

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

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1891

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- Jan. 1, 1891 Boston-Washington day train via the train ferry *Maryland* route discontinued, leaving only the overnight train. (PubLdgr tt)
- Jan. 1, 1891 PW&B purchases all equipment of Baltimore & Potomac Railroad. (AR)
- Jan. 1, 1891 Cleveland, Akron & Columbus Railway (PRR) and Akron & Chicago Junction Railroad (B&O) agree to operate parallel lines between Akron and Warwick, Ohio, (15.62 mi.) as one double-tracked railroad and to build Union Depot at Akron; CA&C sells the northern half of its right-of-way to the Akron & Chicago Junction Railroad. (Church, B&O CorpHist)
- Jan. 1, 1891 Ohio Connecting Railway is now operated as part of the Pittsburgh Division of the PCC&StL Railway. (MB)
- Jan. 1, 1891 All Columbus, Ohio, terminals placed in Pittsburgh Division of PCC&StL Railway. (AR)
- Jan. 1, 1891 NYC&HR assumes operation of Beech Creek Railroad under lease. (Circ)
- Jan. 1, 1891 J. B. Hutchinson named Superintendent of Maryland Division and Baltimore & Potomac Railroad, replacing H.H. Carter, resigned to other line of business; James Reed to Superintendent of Western Pennsylvania Division, replacing Hutchinson; W. Heyward Myers to Superintendent of Schuylkill Division, replacing Reed; Wilson Brown to Superintendent of Belvidere Division replacing Myers; Alexander P. Gest (1853-1938) to Superintendent of Frederick Division, replacing Brown; George W. Creighton (1856-1917) named Superintendent of Bedford Division. (AR)
- Jan. 1, 1891 Midland Railway (Ind.) begins work between Carbon and Brazil, Ind., using the right of way of the old unfinished North & South Rail ___. (RyRegister)

- Jan. 1, 1891 Lehigh Valley Railroad leases Lehigh Valley Railway. (ICC)
- Jan. 1, 1891 A.C. Hippey (1846-1896) appointed General Superintendent of the Eastern Division of the Norfolk & Western Railroad; is divided into an Eastern and Western General Division, east and west of Roanoke respectively. (AR)
- Jan. 1, 1891 Indianapolis Union Railway begins requiring that it handle all interchange via the Belt Line with its own locomotives. (Hilton)
- Jan.? 1891 Wabash Railroad settles with Chicago & Erie Railroad and renews trackage rights between Laketon Jct. and Chicago for two years. (RyRegister)
- Jan. 3, 1891 Atlantic & Danville Railway enters receivership. (ICC)
- Jan. 4, 1891 Richmond & Danville Railroad (Piedmont Air Line) inaugurates *Washington & South-Western Vestibuled Limited* No. 37-38, all first-class, extra-fare train between Washington and Atlanta; no through cars north of Washington; predecessor of *Crescent Limited*; cars are specified to be equal to those of the *Pennsylvania Limited*. (Guide, Dubin)
- Jan. 5, 1891 Terre Haute & Indianapolis Railroad Board approves the plan for the Terre Haute Union Depot by Samuel Hannaford & Sons as bid on Dec. 20, 1890. (MB)
- Jan. 6, 1891 Contractor Myles Tierney and Malcolm Niven form the Inter-Island Construction Company to build the New York & Long Island Railroad tunnel between 42nd Street, Manhattan, and Long Island City. (NYState, ElectricRR)
- Jan. 7, 1891 Frankford & Holmesburg Railroad Company reorganized as Bustleton Railroad Company. (C&C)
- Jan. 8, 1891 U.S. Board of Engineers holds first hearing on North River Bridge Company plan; is being opposed by Charles Swan and Judge George W. Greene, the promoters of the rival New York & New Jersey Bridge Company. (NYT)
- Jan. 9, 1891 First truss of Jersey City train shed completed. (RyW)
- Jan. 9, 1891 Trunk Line Association and Central Traffic Association vote to abolish all passenger traffic commissions effective Feb. 1. (NYT)
- Jan. 5, 1891 U.S. Senate passes bill allowing Baltimore & Potomac Railroad to

increase its terminal facilities. (RyW)

- Jan. 10, 1891 Henning Rapid Transit Company incorporated in N.Y. by Benjamin S. Henning, et al., to build a subway with his patented gravity and cable clutch system, starting at the foot of Hamilton Avenue in Brooklyn and up the length of Manhattan to Westchester. (NYState, NYT)
- Jan. 10, 1891 Operators shut down 23 blast furnaces in Mahoning Valley to force concessions from railroads and coke makers. (RRGaz)
- Jan. 10, 1891 American Sugar Refining Company, aka the Sugar Trust, is the second big industrial combination to organize under New Jersey's 1889 corporation law. (NJCorps, Carosso)
- Jan.12, 1891 New semaphore signals installed at crossing of Camden & Atlantic Railroad and Brigantine Branch at Pomona, N.J. (Rdg)
- Jan. 12, 1891 New freight yard opens on the hill at Columbus, Ohio. (AR)
- Jan. 12, 1891 At the Reading annual meeting, William E. Lockwood complains that the company has not printed his fulsome eulogy of Franklin B. Gowen, which he delivered last year; it was suppressed according to the wishes of the Gowen family. (Rdg)
- Jan. 13, 1891 Bayonne City Council passes ordinance over the Mayor's veto allowing the Lehigh Valley's Jersey City, Newark & Western Railway to cross the peninsula between Newark and New York Bays while depressing the streets. (NYT)
- Jan. 14, 1891 N.Y. Court of Appeals upholds lower court ruling and makes injunction against Brooklyn & New York Cable Railway permanent, killing the project after five years of litigation; rules that the General Railroad Law does not grant the right to build elevated railroads in the streets. (NYT, 124 NY 630)
- Jan. 14, 1891 PRR Board orders the Thomas Hamilton, Luke Fiddler, Samuel Wetherill and D. G. Wilson coal tracts near Shamokin transferred to the Manor Real Estate & Trust Company; mining is leased to the Mineral Railroad & Mining Company. (MB)
- Jan. 14, 1891 New Haven agrees with Suburban Rapid Transit Company for a connection at Willis Avenue in the Bronx to permit them to run onto the elevated railroad system. (NYState)
- Jan. 14, 1891 Lehigh Valley Railroad officials travel from South Plainfield to Newark (West Newark Jct. or present "HUNTER" Tower) over their new Newark

& Roselle Railway line east of Aldene. (NYT)

