; to be completed by July 1, 1889; runs to Kokomo Straw Board Works (2.5 miles); the Board of Trade of Kokomo secures the right of way, furnishes the ties, and pays for construction. (Church, C&C)
- Mar. 9, 1889 Under constant prodding from Samuel E. Morss, editor of the Indianapolis *Sentinel*, the State Senate passes a resolution for compelling the Terre Haute & Indianapolis Railroad to pay its accumulated profits over 15% to the school fund; the document mysteriously disappears and is never filed with the Secretary of State. (Dunn)
- c. Mar. 1889 PRR buys riparian tract at Greenville, Jersey City, with 1,250 feet of frontage and 420 acres under water for future terminal. (AR, NYT)

- Mar. 10, 1889 PRR carries 108,000 to inauguration of Pres. Benjamin Harrison; 210 trains of 10 cars each, up to 10 sections each; returning leave Washington night of Mar. 11 and morning of Mar. 12. (RyW)
- Mar. 10, 1889 B&O begins improved service between Jersey City and Washington with cars to western points; runs six round trips and establishes through freight service via Reading and CNJ; one train runs through in 5:45 and two in 6:00 vs. 5:32 best time on PRR. (Guide, RyW, RRGaz - this is first real through service on what becomes the Royal Blue Route)
- Mar. 11, 1889 North & West Branch Railway purchases West Nanticoke Branch (Nanticoke, Pa., to DL&W on north bank of Susquehanna River) from Susquehanna Coal Company. (Val)
- Mar. 11, 1889 "BD" Interlocking placed in service at Bristol, Pa. (PRRFAX)
- Mar. 11, 1889 PC&StL Railway Executive Committee authorizes new station at Kings Mill, Ohio, on the Little Miami Railroad. (MB)
- Mar. 11, 1889 CStL&P Railroad Executive Committee authorizes new station at Woodington, Ohio. (MB)
- Mar. 12, 1889 Bay Shore Railroad dissolved without any construction. (NJCorp)
- Mar. 12, 1889 Property of defunct Shamokin Coal Company conveyed to Manor Real Estate & Trust Co. after foreclosure sale. (MB)
- Mar. 13, 1889 PRR Board authorizes sale of train ferry *Canton* to the NYP&N, which coverts it into a car float. (MB, Keystone)
- Mar. 13, 1889 First public trial of steam heating of a passenger train by steam from the locomotive with a vacuum return on PRR special of 12 cars run between Philadelphia and Jersey City with all top officials; was result of two years experiments at Altoona under Theodore N. Ely. (NYT)
- Mar. 13, 1889 Trackage rights agreement of Erie & Pittsburgh Railroad over LS&MS between Girard Jct. and Erie changed to Girard Jct. to Dock Jct., retroactive to July 1, 1888. (Church)
- Mar. 15, 1889 Nor'easter washes out Long Beach Railroad between Manahawken and Barnegat City, N.J. (RRGaz)
- Mar. 15, 1889 Pennsylvania Company agrees with M.A. Hanna & Co. for handling ore at Ashtabula Harbor. (MB)
- Mar. 15, 1889 Robert Garrett arrives in New Orleans, en route to Mexico. (NYT)

- Mar. 1889 PRR is surveying Trenton Cut Off to Downingtown. (RyW)
- Mar. 1889 Dunbar Branch of South-West Pennsylvania Railway opens at Dunbar (1.0 mile). (Val)
- Mar. 1889 PRR crews dislike the British compound locomotive recently delivered because of difficulty in starting. (RyW)
- Mar. 1889 PRR ends experiment with British iron ties on Middle Division and in Philadelphia yards as are too expensive and not elastic enough. (RyW)
- Mar. 1889 Philadelphia Air Line Trust dissolved and control of Poughkeepsie Bridge Route vested in Delaware & New England Company, a Delaware holding company that also controls Poughkeepsie Bridge Company itself. (ICC)
- Mar. 1889 Rumor old South Mountain Railroad (Harrisburg-Hamburg) is to be revived. (NYT)
- Mar. 1889 Future Superintendent Joseph J. Rhoads (1868-) joins the PRR as a rodman, having graduated from Swarthmore College in 1888. (PRRBio)
- Mar. 1889 Future Engineer of Maintenance of Way Luther Reese Zollinger joins the PRR as a rodman. (MB)
- Mar. 12, 1889 Piedmont Air Line inaugurates *Montezuma Special*, a 4-car vestibuled train running between Washington and Mexico City on alternate Tuesdays; features the combine-lounge car *Azatlan*, the dining car *Ponce de Leon*, and the sleeping cars *Trinidad* and *Calmar*; at 2,977 miles, one of the longest sleeping car lines; cuts 100 hours off the trip. (NYT, Guide)
- Mar. 1889 Allegheny Bessemer Steel Company rolls its first rails at its new Duquesne Works at Cochran, Pa., on the PRR's Monongahela Division; as a non-union plant, it offers rails at \$26 per ton; which Andrew Carnegie then plans to meet by cutting wages. (AI&SI, Nasaw)
- Mar. 1889 Henry Clay Frick buys out Schoonmaker & Co., with 5,000 acres and 1,500 coke ovens, for \$650,000. (Warren)
- Mar. 1889 Samuel Spencer, ousted as Pres. of the B&O, joins Drexel, Morgan & Co. as its railroad adviser. (Stover, Davis - verify)
- Mar. 16, 1889 Webb compound No. 1320 *Pennsylvania* tested on East Slope on westbound mail train at head of two PRR 4-4-0's; runs back to Altoona without train. (RRGaz)

- Mar. 16, 1889 Lehigh & Eastern Railway sold at sheriff's sale to Silas W. Neuberger of New York for \$190,000. (RyRegister)
- Mar. 18, 1889 Junction Railroad fires Treasurer Robert Craven after discovering he has embezzled \$11,981 since Apr. 9, 1883; he has been failing to enter receipts and overpaying himself; his friends later repay most of the money. (MB)
- Mar. 19, 1889 Electric light plant placed in service at Jersey City station. (AR)
- Mar. 22, 1889 Edward Randolph Wood (1840-1932), a son of Richard D. Wood who owns large tracts of land in Cumberland and Atlantic Counties, agrees to build and equip a railroad from Winslow Jct. to shore points between Sea Isle City and Cape May, which is to be operated by Philadelphia & Atlantic City Railroad. (Rdg)
- Mar. 23, 1889 Delaware & Schuylkill Market Company incorporated; to build and operate market house between Dock & Spruce Streets on Delaware Avenue. (MB)
- Mar. 1889 PRR System Shop Committee visits various machinery manufacturers in Ohio to select tools for new shops at Altoona. (RRGaz)
- Mar. 1889 Hartford stockholders of the Hartford & Connecticut Western Railroad object to building an extension to Springfield, Mass., necessary to make a better through route; Hartford had subscribed \$750,000 to the company while Springfield did nothing. (RRGaz)
- Mar. 24, 1889 John Scott (1821-1889), Pres. of Allegheny Valley Railroad and an early backer of Andrew Carnegie, dies of pneumonia at Pittsburgh. (AR, RyW, NCAB)
- Mar. 25, 1889 Robert W. Smith named Treasurer of Junction Railroad, replacing Robert Craven, fired. (MB)
- Mar. 25, 1889 Baltimore & Delaware Bay Railroad Board declares Pres. Robert Garrett *non compos mentis*; John F. Bingham (1845?-1891) named Pres. pro-tem. (MB)
- Mar. 25, 1889 Hartford Board of Trade opposes the Hartford & Connecticut Western Railroad plan to issue new bonds to a Philadelphia syndicate to build the extension to Springfield. (NYT)
- Mar. 26, 1889 General Superintendent R.E. Pettit announces railroad business is falling off and that PRR will begin to reduce expenses. (NYT)
- Mar. 27, 1889 Rochester, Beaver Falls & Western Railway incorporated in Pa. under articles dated Mar. 26 to build line from Pittsburgh & Western Railroad in Wayne Township to Rochester, about 15 miles; Joseph Wood, Pres. (Church,

C&C)

- Mar. 27, 1889 Delaware & Schuylkill Market Company organized; authorizes purchase of property of Delaware Avenue Market Company. (MB)
- Mar. 27, 1889 William H. Barnes named Pres. pro-tem of the Allegheny Valley Railroad. (AR)
- Mar. 27, 1889 Westinghouse Air Brake Company begins work on new machine shop at Wilmerding, 14 miles east of Pittsburgh on the PRR main line; works to be relocated there from Allegheny by Aug. 1; East Pittsburgh Improvement Company is laying out a model company town. (NYT)
- Mar. 28, 1889 Daniel Lord, Jr., elected to LIRR Board. (MB)
- Mar. 28, 1889 Lebanon Belt Railway incorporated in Pa. under articles dated Mar. 23; Robert H. Coleman, Pres.; line completed by Cornwall & Lebanon Railroad. (C&C)
- Mar. 28, 1889 Future motive power officer George C. Bishop (1871-) joins the PRR as an apprentice in the West Philadelphia Shops. (PRRBio)
- Mar. 28, 1889 Philadelphia City Councils kill Reading Terminal bill. (RyW)
- Mar. 28, 1889 Richmond & Danville Railroad agrees for trackage rights over Alexandria & Washington Railway and Baltimore & Potomac Railroad to reach the B&P station in Washington. (MB, Harrison)
- Mar. 29, 1889 Atlantic City Railroad incorporated in New Jersey as merger of Philadelphia & Atlantic City Railroad, Williamstown & Delaware River Railroad, Glassboro Railroad, Camden, Gloucester & Mount Ephraim Railway, and Kaighns Point Terminal Railroad, under agreement of Mar. 26, 1889; unified operations begin Apr. 1; CNJ receives \$172,000 in ACRR bonds and \$500 cash for its holdings of P&AC bonds and scrip. (MB, Val, Circ)
- Mar. 29, 1889 CStL&P Railroad Executive Committee authorizes new station at Dunkirk, Ind. (MB)
- Mar. 30, 1889 First shipment of southern strawberries arrives at New York via PRR. (RyW)
- Mar. 30, 1889 Kinzua Valley Railroad Company incorporated in Pa. to build from Riderville on New York, Lake Erie & Western Coal & Railroad Company to Morrisons on the Bradford Railway; S. S. Bullis, Pres. (Corp Hist, C&C)
- Mar. 30, 1889 Pittsburgh, Youngstown & Ashtabula Railway Board first authorizes the development of a low grade line along the Beaver River between Rochester

and Kenwood. (CE, Church)

- Mar. 31, 1889 Future PRR Operating Dept. officer John Columbus Rill (1889-1982) born at Patapsco, Md. (ancestry.com)
- Apr. 1, 1889 Col. Frederick Gerker surrenders lease of the Baltimore & Delaware Bay Railroad; supposedly refuses an offer of the company to sell it to him for \$275,000. (Usilton)
- Apr. 1, 1889 Headquarters of Western Pennsylvania Division (A.P. Kirtland, Supt.) moved from Blairsville to Allegheny. (Guide,)
- Apr. 1, 1889 New general office building opens at Williamsport for P&E Grand Division. (AR)
- Apr. 1, 1889 Pennsylvania Canal reopens for season; on 1888 petition of boatmen, is no longer open for night running; lock tenders had been on call 24 hours a day. (AR)
- Apr. 1, 1889 Pres. George B. Roberts receives report recommending rebuilding the old line between LaCrosse and Valparaiso, Ind., as a short cut for the Panhandle Line. (RyRegister)
- Apr. 1, 1889 Trenton renamed Tuscarawas on PC&StL Railway. (Guide)
- Apr. 1, 1889 George H. Daniels (1842-1908), a former patent medicine salesman, passenger department employee of the Milwaukee Road and Wabash, and currently Vice Chairman of the Central Traffic Association and Chairman of the Chicago Eastbound Passenger Committee, becomes General Passenger Agent of NYC&HR, replacing Henry Monett, deceased; serves until 1907; his aggressive promotion of new services makes NYC&HR the dominant passenger carrier between New York and the Midwest. (Guide, RRGaz, NYT)
- Apr. 1, 1889 Maryland revokes charter of B&O Employes' Relief Association; continued as a department of the railroad; all but about 850 of 21,000 members assign their claims against the Association to the B&O and become members of its Relief Dept. (AR, NYT)
- Apr. 1, 1889 James H. Allport moves from Philipsburg, Pa., to northern Cambria County to work on locations for the PRR. (Gable)
- Apr. 1889 Pullman's Palace Car Company establishes lines of second class and tourist sleeping cars between Boston and Baltimore on the east, and Oakland Pier, Calif., on the west. (RyRegister)

- Apr. 2, 1889 Long Island City & Flushing Railroad (Whitestone-Whitestone Landing, Hunters Point-Great Neck and Great Neck Jct.-Creedmoor) merged into LIRR. (Val, AR)
- Apr. 2, 1889 Benjamin Franklin Jones (1824-1903) of Jones & Laughlin and others file in U.S. Circuit Court for appointment of co-receiver for Allegheny Valley Railroad in place of John Scott, deceased; other receiver is William H. Barnes; charge AV is managed in interest of PRR and not of its stockholders. (NYT)
- Apr. 3, 1889 Pres. Roberts, VP's and department heads confer in Pittsburgh; Roberts makes public statement that last year was not favorable and prospects for 1889 are not better; says PRR will reduce expenses but not cut wages or rates. (NYT)
- Apr. 3, 1889 New Inman & International liner *City of Paris* leaves Liverpool on maiden voyage to New York; it is the first liner to make the crossing in under 6 days. (Flayhart, Moyer/Keystone)
- Apr. 1889 Arbitrator Judge _ Arnold rejects PRR's claim of \$650,000 each against the Philadelphia & Erie Railroad and Northern Central Railway for their shares in the guarantee of the Allegheny Valley Low Grade bonds. (RyRegister - wk pre 4/5 - can verify in PhilInq)
- Apr. 5, 1889 James Callery (1833-1889), Pres. of Pittsburgh & Western Railroad, dies suddenly. (Guide)
- Apr. 8, 1889 PRR Road Committee approves location of Hawkins Branch. (MB)
- Apr. 8, 1889 Andrew Carnegie makes a prepared speech to the Pennsylvania Legislature in which he accuses the PRR of strangling certain Pennsylvania industries by its high local rates; it is unclear whether this tirade was brought on by only getting 60% back on the South Pennsylvania Railroad deal; Carnegie claims the PRR pressured Cornelius and William K. Vanderbilt into buying out the other South Penn stockholders and that the money they received came out of the PRR surplus; Carnegie manipulates figures to "prove" that the PRR's rates and profits are unreasonably high, where in fact its average rates are lower than the other Trunk Lines and have been falling for years; Carnegie also neglects to mention his own enormous profits. (NYT, C&FC, RyW, RyRegister, Nasaw)
- Apr. 10, 1889 PRR Board votes to subscribe \$2,500 to the stock of the Altoona Mechanics Library. (MB)
- Apr. 10, 1889 Ralph Bagaley's Pittsburgh *Chronicle-Telegraph* prints an article denouncing Andrew Carnegie for his double-dealing in refusing to sign the South

- Pennsylvania reorganization agreement; credits Bagaley with conceiving the South Penn scheme in 1879. (NYT)
- Apr. 10, 1889 General Time Convention adopts revised car mileage and per diem rules. (MB)
- Apr. 12, 1889 In interview at Pittsburgh, Franklin B. Gowen states that he thought Andrew Carnegie never really intended to build the South Pennsylvania Railroad but only use the threat to win better rates from the PRR for himself. (NYT)
- Apr. 12, 1889 Prospect Park & Coney Island Railroad agrees with Brooklyn, Bath & West End Railroad; PP&CI is to build extension from Gravesend Avenue to 38th Street; Union Elevated Railroad Company of Brooklyn is to extend its 5th Avenue El to 36th Street and all three lines are to build a union depot at 5th Avenue & 36th Street; PP&CI and BB&WE are to connect tracks at Coney Island. (CorpHist, NYState)
- Apr. 12, 1889 Ohio authorizes abandonment of Wabash & Erie Canal in Ohio west of Defiance.
- Apr. 15, 1889 Asa Philip Randolph (1889-1979), founder of the Brotherhood of Sleeping Car Porters, born at Crescent City, Fla. (WwasW)
- Apr. 1889 Chelsea Branch Railroad opens at Atlantic City between Thorofare bridge and new excursion house of Sea View Hotel Company near Providence Avenue; operated by Camden & Atlantic Railroad without agreement. (Guide has 6/20/89 - Val has 12/89)
- Apr. 1889 Pullman's Palace Car Company has acquired Woodruff parlor cars used on LIRR, Reading, CNJ and other roads. (RyW - see above)
- Apr. 1889 Wilkes-Barre & Western Railroad completed from Watsontown to Millville; contract has been let for extension to Shickshinny; is to form a link between the Beech Creek Railroad and the DL&W. (RyW)
- Apr. 1889 General Managers Association of Chicago established by the 23 railroads entering Chicago for better coordinating their operations; suspends later in the year and revived in 1892. (RRGaz)
- Apr. 16, 1889 Hudson Tunnel Railway issues £550,000 new bonds for sale in England. (RyW)
- Apr. 16, 1889 Voluntary Relief Dept. (VRD) of Pennsylvania Lines West of Pittsburgh established for employees of Pennsylvania Company, PC&StL and CStL&P, effective July 1. (MB, Church)

- Apr. 16, 1889 CStL&P Railroad Executive Committee authorizes a connection with the Santa Fe at 26th Street, Chicago. (MB)
- Apr. 16, 1889 New Reading Terminal ordinance sent to Philadelphia City Councils. (RyW)
- Apr. 16, 1889 Richmond & Alleghany Railroad sold at foreclosure to the bondholders. (RRH 88)
- Apr. 17, 1889 Ferryboat *New Brunswick* burns from fire started by dynamo as it is about to depart from Jersey City for Debrosses Street; towed to Harsimus Cove where it sinks; is later raised and rebuilt as a two-decker. (HC, AR, RRGaz)
- Apr. 17, 1889 Atlantic City Railroad organized; Austin Corbin, Pres. (MB)
- Apr. 17, 1889 Cleveland, Akron & Columbus Railway authorizes construction of the Turkey Foot Branch, 3.6 miles, to the lands of the Brewster Coal Company. (MB)
- Apr. 17, 1889 Lake Erie & Western Railroad obstructs crossing of Kokomo Belt Railroad by chaining a locomotive in place; stopped by injunction. (RRG)
- Apr. 17, 1889 ICC orders eastern railroads, including PRR, to appear in Washington on May 3 to answer questions about their use of free passes. (NYT)
- Apr. 17, 1889 U.S. Circuit Court at Chicago rules that the Sessions patent for the car vestibule is valid and that the Wagner Palace Car Company has infringed on it and must desist by May 20; grants a permanent injunction. (NYT, RRGaz)
- Apr. 18, 1889 Committee of Connecticut Legislature reports against Housatonic Railroad being allowed to build parallel to the New Haven between Bridgeport and the New York state line. (RRGaz)
- Apr. 18, 1889 Delaware & New England Company incorporated in Delaware as a holding company for the Poughkeepsie Bridge route by John S. Wilson, Charlemagne Tower, Jr., Stephen A. Caldwell, John W. Brock, Arthur Brock, W.W. Gibbs, Joseph F. Sinnott, Charles F. Berwind, et al.; capitalized at \$800,000. (PL, RRGaz)
- Apr. 20, 1889 Sandusky & Columbus, Lake Erie & Southern Short Line Railway incorporated in Ohio under articles dated Apr. 12 to build from Sandusky to Columbus; promoted by W. E. Guerin of Columbus. (Church, GrnBk, JRLytle)
- Apr. 21, 1889 NYP&N engine house at Cape Charles destroyed by fire, along with two locomotives and a passenger car. (MB)

- Apr. 22, 1889 Atlantic City Railroad establishes ticket agency at Pennsylvania & Baltic Avenues in Atlantic City. (Rdg)
- Apr. 22, 1889 Trunk Lines set dressed beef rate at 50 cents per cwt. effective May 1, but B&O has already contracted with Armour and Swift at 45 cents. (NYT)
- Apr. 22, 1889 Hartford & Connecticut Western Railroad Board approves route for extension from Simsbury to Springfield, Mass., and connection with Boston & Albany Railroad. (NYT)
- Apr. 23, 1889 Glenwood Coal Company incorporated in Pa.; opens mines at Glen Campbell, the first coal mining town established in Indiana County, Pa. (PaCorps, Stewart)
- Apr. 24, 1889 Unfinished Rockaway Beach Hotel sold at auction by Morton, Bliss & Co. and Drexel, Morgan & Co. to C.F. Southard & Co., dealers in building materials, for \$27,000; cost over \$500,000 but too large to be operated profitably; hotel is demolished during the summer. (NYT)
- Apr. 24, 1889 Camden & Atlantic electrifies street railroad on Atlantic Avenue, Atlantic City, between Inlet and Kentucky Avenue.
- Apr. 1889 Camden & Atlantic Railroad electrifies horse car line in Atlantic City from Inlet to new Sea View Excursion House; double track on Atlantic Avenue extended from California Avenue to Excursion House south of Albany Avenue. (AR)
- Apr. 1889 Camden & Atlantic Railroad ceases operating main line steam trains on the Atlantic Avenue track to the Inlet in Atlantic City. (Butler)
- Apr. 1889 George H. Daniels stages a press exhibit of NYC&HR's new train of baggage-club car, 14-2 sleeper, 10-compartment sleeper, diner and two parlor cars at Grand Central Depot. (RyRegister - not in NYT - wk pre. 4/27)
- Apr. 26, 1889 Cleveland, Akron & Columbus Railway agrees with Brewster Coal Company to build Turkey Foot Branch in Franklin Township, Summit County. (Church)
- Apr. 27, 1889 Lackawanna & Pittsburgh Railroad, which has not operated for some time, sold at foreclosure to purchasing committee of old stockholders for \$25,000; is standard gauge from Swain's to Angelica and Belfast Jct. (Rockville) and narrow gauge from Angelica to Olean?. (RRGaz, ICC)
- Apr. 28, 1889 PRR carries 50,000 persons to New York City for centennial ceremonies in 21 trains of average of 11 cars each; 17 special trains run from West and South on B&O-CNJ route; most passengers are militia companies from all over the country. (NYT)