- Jan .14, 1891 Press reports that Henry S. Ives travels secretly to Terre Haute to meet with William R. McKeen and then returns to New York. (NYT)
- Jan. 15, 1891 Fort Wayne, Terre Haute & Southwestern Railroad agrees to a lease to the Louisville, New Albany & Chicago Railway. (Church)
- Jan. 15, 1891 Chicago architect John Wellborn Root (-1891) dies; his partner William Holabird (-), allows his employee, Ernest R. Graham (1866-1936) to assist Daniel H. Burnham as Assistant Chief of Construction for the World's Columbian Exposition; he later becomes Burnham's partner and successor. (Chappell)
- Jan. 1891 Henry Lewis completes rebuilding of the Dayton, Lebanon & Cincinnati Railroad as a standard gauge line; property is still carried in his own name; contracts with the Dayton, Fort Wayne & Chicago Railroad to operate a through mixed train from Dayton to Dodds twice a week; no connection with the Cincinnati, Lebanon & Northern Railway at Dodds. (Hauck)
- Jan. 1891 Baltimore & Potomac Railroad locomotives relettered for "PW&B RR." (Lovell)
- Jan. 1891 Union Stock Yard Company of Baltimore County opens a combined stock yard for the B&O and Baltimore & Potomac Railroad on the old B&O Claremont site, including a new Claremont Hotel; the B&P Calverton stock yard is abandoned; the Claremont Abattoir Company of Baltimore County opens a new packing house on an adjacent site. (McGrain, AR)
- Jan. 1891 In keeping with new Post Office uniform practice, PRR drops "h" from "Pittsburgh"; it is later restored after protests by residents. (RRGaz)
- Jan. 1891 Lines West engineers submit new demands of 168 articles, including changing wage calculation from a per-trip basis to a per-mile basis; the company holds the former method more equitable to men making short runs; it rejects making a negotiated contract with the engineers. (Loree)
- Jan. 1891 Henry Clay Frick buys the Allegheny Bessemer Steel Company, owner of the Duquesne Works at Cochran, Pa., for Carnegie; becomes part of Carnegie Brothers & Co. Ltd. (Nasaw, AISI)
- Jan. 1891 Railroad Young Men's Christian Association of Sunbury, Pa., (YMCA) founded. (SnbrySmphr)
- Jan. 18, 1891 Future Chief of Passenger Transportation Edgar Ellsworth Ernest (1891-1976) born. (findagrave)

- Jan. 19, 1891 *New York & Florida Special* restored for season; includes new sleeping car with six drawing rooms and three baths; runs three times a week. (NYT, Guide)
- Jan. 19, 1891 Austin Corbin of LIRR secures incorporation of Metropolitan Underground Railroad Company to build a tunnel between the LIRR at Flatbush Avenue and the CNJ terminal in Jersey City, looking towards stronger connections with the CNJ and Reading, in which he has large interests; trains are to be operated by cable. (NYState, ASCE)
- Jan. 19, 1891 Lebanon Belt Railway merged into Cornwall & Lebanon Railroad under agreement of Dec. 3, 1890. (Val)
- Jan. 20, 1891 City of Philadelphia signs contract with Philadelphia & Reading Terminal Railroad covering construction of Reading Terminal and approaches. (Walther)
- Jan. 20, 1891 U.S. Circuit Court at Chicago denies Pullman's Palace Car Company's request for an injunction against the use of Wagner vestibuled cars on the LS&MS and Michigan Central. (NYT)
- Jan. 22, 1891 Reading and Lehigh Valley Railroad agree to operate parlor and sleeping car lines between Philadelphia and Niagara Falls via Bethlehem. (Rdg)
- Jan. 24, 1891 Engineer corps of New York & Long Island Railroad under Oliver W. Barnes is surveying East River tunnel from 42nd Street to Long Island City with three branches connecting with the LIRR Main Line near Calvary Cemetery, the North Shore Division near Dutch Kills, and a tunnel to Greenpoint for a connection with the Coney Island line. (NYT)
- Jan. 1891 West Jersey Railroad builds a wye connection from its track at Congress Street to the Cape May & Delaware Bay Railroad at Broadway. (CMayCoGaz)
- Jan. 27, 1891 Perth Amboy & Long Branch Railroad merged into Perth Amboy & Woodbridge Railroad. (MB)
- Jan. 27, 1891 Pomona Branch Railroad merged into Brigantine Beach Railroad. (NJCorp)
- Jan. 28, 1891 ICC decides the case of the New York Board of Trade & Transportation vs. the PRR and 28 other railroads for discriminatory rates on imports; complaint is upheld against the Texas & Pacific Railway, the Illinois Central, the Wabash Railroad, the Southern Pacific, the Union Pacific, the Northern Pacific, the B&O, the Lehigh Valley, the Canadian Pacific, and

the Grand Trunk Railway of Canada, which are ordered to cease carrying imports on through bills of lading from foreign ports effective Mar. 10; charges are not sustained against the PRR and other defendants. (NYT)

- Jan. 30, 1891 West Jersey Railroad Board authorizes construction of the Quinton Branch. (MB)
- Jan. 30, 1891 Mineral Railroad & Mining Company Board rules that the former Shamokin Coal Company's undivided half interest in 7 tracts: the Mary Ruston, Thomas Ruston, Mary Myers, Daniel Reese, Charlotte Ruston, John Reynolds and Mary Ruston, Jr., amounting to the equivalent of 800 acres, is not to be conveyed to the Manor Real Estate & Trust Company. (MB)
- Jan. 31, 1891 New York Gov. Hill signs Rapid Transit Act of 1891; creates Commissioners of Rapid Transit to lay out subway routes for construction by private companies; headed by piano manufacturer William Steinway (1836-1896), harbor boat owner John H. Starin (1825-1909), Samuel Spencer, and Frederick Olcott (1841-1909) of the Central Trust Company of New York; appoint William Barclay Parsons (1859-1932) Chief Engineer; it is to lay out routes and offer franchises to the highest bidder, but none are forthcoming. (Hood, RTinNYC, Nevins)
- Feb. 1, 1891 William N. Bannard (1848-1919) named Superintendent of Altoona Division, replacing L.K. Lodge, deceased; Frank Ellmaker from Superintendent of Sunbury & Shamokin Divisions to Amboy Division, replacing Bannard; George W. Creighton to Superintendent of Sunbury & Shamokin Divisions, replacing Ellmaker; D.H. Lovell to Superintendent of Bedford Division, replacing Creighton. (AR)
- Feb. 1, 1891 John W. Chalfant announces that he, Henry W. Oliver, Solon Humphreys, et al., have sold a bare majority of the stock of the Pittsburgh & Western Railway to the B&O, which has agreed to assume the P&W's floating debt of \$1.25 million. (NYT)
- Feb. 1, 1891 Newark & Roselle Railway opens for revenue service between Aldene and West Newark Jct. on the PRR. (Baird)
- Feb. 1891 PRR places two-track wrought iron Pratt truss bridge over Brandywine at Coatesville in service. (CCHS)
- Feb. 2, 1891 New York & New Jersey Terminal Company incorporated in New York and will soon be incorporated in New Jersey; to build railroad and tunnel from PRR and DL&W at Kearny to Hoboken and then under Hudson River to 14th Street, with one branch to East River and other to Wall & Broad Streets; freight station to be built at Chambers Street. (NYT,

NYState)

- Feb. 2, 1891 Pennsylvania Company Executive Committee authorizes conversion of Calumet River Drawbridge from hand operation to steam; denies request of employees for increase in wages. (MB)
- Feb. 2, 1891 PCC&StL Railway Executive Committee authorizes the extension of the New Cumberland Branch to the Pa. state line; purchasing land at Cincinnati to expand the yards; agrees with General Manager Joseph Wood to deny the request for a wage increase. (MB)
- Feb. 2, 1891 Richmond, Fredericksburg & Potomac Railroad opens its James River Branch, a bypass for freight only on the west side of Richmond from the Richmond, Fredericksburg & Potomac Railroad at Acca to the ACL at Clopton. (AR, Mordecai)
- Feb. 3, 1891 Lehigh Valley Railroad opens for passenger service between South Plainfield (or Aldene?) and Newark. (NYT - verify from MB?)
- Feb. 4, 1891 Walhonding Valley Railway Board adopts a survey from Coshocton to 1.5 miles below Walhonding; to be extended to Kimbolton. (MB)
- Feb. 5, 1891 Philadelphia Belt Line Railroad agrees with city to pay for widening Beech Street and Delaware Avenue and shifting tracks of River Front Railroad and Reading to make room for its own. (Rdg)
- Feb. 5, 1891 David McCargo, Jr., (1863?-1891), General Superintendent of Allegheny Valley Railroad, dies at Allegheny City. (RyRegister)
- Feb. 5, 1891 Henry B. Plant opens the Tampa Bay Hotel, the first luxury hotel on the Gulf Coast of Florida; hotel is designed in the Moorish revival style by John A. Wood of New York; has 500 guest rooms; it is ultimately unsuccessful and is abandoned in 1905; the building is now part of the University of Tampa. (Hoffman, Reynolds)
- Feb. 7, 1891 PRR begins running a solid through express train between New York and Atlantic City through mid-Sep. 1891, replacing the through cars introduced in 1890; a through buffet-parlor car continues year-round. (NYT)
- Feb. 7, 1891 First PRR luxury "Personally Conducted Tourist System" train leaves New York for San Francisco via Atlanta and New Orleans with stop for Mardi Gras, returning via Rio Grande/Burlington Route; service performed by Tourist Bureau; trains are Pullman cars equal to *New York & Chicago Limited* with on-board Tourist Agent and Chaperon; train acts as rolling hotel with side trips to popular tourist destinations. (NYT, RyW)

- Feb. 8, 1891 Jacob Nessly McCullough (1821-1891), First VP of Lines West and Pres. of Cleveland & Pittsburgh Railroad, dies of spinal infection and organ failure at his home at Allegheny City at age 70; never really recovered from injuries received in the Mingo Jct. wreck in 1875; leaves a fortune estimated at between \$6 and \$14 million. (MB, NYT, RRGaz, RyW)
- Feb. 9, 1891 Low-grade connection to Ohio Connecting Railway bridge from eastbound PCC&StL Railway opens between a point east of Corliss and "SQ" Tower; this allows trains from the west on the PCC&StL to cross the bridge and go west on the PFW&C. (AR, C&C)
- Feb. 9, 1891 United Mine Workers of America begins a coal and coke workers' strike in the Connellsville Coke Region to protest a 10% wage cut made in the aftermath of the Baring Panic; the UMW demands a 12½ cent a ton increase; Carnegie's General Manager Thomas Lynch (1854-1914) says that they will "beat the strikers clean out of sight" if Carnegie doesn't interfere as he did in 1887; most strikers are Poles and Hungarians, creating ethnic polarization in the region; when the region is in full production, PRR runs 37 through freight and 60 coal trains daily. (AR, NYT, RyW, Warren, Evans)
- Feb. 9, 1891 The Baron de Hirsch Fund is established in New York by the German-born Baron Maurice de Hirsch (1831-1896), then living in Paris, with an endowment of \$2.4 million to aid Jewish immigrants being driven out of Russia and Roumania by pogroms, state-sponsored anti-Semitic violence; the Fund is managed by a Board of Trustees composed of leading Jewish bankers and merchants, including Jacob H. Schiff and the Seligmans; by July, it has purchased 5,000 acres in southern New Jersey, where it intends to settle refugees in self-supporting communes removed from urban crowding and slum conditions. (NYT)
- Feb. 10, 1891 Pittsburgh & Moon Run Railroad incorporated in Pa. to build coal branch west of Pittsburgh. (ICC)
- Feb. 10, 1891 George Westinghouse and Jens. G. Schreuder receive patent No. 446,159 for the electro-pneumatic interlocking machine. (Prout)
- Feb. 10, 1891 United Mine Workers of America convention meeting at Columbus demands the adoption of the 8-hour day, effective May 1, 1891. (McDonald)
- Feb. 11, 1891 Jacob Nessly McCullough's funeral is held at his home in Allegheny City with many railroad leaders in attendance; the body is taken in McCullough's office car No. 201 with four coaches in a funeral train to Wellsville, Ohio, for interment; pallbearers are John P. Green, Frank

Thomson, James McCrea, J.T. Brooks, William Mullin, William Stewart, John E. Davidson, B.F. Jones, J.W. Chalfant, Joshua Rhodes, A.F. Painter and Calvin Wells. (RyRegister)