- Apr. 28, 1889 Vanderbilt lines begin operating only perishable freight trains on Sundays under plan pushed by Cornelius Vanderbilt. (NYT)
- Apr. 29, 1889 PRR carries Pres. Benjamin Harrison, cabinet, and Supreme Court in 9-car special train from Washington to Elizabethport, retracing journey of Pres. Washington to inauguration in New York 100 years earlier; Harrison travels in VP Frank Thomson's car No. 60; other cars are *Etruria*, *Pelion*, *Continental*, *England*, *France*, *America* and *Premier*; PRR No. 21 hauls train through from Washington to Elizabethport, running over CNJ from Elizabeth; leaves Washington at 1:00 AM and arrives at Elizabethport at 10:00 AM; party travels from Elizabethport to the foot of Wall Street by boat, escorted by a large flotilla of harbor vessels for spectators, followed by a naval parade on the Hudson and East Rivers; operation is supervised by VP Frank Thomson; return Jersey City to Washington on May 1. (NYT, RyW, MB, Withers)
- Apr. 29, 1889 American Improvement & Construction Company incorporated in Connecticut; it becomes the holding company for the railroads comprising the Atlantic Coast Line. (Dozier)
- May 1, 1889 New lessee Emil Thielens of Philadelphia begins rebuilding Baltimore & Delaware Bay Railroad between Chestertown and Bombay Hook. (RyW)
- May 1, 1889 Robert L. Holliday named Superintendent of Lewistown Division, replacing William M. Phillips, resigned after 20 years; W. Heyward Myers named Superintendent of Bedford Division, replacing Holliday. (AR, RRGaz)
- May 1, 1889 Frank C. Thayer appointed Assistant Superintendent of Lines West VRD; D.C. Copperstone appointed Assistant Auditor of Disbursements, replacing Thayer. (MB)
- May 1, 1889 Union Line leases office at Kansas City. (MB)
- May 1, 1889 Former PRR Mechanical Engineer John Wills Cloud elected Secretary of Master Car Builders Association. (RRGaz)
- May 1, 1889 Future transportation officer William L. Burt (1870-) joins the PRR as a rodman on the New Jersey Grand Division. (PRRBio)
- May 1, 1889 W.W. Gibbs, Henry C. Gibson, Arthur Brock, et al., announce that they have bought control of the old South Mountain Railroad and will construct a line from Harrisburg to the Lehigh River leading to the Poughkeepsie Bridge. (NYT)
- May 2, 1889 B&O begins shipping freight to and from Anchor Line at Erie via Erie &

- Pittsburgh Railroad. (RRGaz)
- May 2, 1889 PC&StL Railway Executive Committee authorizes construction of a yard at Cincinnati along the river between Parsons, Washington, Collard, Whitaker & Liberty Streets. (MB)
- May 3, 1889 Atlantic City Railroad contracts for new station in Atlantic City. (MB)
- May 3, 1889 Circuit Court of Hamilton County rules that claim of George Mathers heirs for unpaid 1870 right of way contract is first lien on Cincinnati Railway Tunnel Company. (Church)
- May 3, 1889 New Haven contracts with Harlan & Hollingsworth for a new train ferry *Maryland* to replace the one destroyed by fire. (BethStl)
- May 4, 1889 Plan of Market Street Underground Railroad presented to Board. (MB)
- May 4, 1889 A.W. Dunning is elected Secretary, Auditor & Treasurer of the Cleveland, Akron & Columbus Railway, replacing C.W. Schaap, resigned. (MB)
- May 4, 1889 North Chicago Rolling Mill Company, Joliet Steel Company and Union Steel Company merge to form the Illinois Steel Company; within five years, it becomes the major Midwestern steel company and second only to the Carnegie interests in productive capacity; Orrin W. Potter (1836-1907) of the North Chicago Rolling Mill Company is Pres. (RyW, Walker, Paskoff ed)
- May 5, 1889 Future motive power officer John M. Henry (1873-) joins the PRR as a special apprentice at the Altoona Shops. (PRRBio)
- May 5, 1889 New Haven opens new station at Hartford. (NYT)
- May 5, 1889 Standard Oil interests begin construction of what will be at the time the largest refinery in the U.S., complete with company town, at Whiting, Ind., 17 miles east of Chicago to refine Lima crude; ownership is kept secret and then vested in a new Standard Oil Company (Indiana). (Williamson/Daum, Hidy&Hidy)
- May 6, 1889 At a convention in Atlanta, the Order of United Machinists & Mechanical Engineers is reorganized as the National Association of Machinists. (DeptofLabor)
- May 6, 1889 Exposition Universelle de 1889 opens in Paris commemorating the centennial of the French Revolution; includes the Eiffel Tower, then the tallest structure in the world; the enormous Gallery of Machines has the widest clear span truss roof, exceeding that of Broad Street Station; PRR exhibits sections of passenger and freight cars, rails and wheels and photos. (RRGaz)

- May 7, 1889 Pennsylvania act permits Pennsylvania Canal Company to abandon Juniata Division Canal between Huntingdon and Newton Hamilton. (PL)
- May 7, 1889 Lackawanna & Southwestern Railroad incorporated in N.Y. as reorganization of Lackawanna & Pittsburgh Railroad; still controlled by Clark, Post & Martin and George D. Chapman interests; leased line of WNY&P between Nunda Jct. and Swains remains out of service; only portion in operation is between Hornellsville Jct. and Perkinsville (Wayland) by trains of the Rochester, Hornellsville & Lackawanna Railroad. (NYState, ICC, RRH 92)
- May 7, 1889 Inman & International liner *City of Paris* arrives in New York on second voyage having taken the Blue Riband for the record crossing from Cunard's *Etruria*; crossed in 5:23:07; later makes first crossings of Atlantic in under five days. (Flayhart)
- May 8, 1889 Raritan River Railroad attempts to cross the land of brick maker Edward Furman at Sayreville; resistance leads to a riot in which one of Furman's employees is killed. (NYT)
- May 9, 1889 Four Trunk Line presidents appear before Senate Interstate Commerce Committee headed by Sen. Shelby M. Cullom; Pres. Roberts complains that Canadian roads like the Grand Trunk Railway are outside U.S. regulation; defends Trunk Line Association. (NYT)
- May 9, 1889 R.W. Downing reports to Second VP Joseph N. Du Barry that the books of the Queen Anne's & Kent Railroad have been kept very irregularly, particularly before 1881. (MB)
- May 9, 1889 New Jersey passes an amendment to its incorporation law allowing New Jersey corporations to own real or personal property in other states; this opens the way for forming holding companies under New Jersey law for the purpose of effecting horizontal and vertical industrial combinations. (PL)
- May 10, 1889 Camden & Atlantic Railroad ceases operating mule-drawn cars on Atlantic Avenue. (Andrew - verify)
- May 10, 1889 Philadelphia Belt Line Railroad Company incorporated in interest of Reading to build freight line along Philadelphia waterfront from Point Breeze around to Cottman Avenue; backed by merchants and shippers who want to break PRR's monopoly of access to most of the waterfront; 51% of the stock is owned by the Board of Trade & Commercial Exchange to prevent one of the existing railroads from getting control. (Val, PBLRR, RyW)
- May 10, 1889 Robert Pitcairn makes speech to International Convention of YMCA; helps convince railroad presidents to support railroad YMCA movement. (Wilson)

- May 10, 1889 High winds blow down engine houses at Mount Holly Jct. and Island Heights, N.J. (AR)
- May 10, 1889 George J. Jones elected Pres. of the Smyrna & Delaware Bay Railroad, replacing John F. Bingham; \$100,000 in bonds issued; no further meetings until 1900. (MB)
- May 10, 1889 Andrew Carnegie, in interview at Pittsburgh, directs most of his anti-PRR animus at VP J.N. McCullough and William Stewart of Pennsylvania Company; (NYT)
- May 11, 1889 New Board elected for Baltimore & Delaware Bay Railroad, adding new CNJ men, including Pres. J. Rogers Maxwell and lessee Emil Thielens, and eliminating B&O men; Robert W. DeForest conveys to the B&DB 74,998 shares of the Smyrna & Delaware Bay Railroad, \$100,000 Purchase Money bonds, and all real estate in return for \$250,000 of a new \$375,000 B&DB bond issue; no interest is ever paid on these bonds. (MB)
- May 11, 1889 All-Pullman, extra-fare *Golden Gate Special* makes last run between San Francisco/Oakland and Omaha; a number of its deluxe cars are assigned to the PRR's *New York & Chicago Limited* later in the year. (Beebe/Trains)
- May 12, 1889 Atlantic City Railroad opens new terminal at Arkansas Avenue in Atlantic City, replacing the one at Missouri Avenue. (ACUnion)
- May 12, 1889 Chesapeake & Ohio Railway inaugurates *The Famous F.F.V. Limited*, Nos. 3-4, as a through, vestibuled, all-Pullman train of one combine, two coaches and two sleeping cars between Jersey City and Cincinnati via C&O from Washington in 26:00; initials stand for "First Families of Virginia" and also "Fast Flying Virginian"; called by local railroaders the "Yaller Dog" because of its orange, maroon and black cars with red wheels and trim. (NYT, Guide, Turner, Frazier)
- May 12, 1889 Electus B. Litchfield (1813-1889), railroad and real estate entrepreneur, dies of pneumonia at his home in Brooklyn six months after suffering a stroke. (BrklnEgle, RRGaz)
- May 13, 1889 U.S. Supreme Court upholds lower court judgement against PC&StL Railway of \$118,077 in deficit of Keokuk & Hamilton Bridge Company, plus \$85,912 in interest and costs. (Church)
- May. 13, 1889 Gen. Edward M. Biddle (1808-1889), Secretary-Treasurer of Cumberland Valley Railroad since 1839-40, dies at Carlisle. (RRGaz, BioAnnalsCumbCo)

- May 13, 1889 Certain lines of the former Wabash, St. Louis & Pacific Railway in Michigan conveyed to the Detroit & State Line Wabash Railroad Company. (ICC)
- May 13, 1889 Wabash Eastern Railway Company of Illinois incorporated as a partial reorganization of the Wabash, St. Louis & Pacific Railway. (ICC)
- May 14, 1889 Sandusky & Columbus, Lake Erie & Southern Short Line Railway organized; John McKelvery, Pres. (Church, C&C, GrnBk)
- May 14, 1889 Reading tests first of 10 large camelbacks in Camden-Atlantic City service. (RyW)
- May 14, 1889 Frank L. Hall elected Pres. of the Baltimore & Delaware Bay Railroad, replacing John F. Bingham; Board approves a traffic contract with the CNJ; announce that the company will spend \$100,000 to extend to Tolchester Beach and reopen the car float to the New Jersey Southern Railway at Bayside for fruit traffic; various moves to “boom” the property are designed to entice the PRR into buying the line at a good price. (MB, RRGaz)
- May 14, 1889 Gen. Adna Anderson (1827-1889), former Chief Engineer & Superintendent of U.S. Military Railroads during the Civil War, commits suicide at a Philadelphia hotel. (RRGaz)
- May 15, 1889 Hearings held at Titusville in the ICC proceeding of *Independent Producers Association of Titusville and Oil City v. The Western New York & Pennsylvania Railroad Co., et al.* over discrimination in rates charged on refined oil to seaboard; Franklin B. Gowen appears as counsel for the refiners and confronts the PRR with evidence of their contract with the Standard Oil Company guaranteeing them 26% of the revenues of oil traffic to the seaboard; PRR representatives admit the existence of the contract but decline to produce it under the Fifth Amendment; under much probing, Gowen gets them to reveal that the cost of pipeline transportation for Standard is 6-10 cents a bbl. (Johnson - verify 5 ICC 415, NYT?)
- May 15, 1889 Col. Frederick Gerker (1833?-1889), former lessee of the Baltimore & Delaware Bay Railroad and Collector of Internal Revenue, dies at Philadelphia of a stroke. (PubLdgr, findagrave)
- May 15, 1889 B&O investigating committee issues report recommending complete revamping of accounts, the hiring of a comptroller and cutting all unnecessary expenses. (NYT)
- May 1889 Webb compound No. 1320 *Pennsylvania* completes two to three weeks of tests on Pittsburgh Division; not satisfactory; then sent to PFW&C; is in charge of a British engineer and a mechanic from Crewe; engineers at Pittsburgh have informed Superintendent Robert Pitcairn that it is inferior to

- other locomotives. (RyW, RyRegister)
- May 1889 PRR tests Webb compound "Dreadnought" on Paoli locals after test over the Hill; locomotive is too light and can't take grades; the workmanship and fuel efficiency are considered excellent, but it cannot cope with the heavier American trains. (RyW, CCHS, RyMag)
- May 1889 Henry D. Welsh (1824-1896) elected Pres. of Allegheny Valley Railroad, replacing William H. Barnes, pro-tem. (AR)
- May 1889 Atlantic City Railroad orders 60 new coaches for summer service. (RyW)
- May 1889 Reading demands it be allowed to operate the River Front Railroad under original agreement under which it and PRR alternate years; Reading had yielded its right in 1887 when it was in receivership; PRR refuses to surrender line. (RyW)
- May 1889 New Haven secures a controlling interest in New York, Providence & Boston Railroad. (RyRegister)
- May 1889 Rumors that the CNJ will extend the Baltimore & Delaware Bay Railroad to Tolchester Beach, opposite Baltimore. (RyRegister)
- May? 1889 Cincinnati, Lebanon & Northern Railway completes third rail for standard gauge between Cincinnati and East Norwood, permitting it to interchange with the Ohio & North Western Railroad and the Baltimore & Ohio Southwestern Railroad at East Norwood. (AR)
- May 1889 Edison General Electric Company incorporated in N.J. with a capital of \$12 million by Henry Villard, who becomes Pres., with the financial backing of Drexel, Morgan & Co. and the Deutsche Bank; it combines the original Edison Electric Light Company, the Edison Machine Company, and the Edison Lamp Company, with Edison's personal secretary Samuel Insull (1859-1938) in charge and its main facility in Schenectady, N.Y.; it then absorbs the Sprague Electric Railway & Motor Company. (Strouse, Hammond - verify NJCorps)
- May 16, 1889 Cleveland, Akron & Columbus Railway files location for its Turkey Foot Branch, Clinton to Brewster Coal Mine near Turkey Foot Lake in Summit County, Ohio. (Church)
- May 17, 1889 Toledo Western Railroad Company incorporated in Ohio, and Wabash Eastern Railway Company of Indiana incorporated as a partial reorganization of the Wabash, St. Louis & Pacific Railway. (ICC)
- May 1889 LIRR completes double track on Flushing Branch between Winfield Jct. and

Whitestone Jct.

- May 1889 Hudson Tunnel Railway resumes work at Jersey City; new contract to S. Pearson & Son, who had built Firth of Forth Bridge in Scotland; William R. Hutton (1826-1901) of U.S. as engineer and Sir John Fowler (1817-1898) and Sir Benjamin Baker (1840-1907) as consultants; they assign E.W. Moir to direct the actual construction; marks beginning of direct British involvement and importation of latest British tunneling technology, including substitution of a Greathead shield and thick cast iron lining in place of masonry. (Guide - RTinNYC says contr. was in 1888 - verify - Brennan says contract in 11/89)
- May 18, 1889 Charles R. Lewis (1856-1937), his father William R. Lewis, and brothers Andrew I. Lewis and Franklin C. Lewis, buy the steamboat *John E. Tygart* from the Philadelphia & Smyrna Transportation Company for use between Baltimore and the lower Potomac River. (Holly)
- May 19, 1889 Summer-only Pullman parlor car established between Philadelphia and Roanoke via Hagerstown on trains No. 1-2. (Guide)
- May 19, 1889 PFW&C locomotive No. 200 makes fast run with *Pennsylvania Limited* between Chicago and Fort Wayne in 2:59; speed up to 71 MPH. (RRGaz)
- May 19, 1889 Maryland Central Railway and York & Peach Bottom Railway begin through (narrow gauge) service between Baltimore and York. (RRGaz)
- May 20, 1889 PRR begins advertising itself as the "Standard Railway (later Railroad) of America"; notes all main lines are protected by interlockings and the block system. (NYT)
- May 20, 1889 Elizabeth (N.J.) City Council refuses PRR request to close Railroad Avenue to for new station unless PRR eliminates all grade crossings through city; no agreement reached. (NYT)
- May 20, 1889 PRR and Pittsburg & Lake Erie Railroad cut iron ore rates from Cleveland, Fairport and Ashtabula to Pittsburgh from \$1.25 per ton to \$1.05 to meet competition of Chicago steel mills. (NYT)
- May 20, 1889 Chesapeake & Ohio Railway assumes operation of Richmond & Alleghany Railroad under lease, giving it a low-grade line for coal to tidewater, avoiding the original Virginia Central Railroad line over the Blue Ridge. (AR, Nelson)
- May. 21, 1889 Pres. Roberts and other officers leave for a three-day tour of the PRR's anthracite coal mines. (RyW)

- May 21, 1889 Atlantic City Railroad contracts for additions to its Kaighns Point Terminal in Camden. (MB)
- May 21, 1889 First special train with officials passes over Hudson Connecting Railroad from Campbell Hall to the west bank of the Hudson River and over te Poughkeepsie Bridge to Poughkeepsie; train consists of two Central New England & Western coaches and the private car of NYO&W Pres. Thomas P. Fowler; Philadelphia directors have arrived at Campbell Hall via PRR, West Shore and NYO&W. (NYT)
- May 23, 1889 Philadelphia Select Council passes Reading Terminal ordinance but with amendments that render it unacceptable to the Reading. (RyW)
- May 23, 1889 Lines of the former Wabash, St. Louis & Pacific Railway in Illinois conveyed to Wabash Eastern Railway Company of Illinois; lines in Indiana to the Wabash Eastern Railway Company of Indiana; portion of lines in Ohio conveyed to Toledo Western Railroad. (ICC)
- May 25, 1889 First revenue train over Poughkeepsie Bridge is Barnum's Circus train of 40 cars, followed by a coal train. (RyW)
- May 27, 1889 Choptank Steamboat Company of Baltimore City begins operating a line between Baltimore and Seaford, Del., on the Nanticoke River, running three times a week, in addition to its line on the Choptank River; uses the chartered screw freighter *Conoho* until a new boat can be built to allow the company to cover both rivers. (BaltAm, Burgess)
- May 27, 1889 Terre Haute & Indianapolis Railroad Board accepts the offer of the Indiana & Lake Michigan Railway to build from South Bend to St. Joseph, to be operated by the TH&I, the TH&I to furnish one construction locomotive and cars and to guarantee \$480,000 in bonds. (MB)
- May 28, 1889 Oil City & Ridgway Railway & Mining Company holds last stockholders' meeting; line is abandoned by the end of the year, although the company remains as a shell until 1911. (PaState)
- May 28, 1889 PRR Dept. of the YMCA of Harrisburg founded. (PRRMN)
- May 28, 1889 A storm front with heavy rains forms over Kansas and Nebraska and moves quickly eastward. (Richards, Kaktins)
- May 29, 1889 Atlantic Coast Line Company incorporated in Connecticut as a holding company for Atlantic Coast Line system. (Splawn)
- May 30, 1889 In the afternoon, heavy rains begin at Johnstown and Williamsport, Pa., at 3:00 PM and reach Harrisburg two hours later; continue for 24-36 hours

dumping more than 4"-8" of rain on already saturated ground; heaviest rainfall is on the east side of the mountain between the Allegheny Divide and Harrisburg; at Williamsport, 7.01" of rain falls between 3:00 PM on May 30 and 4:00 AM of June 1, coming on top of 9.08" during the month of May; the Johnstown area receives 5-6 inches, and the South Fork watershed about 6-7 inches; numerous washouts occur on all PRR lines between the Allegheny Mountain and the Susquehanna River. (Richards, Watkins, Meginness/Lycoming, Kaktins)

May 31, 1889 At 8:35 AM, No. 12 Mail is stopped at Conemaugh station; at 10:30 AM, the first section of No. 8 *Day Express* is stopped at Conemaugh station by a landslide ahead, followed by the second section; at 12:30 PM, the operator at South Fork sends warning of high water in the reservoir to Superintendent Pitcairn; sends second warning that the dam has been overtopped at 2:00 PM. (Watkins, Richards)

May 31, 1889 About 17 hours into the storm, the poorly-rebuilt and maintained dam of the old Western Division reservoir used as a vacation spot by Pittsburgh's elite families in The South Fork Fishing & Hunting Club of Pittsburgh bursts, causing the Johnstown Flood, the greatest man-made disaster of the 19th century with 2,295 killed; the central part of the dam, rebuilt by the Club, fails catastrophically through percolation and releases 495 million cubic feet (over 15.5 million tons) of water creating a "great wave" at 30 to 90 feet high, which begins at the reservoir at about 2:50 PM and moves downstream at about 12 MPH; the severity of the damage results from the force of this enormous mass falling at the rate of 53 feet per mile; *New York & Chicago Limited* No. 2, stopped at South Fork, is able to outrun the flood up to Summerhill, where it is stranded until June 1; the flood is first obstructed by the original single-arch Big Viaduct of the Allegheny Portage Railroad, which ponds the flood waters to a depth of 90 feet before failing; the wave reaches "AO" Tower near Bridge No. 6 at about 3:40, where it again ponds until the bridge fails; the wave arrives at East Conemaugh at 3:50 where it catches the three stopped PRR trains; 26 killed on the first section of the *Day Express*, most trying to flee up the mountain, and some in a car which is washed away; 3 passengers and a Pullman porter on the second section are killed while attempting to flee; 17 of 30 bodies are never recovered; at least five freight trains are also engulfed; the flood arrives at the PRR's Johnstown bridge at 4:10 PM; this stone arch by William H. Brown holds, but like a strainer, traps the enormous mass of debris, which then catches fire, burning people alive people still trapped in it; damage to the PRR is estimated at \$3.5 million, with 10 miles of track destroyed east of Johnstown, including Conemaugh Yard, 23 bridges, 33 locomotives 18 passenger and 315 freight cars; total damage about \$16 million; The South Fork Fishing & Hunting Club of Pittsburgh and its members avoid all legal liability and simply abandon the property; the official report claims the dam failed by overtopping because of inadequate spillways, a flaw in the original design,

rather than the collapse of the new work put in by the Club. (AR, NYT, Watkins, Richards, Kaktins)

- May 31, 1889 Floods spawned by the same storm in the Potomac Valley damage the Chesapeake & Ohio Canal beyond repair. (RRGaz)
- May 31, 1889 Sea View Hotel Company reports that it has sold the old Camden & Atlantic Excursion House property on Missouri Avenue and the West Jersey & Atlantic Excursion House on Georgia Avenue to a syndicate for \$133,000. (MB)
- June 1, 1889 Flood moves into the Susquehanna watershed; sets new record of 27'-1" at Harrisburg; wrecks the Juniata Division Canal between Newtown Hamilton and Millerstown rope ferry; West Branch Division Canal between Lock Haven and Loyalsock Creek; Bald Eagle, and Lewisburg Side Cuts; Wiconisco Division Canal; none are rebuilt; also extensive flood damage to PRR lines throughout the Susquehanna/Juniata watershed; total of 1,600 miles of PRR track damaged by floods in Pennsylvania; Susquehanna & Tide Water Canal also damaged, all but ending through shipments of coal to Havre-de-Grace; about 600 passengers stranded at Altoona; flood is 18 feet at Clearfield and 35 feet at Williamsport; at Williamsport, the Susuquehanna Boom gives way, releasing logs containing 200,000 board feet of lumber; logs are strewn along the river and bay and many wash out to sea. (AR, Watkins, Mitchell, Meginness/Lycoming)
- June 1, 1889 Flood washes out five of eight spans of Lewisburg Bridge. (C&C)
- June 1, 1889 PRR's total equipment loss in floods is 34 locomotives, 24 passenger cars and 561 freight cars. (AR)
- June 1, 1889 VP Frank Thomson and Assistant Chief Engineer Joseph T. Richards leave Philadelphia for Harrisburg, where they collect men and supplies to repair the bridges on the route to Williamsport; their train has to move through 1.5 miles of high water between Steelton and Harrisburg; during the day, Richards returns to this area in a boat to rescue the express messenger and chest from a train that has become trapped in rising waters in this section, which eventually cover the tracks for 6 miles east of Harrisburg station; General Superintendent Robert E. Pettit has determined that he can reopen a route to Altoona via Lock Haven and Tyrone before the Middle Division can be repaired; Pettit and Chief Engineer William H. Brown leave Harrisburg to explore the Middle Division; repair crews on the Pittsburgh Division reach Sang Hollow; a temporary bridge at Lillys permits the stranded *New York & Chicago Limited* to proceed to Altoona. (Richards, Watkins)
- June 1, 1889 Long Bridge at Washington withstands the flood with minor damage; passengers and mail briefly transferred by ferry. (Wilson, JFoley)

- June 1, 1889 Six spans of the Potomac River Bridge of the Cumberland Valley Railroad washed out; Pratt deck truss replaced with through-truss. (C&C)
- June 1, 1889 Reuben F. Smith appointed Superintendent of Lines West Voluntary Relief Dept. with office at Cleveland. (MB)
- June 1, 1889 Atlantic City Railroad contracts with prominent contractor Patricius McManus for double-tracking between Camden and Atlantic City to be done by Mar. 1, 1890. (MB, Rdg)
- June 1, 1889 Future PRR VP Moorhead C. Kennedy (1862-1936) first joins the PRR system when he becomes assistant to his father Thomas B. Kennedy (1827-1905), Pres. of the Cumberland Valley Railroad. (MB)
- June 1, 1889 Toledo, Columbus & Southern Railway reorganized as Toledo, Columbus & Cincinnati Railway. (Poors)
- June 1, 1889 James H. Carpenter locates in Reading, Pa., and organizes the Carpenter Steel Company with a group of New York capitalist to manufacture armor-piercing projectiles for the military; a large plant is built at the foot of Exeter Street on the PRR's Pennsylvania Schuylkill Valley Railroad; it later changes to the manufacture of crucible tool steel. (wiki, Montgomery)
- June 2, 1889 Frank Thomson and Joseph T. Richards leave Harrisburg at 5:00 AM with a work party and improvised work train; Thomson has found a car on the Cumberland Valley Railroad equipped with electric generators, so work can be done at night by electric light; get as far as Montgomery, where the bridge is out, and the flood current prevents repairs; General Superintendent Miller of Southwest System of Lines West leaves Pittsburgh with 1,172 men, including Chief Engineer Thomas Rodd and L.F. Loree, for Johnstown; Chief Engineer Max J. Becker, Edward B. Taylor, J.J. Turner and others remain in Pittsburgh to direct the flow of supplies eastward; because of flooding at Harrisburg, supply trains run via Conewago, Cornwall & Lebanon, and Reading; one passenger train is detoured over the Reading between Belmont and Harrisburg; one emigrant train sent to Pittsburgh via New Boston Jct., Lehigh Valley, NYC&HR, WNY&P, and Allegheny Valley. (Watkins, Richards)
- June 2, 1889 PRR seizes all bituminous coal in transit or on its piers for its own locomotives as the Clearfield and Pittsburgh Coal Regions are cut off; Berwind-White Coal Mining Company has only a 48-hour supply on hand at New York and Greenwich Point for ship bunkering; PRR moves Berwind-White coal from Greenwich to New York via Delaware & Raritan Canal, and Berwind-White buys 50,000 tons on the open market, so there are no delays in sailings of ocean liners from New York. (RyW, HistBerwind)

- June 2, 1889 Atlantic City Railroad places interlocking and automatic signals in service between its Kaighn's Point Terminal and Mechanic Street in Camden . (Rdg)
- June 2, 1889 Flood peaks at Williamsport, Pa.; a small steamboat is floated across the PRR tracks at Market Street and continues for one block further inland. (Meginness/Lycoming)
- June 3, 1889 PRR Board donates \$25,000 to a company fund for the relief of Johnstown Flood victims, in addition to \$5,000 subscribed by officers in Pittsburgh; PRR directors are donate another \$5,000 in their own names; among the Pittsburgh elite, whose fishing club was the main factor in the severity of the flood, Andrew Carnegie donates \$10,000, Henry Clay Frick \$5,000 and Andrew W. Mellon \$1,000; the law firm of Knox & Reed, which successfully defends The South Fork Fishing & Hunting Club of Pittsburgh from charges of negligence, donates \$50. (MB, Cannadine)
- June 3, 1889 Telegraph communication reestablished between most divisions and headquarters at Philadelphia; Pan Handle commissary train with supplies is first to reach Johnstown over temporary tracks; line reopens between Altoona and Hollidaysburg; Lewisburg & Tyrone Branch reopens between Bellefonte and Rising Springs. (Watkins)
- June 3, 1889 Repair crew begins preparations to restore Montgomery Bridge over the Susquehanna River. (Richards)
- June 3, 1889 Harrisburg Terminal Railroad incorporated to build link between Harrisburg & Potomac Railroad at Bowmansdale and Reading at Harrisburg. (Val)
- June 3, 1889 Western Maryland Railroad opens line over South Mountain between Orrtanna, Pa. and Highfield, Md., connecting Hanover Branch with main line; partly built on route of old Gettysburg "Tapeworm" Railroad. (WM)
- June 4, 1889 Service restored between Lock Haven and Tyrone; P&E reopens between St. Marys and Emporium; westbound passengers at Altoona sent to Ebensburg by rail and thence in commandeered carriages to Indiana, where they can catch trains; perishables and livestock that had accumulated at Pittsburgh are sent east over B&O to Philadelphia; westbound freight from Harrisburg sent to Wilkes Barre and over Lehigh Valley and Erie to PRR at Youngstown. (Watkins)
- June 4, 1889 PRR orders 1,000 tons of rail from the Edgar Thomson Steel Works for track replacement; order filled from scratch in 36 hours. (Watkins)
- June 4, 1889 Cincinnati, Lebanon & Northern Railway Pres. George Hafer disavows any responsibility for maintenance of the Avondale Branch. (MB)

- June 4, 1889 Terre Haute & Indianapolis Railroad leases Indiana & Lake Michigan Railway between South Bend, Ind., and St. Joseph, Mich., effective Aug. 4, 1890; Indiana & Lake Michigan Railway makes construction contract with William Dallin to build for \$756,800 stock and \$480,000 First Mortgage bonds. (Church)
- June 5, 1889 Temporary tracks reach Conemaugh from Johnstown; Main Line and Columbia Branch reopens between Dock Street, Harrisburg, and Chickies at 11:00 AM; P&E reopens Emporium to Driftwood and Lock Haven to Renovo. (Watkins)
- June 6, 1889 Frederick Division reopens; Bedford Division repaired, but no trains run because of the loss of the bridge at Saxton on the Huntingdon & Broad Top Mountain Railroad; some freight diverted to B&O between Cumberland and Frederick; P&E reopens Driftwood to Keating, Lock Haven to Montgomery Bridge, and Brockwayville to Falls Creek; eastbound passengers at Altoona sent by train via Tyrone and Lock Haven to Montgomery, then over Reading to Clement, ferry to Sunbury, and PRR to Philadelphia. (Watkins)
- June 6, 1889 Edgar Thomson Steel Works completes an order for 1,000 tons of rails for PRR repairs in 36 hours. (Watkins)
- June 7, 1889 Work crews under Theodore N. Ely begin replacing the Big Viaduct, working around the clock by electric light and oil fires; balance of Middle Division of P&E reopens between Keating and Renovo; VP Frank Thomson leaves Montgomery for Altoona. (AR, Watkins, Richards)
- June 7, 1889 PRR begins detouring Main Line passenger and freight trains via the Philadelphia & Erie, Low Grade Line and Allegheny Valley Railroad. (AR)
- June 7, 1889 Cambria Iron Company reopens its steel works at Johnstown. (RyW)
- June 8, 1889 Joseph T. Richards's crew completes a temporary Montgomery Bridge at dusk; service is restored between Philadelphia and Pittsburgh via the Low Grade Line and to Altoona via Lock Haven and Tyrone, including the first mails sent from New York via the PRR since May 30; *Fast Line* No. 1, *Pacific Express* No. 3, *Eastern Express* No. 6, and *Day Express* No. 8 run daily via this route with two connecting trains between Lock Haven and Altoona; Richards's crew then travels overnight to Tyrone. (AR, NYT, Richards, Watkins)
- June 8, 1889 Line reopens between Hollidaysburg and Henrietta, including Bloomfield Branch, on Altoona Division; Western Pennsylvania Division reopens between Allegheny and Bolivar using old line through Leechburg. (Watkins)

- June 8, 1889 CCC&I Railway, Cincinnati, Indianapolis, St. Louis & Chicago Railway, and Indianapolis & St. Louis Railway merged to form Cleveland, Cincinnati, Chicago & St. Louis Railway, popularly known as the "Big Four"; Melville E. Ingalls, Pres. (GrnBk)
- June 9, 1889 Granville Bridge on Middle Division replaced at 9:56 PM; Lewistown Division reopens between Lewistown and Selinsgrove except for the Juniata bridge; force from Montgomery Bridge under Joseph T. Richards arrives at Big Viaduct and begins reconstructing the line between the bridge and Mineral Point. (Watkins, Richards)
- June 1889 Lehigh Valley Railroad opens line from South Plainfield to Roselle, N.J. and reroutes New York freight from PRR at Metuchen to CNJ at Roselle Jct.; Lehigh Valley passenger service remains on PRR. (NSF says Pres. Wilbur's car opens line - WSG says first ft. by this route 12/17/88!)
- June 1889 First refrigerator cars of California fruits reach New York market.
- June 10, 1889 PRR resumes coal shipment from Clearfield Region via Tyrone and Lock Haven. (RyW)
- June 10, 1889 Midland Railway (Ind.) Board authorizes extension to Brazil. (Church)
- June 11, 1889 NYP&N borrows \$100,000 from Cassatt & Co. (MB)
- June 11, 1889 Line reopens between Hollidaysburg and Williamsburg on Altoona Division; Williamsport Bridge reopens. (Watkins)
- June 12, 1889 Last gaps in line between Altoona and Pittsburgh closed, and first freight sent; Theodore N. Ely completes the temporary bridge at Big Viaduct; VP Frank Thomson returns to Philadelphia after 10 days on the line overseeing reconstruction; Linden Bridge reopens, restoring P&E route through Williamsport. (NYT, Watkins)
- June 12, 1889 Atlantic City Railroad agrees with City of Atlantic City re traffic on Baltic Avenue. (MB)
- June 13, 1889 Mayes Bridge on Middle Division reopens at 10:00 PM; William H. Brown completes Manayunk Bridge; bridge reopens at Lewistown, connecting Lewistown and Middle Divisions; remainder of Tyrone Division reopens. (Watkins, AR)
- June 14, 1889 Temporary trestle completed across Buttermilk Falls; Pittsburgh Division reopens for passenger service; Elmira Division reopens. (AR, Watkins)
- June 14, 1889 No. 13 Mail is first passenger train over whole Pittsburgh Division, running via Lock Haven, Tyrone and Johnstown; later in the day, *Fast Line* No.1 is

first over the entire Main Line, running 3:55 late; westbound time freight begins moving via Pittsburgh Division, with slow freight still on northern route. (Watkins, RyW)

- June 14, 1889 Connecticut act authorizes the New Haven to increase its stock to \$35 million for the purpose of paying its floating debt and buying the stocks of leased lines. (PL)
- June 14, 1889 New Haven announces it will four-track the Shore Line from Port Chester to New Haven and double-track the section between New Haven and New London; George B. Roberts has recently pronounced the new four-track alignment between New Rochelle and Port Chester as fine a railroad as any in America. (NYT)
- June 14, 1889 Last spike driven on Poughkeepsie & Connecticut Railroad at Poughkeepsie, completing line from Silvernails on Hartford & Connecticut Western Railroad. (RyW, RRGaz)
- June 15, 1889 Lines West begins routing freight to Lines East via Erie; perishables are sent east via LS&MS and West Shore; Green Line tank cars are sent over the Erie and Lehigh Valley Railroads to New Boston or Metuchen. (Watkins)
- June 1889 South Oyster Bay renamed Massapequa on LIRR. (Guide)
- June 1889 PRR steel 16-wheel flat car No. 5107 arrives in Denver with a steel wire cable for the Denver City Cable Railway over 7 miles long and weighing 100,970 lbs., the heaviest load yet shipped by John A. Roebling's Sons from their plant in Trenton, N.J. (RRGaz)
- June 1889 Atlantic City Railroad is now fully competitive with the PRR between Camden and Atlantic City; runs through in 1:05. (NYT)
- June 1889 New England Terminal Company has bought piers on the East River at the foot of Rutgers and Jefferson Streets for traffic to be brought from the New York & New England Railroad and Housatonic Railroad from South Norwalk; to run passenger business at \$3 fare, the same as Sound steamboats. (RRGaz)
- June 1889 Johnstown Flood impacts the New York & New England Railroad by cutting off through freight from the PRR, also interferes with the movement of fruit from the Delaware Railroad. (AR)
- June 1889 Syndicate formed to build Baltimore & Eastern Shore Railroad to Salisbury if local residents subscribe \$50,000. (RyRegister)
- June 1889 New Cameron Breaker of the Mineral Railroad & Mining Company completed, replacing the one burned in Oct. 1888. (HistCameronColl)

- June 1889 New Lines West station opens at Youngstown, Ohio, along with double track through town. (AR)
- June 1889 NYC&HR contracts with Thomas Edison for electric lighting of Grand Central Depot. (RRGaz)
- June 1889 Oliver P. Scaife (1837-1903) of Pittsburgh and G.E. Painter of New York buy Ohio Valley Railroad (where in Ohio?); are to build link from the Pittsburgh, Chartiers & Youghioghney Railway to Canton crossing the Ohio River at East Liverpool. (RyW)
- June 1889 The Anchor Line's Lake Superior fleet is composed of the *China*, *Japan* and *India* and the freight boats *Campbell*, *Annie Young* and *Winslow*. (RyW)
- June 1889 Turkey Foot Branch of Cleveland, Akron & Columbus Railway opens. (RRGaz)
- June 1889 Shawnee & Muskingum River (or Valley??) Railroad opens between Sayre and Drakes on the Kanawha & Ohio Railway. (Miller)
- June 1889 Wiggins Ferry Company mortgages its property to the Connecticut Mutual Life Insurance Company for \$300,000. (Wallace)
- June 16, 1889 Most PRR east-west trains restored via Pittsburgh Division; detour of passenger trains via the Low Grade Line ends. (AR, Watkins)
- June 17, 1889 Pittsburgh Division reopens for freight trains with limitations, running only at night at first; *Fast Line* No. 4 makes first run eastbound. (AR, Watkins)
- June 18, 1889 Pres. Roberts and other officials return from inspection of flood damage, having gone west to Johnstown via Lock Haven and Tyrone and returned via the Main Line. (RyW)
- June 18, 1889 Test trains runs over Poughkeepsie Bridge Route between Campbell Hall and Hartford via Hudson Connecting Railroad, Poughkeepsie & Connecticut Railroad and Hartford & Connecticut Western Railroad; passengers include PRR General Traffic Manager John S. Wilson, who is to be Pres. of Central New England & Western Railroad. (Mabee)
- June 18, 1889 Pennsylvania, Lehigh & Eastern Railroad organized at Wilkes-Barre as successor to Lehigh & Eastern Railway; to build from Tomhicken to Port Jervis, using the New York, Lake Erie & Western Railroad to reach the Poughkeepsie Bridge. (NYT, Bradsby)
- June 18, 1889 "New York" ticket elected over "Cincinnati" ticket to Board of Cincinnati,

- Hamilton & Dayton Railroad; Christopher C. Waite is on the defeated ticket and will retire as VP. (RyRegister)
- June 18, 1889 Standard Oil Company (Ind.) incorporated in Indiana for the purpose of building and operating the new refinery at Whiting, Ind., near Chicago; subsidiary of the Standard Oil Company of New Jersey. (Moody's)
- June 19, 1889 Two Reading stockholders file suit to overturn J. Pierpont Morgan's voting trust; say they are satisfied with Corbin's management, but the existence of the voting trust depresses the stock price. (NYT)
- June 20, 1889 New Sea View Excursion House opens between Albany and Annapolis Avenues on ocean in Atlantic City about one mile south of old Excursion House; area further north was getting too built up; Camden & Atlantic opens Chelsea Branch from Thorofare to new Excursion House; includes interlockings at crossing of Atlantic City Railroad and at junction with street track at Atlantic Avenue; also extends horse car service to Excursion House via Atlantic Avenue; the new Excursion House is too far from the center of town and is abandoned in 1899. (AR has this date for open Excursion House - see 4/89 - MB had Excursion House to be finished 6/15 - Butler)
- June 20, 1889 PRR Advertising Agent Frank N. Barksdale writes an eyewitness description of the clean-up efforts after the Johnstown Flood. (PRRMN)
- June 20, 1889 Lines West officials elected to Board of Cincinnati, Richmond & Chicago Railroad, replacing CH&D men; J.N. McCullough replaces Julius Dexter as Pres.; Christopher C. Waite relieved as VP. (MB)
- June 20, 1889 Harlan & Hollingsworth delivers the fast screw steamboat *Sandy Hook* to the CNJ as a running mate for the *Monmouth* on its Sandy Hook Route; however, its hull design and placement of boilers render it slower and more rough-riding than the Cramp steamer. (BethStl, Baer/Coxey)
- June 20, 1889 Old Colony Steamboat Company places the new steamboat *Puritan* in service on the Fall River Line; designed by George Pierce; the first steel-hulled steamer on Long Island Sound and a faster, larger and more luxurious version of his *Pilgrim* of 1883. (Dunbaugh)
- June 20, 1889 Property of former Cairo Division of Wabash, St. Louis & Pacific Railway, running between Tilton and Cairo, Ill, with a branch from St. Francisville to Vincennes, conveyed by trustees to the Cairo, Vincennes & Chicago Railway. (GrnBk)
- June 20, 1889 Chartiers Improvement Company of 1872, one of the broad "Tom Scott" charters recently acquired by George Westinghouse, is renamed the Westinghouse Electric & Manufacturing Company and exchanges its stock

for that of the old Westinghouse Electric Company; capital is increased from \$5 million to \$10 million, but less than half the new issue is taken by the stockholders. (NAF, Moodys, NYT, Dewing)