- Feb. 13, 1891 PRR agrees to form an Advisory Council to be composed of Presidents and one director from each of PRR, Pennsylvania Company, Pittsburgh, Cincinnati, Chicago & St. Louis, NYC&HR, LS&MS, Michigan Central and Cleveland, Cincinnati, Chicago & St. Louis; PRR appoints George B. Roberts and A. J. Cassatt as its representatives. (promoted by JP Morgan?) (MB)
- Feb. 13, 1891 John H. Inman says that the Richmond & West Point Terminal Railway & Warehouse Company has no option on the B&O and will probably reach New York over the PRR. (NYT)
- Feb. 14, 1891 Responding to recurring rumors that Jay Gould is planning to consolidate his railroads with the Richmond & West Point Terminal and the B&O, B&O Pres. Charles F. Mayer denies that Gould or anyone else has an option on the B&O. (NYT)
- Feb. 14, 1891 Gen. William Tecumseh Sherman (1814-1891) dies in New York City. (Airshon)
- Feb. 1891 VP Frank Thomson confers with officials of Richmond & West Point Terminal Railway & Warehouse Company re through passenger and freight service to the South.
- Feb. 1891 Philadelphia & Sea Shore Railway suspends tracklaying again; is in financial difficulties. (CMayCoGaz)
- Feb. 1891 New Castle, Pa., renamed Darkwater on Schuylkill Division; State Line, Ind., renamed Effner on CStL&P Railroad. (Guide)
- Feb. 1891 Reuben F. Smith promoted from VP to Pres. of the Cleveland & Pittsburgh Railroad, while also serving as Superintendent of the VRD of Lines West. (MB)
- Feb. 1891 Future Assistant Secretary Harry T. Wilkins (1869-) is promoted from stenographer on the *Pennsylvania Limited* to stenographer to the General Superintendent of Motive Power Theodore N. Ely at Altoona. (PRRBio)
- Feb. 1891 Western New York & Pennsylvania Railroad is replacing its larger wooden bridges with iron. (RyRegister)
- Feb. 1881 Eleven railroad companies, including the Pennsylvania Company, buy \$40,000 common and \$40,000 preferred each of Chicago Union Transfer

Railway; receive as a bonus total of \$1.12 million in stock of Chicago Transfer & Clearing Company. (Church -check date)

- Feb. 1891 Union Switch & Signal Company is about to build the world's largest interlocking plant at Stewart Avenue in Chicago, where the PRR, Santa Fe, Chicago & Alton, Chicago & Western Indiana and Chicago, Madison & Northern Railroad cross in a maze of trackwork on the east bank of the Chicago River. (RyW)
- Feb. 1891 Louisville & Nashville Railroad begins operating trains into the Big Four's Central Union Depot at Cincinnati over the Kentucky Central and Chesapeake & Ohio Railway. (Condit)
- Feb. 16, 1891 Lehigh Valley Railroad passenger trains begin running onto PRR at West Newark Jct. ("HUNTER") instead of at Metuchen after Lehigh Valley Railroad completes its own line from South Plainfield to Newark; freight continues to run over the CNJ to Communipaw. (AR)
- Feb. 16, 1891 Mayor Edwin Henry Fidler (1825-1896) signs the ordinance covering the elevated railroad to Reading Terminal. (Walther)
- Feb. 16, 1891 Floods close the main line of Pittsburgh, Wheeling & Kentucky Railroad; delay construction work on Wheeling Bridge & Terminal Railway's bridge. (AR)
- Feb. 17, 1891 W.H. Markland of the PRR reads a paper on electric lighting of yards and freight transfer stations to a meeting of the National Electric Light Association at Providence, R.I. (RRGaz)
- Feb. 17, 1891 Trunk Line Association and Central Traffic Association meet in New York to consider differentials on beef; arbitrators had ruled that Grand Trunk Railway is entitled to a differential of 2.2 cents on beef sent to New England via Montreal; LS&MS objects, so the issue is referred to another committee. (NYT)
- Feb. 18, 1891 Joint Committee of Trunk Line Association and Central Traffic Association resolves to establish 5-year contract setting rates on dressed beef. (Rdg)
- Feb. 18, 1891 Northern Central Railway Board authorizes the purchase of the rolling stock of the Summit Branch Railroad for \$27,972. (MB)
- Feb. 19, 1891 Funeral of Gen. William Tecumseh Sherman held in New York; his old opponent Gen. Joseph E. Johnston (1807-1891) serves as pallbearer and stands bare-headed in the cold, from which he dies within a month. (Airshon)

- Feb. 19, 1891 Gen. William Tecumseh Sherman's cortege crosses the Debrosses Street ferry to the PRR's Jersey City Terminal; his funeral train departs at 6:48 PM for St. Louis; like many later funeral trains, it operates at reduced speed because of the large crowds massed at trackside to pay respects, particularly veterans of the Grand Army of the Republic; at many places, cannon salutes are fired, and at Trenton, the spectators sing "Nearer My God to Thee"; at Mantua Jct., VP Frank Thomson's private car, carrying Pres. Benjamin Harrison, is detached and sent on to Washington, while the funeral train runs directly west onto the Main Line, running as a first section of the *Western Express*; the train leaves Harrisburg at 11:30 PM and arrives at Pittsburgh at 7:47 next morning, a cold rain falling all the while. (NYT)
- Feb. 20, 1891 Metropolitan Club founded at New York by Watts Sherman, Robert Goelet, William K. Vanderbilt, H.A.C. Taylor (son of Moses Taylor), William C. Whitney, Darius Ogden Mills, et al.; J. Pierpont Morgan remains in the background; the clubhouse at 60th Street & 5th Avenue, designed by Stanford White, opens in Feb. 1894. (Broderick)
- Feb. 21, 1891 General Grievance Committee of Lines West employees meets with heads of four Brotherhoods; threatening strike to secure wage increase. (NYT)
- Feb. 24, 1891 PRR's New York Bay Railroad and the Lehigh Valley Railroad's Jersey City & Western Railway agree for joint bridges over Newark Bay between Oak Island and Greenville. (MB)
- Feb. 24, 1891 Pittsburgh, Wheeling & Kentucky Railroad reopens. (AR)
- Feb. 24, 1891 *New York & Florida Special* increased from three days a week to daily except Sunday because of increased business. (NYT, RRGaz)
- Feb. 24, 1891 Henry Clay Frick informs Pres. George B. Roberts that the Carnegie companies are going to price their rails the same as the Cambria Iron Company and Pennsylvania Steel Company and that the PRR should give Carnegie a larger share of its rail orders, seeing that Carnegie supplies them with more traffic. (Warren)
- Feb. 25, 1891 Four killed and 20 injured in wreck on PCC&StL Railway at Hagerstown, Ind. (NYT)
- Feb. 25, 1891 St. Louis city ordinance approves construction of new Union Station. (Church)
- Feb. 25, 1891 New Haven announces it will install steam heat on principal passenger trains. (NYT)