- June 21, 1889 Selinsgrove Bridge reopens completing Lewistown Division between Lewistown and Sunbury; eight eastern spans replaced by iron trusses. (Watkins, AR)
- June 21, 1889 Reading & Lebanon Railroad Board meets and votes to dissolve; Cornwall & Lebanon Railroad and Coleman interests have made better traffic contract with Reading. (RRGaz)
- June 21, 1889 H.C. Frick Coke Company Board approves the purchase of the Connellsville Coke & Iron Company from the Leisenring interests. (Warren)
- June 22, 1889 Mount Gretna Narrow Gauge Railway, a 2-foot gauge summer-only amusement line, opens between Mount Gretna, Pa., and an overlook on top of a hill called "Governor Dick" at an elevation of 1,120 feet above tide in the South Mountain chain; built by Robert H. Coleman, who also controls the Cornwall & Lebanon Railroad, Lebanon Furnaces, Cornwall Ore Banks, as well as the Mount Gretna Park and the adjoining military reservation used by the National Guard; the railway is considered part of the Cornwall & Lebanon Railroad and not separately incorporated. (RyW, RRH 57)
- June 22, 1889 Huntingdon & Broad Top Mountain Railroad reopens, restoring connection to Bedford Division; Lewisburg & Tyrone Branch reopens between Montandon and Rising Springs. (Watkins)
- June 1889 George W. Boyd runs a press excursion to Cresson for reporters to view repairs after the Johnstown Flood. (RyW)
- June 1889 PRR establishes a connecting service to Niagara Falls via the Belvidere-Delaware Railroad and the DL&W; originally began as a flood detour, but is now to be permanent. (RyW)
- June 24, 1889 *New York & Chicago Limited* restored, completing full Main Line schedule. (Watkins)
- June 24, 1889 Beech Creek Railroad reopens for service after flood damage. (Rdg)
- June 24, 1889 Oyster Bay Extension Railroad opens between Locust Valley and Oyster Bay with special excursion; first revenue service June 25; operated by LIRR without an agreement. (Val, AR, RyW, C&C)
- June 25, 1889 West Deer Park renamed Wyandanch and South Oyster Bay renamed Massapequa on LIRR. (Guide)

- June 25, 1889 Pennsylvania, Lehigh & Eastern Railroad incorporated in Pa. as reorganization of Lehigh & Eastern Railway; charter to build from Tomhicken to Port Jervis. (Taber - NYT says org. at Wilkes-Barre on 6/18)
- June 25, 1889 Samuel M. Vauclain (1856-1940), General Superintendent of the Baldwin Locomotive Works, patents the Vauclain compound locomotive; it uses the same steam passing through high- and low-pressure cylinders for greater efficiency; it enjoys a brief vogue for about a decade, but the increased complexity offsets any other gains. (Crimmins,)
- June 26, 1889 PRR Board reads a testimonial to all employees, including those temporarily brought from Lines West, for their efforts in restoring service after the Johnstown Flood damage. (MB)
- June 26, 1889 At 2:30 AM, westbound freight No. 308 collides head-on in fog with eastbound Extra No. 1313 west of Latrobe, Pa.; wreckage derails a second eastbound freight waiting on a siding to cross a bridge; one locomotive and 31 cars tumble down an embankment into the creek; 12 killed. (NYT)
- June 26, 1889 Former Senator and PRR ally Simon Cameron (1799-1889) dies at home near Maytown, Pa. (CongBio)
- June 27, 1889 Trunk Line Association presidents meet at call of Pres. Roberts; accept Albert Fink's resignation as Trunk Line Commissioner for health, then go into a private meeting at which Roberts presides; Roberts calls for nominations for Fink's successor but gets none; to consider emigrant business, dressed beef rates, and charges for private car lines; DL&W agrees to submit its Castle Garden Clearing House to arbitration. (NYT)
- June 28, 1889 Line reopens between Springfield Jct. And Oreminea on Altoona Division. (Watkins)
- June 29, 1889 Robert Garrett leaves Jersey City for a summer vacation at Bar Harbor. (NYT)
- June 29, 1889 Spanish-American Iron Company incorporated in W.Va. by John D. Rockefeller, Colgate Hoyt and C. W. Harkness to operate iron mines at Daiquiri and Mayari, Cuba; the ore is a low-grade nickel-chrome limonite that makes a natural chrome alloy steel; later acquired by the Pennsylvania Steel Company. (BethStl)
- July 27, 1889 Cincinnati, Lebanon & Northern Railway grants Ohio & Northwestern Railroad (later N&W) trackage rights between Idlewild and Court Street Station in Cincinnati; CL&N to provide third rail for standard gauge service. (Church - check June or July)

- July 1, 1889 Separate Voluntary Relief Dept. established in Lines West organization under agreement dated Apr. 16, 1889, with Reuben F. Smith (1830-1913), as Superintendent; John Thomas succeeds Smith as General Agent at Cleveland; Leonor F. Loree succeeds Thomas as Superintendent of the Cleveland & Pittsburgh Division. (AR)
- July 1, 1889 General Manager Charles E. Pugh orders that all passenger cars be disinfected weekly. (RyW)
- July 1, 1889 Felician Slataper (1825?-1906) retires as Chief Engineer of Pennsylvania Company; named to new post of Consulting Engineer; Principal Assistant Engineer Thomas Rodd (1849-1929) named Chief Engineer of Pennsylvania Company; Robert Trimble (1856-1932) named Principal Assistant Engineer-Northwest System. (MB)
- July 1, 1889 Future Superintendent Arthur B. Clark (1867-) begins working for the PRR as a rodman during summer vacations while studying civil engineering at Lafayette College; he joins permanently after graduation in 1891. (PRRBio)
- July 1, 1889 Most NYC lines lying southwest of Cleveland merged into Cleveland, Cincinnati, Chicago & St. Louis Railway Company.
- July 1, 1889 Northern Pacific Railroad leases the Wisconsin Central Railroad and arranges to use the Chicago Great Western Railroad for access to Chicago under agreements of May 10, 1889. (Renz)
- July 1, 1889 Reading Iron Works sold at foreclosure to William P. Bard for the Philadelphia & Reading Railroad for \$150,000. (RdgEgle)
- July 1, 1889 Carnegie, Phipps & Company, Ltd., shuts down the Homestead Works and locks out its workers after they refuse Carnegie's ultimatum of lower wages and a non-union contract; however, the entire town of Homestead is a union stronghold. (Nasaw)
- July 1889 PRR establishes fast through vestibuled sleeping car line between St. Louis and New York; *Pennsylvania Special* No. 20 leaves St. Louis at 8:10 AM; No. 6 leaves at 8:00 PM. (RyRegister - wk end 7/6 - therefore prob. Mon. July 1)
- July 2, 1889 CStL&P Railroad agrees with the Toledo, St. Louis & Kansas City Railroad for a connecting track at Marion, Ind. (MB)
- July 3, 1889 Broad Street Underground Railroad Board considers consolidation short of merger with Metropolitan Underground Railway. (MB)

- July 3, 1889 B&O announces it will cut eastbound grain rates to Philadelphia and Baltimore 5 cents effective July 8. (NYT)
- July 3, 1889 Raritan River Railroad begins passenger service between South Amboy and South River. (Deibert)
- July 4, 1889 Mount Gretna Narrow Gauge Railway places locomotive in service ordered from Baldwin Locomotive Works on June 22 and begins revenue service. (RRGaz, RRH 57)
- July 5, 1889 Pennsylvania Company authorizes purchase of 84 acres west of Crestline, Ohio, for new yard; authorizes new ore storage trestle at the Cove at Ashtabula. (MB)
- July 5, 1889 CStL&P Railroad Executive Committee authorizes a contract with the Grain Weighing Machine & Transfer Company for a bulk grain transfer machine at Chicago. (MB)
- July 5, 1889 PRR announces it will meet the B&O grain cuts effective July 10, including to New York. (NYT)
- July 5, 1889 George H. Watrous (1829-1889), former Pres. of the New Haven, dies. (RRGaz)
- July 6, 1889 Jersey City, Newark & Western Railway incorporated in N.J. in interest of Lehigh Valley Railroad to build from West Newark Jct. to the lands of the National Storage Company near Black Tom via a bridge over Newark Bay. (Baird)
- July 6, 1889 Vandalia Line announces it will cut grain rates from St. Louis to equal the PRR rates from Chicago. (NYT)
- July 7, 1889 Full east-west freight service restored on PRR main line. (AR)
- July 8, 1889 N.Y. Attorney-General files suit in Ulster County Courts to annul the charter of the Atlantic Avenue Railroad Company of Brooklyn for violating its charter and the 10-hour law of 1887; action is supported by Knights of Labor after defeat in strike in Feb. 1889. (NYT)
- July 8, 1889 PRR contracts to lease the Johnsonburg Railroad to be built between Johnsonburg and Clermont, Pa. (MB)
- July 8, 1889 PRR establishes fast passenger train between Pittsburgh and Washington, Pa., to serve the developing oil region. (AR)
- July 8, 1889 Horace J. Hayden of NYC&HR named Chairman of Trunk Line Executive

Committee *pro tem* until a permanent successor to Albert Fink can be appointed. (NYT)

- July 8, 1889 B&O cuts eastbound grain rate 5 cents to 20 cents to New York, 18 cents to Philadelphia and 17 cents to Baltimore. (NYT)
- July 9, 1889 West Jersey Railroad begins extension from Wildwood to Holly Beach. (RyW - Keystone has track shifted one block east from New York Ave to New Jersey Ave)
- July 9, 1889 Hartford & Connecticut Western Railroad stockholders vote to build a line from Tariffville to Springfield, Mass., which will create a more direct link to the Boston & Albany and Central Massachusetts Railroads. (RRGaz)
- July 10, 1889 Detour of Main Line freight trains via the Low Grade Line ends. (AR)
- July 10, 1889 William Thaw and other Pittsburghers sail on *City of Paris* for three month European vacation; Thaw has been ill at home from Feb. to May. (NYT, MB)
- July 10, 1889 Albert Fink sails for Europe on the North German Lloyd liner *Aller* to recuperate at the spa at Carlsbad. (NYT)
- July 10, 1889 Crowds of 2,000 locked-out workers and townsfolk block attempts to move strikebreakers into Homestead by train. (Nasaw)
- July 11, 1889 Johnsonburg Railroad opens between Johnsonburg and Clermont, Pa.; operated by PRR under lease dated July 8, 1889, as part of Middle Division, P&E; road is built to tap sources of lumber, tanbark and wood chemicals. (Val, AR, PaNews)
- July 11, 1889 Central Traffic Association-Trunk Line Joint Executive Committee ends two days of deliberations; Horace J. Hayden of the NYC&HR elected Chairman of the Joint Executive Committee; PRR and B&O agree to restore the 25 cent grain rate from Chicago on July 22; until then, all lines are to charge 20 cents; Samuel Sloan announces the DL&W will abide by Albert Fink's arbitration of the Castle Garden Clearing House issue. (NYT)
- July 11, 1889 Westinghouse Electric Company stockholders vote to reorganize as the Westinghouse Electric & Manufacturing Company. (NYT)
- July 12, 1889 PRR stops routing through east-west traffic via Erie, Pa. (Watkins)
- July 12, 1889 Residents of Homestead, Pa., drive off Sheriff McCandless and a force of 125 deputies who are trying to cover the importation of strikebreakers. (Nasaw)

- July 14, 1889 Louisville, New Albany & Chicago Railway (Monon) ends use of Louisville Bridge and moves to the Kentucky & Indiana Bridge; the Monon is planning to lease southern extensions into the Kentucky coal fields, which are reached from the K&I Bridge. (Church, Hilton)
- July 15, 1889 Future General Superintendent Herbert M. Carson (1867-) joins the PRR as a special apprentice at Altoona Shops after graduating from Lehigh University. (PRRBio)
- July 1889 Altoona Shops turns out new diner No. 705 for *Congressional Limited*; woodwork in ivory and gold with ceiling covered in dark pink silk; seats 12. (NYT)
- July 1889 PRR allows all first class ticket holders to stop over at Cresson during the season; Mountain House is open until Oct. 1. (RyRegister)
- July 1889 Lines West Third VP Thomas D. Messler (1833-1893) suffers a non-fatal stroke in his office; by Aug. he is removed to the Mountain House at Cresson Springs. (StdHstPitts)
- July 1889 Spring Grove, Avondale & Cincinnati Railroad enters receivership. (Hauck)
- July 1889 Joseph Gazzam resigns as Pres. of Chautauqua Lake Railway and is replaced by A.O. Georger of Philadelphia; D.H. Burt of Boston elected a director; brings railroad and Chautauqua Steamboat Company under same management. (RyRegister)
- July 1889 Vanderbilts buy out local stockholders in Beech Creek Railroad for over \$3 million. (RyRegister)
- July 1889 ICC holds hearings in Chicago on railroad rate discriminations; the Chicago Board of Trade makes a statement against all railroad traffic associations and avers that all pools have always worked against Chicago and defends the Canadian railroads for always destroying rate combinations. (CHTaylor - verify NYT)
- July 16, 1889 Pres. Austin Corbin and VP A.A. McLeod of Reading hold extended meeting with Pres. Roberts and VP Frank Thomson in Roberts's office. (NYT)
- July 16, 1889 National Storage Company and Lehigh Valley Railroad sign agreement; LV's Jersey City & Western Railway survey and National Storage Company's Bergen Neck Railway survey are parallel; LV is to buy half of National Storage Company's stock at par and build a single rail line; LV thus acquires control of the National Docks Railway and its extensions. (MB)
- July 16, 1889 While Andrew Carnegie is in Europe, William L. Abbott (1852-1930),

manager of Carnegie, Phipps & Co., caves in to the Amalgamated Association of Iron & Steel Workers through the mediation of Sheriff McCandless, who realizes that any attempt to bring in strikebreakers will result in massive bloodshed; Carnegie is furious and decides to make Henry Clay Frick his principal manager; while the Amalgamated accedes to the sliding scale of wages in use at the other Carnegie plants, they also become recognized as the sole bargaining agent at the Homestead Works and practically control the plant through their veto power over hiring and firing. (Nasaw, Brody, Seely)

- July 17, 1889 PRR stops shipping detoured east-west freight via Allegheny Valley Railroad and Low Grade Line. (Watkins)
- July 17, 1889 Reading Pres. Austin Corbin visits Mayor Edwin H. Fidler (1825-1896) and announces his intention of building the elevated line to a new Reading Terminal without an ordinance; Fidler counters by threatening to get injunctions if he tries to cross a city street. (RyW)
- July 17, 1889 New emigrant pool goes into effect; DL&W, NYO&W and B&O join; rates to be advanced to \$13 to Chicago. (NYT)
- July 17, 1889 Chicago, St. Louis & Pittsburgh Railroad grants trackage rights to the Cincinnati, Hamilton & Dayton Railroad in Dayton between Miami City Jct. and Wayne Avenue, 1.2 miles; first granted by Dayton & Western Railroad in 1865. (B&O CorpHist)
- July 17, 1889 Harlan & Hollingsworth delivers the sidewheel ferry *City of Reading* to the Delaware River Ferry Company of New Jersey for Kaighns Point-Philadelphia service. (BethStl)
- July 18, 1889 New dining car No. 705 with improved ventilation placed on display at Broad Street Station; built at Altoona to design of Theodore N. Ely; placed on *Congressional Limited* on July 20. (RyW)
- July 18, 1889 Chicago ordinance authorizes CStL&P Railroad to build a passenger station on Rockwell Street between Madison & Monroe Streets. (Church)
- July 18, 1889 Alexander Thomson (1870?-1889), eldest son of VP Frank Thomson, dies suddenly in London at age 19; had been in the south of France and Egypt for his health since Nov. 1888; his body is returned on the *Ohio*. (NYT, RyW, RRGaz)
- July 20, 1889 NYP&N screw steamboat *New York* launched at Harlan & Hollingsworth in Wilmington. (BethStl)
- July 22, 1889 Susquehanna & Clearfield Branch reopens between Keating and Three Runs;

- PRR stops detouring Altoona freight via Tyrone and Lock Haven. (Watkins)
- July 22, 1889 Hudson Connecting Railroad, and Poughkeepsie & Connecticut Railroad merge to form Central New England & Western Railroad; controlled by Delaware & New England Company by stock ownership. (ICC, RyW)
- July 23, 1889 Atlantic City Railroad contracts for station at Massachusetts & Baltic Avenues in Atlantic City. (MB)
- July 23, 1889 Vanderbilts buy remaining stock of Beech Creek Railroad. (RyW)
- July 23, 1889 Collis P. Huntington announces that he has sold 100,000 shares of Chesapeake & Ohio Railway and plans to sell all his railroad interests east of the Mississippi River. (RyRegister)
- July 25, 1889 South Easton & Phillipsburg Railroad Company of New Jersey and South Easton & Phillipsburg Railroad Company of Pennsylvania incorporated in the interest of the Lehigh & Hudson River Railway to build a wye connection and bridge across the Delaware River leading from the Lehigh Valley Railroad and CNJ at South Easton to the PRR at Phillipsburg; will permit trains from western points on the CNJ and LV to run directly to the L&HR and the Poughkeepsie Bridge. (ICC)
- July 25, 1889 Henry Clay Frick closes the purchase of the Connellsville Coke & Iron Company from E. B. Leisenring for \$3 million, or about cost plus interest, plus \$25,000 for personal property and coke on hand, effective July 31; the purchase increases the H.C. Frick Coke Company land holdings by 66% and coke ovens by 27%; the Leisenrings and their associates turn to developing their Virginia Coal & Iron Company property in southwestern Virginia. (Warren, PVCorp)
- July 26, 1889 Coal and iron entrepreneur Charlemagne Tower, Sr. (1809-1889) dies at his summer home at Waterville, N.Y., five days after suffering a stroke. (NCAB, wiki)
- July 27, 1889 Rockaway Park Improvement Company, Ltd., incorporated in N.Y. by Frederick W. Dunton, cashier of the Corbin Banking Co., George Maure, Real Estate Agent of the LIRR, and others to develop an exclusive hotel and cottage resort. (NYT)
- July 27, 1889 West Jersey Railroad opens from Wildwood to Holly Beach, N.J. (RyW)
- July 29, 1889 PRR announces it is asking for bids on 5,000 new freight cars. (NYT)
- July 29, 1889 Susquehanna & Clearfield Branch reopens between Three Runs and Karthaus. (Watkins)

- July 29, 1889 Reuben F. Smith elected a director of the Cleveland, Akron & Columbus Railway. (MB)
- July 29, 1889 Central New England & Western Railroad opens for revenue service between the east end of the Poughkeepsie Bridge and Silvernails on the Hartford & Connecticut Western Railroad; H&CW had been unable to acquire parallel New York & Massachusetts Railway; through passenger service begins between Hartford and Campbell Hall; one round trip connecting with the NYO&W at Campbell Hall. (NYT, Beaujon/RLHS, Mabee)
- July 30, 1889 Terminal Railroad Association of St. Louis incorporated in Missouri by the merger of Terminal Railroad of St. Louis and Union Railway & Transit Company of St. Louis under an agreement of July 29; arranged by Jay Gould and William Taussig; owned by six railroads entering St. Louis, not including PRR; Vandalia Line is aligned with rival interests building the Merchants Bridge, and fears that the TRRA will not be profitable because of Gould control. (Church, TRRAHS, C&C, Jackson, MB)
- July 31, 1889 Samuel Rea resigns as Assistant to Second VP. (MB)
- Summer 1889 First ore pier opens at Erie for shipments of lake ore eastward.
- Summer 1889 Pres. J.E. Schwartz, Oliver P. Scaife, and others associated with the Pittsburgh, Chartiers & Youghiogheny Railway secure control of the Valley Railway of Ohio; intend to break the PC&Y's ties to the Pittsburgh & Lake Erie Railroad and develop a competing line into eastern Ohio. (NYT)
- Aug. 1, 1889 Juniata Shops partly open; H. D. Gordon appointed Master Mechanic at Juniata.
- Aug. 1, 1889 Bellefonte, Nittany & Lemont Railroad merged into Bald Eagle Valley Railroad under agreement of June 11, 1889; operated by PRR. (Val)
- Aug. 1, 1889 Main line of Pennsylvania Canal reopens between Columbia and Nanticoke after flood damage repaired. (AR)
- Aug. 1, 1889 Frank Ellmaker named Superintendent of the Shamokin Division (NC), replacing Alfred Walter (1851-1907), resigned to be General Superintendent of the B&O's Lines East. (MB, Guide)
- Aug. 1, 1889 Bridgeville & McDonald Branch opens between Bridgeville and Rend's mines (McDonald's) on PC&StL Division. (AR)
- Aug. 1, 1889 John Thomas appointed General Agent of Cleveland & Pittsburgh Division, replacing Reuben F. Smith, promoted; Leonor F. Loree appointed

- Superintendent of Cleveland & Pittsburgh Division, replacing Thomas. (MB)
- Aug. 1, 1889 Lines West issues new signal rules. (RRGaz)
- Aug. 1, 1889 Samuel Rea elected VP of Maryland Central Railway at Baltimore. (RyRegister, RRGaz)
- Aug. 1, 1889 A property owner on West 3rd Street secures an injunction against the operation of the Boynton Bicycle Railroad, a monorail railroad invented by Eben Moody Boynton which as secured the right to run on one rail of the old New York & Brighton Beach Railroad between the Sea Beach depot at Coney Island to the Boulevard (Ocean Parkway). (BrklnEgle)
- Aug. 1, 1889 Wabash Railroad Company organized as reorganization and merger of Wabash Eastern Railway Company of Illinois, Wabash Eastern Railroad Company of Indiana, Wabash Western Railway Company, Detroit & State Line Wabash Railroad Company, and Toledo Western Railroad. (ICC, RyRegister)
- Aug. 1, 1889 Henry Clay Frick buys the Connellsville Coke & Iron Company for \$3 million; the Leisenring interests then turn to developing the Virginia Coal & Iron Company near Big Stone Gap, Va.; soon after, Frick buys out J.W. Moore & Co. at Mammoth, giving him 8,050 coke ovens, or about 57% of the Connellsville Field. (PVCorp, Warren, Wardley)
- Aug. 2, 1889 PRR Board authorizes extension along Filbert Street eastward to 8th Street and then on private right-of-way to Delaware River; part of Rea's plan to link Broad Street and Kensington Stations; authorizes sale of steamer *Bordentown*; authorizes sale of \$3 million equipment bonds through Drexel & Co. (MB)
- Aug. 4, 1889 "GS" ("OWEN") Interlocking established at crossing of Atlantic City Railroad and West Jersey Railroad's Millville line south of Glassboro; "GB" ("LIBBY") Interlocking established at crossing of Bridgeton line. (Rdg)
- Aug. 5, 1889 English Webb compound locomotive No. 1320 *Pennsylvania* built at Manchester by London & North Western Railway for PRR begins test on 3:40 Long Branch express. (NYT, AR)
- Aug. 6, 1889 Funeral of Alexander Thomson held at "Corkerhill." (RyW)
- Aug. 1889 Central New England & Western Railroad begins running through between Hartford and Campbell Hall. (RRGaz)
- Aug. 7, 1889 Susquehanna Coal Company Board hears report that Broad Mountain Coal Company lands are worthless for mining; authorizes selling them back to

Beauveau Borie, et al., for \$100,000; net loss of \$400,000 born by Susquehanna Coal Company. (MB)

- Aug. 7, 1889 Maryland Jockey Club announces that it is closing Pimlico Race Track northwest of Baltimore because of competition from other tracks in New York and New Jersey and at Benning, near Washington; the track is used for harness racing and steeplechase off and on until 1903; the Preakness Stakes moves to Morris Park and later Gravesend in New York. (Kelly/MdHistMag)
- Aug. 8, 1889 PRR officials meet with those of City of Elizabeth, N.J. to discuss elevating tracks through city and eliminating grade crossing with CNJ. (NYT)
- Aug. 8, 1889 PRR places automatic block signals with semaphores in service between Pittsburgh and East Liberty. (, AR)
- Aug. 9, 1889 R.D.F. Pierce named receiver of Indianapolis, Decatur & Western Railroad. (NYT)
- Aug. 10, 1889 PRR begins building fourth track through Elizabeth, N.J. (NYT)
- Aug. 10, 1889 Baltimore & Delaware Bay Railroad completes new long pier at Bombay Hook, Del., and a 17-car car float arrives. (RyW)
- Aug. 10, 1889 New England Terminal Company propeller train ferry *Express* launched at Harlan & Hollingsworth; to carry freight cars between Wilsons Point, the East River piers and the PRR at Jersey City; capacity of 19 freight cars on 3 tracks, plus the ability to two 2 car floats; single pilot house at one end. (BethStl, RRGaz, NYT, Hilton/StmbtBl)
- Aug. 12, 1889 William J. Brundred (1825-1889), General Agent of Empire Line in Oil Region since 1867 and Manager of Green Line for 23 years, dies at Oil City. (RyW)
- Aug. 12, 1889 Reading begins operating passenger trains from B&O's 24th & Chestnut Street Station to Darby via the old PW&B line; first passenger service on this line since it was abandoned by the PW&B. (RRGaz, RyW)
- Aug. 1889 Cincinnati, Lebanon & Northern Railway discontinues service between Avondale Jct. and Zoological Garden in Cincinnati and abandons branch because of opening of cable car line to Main Avenue in Avondale. (or abnd earlier?, AR has before Apr. - Hauck has 8/89)
- Aug. 1889 First modified Class P (D12a) 4-4-0 built at Altoona; No. 1321 is first Class P with Belpaire firebox.
- Aug. 1889 William McGrafton made first Signal Engineer on Lines West.

- Aug. 14, 1889 *New York & Chicago Limited* reequipped with new open platform observation lounge for ladies only with ladies bath; consist leaving Jersey City (backwards because it reverses direction at Broad Street Station) is observation *Vacuna*, drawing room and stateroom sleepers *Australia*, *France*, *Germany* and *Lafayette*, and combine-smoker-club car *Premier*; was apparently first or one of first observation cars in use; publicists call it the "Ladies' Limited"; other cars for this service are 6-section observation lounge *Sybaris*, sleeping cars *England* and *America*, and drawing room cars *Japan*, *China*, and *New Zealand*; a number of these cars had previously been in the pool for the UP-CP *Golden Gate Special*. (NYT, RyW)
- Aug. 14, 1889 PC&StL Railway Executive Committee authorizes a new station at London, Ohio, on the Little Miami Railroad. (MB)
- Aug. 14, 1889 Kokomo Belt Railroad agrees to transfer its property to the CStL&P Railroad. (MB)
- Aug. 14, 1889 Connecticut Railroad Commission begins hearings on the Springfield Extension of the Hartford & Connecticut Western Railroad. (NYT)
- Aug. 15, 1889 City of Philadelphia sues Reading for bridging streets without an ordinance. (RyW)
- Aug. 15, 1889 Monmouth Park Race Track closes in New Jersey; reopened on a greatly enlarged scale for the 1890 and 1892-1893 seasons. (NYT)
- Aug. 15, 1889 Wheeling & Harrisburg Railway Company of West Virginia receives first \$50,000 installment of Ohio County subscription. (MB)
- Aug. 15, 1889 Ohio & North Western Railroad withdraws traffic from PC&StL between Batavia Jct. and Cincinnati and begins running over Cincinnati, Lebanon & Northern Railway from Idlewild to Court Street Station after O&NW converts to standard gauge from Batavia Jct. to Idlewild, and C&LN lays third rail between Idlewild and Court Street; later in year, CL&N extends third rail to Baltimore & Ohio Southwestern Railroad interchange at East Norwood for O&NW freight cars. (AR, Hauck)
- Aug. 15, 1889 Morris Williams named Superintendent of the Mineral Railroad & Mining Company, replacing E. Ludlow, resigned. (MB)
- Aug. 15, 1889 Reading Iron Company incorporated in Pa. as the reorganization of the old Reading Iron Works under the control of the Philadelphia & Reading Railroad; George F. Baer, Pres. (PaCorps, Montgomery)
- Aug. 1889 PRR has condemned right of way across the Currie Estate at Greenville,

Jersey City for \$40,000; the Curries had demanded \$200,000. (NYT)

- Aug. 1889 J.G. Brill Company, a manufacturer of streetcars, has recently purchased 18 acres on the PW&B near Grays Ferry on which to build a new plant; to be done by the end of the year. (RRGaz)
- Aug. 1889 GR&I surveys extension of Missaukee Branch to Lake City; company has sold large pine tract to Louis Sands, who will help pay for the extension. (RRGaz, AR)
- Aug. 1889 Rumors that Vanderbilts intend to extend the Beech Creek Railroad to Oil City, creating a short-cut across Pennsylvania. (RyW)
- Aug. 16, 1889 Monmouth Park Association Pres. A. J. Cassatt and Treasurer David D. Withers are arrested after the races on charges of keeping a disorderly house under New Jersey's blue laws; the charges are supposedly brought by betting pool sellers to harass the management. (NYT)
- Aug. 17, 1889 William Thaw (1818-1889), Second VP of Lines West, dies in Paris at 71; leaves a fortune of about \$25 million; Thaw owned 10,000 shares of PRR; Thaw does not trust his mentally disturbed youngest son, Harry K. Thaw (1871-1947), to whom he leaves only a modest allowance for life to keep him out of trouble, but his indulgent mother gives him \$80,000 a year and by 1901 he moves to New York to live the fast life. (AR, NYT, RyW, Broderick)
- Aug. 17, 1889 Former Cumberland Valley Railroad Pres. and Secretary of Agriculture Frederick Watts (1801-1889) dies. (Wilson)
- Aug. 17, 1889 PRR and Reading carry 844 cars of vacationers from Philadelphia to Atlantic City and other southern New Jersey resorts. (RRGaz)
- Aug. 17, 1889 Rebuilt Baltimore & Delaware Bay Railroad reopens between Chestertown and Bombay Hook; locomotive and private car of Pres. ___ Mills met at Bombay Hook by Emil C. Thielens, owner (?) of road, who comes down from Philadelphia with press corps on tug *Macauley*; tug take the party across to Bayside, where the new transfer boat (234 x 25 with capacity of 19 cars) is waiting; crosses with 14 cars to Bombay Hook, then runs to Nicholson, Md., and back; revenue passenger service begins Aug. 18. (RyW, NYT - nb Mills must be pres S&DB, pres of B&DB was Frank L. Hall)
- Aug. 18, 1889 PRR opens elevation of eastbound tracks on New York Division between Bellevue Cemetery and Frankford Jct., eliminating six grade crossings. (RyW)
- Aug. 18, 1889 Former Cumberland Valley Railroad Pres. Frederick Watts (1801-1889) dies

at Carlisle. (RyW)

- Aug. 18, 1889 West Virginia Central & Pittsburgh Railway opens to Ledsville. (Williams)
- Aug. 20, 1889 PRR holds final test of Westinghouse air whistle at Pittsburgh; is to replace bell cords; system is finally debugged just as PRR is about to cancel experiments. (RyW)
- Aug. 20, 1889 Robert Bell (1844-) appointed General Superintendent of WNY&P Railroad, replacing George S. Gatchell (1847-1909), resigned to be manager of associated grain elevators at Buffalo. (Rdg, Guide)
- Aug. 20, 1889 Morris Park Race Track opens in what is now the east Bronx, then part of Westchester County; built by John Albert Morris (1836-1895) and Leonard W. Jerome to cope with the impending closure of nearby Jerome Park. (wiki)
- Aug. 21, 1889 Stockholders, bondholders and creditors of Bellaire, Zanesville & Cincinnati Railway sign agreement for reorganization without foreclosure. (Church)
- Aug. 23, 1889 George C. Buchanan deeds the Byrne Track in Arbegust St., Louisville, to W.C. Sutherford. (C&C)
- Aug. 23, 1889 Ithaca, Auburn & Western Railway (Auburn-Freeville) sold at foreclosure at Ithaca to George M. Diven for the Lehigh Valley Railroad; operation by Southern Central Railroad ends; part is to be taken up and part used for a direct line between Ithaca and Auburn. (MB, Barid)
- Aug. 24, 1889 Joseph U. Crawford appointed Assistant to Second VP Du Barry, replacing Samuel Rea, resigned. (MB)
- Aug. 24, 1889 Fort Street Union Depot Company incorporated in Mich. under articles dated July 1 to build the Detroit terminal for the Wabash Railroad, Flint & Pere Marquette Railroad, Detroit, Lansing & Northern Railroad and Canadian Pacific Railway; William W. Crapo, Pres. (Church, C&C)
- Aug. 26, 1889 "GJ" Interlocking placed in service by Atlantic City Railroad at Gloucester Jct. and track of former Camden, Gloucester & Mt. Ephraim Railway realigned through Bulson Street freight yard. (Rdg, Coxey)
- Aug. 27, 1889 Boynton Bicycle monorail locomotive arrives in New York for use at Coney Island; built in Portland, Me.; has one 96" driver; runs on a center rail with two stabilizing rails and a two-level cab; invented by E.M. Boynton; the super-sized driver is supposed to permit speeds of 100 MPH. (NYT)
- Aug. 27, 1889 Geneva, Ithaca & Sayre Railroad sold at foreclosure at Elmira to George M. Diven and William Stevenson. (MB, Baird)

- Aug. 28, 1889 First coal train crosses Poughkeepsie Bridge from the Erie at Honesdale to Poughkeepsie. (Mabee)
- Aug. 28, 1889 Newark & Roselle Railway incorporated in N.J. by Lehigh Valley Railroad to build from the crossing of the CNJ (Aldene) to the PRR at Newark. (Baird)
- Aug. 28, 1889 Geneva & Sayre Railroad incorporated in N.Y. as a reorganization of the Geneva, Ithaca & Sayre Railroad. (Baird)
- Aug. 30, 1889 Funeral of William Thaw held at Third Presbyterian Church in Pittsburgh. (Mem)
- Aug. 30, 1889 Erie Canal Company (Pa.) property sold at foreclosure. (RyW - verify)
- Aug. 30, 1889 Hartford & Connecticut Western Railroad (Hartford to N.Y. state line) executes a lease of its property to the Central New England & Western Railroad. (ICC)
- Aug. 31, 1889 Short Creek station discontinued on Pittsburgh, Wheeling & Kentucky Railroad. (Guide)
- Aug. 31, 1889 Christopher C. Waite (1843-1896) of Cincinnati, Hamilton & Dayton Railroad elected Pres. of Columbus, Hocking Valley & Toledo Railway, replacing John W. Shaw, who resigns at insistence of security holders. (NYT)
- Sep. 1, 1889 PC&StL Railway refuses to pay Little Miami Railroad and Columbus & Xenia Railroad rent and interest on C&X bonds, as LM has refused to issue \$500,000 new stock to pay PRR for improvements. (NYT)
- Sep. 1, 1889 Frank Ellmaker named Superintendent of Sunbury Division and Shamokin Division of Northern Central, replacing Alfred Walter, resigned; W. Heyward Myers named Superintendent of Belvidere Division, replacing Ellmaker; Alexander P. Gest (1853-1938) to Superintendent of Bedford Division, replacing Myers. (AR)
- Sep. 1, 1889 Princess Anne station of NYP&N destroyed by fire. (MB)
- Sep. 1, 1889 W.A. Ford (1850-) named Superintendent of Bells Gap Railroad, replacing his father Robert G. Ford, resigned. (MB)
- Sep. 1, 1889 E.A. Fisher appointed Superintendent of Pittsburgh Division of Western New York & Pennsylvania Railroad, replacing Robert Bell, promoted. (Guide)
- Sep. 1, 1889 Pennsylvania Lines West of Pittsburgh adopts new book of rules. (MB)

- Sep. 1, 1889 Pennsylvania Company fails to pay Little Miami Railroad and Columbus & Xenia Railroad dividends and interest; LM has refused to issue \$500,000 in new stock to PRR to cover real estate purchases and improvements in Cincinnati. (RyW, NYT)
- Sep. 1, 1889 Columbus, Hocking Valley & Toledo Railway defaults on \$8 million Consolidated Mortgage bonds. (RRGaz)
- Sep. 1, 1889 Chicago, Kalamazoo & Saginaw Railroad opens between Kalamazoo and Woodbury, Mich. (Meints)
- Sep. 2, 1889 Atlantic City Railroad establishes ticket agency at Baltic & Massachusetts Avenues in Atlantic City. (Rdg)
- Sep. 2, 1889 Isidore H. Burgoon (1839-1917) of Fremont, Ohio, appointed Treasurer & General Manager of Terre Haute & Peoria Railroad, replacing VP, Treasurer & General Manager D.H. Conklin, resigned for health. (RyRegister)
- Sep. 1889 A large ball of clay 12 feet in diameter in a canvas cover, looking like a giant plum pudding, is lowered into the Hudson River to plug the cave in at the end of the New Jersey tube of the Hudson Tunnel Railway. (Brennan)
- Sep. 6, 1889 PRR begins work on four-track stone arch over Brandywine Creeks at Coatesville. (CCHS)
- Sep. 6, 1889 Cambria Inclined Plane Company incorporated in Pa. to build an inclined elevator from Johnstown, Pa., to the top of the hill in the residential Westmount district. (BethStl)
- Sep. 8, 1889 Pennsylvania, Poughkeepsie & Boston Railroad opens for revenue service between Augusta, N.J., and Campbell Hall, N.Y., using trackage rights over the Erie between Pine Island and Campbell Hall; to begin through passenger and freight service to Slatinton by the end of the year. (NYT)
- Sep. 8, 1889 A large hurricane moving north far out at sea stalls off the Delmarva coast for five days, pounding the area from New York City to Norfolk with sustained gale-force winds, storm surges and heavy seas, before drifting southwest and dissipating over the Outer Banks of N.C. (Schwartz)
- Sep. 9, 1889 Brigantine Beach Railroad incorporated in N.J.; files map for line between Pomona Station to Brigantine Island. (NJCorp)
- Sep. 9, 1889 Hurricane washes out West Jersey Railroad between Pleasantville and Atlantic City, Ocean View and Sea Isle City, and the Pleasure Railroad at Sea Isle City; storm surge covers entire sections of the barrier islands from ocean to bay; 10,000 vacationers stranded in Atlantic City, where much of the third

Boardwalk is destroyed; storm lasts until Sep. 12. (AR, NYT, Butler)

- Sep. 9, 1889 Parade held as part of a week-long celebration to mark the anniversary of the Battle of North Point at Baltimore; Pres. Benjamin Harrison is guest of honor; PRR contributes a float built at the Wilmington Shops; measures 30 x 10 with a model grain elevator 10 feet high, a 20-foot schooner, and three trains from the Northern Central, Baltimore & Potomac, and PW&B delivering grain; Adams Express Company fields about a half dozen different express wagons illustrating its growth from simple beginnings; B&O had veteran conductor William Galloway driving a replica of the first horse-drawn car of 1830. (BaltAm)
- Sep. 9, 1889 Pennsylvania Company Executive Committee authorizes rearranging 16th Street and 55th Street Yards at Chicago. (MB)
- Sep. 10, 1889 In the morning, three Camden & Atlantic trains and one Atlantic City train attempt to leave Atlantic City but are forced to turn back where track in the Absecon Meadows is under several feet of water; several sections completely washed out; Anglesea Branch train is derailed by flood waters in the meadows. (AR, NYT)
- Sep. 10, 1889 Ocean City, Md., is evacuated; the engineer of the rescue train sent from Berlin is afraid to cross the trestle from the mainland for fear of being blown off by the 50 MPH winds; finally the men carry the women across the bridge, crawling over the ties, until most residents are evacuated; by 9:30 PM, the storm surge is 4 feet deep on the first floors of some hotels. (BaltAm)
- Sep. 10, 1889 Weems Line steamer *Theodore Weems* burns at Pier 9, Light Street, Baltimore; rebuilt as *St. Marys* in 1890. (BaltAm, Holly)
- Sep. 10, 1889 West Branch Division of Pennsylvania Canal reopens to Muncy Dam; only traffic above is in saw logs, and that is falling off rapidly. (AR, RyW)
- Sep. 10, 1889 Lehigh Valley Railroad Board approves an exchange of land with the North & West Branch Railway (PRR) at Wilkes-Barre. (MB)
- Sep. 11, 1889 PRR Board authorizes construction of Trenton Cut-off; authorizes \$475,000 subscription to New Jersey Warehouse & Guaranty Company. (MB)
- Sep. 11, 1889 Atlantic City Railroad places "UR" Interlocking in service at crossing of West Jersey Railroad at Bulson Street, Camden. (Rdg)
- Sep. 11, 1889 Attempts to run a train from Atlantic City to Longport fail because of washouts; in the afternoon, a steamer trying to cross from Somers Point to Atlantic City to evacuate residents is forced to turn back by wind and waves; the African American neighborhoods in the northwest part of Atlantic City by the Thorofare are flooded up to the second floors. (BaltAm)

- Sep. 11, 1889 Trial of Henry S. Ives for fraud and larceny against the Cincinnati, Hamilton & Dayton Railroad begins in New York. (NYT)
- Sep. 11, 1889? Samuel Rea resigns as Assistant to 2nd V.P.; appointed Chief Engineer of Baltimore Belt Line Railroad, which plans to connect the B&O lines across the city by means of tunnels. (resign 7/31 accepted 8/2, J U Crawford appt. to post eff. 9/11 - Watkins - check MB - see above)
- Sep. 12, 1889 The storm surge at Holly Beach reaches back to Pacific Avenue; rail service to Sea Isle City, Ocean City and Avalon are all cut off; the Townsend Island Bridge is wrecked. (NYT)
- Sep. 12, 1889 Wheeling & Harrisburg Railway Company of West Virginia. renamed Wheeling Bridge & Terminal Railway; Ohio River bridge about half done. (Church)
- Sep. 12, 1889 Future Superintendent Noel W. Smith (1869-) leaves the PRR to attend Lehigh University; he returns in 1893. (PRRBio)
- Sep. 14, 1889 PC&StL Railway Executive Committee authorizes extending double track 1.5 miles east of Newark, Ohio. (MB)
- Sep. 14, 1889 Leverett Brainerd of Hartford elected Pres. of New Haven, replacing George H. Watrous, deceased. (NYT)
- Sep. 1889 Class L 2-6-4T "Jumbo" returned to the Frazer-West Chester run. (CCHS)
- Sep. 1889 Pennsylvania Schuylkill Valley Railroad earns its first profit. (NYT)
- Sep. 1889 Altoona Shops are turning out cars at the rate of one every four minutes or 150 per day; working at full capacity to make up flood losses. (RyRegister)
- Sep. 1889 PRR contracts for construction of new car shops at Walls (Pitcairn); to replace old facilities at Torrens and Brushton. (RRGaz)
- Sep. 1889 New double-track Steubenville Bridge completed with seven spans; completes double-tracking between Pittsburgh and Mingo Jct. (RyW, AR)
- Sep. 1889 Future Star Union Line officer Harry Billings (1862-) joins the PRR as a delivery clerk at Pier No. 28 in New York. (PRRBio)
- Sep. 17, 1889 Camden County Railroad incorporated in New Jersey to build east from Mt. Ephraim. (Val)
- Sep. 17, 1889 Elizabeth, N.J., city officials stop PRR from tearing up Railroad Avenue to

lay its fourth track. (NYT)

- Sep. 17, 1889 Martinsburg & Potomac Railroad opens from Martinsburg, W.Va., to Winchester, Va.; controlled by Cumberland Valley Railroad. (Westhaeffer has this date for a special train - NB Val says Cumberland Valley & Martinsburg RR open Martinsburg-Va. line & M&P open WVa line to Winchester [CORRECT] ca. 10/89 - Guide, RyW, RRGaz has rev. service Martinsburg-Winchester 9/23/89)
- Sep. 18, 1889 Elizabeth (N.J.) City Council defeats PRR application to extend third and fourth tracks across Morris Avenue. (NYT)
- Sep. 19, 1889 New interlocking installed at "BX" Tower, east end of Schuylkill River Bridge on New York Division. (PRRFAX)
- Sep. 19, 1889 Cincinnati, Washington & Baltimore Railroad sold at foreclosure in Cincinnati to E.R. Bacon for \$5 million. (NYT)
- Sep. 1889 Coal Lick Run Branch of South-West Pennsylvania Railway opens at Uniontown (1.34 miles). (Val)
- Sep. 1889 Camden & Atlantic Railroad terminates Woodruff parlor car contract. (AR)
- Sep. 1889 Through an arrangement with Drexel & Co. (?) CCC&StL Railway leases the Ohio, Indiana & Western Railway running between Indianapolis and Peoria to eliminate potential competition. (RyRegister - check NYT - eff 10/1?)
- Sep. 1889 A Senate committee chaired by Sen. George Gordon Vest (1830-1904) of Missouri, hold hearings in Chicago to investigate an alleged "beef trust" of leading packers who are being held responsible for depressed livestock prices; the heads of the major packing houses refuse to respond to subpoenas, infuriating Vest, who moves on to Des Moines and Kansas City. (CHTaylor - verify NYT)
- Sep. 22, 1889 Atlantic City Railroad restores service to Atlantic City. (ACUnion)
- Sep. 22, 1889 Brief rate war for Chicago-Cincinnati passenger traffic ends after PRR pressures Monon to stop selling 1,000-mile tickets for \$20. (RyW)
- Sep. 23, 1889 PRR Road Committee orders General Manager Charles E. Pugh to see if there is some means of preventing frightening horses by rebuilding the Connecting Railway bridge over Broad Street in North Philadelphia. (MB)
- Sep. 23, 1889 PRR leases the Columbus, Kinkora & New Lisbon Railroad, retroactive to July 1, replacing an earlier lease to the United Companies. (C&C)