- Feb. 25, 1891 Gen. William Tecumseh Sherman interred at St. Louis. (Airshon)
- Feb. 26, 1891 In response to grievances, Lines West agrees to equalize practices for engine & train crews across system; end fines for damage to company property; men to be called to work by callers. (RyW)
- Feb. 26, 1891 Senate Committee on Interstate Commerce chaired by Sen. Cullom begins hearings on the transportation interests in the U.S. and Canada; of particular interest are the Canadian railroads' immunity from U.S. regulation, especially in the Plains grain traffic. (Rept)
- Feb. 27, 1891 U.S. Board of Engineers holds second hearing on the North River Bridge Company; operators of sailing ships want the minimum center clearance raised from 135 feet to 165-180 feet. (NYT)
- Feb.? 1891 Baltimore & Eastern Shore Railroad has proved unable to compete with PRR for freight traffic and has been forced to sign a traffic contract with it. (NYTrib)
- Mar. 1, 1891 Northern Central Railway purchases the rolling stock of the Summit Branch Railroad, 4 locomotives, freight and passenger cars. (AR)
- Mar. 1, 1891 Former LIRR official Hermann C. Poppenhusen (1847-1891) dies at Evanston, Ill. (Schlegel's AmrcnFmliesofGermnAncestry)
- Mar. 1, 1891 Charles A. Ball is forced to resign as General Manager of the Wheeling Bridge & Terminal Railway because he has proved "unsuitable." (MB)
- Mar. 1, 1891 Virginia Midland Railway leases its old main line between Orange and Gordonsville to the Chesapeake & Ohio Railway, under an agreement of Dec. 23, 1890. (AR, sougroup)
- Mar. 2, 1891 Members of the Intercontinental Railway Commission travel from Washington to Philadelphia in a private car on a regular PRR train, where Commission Pres. A. J. Cassatt hosts an official dinner. (NYT)
- Mar. 2, 1891 Old Colony Railroad obtains trackage rights over the New York & New England Railroad between Norwood Jct. and Dedham. (NHCorp)
- Mar. 2, 1891 Coke operators in the Connellsville Field post their new scale with a 10% wage cut and demand a new 3-year contract with 9-hour days. (Evans)
- Mar. 3, 1891 Second PRR Tourist Bureau guided tour leaves New York for San Francisco via St. Louis and Santa Fe; returning via Overland Route. (NYT)

- Mar. 3, 1891 Central Traffic Association cuts Pittsburgh iron and steel rates; Shenango and Mahoning Valley producers had complained of competition from Southern steelmakers. (NYT)
- Mar. 3, 1891 Intercontinental Railway Commission meets and arranges for a preliminary survey under William F. Shunk, a former PRR civil engineer; plan is to link the railroads of North and South America. (NYT)
- Mar. 3, 1891 Act of Congress modifies the 1888 plan for removing Smith's and Windmill Islands in the Delaware River at Philadelphia by providing that the spoil be used to fill in the east end of League Island for the Navy Yard. (RRGaz)
- Mar. 3, 1891 National convention of state and federal railroad commissioners held in Washington; appoints committee to consider question of safety appliances. (NYT)
- Mar. 3, 1891 Congress passes Ocean Mail Act, first to grant mail subsidies since the Civil War; plan is to have American-flag vessels that can be used as cruisers or troopships in time of war; passed in part as a result of lobbying by Clement A. Griscom of International Navigation Company; however, mail pay is insufficient to induce the formation of a large line of the type being organized in Europe. (NavigLawsUS, Flayhart, Navin, BHR 28)
- Mar. 3, 1891 Former New York financier and sportsman Leonard W. Jerome (1817-1891) dies in retirement at Brigham, Sussex, England. (rootsweb)
- Mar. 4, 1891 Henry Clay Frick writes to Pres. George B. Roberts noting his complaint that the Carnegie interests only send what ore they have to over the PRR; Frick blames Lines West VP James McCrea for discouraging traffic and calling off a deal to lease dock space at Erie to Carnegie Steel Company, Ltd.; Frick reiterates his desire to give the PRR a fair share of traffic providing the rates are not higher than other routes and to sell it rails at the lowest price. (Warren)
- Mar. 4, 1891 Calvin S. Brice takes his seat in the U.S. Senate as a Democrat from Ohio. (CongBio)
- Mar. 5, 1891 New Jersey Court of Errors & Appeals reverses Supreme Court ruling issuing injunction to block the National Docks & New Jersey Junction Connecting Railway from crossing PRR; the five lay judges outvote the three law judges, who were in favor of PRR. (NYT)
- Mar. 5, 1891 Philadelphia Rapid Transit Commission presents final report to City Councils; calls for widening Delaware Avenue, a steam rapid transit line

through the city, either on an elevated or in a tunnel; a new Reading Terminal, Philadelphia Belt Line and Union Station. (RyW)

- Mar. 6, 1891 James McCrea elected a director of the PFW&C, replacing Jacob N. McCullough, deceased. (MB)
- Mar. 7, 1891 Dr. George Baird, director and former Pres. of the Wheeling Bridge & Terminal Railway, dies; had supported the project of a new bridge since 1872. (MB)
- Mar. 10, 1891 Pres. Roberts addresses the annual meeting to answer criticisms that PRR somehow shortchanges Philadelphia and Pennsylvania; notes have spent \$16 million on improvements in city over last 10 years; have built the only 12 piers in the city capable of berthing a modern steamship; have sunk \$3 million in Girard Point and Washington Street grain elevators and another \$3 million in the American Steamship Co., which remain unproductive; notes coal and coke trade of PRR has increased from 7.5 million tons in 1878 to 38.2 million tons in 1891, and PRR is now largest coal hauler in U.S.; states: "The moment this company forgets that its duty is to be at the head of the list of carrying companies of the United States, and ceases to have the ambition to become the first in the world, that moment do I wish to pass from its management." (AR, NYT)
- Mar. 10, 1891 William Minot (1817-1894) of Boston donates the \$4,000 received in settlement for the death of his son, Henry D. Minot, in an accident on a PRR passenger train at New Florence in Nov. 1890 to endow a free bed at the Altoona Hospital. (MB, NYT)
- Mar. 10, 1891 New York & New England Railroad leases the Woonsocket & Pascoag Railroad, retroactive to Feb. 1; with the Providence & Springfield Railroad, leased in 1890, forms a new line into Providence. (NHCorp, AR)
- Mar. 10, 1891 New Board elected for Union Switch & Signal Company, temporarily ousting the Westinghouse interests. (RRGaz)
- Mar. 10, 1891 Lackawanna Iron & Coal Company and Scranton Steel Company, founded by William W. Scranton (1844-1916) in 1881, merged into the Lackawanna Iron & Steel Company. (BethStl)
- Mar. 11, 1891 PRR Board hears report from Assistant Secretary Newhall on success of electric lighting of Broad Street Station offices; saves \$6,376 this year over gas, plus use waste steam to heat building; also gives better light and cleaner air; receives Medal of Excellence for its exhibit at the 1889 Paris Exposition; orders \$5,000 left over from fund raised by officers, directors and employees for relief of Johnstown Flood victims to endow a free bed at the Altoona Hospital. (MB)