- Sep. 23, 1889 Juniata Division of Pennsylvania Canal reopens as far as Millerstown rope ferry (14 mi.), where there are ore banks; the remaining 56 mi. to Newton Hamilton is not repaired; Juniata dams are dynamited to eliminate future flood surges. (AR, RyW)
- Sep. 24, 1889 Jersey City Board of Aldermen pass ordinance allowing Jersey City & Bergen Railroad to adopt electric traction. (NYT)
- Sep. 24, 1889 PRR begins building spur near South Elizabeth to the new race track of the Linden Blood Horse Association. (NYT)
- Sep. 24, 1889 Pennsylvania Canal Company sells the bed of the Juniata Division Canal from Newton Hamilton to Huntingdon to the PRR. (AR)
- Sep. 25, 1889 PRR Board authorizes additional flour warehouse at Market east of 18th Street and second story on hay warehouse at 32nd & Market Streets. (MB)
- Sep. 25, 1889 NYP&N contracts for new engine house at Cape Charles. (MB)
- Sep. 25, 1889 Henry S. Ives avoids conviction for fraudulent issue of Cincinnati, Hamilton & Dayton Railroad stock through a 10-2 hung jury; the defense has hammered the credibility of Edward Wilson Woodruff, Ives former friend and partner, who has admitted committing perjury. (NYT, RyW)
- Sep. 26, 1889 Henry S. Ives transferred from The Tombs back to the Ludlow Street Jail. (NYT)
- Sep. 26, 1889 Capt. William R. Jones (1839-1889), General Superintendent of the Edgar Thomson Steel Works, the technical genius of the Carnegie system, and a man relatively sympathetic to the workmen, is fatally burned when a blast furnace wall collapses; he dies on Sep. 28. (Nasaw, Warren)
- Sep. 27, 1889 Pres. Roberts outlines a new program for the Camden & Atlantic Railroad, including raising the tracks in the meadows west of Atlantic City, double-tracking between Haddonfield and Berlin, moving Camden & Atlantic passenger service into Camden & Amboy terminal at Camden, and building a baseball ground at the Inlet in Atlantic City. (MB)
- Sep. 28, 1889 Passenger tracks through Altoona changed from the center of the yard to the north side, and the two center tracks are assigned to freight service. (Snyder)
- Sep. 30, 1889 LIRR Board authorizes lease of Oyster Bay Extension Railroad. (MB)
- Sep. 30, 1889 PRR signs new lease of Columbus, Kinkora & Springfield Railroad, effective July 1; portion between Lewistown and New Lisbon, N.J., is dilapidated and out of service, but PRR is obligated to restore it if necessary. (MB)

- Sep. 30, 1889 Mineral Railroad & Mining Company Board authorizes lease of the Luke Fidler Colliery and Cameron Colliery. (MB)
- Sep. 30, 1889 Susquehanna & Tide Water Canal reopens between Columbia and Havre-de-Grace after the spring flood. (AR)
- Fall 1889 Lackawanna & Pittsburgh Railroad formally abandons lease of Rochester, New York & Pennsylvania Railroad between Nunda Jct. and Swains, N.Y. (Val - possibly 10/4)
- Fall 1889 A.J. Cassatt retires from horse racing and turns to breeding and showing hackneys (coach horses). (Davis)
- Oct. 1, 1889 Cush Creek Branch of Cambria & Clearfield Railroad opens between McGees and a point 6.5 miles up West Branch and Cush Creek to mines (Glen Campbell?). (AR)
- Oct. 1, 1889 W.E. Lewis appointed Assistant Superintendent of LIRR. (Guide)
- Oct. 1, 1889 West Jersey Railroad adopts a new book of rules. (MB)
- Oct. 1, 1889 C.R. Barnhart named Superintendent of Midland Railway (Ind.). (Guide)
- Oct. 1, 1889 Dining car placed on morning express from St. Louis on Vandalia Line (No. 20 *Pennsylvania Special??*). (RyRegister)
- Oct. 1, 1889 Jay Gould signs contract with all railroads entering St. Louis to merge all terminal companies, i.e., Union Railway & Transit Companies, Terminal Railroad of St. Louis, Terminal Railroad of East St. Louis, Union Depot Company, St. Louis Bridge Company, and Tunnel Railroad of St. Louis, into a new Terminal Railroad Association of St. Louis to be joint property of Missouri Pacific, Wabash Railway, St. Louis, Iron Mountain & Southern Railway, CCC&StL Railway, Ohio & Mississippi Railroad, and L&N; stocks of Union Railway & Transit Company (Ill.), Terminal Railroad of East St. Louis and Union Depot Company of St. Louis transferred to TRRA. (Church)
- Oct. 1, 1889 Reading and CNJ switch express contract to United States Express Company. (Rdg)
- Oct. 1, 1889 Central Construction Company, headed by Lucian Chapman, son of George D. Chapman, begins operating the Lackawanna & Southwestern Railroad; makes over \$40,000 in repairs and improvements. (RRH 92)
- Oct. 1, 1889 Big Four assumes operation of Ohio, Indiana & Western Railway from Austin Corbin's management. (RyW)

- Oct. 2, 1889 LIRR acquires part of old Central Railroad Company of Long Island between Great Neck Jct. and Lawrence Street, Flushing, through Long Island City & Flushing Railroad. (Val - verify)
- Oct. 2, 1889 Pres. George B. Roberts responds to a letter from Philadelphia Belt Line Railroad Pres. Francis B. Reeves requesting the uses of PRR tracks; says PRR's policy is to grant trackage rights if it gets some reciprocal rights in a new territory, but the Belt Line parallels the PRR and interferes with it. (RyW)
- Oct. 2, 1889 Formal celebration of opening of Martinsburg & Potomac Railroad to Winchester, Va. (RyW)
- Oct. 2, 1889 Rochester, Hornellsville & Lackawanna Railroad merged into Lackawanna & Southwestern Railroad. (NYState)
- Oct. 3, 1889 PRR Tourist Bureau handles U.S. Government tour for International American Conference through Nov. 13; conference delegates, from 16 Latin American countries, are given grand tour of U.S. in special PRR train similar to *New York & Chicago Limited* and hauled by Class O No. 1053 for entire tour; train is combine-lounge *Esperanza*, dining car *Windsor*, and sleepers *Russia, Japan, India, Columbus* and *Washington*; first leg on Oct. 3 is Washington to West Point; tour encompasses 20 states and is personally conducted by G.W. Boyd; Passenger Dept. later publishes an illustrated booklet on the trip. (Guide, RyW, RRH, NYT)
- Oct. 3, 1889 Pennsylvania Company Executive Committee authorizes new passenger station at Grand Crossing, near Chicago. (MB)
- Oct. 3, 1889 PC&StL Railway Executive Committee authorizes new freight car tracks at Columbus Shops. (MB)
- Oct. 3, 1889 CStL&P Railroad Executive Committee authorizes a new station at Greenville, Ohio; authorizes extension to a connection with the CCC&StL Railway at Anderson, Ind. (MB)
- Oct. 3, 1889 Missouri Pacific Railway and Wabash Railroad convey lease of St. Louis Bridge Company and Tunnel Railroad of St. Louis to Terminal Railroad Association of St. Louis; Union Depot Company of St. Louis deeds all property to TRRA. (Church)
- Oct. 4, 1889 Indianapolis & Vincennes Railroad Board authorizes filing location of Big Creek Branch to quarries in Owen and Monroe Counties. (MB)
- Oct. 4, 1889 Charles Adsit, Trustee of the Rochester, Hornellsville & Lackawanna

- Railroad, ends operation of Lackawanna & Southwestern Railroad between Hornellsville Jct. and Wayland. (RRH 92)
- Oct. 5, 1889 Brooklyn & Montauk Railroad (New York & Flushing Jct.-Eastport, Bushwick Jct.-Williamsburgh, and Valley Stream-Rockaway Beach) merged into LIRR. (Val)
- Oct. 5, 1889 Special PRR train carries delegates of International American Conference from Fall River to Boston; delegates had traveled from West Point to Fall River via boat, while train brought around via Poughkeepsie Bridge. (RRH)
- Oct. 6, 1889 No. 1 Tower at CNJ's new Jersey City Terminal reopens after modifications to interlocking and signals. (RRGaz)
- Oct. 6, 1889 CCC&StL Railway (Big Four) inaugurates *South-Western Limited* as all-first class train between New York, Cleveland and St. Louis, westbound only; fastest time between New York and St. Louis. (Sanders, RyW, RyRegister)
- Oct. 1889 PRR begins providing stock quotations to passengers on *Pennsylvania Limited*; brought aboard at Jersey City, Philadelphia, Harrisburg, Altoona, Pittsburgh and Chicago. (NYT)
- Oct. 7, 1889 PRR special leaves Boston for loop around New England, then west to Chicago via NYC&HR system. (RRH)
- Oct. 7, 1889 Report floated in Findlay, Ohio, that Andrew Carnegie will acquire the American Midland Railway (Akron-Fort Wayne), which is open 25 miles between Findlay and Ottawa and graded to Fort Wayne; rumors that Carnegie is plotting a new line from Fort Wayne to Chicago to parallel the PRR; the American Midland is being projected as a direct route from Jersey City via a low-grade crossing of the Allegheny Mountain through Red Bank, Pa., to Fort Wayne and Chicago with a branch to St. Louis; access to New York and Philadelphia is to be by the Reading-CNJ; noting comes of the plan. (NYT, VlyUpprMaumee)
- Oct. 7, 1889 Cincinnati, Washington & Baltimore Railroad (B&O system) sold at foreclosure. (ICC)
- Oct. 8, 1889 United New Jersey Railroad & Canal Company Board consents to sales of steamboat *New Brunswick* to PRR and of *Bordentown* and *Blue Bonnet* to others. (MB)
- Oct. 8, 1889 N.Y. Court of Appeals upholds award of \$80,000 to (Brighton Beach) Railroad in its suit against the LIRR. (NYT)
- Oct. 8, 1889 Auburn & Ithaca Railway incorporated in N.Y. to build from Auburn to

Ithaca. (Baird)

- Oct. 9, 1889 General Time Convention appoints a Committee on Safety Appliances, including Theodore N. Ely of the PRR, to study power brakes, automatic couplers, interlocking systems, block signals and car heating and lighting; adopts the report of a committee for setting up car service associations to manage the interchange of cars at major terminal points. (MB, Loree)
- Oct. 9, 1889 Narberth Park Association organized to develop a Main Line suburb in the area on the northwest side of the railroad at Elm Station. (Toll, LMHS)
- Oct. 10, 1889 Thames River Bridge opens between New London and Groton, Conn., eliminating last ferry gap in Shore Line to Boston, saving 30 minutes of running time; trains on both sides stop to watch train ferry *Groton* pass through draw before it is closed; train ferries *Groton* and *Thames River* laid up; new train of Wagner cars put on. (NYT, RRH)
- Oct. 10, 1889 Charles Michael Schwab (1862-1939), is promoted from Homestead to General Superintendent at the Edgar Thomson Works, in place of Capt. William Jones, deceased. (Warren)
- Oct. 11, 1889 Harlan & Hollingsworth delivers the iron train ferry *Express* to the New England Terminal Company. (BethStl)
- Oct. 12, 1889 Boynton Bicycle Railroad gives a public demonstration running two round trips between Coney Island and Gravesend with Bicycle Engine No. 1 and a double-deck coach seating 108; the locomotive, invented by Eben M. Boynton, has a single 8-foot driver running on one rail with two rails supported by a gallows frame above to stabilize the train; locomotive and cars are only four feet wide; runs on one of the rails of the old New York & Brighton Beach Railroad between the Sea Beach depot and the Boulevard (Ocean Parkway); crosses the Prospect Park & Coney Island Railroad on a trestle; test is witnessed by LIRR Superintendent Isaac D. Barton. (BrklnEgle, NYT)
- Oct. 14, 1889 American Cotton Oil Company is the first big horizontal industrial combination to take advantage of New Jersey's new incorporation law. (NJCorps, Carosso)
- Oct.10, 1889 PRR yardmen at Toledo strike for wage increase. (RRG)
- Oct. 1889 PRR completes new freight station at 30th & Market Streets. (RyW)
- Oct. 1889 Survey of Trenton Cut Off Railroad completed from Morrisville to Ernest Farm on Schuykill River. (RyW)

- Oct. 1889 Cumberland Valley Railroad begins operating Martinsburg & Potomac Railroad (W.Va.) without agreement.
- Oct. 1889 Gustav Lindenthal is having a 35-foot model of his North River Bridge built at Pittsburgh; towers are to be 506 feet tall or twice as high as the Brooklyn Bridge; two sets of cables, one over the other, are to be connected and braced by trusses; Lindenthal proposes to ask for a Congressional appropriation of \$40 million on grounds no railroad company can afford the bridge. (NYT)
- Oct. 1889 Modified Class O (D9a) 4-4-0 built at Altoona; Northwest System No. 114 is first Class O built with Belpaire firebox.
- Oct. 1889 Tyrone & Clearfield Railway opens Barnes Branch from Barnes Branch to terminus (0.74 mile). (Val - ca. 10/89)
- Oct. 1889 New track inspection and dynamometer car built at Altoona is now being used on the New York Division. (RyRegister)
- Oct 1889 Wheeling Bridge & Terminal Railway confirms rumors that the New York and Boston syndicate is also planning to build a railroad from Wheeling to Connellsville. (RyRegister)
- Oct. 1889 New York & Connecticut Air Line Rail__ charter of 1881 (the "Olmstead Charter") is about to expire; has spent about \$60,000; backers have secured a new Connecticut charter as the New York, Bridgeport & Eastern Rail(road). (NYT)
- Oct. 1889 Wheeling & Lake Erie Railway track reaches Martins Ferry but service provided only as far east as the coal mines at Laurelton. (Rehor)
- Oct. 1889 Manistee & North Eastern Railroad completed to within 10 miles of Traverse City. (RyW)
- Oct. 1889 Vanderbilt Lines drop the use of the word "Depot" for passenger stations; Grand Central Depot becomes Grand Central Station. (RyRegister)
- Oct. 23, 1889 City of Brooklyn begins blockading the New York, Brooklyn & Manhattan Beach Railway near East New York, forcing the suspension of service between Fresh Pond and East New York; blockade continues until May 1890. (AR)
- Oct. 23, 1889 Linden Horse Blood Association opens the Linden Park Race Track at Linden, N.J.; PRR begins running three round trips of special race trains; the presence of the track so outrages one Dr. Kempshall, a Presbyterian minister of nearby Elizabeth, that he organizes a powerful anti-race track movement. (NYT, Sackett)

- Oct. 23, 1889 Public meeting held in favor of independent Philadelphia Belt Line Railroad. (RyW)
- Oct. 23, 1889 New train ferry *Maryland* launched at Harlan & Hollingsworth; is a sidewheel steamboat, 250 x 36. (BethStl, RRGaz)
- Oct. 23, 1889 Pennsylvania Company Executive Committee authorizes construction of eight dining cars for Lines West at Altoona to meet competition of other lines; three for PCo., two for PC&StL Railway, two for CStL&P, and one for Vandalia Line. (MB)
- Oct. 23, 1889 CStL&P Railroad Executive Committee authorizes extending third and fourth track from Mud Lane to the Chicago, Santa Fe & California crossing and across 26th Street, Chicago. (MB)
- Oct. 23, 1889 Brotherhood of Railroad Brakemen renamed the Brotherhood of Railroad Trainmen (BRT). (CntryofPrgrss)
- Oct. 23, 1889 First blast furnace (Furnace A) tapped at the new Sparrows Point Plant of the Pennsylvania Steel Company; plant is sited near the mouth of the Patapsco River to receive deliveries of Cuban iron ore; Col. Walter S. Franklin is first manager. (McGrain)
- Oct. 24, 1889 Columbus, Shawnee & Hocking Railway incorporated in Ohio under articles dated Sep. 30 for the purpose of combining the Columbus & Eastern Railway and the Shawnee & Muskingum River Railway; the combined road runs southeastwards from Columbus into the coal fields. (GrnBk)
- Oct. 24, 1889 PRR special with delegates to International American Conference reaches Minneapolis. (RRH)
- Oct. 25, 1889 NYP&N contracts for new station at Princess Anne. (MB)
- Oct. 25, 1889 PFW&C Board approves betterments for 1889: enlarging Crestline Yard; stations at Eagle Lake and Grand Crossing, Chicago; interlocking and electric light plant and other additions at the General Passenger Depot at Chicago. (MB)
- Oct. 26, 1889 PRR special with delegates to International American Conference begins returning eastward via Omaha and St. Louis. (RRH)
- Oct. 26, 1889 CNJ drops two locomotives on the ground to block PRR Greenville freight line crossing its Newark & Elizabeth branch at Oak Island in Newark, N.J. (NYT)

- Oct. 26, 1889 Reading & Lebanon Railroad dissolved; originally chartered to allow PRR to parallel Reading between Reading and Harrisburg. (NYT, RyW - Cards has 11/13)
- Oct. 26, 1889 Racquet Club incorporated in Philadelphia as an athletic club; founders include future PRR VP John B. Thayer, Jr. (1862-1912); other members include James P. Scott, Spencer Meade and W.H. Myers. (Sheridan)
- Oct. 27, 1889 Severe traffic blockade in Pittsburgh; car shortage now in sixth week, particularly for coke trade. (NYT)
- Oct. 28, 1889 Pennsylvania, Poughkeepsie & Boston Railroad opens between Goshen and Pen Argyl, Pa. (RyW)
- Oct. 28, 1889 Oliver Garrison (1810-1889), brother of the late Commodore Cornelius K. Garrison and formerly of the Pacific Mail Steamship Company and the Missouri Pacific Railway, commits suicide by shooting himself in the head because of chronic kidney disease. (NYT, RyRegister)
- Oct. 28, 1889 Union Transfer & Trust Company incorporated at Pittsburgh by Andrew W. Mellon, Henry Clay Frick, Richard B. Mellon, J. M. Schoonmaker, Henry Phipps, Jr., Philander C. Knox, et al. (Moodys, Cannadine - verify PaCorps if Union Trust Co)
- Oct. 29, 1889 Pennsylvania Canal Company authorizes abandonment of West Branch Canal between Loyalsock Creek and Lock Haven, except for the Lock Haven Dam and 2.25 miles east of it. (MB, AR)
- Oct. 29, 1889 PC&StL Railway Executive Committee authorizes extending second track from Philadelphia Road to Bowerston, Ohio. (MB)
- Oct. 29, 1889 CStL&P Railroad Executive Committee authorizes an extension of Logansport Yard. (MB)
- Oct. 29, 1889 R.B.F. Pierce, trustee of the Indianapolis, Decatur & Springfield Railway says he will agree to Russell Sage's plan to consolidate the road as a link between the Cincinnati, Hamilton & Dayton Railroad and the Iowa Central Railway. (NYT)
- Oct. 29, 1889 Union Transfer & Trust Company of Pittsburgh incorporated in Pa. by the Mellon interests; it is later renamed the Union Trust Company of Pittsburgh. (PaCorps, Holdsworth)
- Oct. 30, 1889 Lines West agrees with the CCC&StL Railway for an interlocking at the crossing at Milford Center, Ohio. (MB)

- Oct. 30, 1889 Ohio, Indiana & Western Railway is now insolvent and creates a reorganization committee of Charles H. Coster, Samuel Spencer, George T. Bliss and Anthony J. Thomas. (GrnBk)
- Oct. 31, 1889 PRR issues new book of rules incorporating the standard code adopted by the General Time Convention with some modifications. (RRGaz)
- Nov. 1, 1889 PRR adopts standard code of train rules, promulgated industry-wide by General Time Convention on both Lines East and Lines West; implementation was delayed one month in order to print and distribute enough books. (Guide)
- Nov. 1, 1889 LIRR moves shops from Long Island City to Morris Park, just west of Jamaica. (RyW)
- Nov. 1, 1889 A.C. Shand named Assistant Engineer MofW at Altoona; R.L. O'Donnel named Superintendent of Altoona Yard. (Snyder)
- Nov. 1, 1889 PRR applies to New York City authorities for permission to build pedestrian bridge over West Street at its Cortlandt Street ferry station. (NYT)
- Nov. 1, 1889 B&O cuts passenger fare between Philadelphia, Baltimore and Washington and Pittsburgh from \$9.00 to \$8.00, undercutting PRR, without advance notice; claims is entitled by longer route. (NYT)
- Nov. 1, 1889 Future Lines West traffic officer Guy S. McCabe (1873-1949) joins the PRR system as a messenger in the Pan Handle's general freight office at Columbus, Ohio. (PRRBio)
- Nov. 1, 1889 St. Louis Car Service Association organized; detentions actually increase from 2.01 days to 2.33 days. (GTC MB)
- Nov. 2, 1889 Philadelphia Midland Railroad Board announces that it has never earned enough to pay interest on bonds now in default. (MB)
- Nov. 2, 1889 Harlan & Hollingsworth delivers the screw steamboat *New York* to the NYP&N. (BethStl)
- Nov. 2, 1889 George M. Diven sells the portion of the former Ithaca, Auburn & Western Railway between Auburn and Douglas and leases the portion between Douglas and Genoa to the Auburn & Ithaca Railway; the portion between Genoa and Freeville is dismantled, and the section between Douglas and Genoa is also dismantled after a short time. (Baird)
- Nov. 4, 1889 Pennsylvania Canal Company Board abandons West Branch Canal from Loyalsock Creek to Lock Haven and Bald Eagle Cross Cut following flood

damage of 1889; Lock Haven Dam and 2.25 mile section to Dunnsburg and Bald Eagle Dam and 2.25 mile section are retained for water power and balance sold the Philadelphia & Erie Railroad. (AR)

- Nov. 4, 1889 Unity Branch of South-West Pennsylvania Railway opens between Latrobe and Whitney Branch at Palmers Station (3.99 miles); Whitney Branch opens from Unity Branch at Palmers Station to Whitney Coke Works. (1.75 miles). (Val, AR)
- Nov. 4, 1889 Pennsylvania Company Executive Committee authorizes manual block system between Pittsburgh and Highland on the Eastern Division, with towers at French Point and Emsworth. (MB)
- Nov. 1889 LS&MS cancels WNY&P running rights over its Franklin Branch. (RyW - verify)
- Nov. 6, 1889 NYP&N places passenger steamer *New York* in service on Cape Charles-Norfolk run; first propeller boat on this run; permits reestablishing two round trips, adding a day train with parlor cars. (MB - Hayman RyW has 11/11 not right - verify last part)
- Nov. 6, 1889 PRR special with delegates to International American Conference returns to PRR rails at Mansfield, Ohio, having toured Indianapolis, Louisville and Cincinnati. (RRH)
- Nov. 7, 1889 Chief Engineer Job Abbott reports to the Wheeling Bridge & Terminal Railway that because of the injunction against the open cut in part of 20th Street leading to the cut-and-cover tunnel, he has decided to build a tunnel under the hill from the Whitaker Iron Works to the Riverside Iron Works in South Wheeling, continuing to a junction with the Ohio River Railroad. (MB)
- Nov. 8, 1889 Extra No. 1140 East parts in Gallitzin Tunnel; locomotive and first 30 cars run away down East Slope at speeds up to 60 MPH; at three times it bumps a work train that is trying frantically to outrun it; at Scotch Knob it derails the cabin car and a tool car of the work train, killing one; then at McGreavy's, where it knocks off another car; finally it crashes into the work train just east of Horseshoe Curve. (RRGaz, NYT)
- Nov. 9, 1889 Delegates to International American Conference tour Altoona. (RRH)
- Nov. 10, 1889 PRR special with delegates to International American Conference arrives in Philadelphia. (RRH)
- Nov. 10, 1889 PRR inaugurates No. 21 *St. Louis, Chicago & Cincinnati Express* with vestibuled Pullman sleeping cars, leaving New York at 2:00 PM and running to Cincinnati in 21:30 and St. Louis in 31.30, the fastest time to those points.

(NYT, Guide)

- Nov. 11, 1889 Orange County Railroad opens between Greycourt and Campbell Hall, N.Y.; with the Lehigh & Hudson River Railway, completes the direct link from the PRR to the Poughkeepsie Bridge line. (Rdg, RRGaz, Guide)
- Nov. 11, 1889 NYP&N places steamboat *New York* in service between Cape Charles and Norfolk, permitting restoration of two daily round trips on the railroad. (Lewis)
- Nov. 12, 1889 PRR presents plan for track elevation through City of Elizabeth, N.J., in return for closing Railroad Avenue so right of way can be widened to four tracks. (NYT)
- Nov. 12, 1889 Philadelphia & Sea Shore Railway incorporated in New Jersey by Edward Randolph Wood (1840-1932), son of Richard D. Wood, et al., to build from Winslow Jct. to Sea Isle City. (Val)
- Nov. 12, 1889 CNJ begins running freight and coal trains over Belvidere Division between Phillipsburg and Belvidere and then over Lehigh & Hudson River Railway to Poughkeepsie Bridge (RyW)
- Nov. 13, 1889 PRR Board authorizes an annual donation of \$2,000 for PRR Dept. of YMCA. (MB)
- Nov. 13, 1889 PRR special with delegates to International American Conference returns to Washington via Harrisburg, completing 5,825-mile tour, all with single consist and PRR Class O locomotive No. 1053. (NYT)
- Nov. 13, 1889 Dresden & Cincinnati RPO cut to Dresden & Morrow RPO. (Kay)
- Nov. 13, 1889 Cleveland Car Service Association organized; cuts average detention of cars from 6.38 days to 1.53 days. (GTC MB)
- Nov. 14, 1889 Elizabeth Cochrane Seaman (1867-1922), who writes for the New York *World* under the pen name "Nellie Bly", leaves Hoboken on the German liner *Augusta Victoria* in an attempt to go around the world in less than 80 days. (RRGaz)
- Nov. 14, 1889 Pennsylvania Company Executive Committee authorizes new station at Wooster, Ohio. (MB)
- Nov. 15, 1889 "CN" Interlocking placed in service at Millstone Jct.; using the old tower originally at Metuchen; the old telegraph tower at Millstone Jct. is moved to Stelton (PRR-FAX, AR)

- Nov. 15, 1889 PRR places (African American) ladies maids on *Pennsylvania Limited*. (NYT)
- Nov. 15, 1889 First transcontinental Fast Mail train leaves Omaha for Oakland via the Overland Route; mail time between New York and San Francisco is now 108:45. (Long/Dennis)
- Nov. 1889 Train ferry *Express* of the New England Terminal Company placed in service between Wilson's Point on the Housatonic Railroad and the PRR at Jersey City. (RRGaz)
- Nov. 1889 Plans being made for a new railroad between Wilkes-Barre and Williamsport. (NYT)
- Nov. 1889 Four-mile extension of Williamsburg Branch opens between Williamsburg and Carlin. (AR, RRGaz - Guide shows no pass service til 5/12/90)
- Nov. 1889 Pennsylvania Company buys 16 acres on east side of the Maumee River at Toledo for an outer yard. (RyW)
- Nov. 1889 Suit of *Moran v. Pittsburgh, Cincinnati & St. Louis Railway Company* is dismissed with the order to foreclose the Cincinnati & Muskingum Valley Railway. (AR)
- Nov. 1889 B&O sues members of the old B&O Relief Association who have not assigned their claims and joined the B&O Relief Dept.; litigation lasts until the summer of 1895, when the funds of the Relief Association are finally distributed. (NYT)
- Nov. 1889 The Sergeant-at-Arms of the Senate arrives in Chicago with subpoenas for those packers who had refused to testify before the Vest Committee in Sep. (CHTaylor - verify NYT)
- Nov. 16, 1889 Old PRR Pier No. 39, North River, abandoned; to be rebuilt. (AR)
- Nov. 16, 1889 Maryland Construction Company of Baltimore City incorporated to build the Baltimore Belt Railroad Company line through Baltimore. (B&O CorpHist)
- Nov. 17, 1889 Chicago & Atlantic Railway and Columbus, Hocking Valley & Toledo Railway establish "Buckeye Line" of through sleeping and club cars between Chicago and Columbus, Ohio, via Marion. (Guide)
- Nov. 17, 1889 Toledo, Ann Arbor & Mt. Pleasant Rail__ opens between Cadillac and Harland, Mich. (Meints)
- Nov. 17, 1889 Toledo, Ann Arbor & Lake Michigan Rail__ opens between Harland and

- Beecher, Mich. (Meints)
- Nov. 18, 1889 Harrisburg & Martinsburg RPO extended to Harrisburg & Winchester RPO. (Kay)
- Nov. 19, 1889 Detroit ordinance calls for Fort Street Union Depot Company to construct and elevated viaduct for their approach tracks in River Street between 8th & 12th Streets. (Church)
- Nov. 19, 1889 Special meeting of Trunk Lines considers the resumption of the practice of hiring commission agents for passenger business by some New England and Western roads; renews a commitment to bar commission agents in Trunk Line territory. (NYT)
- Nov. 20, 1889 PRR submits plan to city for track elevation through New Brunswick, N.J. (NYT)
- Nov. 20, 1889 Long-time official E. T. D. Myers (1830-1905) elected Pres. of the Richmond, Fredericksburg & Potomac Railroad, replacing J.P. Brinton, resigned. (AR)
- Nov. 21, 1889 Pennsylvania Company Executive Committee authorizes second track from Colehour to Fields, from GR&I Jct. to west of Hadley and 5.8 miles west from Elida on the Western Division, and third track between Dixmont and Emsworth on the Eastern Division. (MB)
- Nov. 21, 1889 CStL&P Railroad Executive Committee authorizes rearranging yard tracks in Indianapolis. (MB)
- Nov. 22, 1889 Newark & Passaic Railway incorporated in N.J. in interest of Lehigh Valley Railroad to build parallel to the PRR's Waverly & Passaic Branch to serve industries on the east side of Newark, terminating on the Passaic River. (Baird)
- Nov. 23, 1889 Pennsylvania & West Virginia Railroad incorporated in Pa. under articles dated Nov. 21 to build a railroad from Brookes Mills to Manns Choice south of the PRR main line; W. Bugbee Smith, Pres. (C&C)
- Nov. 23, 1889 City of Philadelphia obtains injunction against Reading building elevated line to Reading Terminal on own property on grounds even railroad crossings over street require City Council permission. (NYT, RyW)
- Nov. 24, 1889 *Shenandoah Limited*, Nos. 1-2, inaugurated between New York, Hagerstown and New Orleans via Roanoke, Bristol and Chattanooga with through cars from PRR; sleeping car line established between Philadelphia and New Orleans via Harrisburg, Roanoke, ETV&G and L&N railroads; runs through

- from New York in 45:00; companion Night Express continues to carry New York-Memphis car via Harrisburg. (Guide, RRGaz, PassDept, RyRegister)
- Nov. 24, 1889 Queen & Crescent Route and East Tennessee, Virginia & Georgia Railway inaugurate *Florida Special* as a solid vestibuled train between Cincinnati and Jacksonville, running in 28:00, via Chattanooga, Rome, Atlanta, Macon and Jesup. (RyRegister)
- Nov. 24, 1889 NYC&HR places new interlocking system at Grand Central Station in service, after five days of preliminary work; new Union Switch & Signal Company 87-lever machine controls all switches south of 49th Street; replaces 116-lever machine installed in 1884. (NYT, RRGaz)
- Nov. 25, 1889 Frankfort & South Eastern Rail__ opens between Beecher and Frankfort, Mich. (Meints)
- Nov. 25, 1889 Toledo, Ann Arbor & North Michigan Railway begins service between Toledo and Frankfort, Mich. (MichRRs)
- Nov. 26, 1889 Pennsylvania Company Executive Committee authorizes new freight station at Allegheny, Pa. (MB)
- Nov. 26, 1889 William Dallin assigns construction contract for Indiana & Lake Michigan Railway to John C. Smith. (Church)
- Nov. 27, 1889 Downingtown & Lancaster Railroad begins construction between New Holland and Conestoga Jct. near Lancaster. (C&C)
- Nov. 1889 LIRR opens Morris Park Shops west of Jamaica on (Brooklyn line?); closes old shops at Long Island City.
- Nov. 30, 1889 Former Thames River train ferry *Groton* burns and sinks off Chincoteague, Va.; *Groton* and *Thames River* had been bought by B&O and were being towed to Baltimore for use between Canton and Locust Point and between Thomas Point and Claiborne on Baltimore & Eastern Shore Railroad. (RRGaz, ETFrncs)
- Nov. 30, 1889 Former Trunk Line Commissioner Albert Fink returns to U.S. in restored health. (NYT)
- Nov. 30, 1889 Bellaire, Zanesville & Cincinnati Railway leaves receivership without foreclosure; S.L. Mooney, Pres.; W.R. Crumpton appointed General Manager, replacing I.H. Burgoon as receiver and General Manager. (Church, RyW)
- Nov. 30, 1889 Indiana Car Service Association organized for the entire state; cuts detentions

from 6 days to 1.28 days. (GTC MB)

- Late 1889 Raritan River Railroad opens for freight service to Milltown. (Deibert)
- Late 1889 Andrew W. Mellon begins financing the Pittsburgh Reduction Company, later the Aluminum Company of America (Alcoa), a major element of the Mellon family fortune. (Cannadine)
- Dec. 1, 1889? Benjamin Norton elected VP & General Manager of LIRR. (RyRegister)
- Dec. 1, 1889 Mortgage of Land, Mortgage, Investment & Agency Company of America, Limited., comes due; large amount of interest in arrears. (MB)
- Dec. 1, 1889 New interlocking installed at "X" Tower, Monmouth Jct. (PRRFAX)
- Dec. 1, 1889 Terre Haute & Indianapolis Railroad accepts Indiana & Lake Michigan Railway in unfinished condition at contract deadline. (Church)
- Dec. 1, 1889 Whitehead, Pa., renamed Glen Fisher on Allegheny Valley Railroad. (Guide)
- Dec. 1, 1889 LS&MS acquires the Sturgis, Goshen & St. Louis Railroad, running from Findley, Mich., to Goshen, Ind. (AR)
- Dec. 2, 1889 B&O announces plan for Baltimore Belt Line, with a tunnel under Howard Street and a connection from Camden Station to Bay View on its Philadelphia Division. (NYT)
- Dec. 2, 1889 Henry A. Welsh elected a director of the PC&StL Railway, replacing William Thaw, deceased; J.N. McCullough elected Chairman of the Finance Committee; James McCrea added to Finance Committee and William H. Barnes to the Executive Committee. (MB)
- Dec. 2, 1889 Cincinnati Car Service Bureau and Columbus Car Service Association organized; cut detention of cars from 4 days to 22 hours and from 11 days to 1.32 days respectively. (GTC MB)
- Dec. 2, 1889 On its first trip, the New England Terminal Company train ferry *Express* collides with the steamship *Niagara*, under tow off the Brooklyn Navy Yard; put out of service until Apr. 1890. (Hilton/StmbtBlI)
- Dec. 3, 1889 Trenton Cut-Off Railroad incorporated in Pa. under articles dated Dec. 2 to build a low grade freight line from Morrisville to the Montgomery County line; the rest of line in Montgomery and Chester Counties is built under the PRR's own charter; John P. Green, Pres.; survey completed from Morrisville to Downingtown. (Val, C&C, RyW)
- Dec. 3, 1889 Trunk Line Association meets with George Blanchard of the Central Traffic

Association and New England railroad officials; all agree to abolish commission agents effective Jan. 1, 1890; Trunk Lines repeat their insistence on barring private stock cars from their lines. (NYT)

- Dec. 4, 1889 Reading reapplies to Philadelphia City Councils for franchise for Reading Terminal, public opinion having turned in its favor. (Rdg AR)
- Dec. 4, 1889 Lines West Third VP Thomas D. Messler returns to duty after recuperating at Cresson. (RyW)
- Dec. 4, 1889 Trunk Line Association meets; PRR complains that the B&O has cut its eastbound fares from Pittsburgh to Washington and Baltimore from \$9 to \$8 without the required 10 days notice; PRR threatens to meet the cuts immediately unless they are withdrawn. (NYT)
- Dec. 4, 1889 PRR meets B&O fare reduction between Philadelphia, Baltimore and Washington and Pittsburgh. (NYT)
- Dec. 5, 1889 New York Board of Trade & Transportation files complaint against PRR with ICC; says uses connections with American Line to make very low through rates between Liverpool and Chicago that discriminate against other shippers. (NYT)
- Dec. 6, 1889 PRR and Florida Fruit Exchange begin operating three daily "Florida Fruit Specials" running through from Jacksonville to New York in 72:00; delays last year resulted in spoiled fruit. (RyW)
- Dec. 7, 1889 Jacob Henrici and Jonathan Lenz, trustees of the Harmony Society, deed the Marginal Railroad to Henry W. Hartman; the Hartman Steel Company assigns their lease to Carnegie, Phipps & Co. (C&C)
- Dec. 1889 Old Bingham & Dock Commonwealth Depot at 18th & Market Streets razed to make way for 5-story flour warehouse of Merchants' Warehouse Company. (CCHS - see also 1886! - 5-story addition auth 1889)
- Dec. 8, 1889 Butlers renamed Grayford on Jeffersonville, Madison & Indianapolis Railroad. (Guide)
- Dec. 9, 1889 10 AM express to Chicago changed to new train leaving New York at 10:30 and new 10:00 AM train to Cincinnati, Indianapolis & St. Louis. (RyW - not found in NYT tt)
- Dec. 9, 1889 Indianapolis, Decatur & Western Railway conveyed to reorganization committee dominated by Cincinnati, Hamilton & Dayton Railroad interests. (RyRegister)

- Dec. 9, 1889 Dayton Car Service Bureau organized; cuts detention of cars from 5.7 days to 1.58 days. (GTC MB)
- Dec. 10, 1889 Little Miami Railroad announces it will pay a 4% dividend on Dec. 24; dispute with PRR over compensation for betterments settled and suits withdrawn. (RyRegister)
- Dec. 10, 1889 Fort Street Union Depot Company leased jointly to Canadian Pacific Railway, Wabash Railroad, Flint & Pere Marquette Railroad, and Detroit, Lansing & Northern Railroad; agreement covers the construction and operation of a union passenger station and the lease to the Flint & Pere Marquette Railroad and Detroit, Lansing & Northern Railroad of land for a freight station at 3rd & Congress Streets. (Church)
- Dec. 10, 1889 Pres. Elisha P. Wilbur reports to the Lehigh Valley Railroad Board that the LV has subscribed to the Easton & Northern Railroad, which is to build from Easton to the cement and slate belts of Northampton County; also agreed with the Williamsport & North Branch Railroad for it to extend west to Williamsport and northeast to a connection with the LV at Bernice and to be operated by the LV; this would have given the LV access to the Williamsport gateway, but it is not carried out. (MB)
- Dec. 11, 1889 William H. Barnes elected PRR director replacing William Thaw. (MB, B&K)
- Dec. 12, 1889 Prospect Park & South Brooklyn Railroad (Kensington Jct. to City Line Jct.) leased to Prospect Park & Coney Island Railroad. (CorpHist)
- Dec. 12, 1889 Walhonding Valley Railway incorporated in Ohio under articles dated Dec. 11 to build from Mansfield to Kimbolton, forming route from southeastern coal fields to Toledo and bringing coal traffic to Toledo Branch. (Church, C&C)
- Dec. 12, 1889 CStL&P Railroad Executive Committee authorizes extending and rearranging the Logansport Shop Yard tracks; a siding between Riverside and Dolton; moving the old Chicago grain transfer machine to Washington Heights. (MB)
- Dec. 12, 1889 Last spike driven on Indiana & Lake Michigan Railway line between South Bend and St. Joseph, Mich. (RyW)
- Dec. 13, 1889 Former Reading Pres. and inveterate PRR foe Franklin B. Gowen (1836-1889) commits suicide by shooting himself in the head in a Washington hotel room at age 53. (Schlegel)
- Dec. 13, 1889 Reading brings suit against River Front Railroad to uphold original

arrangement whereby Reading and PRR maintain River Front Railroad on alternate years; Reading yielded its turn when it was in receivership in 1887, and PRR has refused to surrender it; fears PRR will seize total control. (RyW, NYT)

- Dec. 13, 1889 Atlantic City Railroad signs construction and operating contract with Philadelphia & Sea Shore Railway for through service to points between Sea Isle City and Cape May. (MB, Rdg)
- Dec. 14, 1889 PRR resumes selling one-way party tickets at rate of 2 cents a mile to theater companies, baseball teams, etc. (NYT)
- Dec. 14, 1889 Terre Haute & Indianapolis Railroad Board signs a settlement with Cincinnati, Hamilton & Dayton Railroad; CH&D buys TH&I's remaining claims against Ives, Stayner and Henry S. Ives & Co., with a face value of \$2,185,000, for \$262,500 to be \$12,500 in cash, \$200,000 in notes and \$50,000 in 1,000 shares of TH&I with accrued dividends; confirms TH&I's title to 2,600 shares of treasury stock looted by Ives and since recovered; CH&D returns a further 1,000 shares it has recovered. (MB, Wallis)
- Dec. 1889 PRR has lately purchased land with 2,100 feet of frontage on New York Bay at Greenville on the southern boundary of Jersey City; the Jersey City & Western Railway of the Lehigh Valley Railroad system has failed to get the property and must build elsewhere. (NYT)
- Dec. 1889 Northbound *Congressional Limited Express* made all-Pullman with extra fare (PassDept).
- Dec. 1889 S. Pearson & Son begins excavating a chamber at the far end of the New Jersey tunnel of the Hudson Tunnel Railway in order make room to erect a tunneling shield built in Scotland. (Brennan)
- Dec. 1889 B&O's New York-Washington passenger trains now doing almost as much business as the PRR. (RyRegister)
- Dec. 1889 LIRR passengers are circulating a petition to the next Legislature to set maximum fare at 2 cents per mile instead of current 3 cents. (NYT)
- Dec. 1889 CNJ is building tracks at different levels to prevent the PRR and Lehigh Valley Railroad from crossing its line at later Oak Island Jct. in the Meadows southeast of Newark. (RRGaz)
- Dec. 1889 PRR completes four-tracking between Schencks and Cornwells on New York Division. (RyW)
- Dec. 1889 Baltimore & Eastern Shore Railroad opens between St. Michaels and Easton, Md. (wk. pre 12/13? - Guide has 1/1/90)