- Mar. 11, 1891 PRR Board authorizes extending the GR&I bonds for 50 years and reducing the interest from 7% to 4½%; the PRR is to have voting control through July 1, 1941; rescinds the action of Dec. 24, 1890. (MB)
- Mar. 13, 1891 ICC decides case of Coxe Brothers & Co. vs. Lehigh Valley Railroad, ordering that LV reduce its rates on anthracite coal by about 20 cents per ton effective Apr. 20; does not uphold Coxe's contention that anthracite and bituminous coal be carried at the same rate; LV will appeal to courts. (NYT)
- Mar. 13, 1891 Great stagnation in coke and steel trade has led all roads in Pittsburgh District to make heavy layoffs. (NYT)
- Mar. 14, 1891 NYC&HR leases the Rome, Watertown & Ogdensburg Railroad, running along the northern boundary of New York State from Lewiston to Massena, along with its leased lines, the Utica & Black River Railroad, Oswego & Rome Railroad, Niagara Falls Branch Railroad, and Cathage, Watertown & Sacketts Harbor Railroad; this makes the NYC&HR dominant in northern New York and prevents Charles Parsons and the RW&O from trying to build east to a connection with the Hoosac Tunnel Route and forming a rival trunk line; it also eliminates any need for the NYC&HR to build its Mohawk & St. Lawrence Rail__ as a parallel line to Watertown. (AR, GrnBk, Hungerford)
- Mar. 15, 1891 PRR's Henderson Street freight station opens in Jersey City (C&C).
- Mar. 1891 Atlantic City Railroad is now advertised as the "Royal Route to the Sea" to show its affiliation with the B&O's "Royal Blue Route." (RyRegister)
- Mar. 1891 Camden County Railroad opens from Mt. Ephraim to Grenloch, N.J., for freight only. (RRGaz, RyW)
- Mar. 1891 West Jersey Railroad is building a bridge across Cape Island Creek at Grant Street to connect with the Cape May & Delaware Bay Railroad. (CMayCoGaz)
- Mar. 1891 Erie & Pittsburgh Railroad surveys for second track. (RyW)
- Mar. 1891 Another legislative attempt at an investigation of the Terre Haute & Indianapolis Railroad to force it to pay its profits over 15% to the school fund is derailed amid suspicions of bribery. (Dunn)
- Mar. 1891 Charles L. Addison (1868-), a graduate of Lehigh University, joins the LIRR as Signal Engineer; in Sep. 1892, he joins the Johnson Signal Company, but returns in Apr. 1894. (PRRBio)

- Mar. 16, 1891 Toledo & Marietta RPO split into Toledo & Steubenville RPO (Wheeling & Lake Erie) and Cleveland & Marietta RPO. (Kay)
- Mar. 16, 1891 PCC&StL Railway Executive Committee authorizes building a third main track at South Side, Pittsburgh. (MB)
- Mar. 16, 1891 Wheeling & Connellsville Railroad incorporated in W.Va. by Wheeling businessmen, including R.H. Cochran, to build from Wheeling in the direction of Connellsville; not built. (WB&T AR. RyRegister)
- Mar. 16, 1891 New York & New England Railroad reequips Boston-New York *New England Limited* as the famous "White Train" with six cars painted white with gold lettering, a combine buffet smoker, two coaches, a diner, and two parlor cars; runs through in 6:00, leaving each city at 3:00 PM. (RRGaz, RyRegister)
- Mar. 17, 1891 N.J. Court of Chancery dismisses the bill of Edward Randolph Wood against the Philadelphia & Sea Shore Railway and dissolves the injunction. (CMayCoGaz)
- Mar. 17, 1891 Cincinnati, Dayton & Ironton Railroad incorporated in the interest of the Cincinnati, Hamilton & Dayton Railroad. (ICC - verify, see 3/18)
- Mar. 18, 1891 PW&B agrees to assume State of Delaware mortgage on Delaware, Maryland & Virginia Railroad system of \$600,000. (RyW)
- Mar. 18, 1891 PRR agrees to extend maturity of GR&I bonds for 50 years until July 1, 1941, in return for PRR controlling a majority of the stock through a voting trust for that time; in addition to terms of preliminary agreement of Dec. 1890, interest is reduced from 7% to 4½%. (MB)
- Mar. 18, 1891 Cincinnati, Dayton & Chicago Railroad incorporated in Ohio in the interest of the Cincinnati, Hamilton & Dayton Railroad. (ICC)
- Mar. 19, 1891 Charles R. Lewis (1856-1937) and family incorporate the Maryland & Virginia Steamboat Company in Md. to operate between Baltimore and Washington; Thomas Flood of Elmira, N.Y., Pres.; they transfer to it their steamboat *John E. Tygart* and purchase the *Sue* from the Potomac Transportation Company. (Holly - Burgess has M&V organized 1888?? - verify BaltAm)
- Mar. 19, 1891 Barberton Belt Line Railroad incorporated in Ohio; Ohio Columbus Barber, Pres. (Church, C&C)
- Mar. 1891 Forsyth Branch of Tyrone & Clearfield Railway opens from Forsyth Jct. to

terminus (0.39 mile). (Val - ca. 3/91)

- Mar. 23, 1891 Wistar Morris (1815-1891), senior PRR director and Chairman of the Finance Committee, dies at his home in Overbrook.. (AR, RyW, AmScssflMen)
- Mar. 23, 1891 Barberton Belt Line Railroad organized; Ohio Columbus Barber (1841-1920), Pres. (Church)
- Mar. 24, 1891 Ohio Columbus Barber, president of Diamond Match Company, and Charles Baird file plat of their new town of Barberton, Ohio, conveying right of way to the Barberton Belt Line Railroad. (Church)
- Mar. 24, 1891 St. Louis Merchants Bridge Terminal Railway holds excursion from St. Louis to new town of Madison, Ill.; formal celebration of opening Merchants Bridge line. (RyRegister)
- Mar. 24, 1891 Cleveland & Pittsburgh Railroad consulting engineer and Ravenna Gas & Electric Light Company Pres. Isaiah Linton (-1891) dies at Ravenna, Ohio, of heart disease. (ClvIndPlnDlr)
- Mar. 25, 1891 George Wood (1842-1926), iron and textile manufacturer, son of Richard D. Wood, and future founder of Wawa Dairy Farms, elected PRR director replacing Wistar Morris, deceased. (MB)
- Mar. 26, 1891 Baltimore & Potomac Railroad and Northern Central Railway agree with Union Stock Yard Company of Baltimore County to extend a branch from the present Calverton Stock Yards to the new Union Stock Yards at Claremont and deliver all their livestock traffic there, retroactive to Jan. 1. (MB)
- Mar. 26, 1891 Bedford & Bridgeport Railroad sold at foreclosure to George Kugler for \$50,000. (Val, RRGaz)
- Mar. 26, 1891 St. Louis, Vandalia & Terre Haute Railroad agrees with St. Louis Merchants Bridge Terminal Railway to connect with it at East St. Louis and to route its trains over Merchants Bridge to new Vandalia freight depot to be built in St. Louis, (Church)
- Mar. 26, 1891 Third PRR Tourist Bureau guided tour leaves New York for San Francisco via St. Louis and Santa Fe, returning via Rio Grande/Burlington Route. (NYT)
- Mar. 26, 1891 Andrew Carnegie announces a sliding scale of wages for the H.C. Frick Coke Company; 10 of 17 Frick plants have resumed, and shipments from the region resume this day; the sliding scale becomes another issue in the