- Dec. 1889 PRR is adding coal and coke cars at the rate of 50 a day; carries 30,000 tons of coke daily. (RyRegister)
- Dec. 1889 Wheeling & Lake Erie Railway opens an extension of its main line eastwards from Bowerston to Laurelton, Ohio. (Guide)
- Dec. 1889 Electric streetcars begin operating over the upper deck of the Eads Bridge at St. Louis. (AR)
- Dec. 1890 Packer Philip D. Armour (1832-1901) testifies before the Vest Committee in Washington, denying the existence of a “beef trust” and asserting that the price of livestock and meat is set by supply and demand. (CHTaylor - verify NYT)
- Dec. 16, 1889 LIRR Board votes to demand payment of principal and interest of bonds of Land, Mortgage, Investment & Agency Company of America, Limited. (MB)
- Dec. 16, 1889 Toledo Car Service Association organized; cuts detention from 4 days to 1.51 days. (GTC MB)
- Dec. 17, 1889 Engineer Charles Soosmith (1856-1916) elected a director of the Hudson Tunnel Railway; tunnel work is now done by electric light instead of candles. (NYT)
- Dec. 17, 1889 Fire destroys the bridge shop of the Allegheny Valley Railroad at Oil City; replaced by a new facility at Verona in 1890. (AR)
- Dec. 18, 1889 John M. Metheany (1839-1889), Superintendent of Northern Division of GR&I, dies at age 50 of “throat trouble” at Grand Rapids. (AR, Guide)
- Dec. 18, 1889 Buffalo Car Service Association organized. (Guide)
- Dec. 19, 1889 Virginia act authorizes merger of Martinsburg & Potomac Railroad (Va.) into Cumberland Valley & Martinsburg Railroad (W.Va.). (Digest)
- Dec. 19, 1889 Indiana & Lake Michigan Railway releases John C. Smith from construction contract upon payment of penalty of \$15,350; Terre Haute & Indianapolis Railroad completes work. (Church)
- Dec. 19, 1889 Illinois Car Service Association organized at Peoria. (GTC MB)
- Dec. 20, 1889 Heavy fog, lasting until 10:00 PM, snarls Hudson River ferry traffic; Cortlandt Street crossing takes up to 35 minutes; PRR ferry *Princeton* rammed by DL&W ferry *Moonachie*. (NYT)

- Dec. 20, 1889 Washington & Western Railroad incorporated in Va. in interest of Shenandoah Valley Railroad to build a line from the SVRR to a point opposite Washington, D.C. (CorpHist)
- Dec. 20, 1889 Baltimore & Ohio Southwestern Railroad incorporated in Ohio as the reorganization of the Cincinnati, Washington & Baltimore Railroad; Cincinnati line of the B&O system. (ICC)
- Dec. 23, 1889 Atlantic Avenue Elevated Railroad incorporated in N.Y. to build along Atlantic Avenue with branch to the New York, Brooklyn & Manhattan Beach Railroad at Liberty Avenue. (MB)
- Dec. 23, 1889 NYP&N reports that it has purchased old PW&B train ferry *Canton* and converted it to four-track car float carrying 22 cars. (MB)
- Dec. 23, 1889 Walhonding Valley Railway organized; A.J. Warner, Pres.; J. A. Hanlon, Chief Engineer; acquires a right of way between Coshocton on the Pan Handle and Loudonville on the PFW&C and from near Morgan Run on the Pan Handle to near Kimbolton, with preliminary surveys from Kimbolton to Powhatan; only the first section is completed. (MB, C&C, Church)
- Dec. 23, 1889 New Haven cuts running time of two New York-Boston round trips from 7:00 to 6:30, one via Shore Line and one via Springfield. (NYT)
- Dec. 24, 1889 Pennsylvania Company Executive Committee authorizes buying lot formerly occupied by Crestline Hotel, which burned in 1885, in settlement of damage claim. (MB)
- Dec. 24, 1889 CStL&P Railroad Executive Committee authorizes second track between Columbus and the Scioto River bridge. (MB)
- Dec. 25, 1889 NYC&HR gives J. Pierpont Morgan a Christmas gift of a \$50,000 silver dessert service from Tiffany's for his services in the West Shore reorganization. (RRGaz)
- Dec. 25, 1889 Jacksonville, Tampa & Key West Railway completes a railroad bridge over the St. Johns River at Jacksonville, Fla., permitting through rail service down the east coast. (Guide)
- Dec. 26, 1889 Philadelphia Common Council passes a Reading Terminal ordinance but forbids placing station south of Arch Street. (RyW)
- Dec. 30, 1889 “__” Tower at Woodbridge Jct., N.J., burned. (AR)
- Dec. 30, 1889 Northern Central Railway Board authorizes considering the Reading's application for trackage rights between Williamsport and Elmira, providing it

- agrees to pay half the rent. (MB)
- Dec. 30, 1889 *New York Times* announces that Andrew Carnegie will take control of the Pittsburgh & Western Railway next April; has already bought 35,000 shares from Pres. Henry W. Oliver, John W. Chalfant and the estate of James Callery; all stock is held in a voting trust by Drexel, Morgan & Co. until 1892. (NYT)
- Dec. 31, 1889 *New York Times* announces PRR has abandoned plan to build line from Phoenixville through Boyertown to Allentown. (NYT)
- Dec. 31, 1889 Clearfield & Jefferson Railway merged into Bells Gap Railroad under agreement of Oct. 21, 1889; Bells Gap Railroad renamed Pennsylvania & North Western Railroad; Charles F. Berwind, Pres. (Val, C&C)
- Dec. 31, 1889 Gosport Branch of the Indianapolis & Vincennes Division opens to stone quarries (3.26 miles). (AR)
- Dec. 31, 1889 Railroad pioneer Horatio Allen (1802-1889), generally considered the first person to run a regular, full-sized steam locomotive in America, dies at South Orange, N.J. (RRGaz)
- Winter 1889 Atlantic City Railroad opens new terminal at Kaighn's Point, Camden. (check Coxey)
- 1889? Suit begun against the Atlantic Avenue Railroad Company of Brooklyn to forfeit the charter on grounds that it failed to operate for five successive days during the strike and makes its employees work more than ten hours a day; later the Court of Appeals rules (125 NY 513) that actions were those of the managers and not the company as a whole. (NYState - verify years)
- 1889 Thomaston & Long Island City RPO established. (Kay)
- 1889 The total number of officials and employees on the PRR system stands at 89,369, of whom 56,916 are employed on Lines East and 32,453 on Lines West. (RyRegister)
- 1889 PRR stock has fallen slightly to 56. (MB)
- 1889 United New Jersey turns first profit of \$138,712 for PRR since 1871 lease. (AR)
- 1889 Lines West earns net profit of \$1,013,864 vs. loss of \$170,145 in 1888. (AR)
- 1889 Commonwealth of Pennsylvania has assessed \$1,184,556 in unpaid capital stock taxes against the Pennsylvania Company for the years 1872-1888; now

- on appeal. (MB)
- 1889 PRR issues a circular dealing with the requirements for cleaning and disinfecting passenger cars and stations. (Aldrich)
- 1889 Public stenographers placed on the *Pennsylvania Limited*; Charles R. Rosenberg (1868-) has the first run out of New York, from which he becomes an agent in the Tourist Bureau, personally conducting tours, and later head of the Bureau. (PRRBio)
- 1889? Brooklyn, Bath & West End Railroad leases the South Brooklyn Railroad & Terminal Company. (NYState)
- 1889 PRR clears the site for a new freight station between 37th & 38th Streets at the Hudson River at New York. (AR)
- 1889 Coal trestle built on Pier No. 4 at Harsimus Cove. (AR)
- 1889 “__” Interlocking at Meadows revised. (AR)
- 1889 “__” Interlocking at Amboy Jct. revised. (AR)
- 1889 New steamboat pier, freight pier and 100,000-ton Dodge coal storage plant built at South Amboy. (AR)
- 1889 New stone station built at Little Silver, N.J., on the NY&LB. (MB)
- 1889 New freight station built at Ocean Grove on the NY&LB. (MB)
- 1889 New station built at Long Beach City, N.J. (AR)
- 1889 Four-track line completed between Millstone Jct.-Monmouth Jct., Morrisville-Tullytown, and Cornwells-Schenks, completing four-track system between Jersey City and Philadelphia except short sections at Newark, Elizabeth, New Brunswick, and Trenton. (AR)
- 1889 New station opens at Metuchen, N.J. (AR)
- 1889 New “__” Interlocking built at Trenton. (AR)
- 1889 New station and telegraph tower built at Torresdale on the New York Division. (AR)
- 1889 New stations built at Wissinoming and North Penn Jct. on the New York Division; new shelters built at Tacony and Ridge Avenue. (AR)

- 1889 “__” Interlocking at Frankford Jct. revised. (AR)
- 1889 Second storeys added to the stations at Tulpehocken, Upsal and Wissahickon Heights on the Chestnut Hill Branch. (AR)
- 1889 New freight yard built at Ontario Street & Trenton Avenue on the Kensington Branch. (AR)
- 1889 New freight yard built at 25th & Susquehanna Avenue on the Connecting Railway. (AR)
- 1889 New shelter built at Morris on the Amboy Division. (AR)
- 1889 New “__” Interlocking built at Pavonia on the Amboy Division. (AR)
- 1889 Camden & Atlantic Railroad rearranges station at Tennessee & Atlantic Avenues in Atlantic City for Longport trains and builds new connection to track in Atlantic Avenue. (AR)
- 1889 West Jersey Railroad relocates Anglesea Branch from New York Avenue to New Jersey Avenue between Anglesea and Holly Beach; one block closer to ocean. (AR)
- 1889 West Jersey Railroad opens between Townsend Inlet and Avalon, 2.58 miles. (Val, AR says extends Avalon to 33rd Street on Seven Mile Beach - Lee says received right of way from Seven Mile Beach Development Company (or Seven Mile Beach Co??), which built bridge over Townsends Inlet).
- 1889 West Jersey Railroad removes Woodbury engine house; relocates engine terminal from Heislerville to Maurice River. (AR)
- 1889 PRR opens new two-story freight station at 17th & Market Streets, Philadelphia. (AR)
- 1889 PRR begins remodeling Broad Street Station, converting old freight section to passenger use and adding four more passenger tracks with train shed. (AR)
- 1889 PRR moves cab stables into the arches under the Chinese Wall. (AR)
- 1889 New freight yard built at 28th Street & Passyunk Avenue in South Philadelphia. (AR)
- 1889 New freight stations built at Christian & Swanson Streets, on the north line of the Old Navy Yard, and on the north side of Market Street east of 30th Street. (AR)

- 1889 PW&B begins applying Janney couplers to freight cars. (AR)
- 1889 PW&B begins construction of new large freight yard at Bay View. (AR)
- 1889 New station built at Eastern Avenue, Baltimore, on the Northern Central Railway. (AR)
- 1889 Delaware Railroad carries only 1,401 cars of peaches, down from 5,296 in 1888; carries 1,229 cars of berries vs. 1,500 in 1888. (AR)
- 1889 E.P. Thielens of N.J. buys the Baltimore & Delaware Bay Railroad for \$375,000, of which the CNJ puts up \$250,000; Thielens is to manage the road for two years using his one-third interest, after which it will revert to the CNJ. (Usilton)
- 1889 Granolithic platforms built at Baltimore & Potomac Railroad station in Washington. (MB/AR)
- 1889 Block towers built at Anacostia and Bowie on the Baltimore & Potomac Railroad. (MB/AR)
- 1889 NYP&N replaces old iron rails with steel on Crisfield Branch. (MB)
- 1889 NYP&N builds a turntable at Crisfield. (C&C)
- 1889 NYP&N enlarges Cape Charles Yard. (MB)
- 1889 Second track built between Franklin Avenue, Norristown, and Perkiomen on the Schuylkill Division. (AR)
- 1889 Interlocking moved from Steelton to Royalton on the Philadelphia Division. (AR)
- 1889 New stations built at Pomeroy, Hastings, Westover, Glen Campbell, Taneytown, Mount Pleasant, Gordonville, Conemaugh, Humes, Jeanette. (AR)
- 1889 New brick joint station with the Western Maryland Railroad built at Hanover, Pa. (AR)
- 1889 Honey Pot Yard near Wilkes-Barre enlarged. (AR)
- 1889 New stations built at Youngville, Rock Glen and Morea on the Philadelphia & Erie Grand Division. (AR)
- 1889 New interlockings built at Market Street-Harrisburg, McVeytown, and

- Elizabeth Furnace on the Middle Division. (AR)
- 1889 New engine house built at Lewistown, Pa., to replace the one burned in 1887. (AR)
- 1889 Tyrone & Clearfield Railway extends main line 3.1 miles west from Curwensville. (Val)
- 1889 Tyrone & Clearfield Railway extends Coal Run Branch slightly. (Val)
- 1889 Tyrone & Clearfield Railway extends a branch 1.5 miles up Bells Run. (AR)
- 1889 Two passenger main tracks built passing around the north side of Altoona Yard. (AR)
- 1889 New paint shop and electric plant built at Altoona. (AR)
- 1889 New Juniata Shops under construction; erecting shop 70' x 354'; machine shop 75' x 258'; blacksmith shop 80' x 306'; boiler shop 80' x 386'; paint shop 67' x 147'. (AR)
- 1889 Bacteriological laboratory added to Altoona Test Dept. (Watkins - but see 1899!!)
- 1889 New interlockings built at the west end of Derry, at Manor, and at Cresson ("MO") on the Pittsburgh Division. (AR)
- 1889 Bens Creek Branch extended about 1.0 miles on Pittsburgh Division. (Val)
- 1889 Martin Branch extended about 0.5 mile on Pittsburgh Division. (Val)
- 1889 Apollo Branch of Western Pennsylvania Railroad extended. (Val)
- 1889 Lippincott Branch of South-West Pennsylvania Railway opens from the Unity Branch near Palmers Station to terminus (1.19 miles). (Val)
- 1889 Radebaugh Branch of South-West Pennsylvania Railway extended 0.46 mile (Val, RTL)
- 1889 Western New York & Pennsylvania Railroad completes double track between Hinsdale and Olean, N.Y. (AR, C&C)
- 1889 Kinzua Railway converted to standard gauge between Kinzua and Marshburg (11.0 miles). (C&C)
- 1889 Extension of dock and machinery at Buffalo on the WNY&P Railroad.

(C&C)

- 1889 New interlockings built at Irvineton and Warren on the Philadelphia & Erie Railroad. (AR)
- 1889 Double track extended 4.4 miles east of Erie to Belle Valley on the Philadelphia & Erie Railroad. (AR, C&C)
- 1889 Iron ore first shipped eastward from Erie, Pa. via the Philadelphia & Erie Railroad; the ore pier has been refitted with four steam cranes and moveable bridges. (C&C)
- 1889 New stations built at Parnassus, Mahoning and Reynoldsville on the Allegheny Valley Railroad. (C&C)
- 1889 New station built at Youngstown on the Erie & Ashtabula Division. (C&C)
- 1889 Third ore storage trestle, 1,220 feet long, placed in service at Ashtabula Harbor. (C&C)
- 1889 Second track extended on the Ohio River Bridge at Steubenville, completing double track between Pittsburgh and Mingo Jct. via Panhandle line. (AR, C&C)
- 1889 Freight yards at Alliance rebuilt and enlarged. (AR)
- 1889 Four new Brownhoist cantilever type ore unloading machines placed in service at Dock No. 1 at Cleveland; first mechanical unloading on PRR at Cleveland. (Watkins)
- 1889 Coal and ore docks at Cleveland improved. (AR)
- 1889 Morris, Ellsworth & Co. contract for operation of Cleveland ore docks.
- 1889 Union Bridge over Maumee River at Toledo abandoned; controlled 50/50 by Pennsylvania Company and Wabash Railroad. (Church)
- 1889 Original 1853 Little Miami Railroad Cincinnati depot, now used as a freight house, destroyed by fire. (Watkins, Condit)
- 1889 Old Little Miami Railroad depot at Cincinnati razed to permit enlarging the Louisville & Nashville Railroad freight yards. (AR)
- 1889 CStL&P Railroad refurbishes hotel at Bradford, Ohio. (AR)
- 1889 CStL&P Railroad builds Kokomo Belt Railroad (2.5 miles) under agreement

of Mar. 9, 1889. (C&C)

- 1889 CStL&P Railroad and Cincinnati, Richmond & Fort Wayne Railroad build joint station at Ridgeville, Ind. (AR)
- 1889 Trustee W.C. Sutherland sells the “Bryne Track” in Arbegust Avenue to the Louisville Bridge Company. (verify)
- 1889 GR&I agrees for building a Union Station with an iron train shed at Grand Rapids. (AR)
- 1889 Long Lake Spur of Missaukee Branch of GR&I abandoned (0.77 mile), Long Lake Jct. to Long Lake. (C&C)
- 1889 Nasons Branch of the GR&I abandoned, Luther to Nasons. (Meints - verify C&C)
- 1889 St. Louis, Vandalia & Terre Haute Railroad completes re-laying main line with steel rails. (AR)
- 1889 St. Louis Transfer Railroad opens between Arsenal Street and Ferry Street in St. Louis. (C&C - verify)
- 1889 Future Superintendent Henry A. Jaggard (1865-) joins the PRR as a rodman on the Middle Division, having received degrees from Yale and Rensselaer Polytechnic Institute. (PRRBio)
- 1889 Nanticoke Steamboat Company buys the North Carolina steamboat *Chowan* for service on the Nanticoke River between Baltimore and Seaford, Del. (Burgess)
- 1889 Chicago General Managers Association organization allowed to lapse. (Lindsey)
- 1889 Jersey City Terminal Railway (Lehigh Valley Railroad system) completes its freight terminal on the West Line Tract on the north side of Johnston Avenue, running from the Hudson River to a connection with the CNJ at Communipaw Curve; reached by trackage rights over the CNJ from Roselle Jct. (Baird - elsewhere has open 1888? - check AR)
- 1889 Staten Island Rapid Transit Railroad extended from Arlington to the shore of the Arthur Kill. (B&O CorpHist)
- 1889 Gustav Lindenthal lobbies Congress to build 2,850-foot span suspension bridge over Hudson River at New York; would be longest span in the world.

- 1889 Reading stops shipping coal over the CNJ's antiquated Elizabethport piers and moves to Port Liberty coal pier at Communipaw. (Rdg AR)
- c. 1889 Congestion at CNJ's Port Liberty coal pier at Communipaw forces Reading to resume shipping coal to New York via the Delaware & Raritan Canal, despite the high rates charged by the PRR; Reading employs 100 to 150 canal boats; A. A. McLeod begins planning for his own line to tidewater in New York Harbor. (RyW, RyRegister)
- 1889? CNJ opens a new Jersey City Terminal designed by the Boston architectural firm of Peabody & Stearns; train shed measures 142 x 512 with 8 tracks and two extensions 36'-6" on each side with two tracks each for a total of 12 tracks; four slips for single-level loading of ferry boats; replaces a nondescript wooden station with three slips. (RyAgeGaz - verify contemporary)
- 1889 Reading raises tolls on coal on Susquehanna & Tide Water Canal; coal shippers on Pennsylvania Canal begin seeking all-rail routes to eastern markets.
- 1889 Philadelphia City Councils block Reading's request for a franchise for the elevated approach from Spring Garden Street to the proposed Reading Terminal at 12th & Market; when Reading tries to condemn real estate under its own charter, Philadelphia sues. (Rdg AR)
- 1889 Central Dock & Terminal Railway, a joint terminal company of the Reading and NYC&HR, opens coal docks at Buffalo for shipping Reading anthracite to Great Lakes points. (Rdg AR)
- 1889 B&O acquires majority control of the Valley Railway in Ohio. (B&O CorpHist)
- 1889 B&O builds its Sparrows Point Branch from Canton to a connection with the Baltimore & Sparrows Point Railroad at Colgate Creek to reach the works of the Maryland Steel Company of Baltimore County. (AR, B&O Val)
- 1889 United States Express Company manages to win the exclusive contract for carrying money shipments for the federal government. (Grossman)
- 1889 Thomas Barnes (1843-1911) a coal operator from the Clearfield County Coal Field begins buying land in northern Cambria County at what later becomes Barnesboro, in partnership with Beverly Tucker of Philadelphia and C. S. D'Invilliers (1852-1910) a PRR civil engineer active in building coal branches in the region; Barnes & Tucker becomes one of the largest coal operators there. (Gable)

- 1889 Norman Schultz and J. B. Hoyt, Jr., build a large sawmill and tannery and the new village of Instanter on the Johnsonburg Railroad. (Taber/Kline)
- 1889? Daft Electric Company installs electric traction on a railroad in Cincinnati. (see Science, v. 13, p. 391-393)
- 1889 East Chicago, Ind., organized as a town by George W. Clarke, Gen. Joseph T. Torrence and Marcus M. Towle. (Howat)
- 1889 Toledo, Columbus & Cincinnati Railway opens to Kenton. (Miller - verify)
- 1889 First permanent automatic train stop installed on the Boston Elevated Railway. (ATO)
- 1889 Brotherhood of Railroad Brakemen renamed Brotherhood of Railroad Trainmen. (utu.org)
- 1889 Oil is discovered in the McDonald Field near Coraopolis in southwestern Pennsylvania; local wildcatters John Galey and Sam Galey invite William Larimer Mellon (1868-1949), grandson of Judge Thomas Mellon (1813-1908), to join their enterprise, which later becomes the Crescent Oil Company. (Cannadine)
- 1889 Within the year, John King, the Pres. of the New York, Lake Erie & Western Railroad sponsored by J. Pierpont Morgan, W. Seward Webb, brother-in-law of William K. Vanderbilt, and Austin Corbin, are all blackballed by the exclusive Union Club in New York City; although all are somewhat uncouth or disagreeable, Morgan and Vanderbilt do not like having their candidates rejected and agree to the formation of a new club based on money, resulting in the formation of the Metropolitan Club in 1891. (Broderick)
- 1889 International Brotherhood of Blacksmiths, later the International Brotherhood of Blacksmiths, Drop Forgers & Helpers organized at Atlanta, Ga.; later one of the railroad shop crafts. (DeptofLabor, PMiddleton)
- 1889 Cleveland & Canton Railroad reaches Zanesville and renamed Cleveland, Canton & Southern Railroad. (Eckley - verify ICC W&LE - is 1890!!)