- strike. (NYT, Warren)
- Mar. 27, 1891 New York Division engine & train service employees signing a petition for a 15% increase. (NYT)
- Mar. 28, 1891 Secretary of War approves the location of the PRR-Lehigh Valley Newark Bay Bridges. (MB)
- Mar. 28, 1891 Camden Terminal of Atlantic City Railroad destroyed by fire. (RRGaz)
- Mar. 29, 1892 Pullman diners placed on two round trips of B&O's Royal Blue Line. (Rdg)
- Mar. 29, 1891 North East Pennsylvania Railroad opens from Ivyland to New Hope. (Guide)
- Mar. 30, 1891 New "WA " Interlocking placed in service at Winslow Jct. on the Atlantic City Railroad. (Rdg)
- Mar. 30, 1891 "The Lykens Valley Coal Company in Dauphin County, Pa." is incorporated in Pa. to replace the old charter of the Lykens Valley Coal Company, which expires on June 3, 1891. (MB)
- Mar. 30, 1891 Strikers attack and vandalize H.C. Frick Coke Company and South West Coal & Coke Company works at Morewood, Jimtown, West Leisenring and other places; Gov. Robert Pattison refuses the request of the sheriff of Westmoreland County for the National Guard. (NYT, Warren)
- Apr. 1, 1891 Robert L. Holliday (1848-1906) named Superintendent of Delaware Division, replacing Isaac N. Mills (1836-1913), resigned for health and made Special Agent; Charles Julius Bechdolt (1852-1905) to Superintendent of Central Division, replacing Holliday. (AR)
- Apr. 1, 1891 Blackwood, N.J., established as a station between Bellmawr and Grenloch on Camden County Railroad. (Rdg)
- Apr. 1, 1891 Woonsocket & Pascoag Railroad opens between Harrisville and Woonsocket; the first five miles are built on the old right of way of the New York & Boston Railroad. (NHCorp)
- Apr. 1, 1891 Manhattan Railway leases the elevated lines of the Suburban Rapid Transit Company in the Bronx. (NYState)
- Apr. 1, 1891 Hamilton McK. Twombly denies that NYC&HR has purchased John Wanamaker's large block of Reading shares that had been pledged as collateral for a loan. (NYT)

- Apr. 1, 1891 Chesapeake & Ohio Railway obtains trackage rights over the Virginia Midland Railway between Orange and Alexandria and the PRR between Alexandria and Washington and begins operating trains with its own crews; permits the C&O to interchange with northern railroads at the Potomac River gateway instead of via Richmond or by sea from Newport News. (AR, RyRegister)
- Apr. 1, 1891 Big Four establishes new route between Chicago and Louisville via Illinois Central Railroad to Kankakee, thence to Greensburg over Big Four, thence over Ohio & Mississippi Railway to New Albany, and the Kentucky & Indiana Bridge to Louisville. (RyRegister)
- Apr. 2, 1891 Cleveland, Akron & Columbus Railway Board grants Pres. Nicholas Monsarrat a one-month leave for health. (MB)
- Apr. 2, 1891 Coke strikers mount a second attack on the Morewood Works; guards open fire, killing seven. (Warren)
- Apr. 5, 1891 Henry Clay Frick has Robert J. Linden of Pinkerton's National Detective Agency's Philadelphia office send undercover operatives into the Connellsville Coke Region. (Warren)
- Apr. 6, 1891 LIRR directors are now to be Board of New York & Flushing Railroad. (MB)
- Apr. 6, 1891 Junction Railroad Board hears a report on the request of the PW&B for a further reduction of tolls; the Reading now interchanges with the B&O via Park Jct., and the PRR can move its freight via the Schuylkill Branch instead; the PW&B's share of the traffic has grown from 40.45% in 1881 to 63.77% in 1890, while the PRR's share has grown from 6.29% to 23.37% and the Reading's has fallen from 53.26% to 12.86%. (MB)
- Apr. 6, 1891 St. Louis ordinance authorizes St. Louis Merchants Bridge Terminal Railway to build and operate a passenger depot at Broadway between Carr & O'Fallon Streets and to extend south to that point. (Church)
- Apr. 6, 1891 Chauncey M. Depew denies that the NYC&HR is trying to buy the LIRR in order to have access to Brooklyn, reiterates denial that they are trying to buy the Reading. (NYT)
- Apr. 7, 1891 Walhonding Valley Railway Board changes the southern terminus from Kimbolton to Bellaire. (MB)
- Apr. 7, 1891 Trunk Line Association and Central Traffic Association impose a boycott against the Chicago & Alton Railroad for its refusal to abolish

- commissions on passenger business, effective Apr. 15. (NYT)
- Apr. 7, 1891 United Mine Workers of America present their demand for an 8-hour day to a conference of the Ohio and western Pennsylvania operators at Pittsburgh; with the Connellsville Coke Region already on strike, the operators reject the demands. (McDonald)
- Apr. 7, 1891 Westinghouse Electric & Manufacturing Company Board appoints a reorganization committee of bankers August Belmont, Charles Fairchild of Lee, Higginson & Co., and Brayton Ives of the Western National Bank of New York; rapid growth and the need for increasing fixed plant has created a floating debt of over \$3 million, which it to be paid by a new issue of preferred stock. (Dewing)
- Apr. 8, 1891 Austin Corbin announces that he and Charles Pratt of Standard Oil have purchased the LIRR stock held by J. Rogers Maxwell, Henry W. Maxwell and Henry Graves; J. Rogers Maxwell is to retire as First VP and Henry Graves as Treasurer. (NYT)
- Apr. 8, 1891 General Time Convention reorganized as the American Railway Association. (MB)
- Apr. 8, 1891 Walhonding Valley Railway adopts a location from 1.5 miles below Walhonding to Loudonville, completing the line from Coshocton to Loudonville. (MB)
- Apr. 8, 1891 Pennsylvania Company grants Consulting Engineer Felician Slataper six months leave for health. (MB)
- Apr. 10, 1891 PCC&StL Railway Board authorizes extension of New Cumberland Branch to Pennsylvania state line. (AR)
- Apr. 11, 1891 Scranton Steel Company files for a receiver for the Baltimore & Eastern Shore Railroad; owed \$80,000 for rails. (NYT)
- Apr. 11, 1891 Col. George P. Bissell (1827?-1891) of the Wheeling Bridge & Terminal Railway dies at the Victoria Hotel in New York City. (MB)
- Apr. 11, 1891 Henry Walters buys the Connecticut charter of the American Improvement & Construction Company, which had been incorporated on May 29, 1889, for the purpose of building and operating railroads in Brazil, to serve as a holding company for his southeastern railroad system, the Atlantic Coast Line. (Hoffman)
- Apr. 11, 1891 Gov. Pattison orders some National Guard units withdrawn from the Coke Region. (NYT)

- Apr. 13, 1891 VP Joseph N. Du Barry issues final report on the Mobile and Montgomery Railroad lands, PRR's last legacy from the Southern Railway Security Company; all have now been sold except for 1,000 acres which are occupied by squatters and too poor to merit an ejection fight; a quit claim deed is to be issued ending PRR's involvement. (MB)
- Apr. 13, 1891 Pres. Benjamin Harrison and entourage leave Washington on special train provided by PRR for great circle tour to the west coast; returns on May 15; train consists of a smoker-combine *Aztlan*, diner *Coronado*, two sleepers *New Zealand* and *Ideal*, and observation car *Vacuna*; Assistant General Passenger Agent George W. Boyd accompanies the train. (NYT, Withers, RyW)
- Apr. 13, 1891 ICC finds for Delaware State Grange vs. PRR and its Delmarva lines; finds rates from Delaware and Maryland to Philadelphia and New York are higher than from Norfolk and orders some, but not all, of the difference rolled back. (NYT - see below)
- Apr. 14, 1891 J. Rogers Maxwell, Henry W. Maxwell and Henry Graves are replaced on the LIRR Board by Charles M. Pratt, Benjamin Norton and E.R. Reynolds, having sold their LIRR stock to Austin Corbin and Charles M. Pratt. (MB, RyW)
- Apr. 14, 1891 New Jersey passes the first modern U.S. state highway act; funds to be disbursed to counties through the State Board of Agriculture. (Locklin)
- Apr. 14, 1891 Frankford Creek Railroad Company merged into Kensington & Tacony Railroad Company. (Val)
- Apr. 14, 1891 Oil discovered at McDonald, Pa., near the Chartiers Branch; 204 wells opened within a one-mile radius by Oct. 1. (AR, C&C)
- Apr. 14, 1891 Fourth PRR Tourist Bureau guided tour leaves New York for San Francisco via Burlington/Rio Grande route and returning via Portland, Seattle and Northern Pacific. (NYT)
- Apr. 15, 1891 Charles Pratt elected First VP of LIRR; Benjamin Norton Second VP; Board authorizes issue of \$1 million in 4% Gold bonds. (MB)
- Apr. 15, 1891 United New Jersey Railroad & Canal Company authorizes connection of Jersey City Terminal with tracks of Harsimus Branch. (MB)
- Apr. 15, 1891 PRR drops extra fare on *Washington Limited Express*/*New York Limited Express* because of competition from B&O. (NYT)
- Apr. 15, 1891 Louisville & Nashville Railroad, building from the southwest via

Cumberland Gap, reaches Big Stone Gap, Va., and then extends to meet the Norfolk & Western Railroad at Norton. (Klein)

- Apr. 1891 Samuel Rea resigns from Baltimore Belt Line for health; on same day, he receives a message from George B. Roberts asking the he not seek other employment without seeing him first; after meeting with Roberts and Du Barry, Rea agrees; Rea spends the intervening time in Pittsburgh. (SRea, RyW,)
- Apr. 1891 Roxborough Railroad being surveyed. (RRGaz)
- Apr. 1891 Lehigh Valley Railroad again surveying between Philadelphia and Freemansburg. (RyW)
- Apr. 1891 David N. Bell (1868-) appointed Assistant Advertising Agent. (PRRBio)
- Apr. 1891 Because of its new “Royal Blue” trains, B&O passenger traffic is up 81% in the first quarter; B&O and PRR are engaged in a war of cutting schedule times; B&O is in the lead with 2:55 between Philadelphia and Washington. (RyRegister)
- Apr. 1891 Powells Creek, Pa., renamed Inglenook on Northern Central Railway.
- Apr. 1891 Mapleton Branch No. 3 of Tyrone & Clearfield Railway opens from Mapleton Jct. No. 3 to Columbia Colliery No. 5 (0.92 mile). (Val - ca. 4/91)
- Apr. 1891 Pennsylvania & North Western Railroad contracts for second track between Lloydsville and Irvona. (RyW)
- Apr. 1891 Conferences held in Wheeling by representatives of Washington and Greene Counties, Pa., Wheeling businessmen, and eastern capitalists interested in the Wheeling Bridge & Terminal Railway, looking to a new railroad from Wheeling to Connellsville for westbound coke traffic. (RyRegister)
- Apr. 1891 Nationwide boycott of Chicago & Alton Railroad begins, lasting until Nov. or Dec.; all railroads agree not to sell tickets over the Alton or any part of St. Louis, Vandalia & Terre Haute Railroad; however, parallel lines between Indianapolis and St. Louis refuse to embargo their traffic and give aid to the Alton. (AR)
- Apr. 1891 Baron de Hirsch Fund begins settling Russian Jewish refugees on its tract at Woodbine, N.J.; divided into 62 farms for sale on the installment plan and also builds a coat factory so that the settlement can become self-sustaining; the fund also provides community and educational facilities;

population has reached about 1,000 by the end of 1892. (CMayCoGaz)

- Apr. 1891 In response to the British purchase of the Union Stock Yards, major Chicago packers Nelson Morris, Swift and Armour establish the new Central Stock Yards; the Union Stock Yards responds by refusing to let cars be switched to the new yards over its tracks; the Big Three packers then threaten to build new yards and packing plants at Tolleston, Ind. (CHTaylor)
- Apr. 1891 Extreme drought begins across southern Russia, an area of 36 million people, causing hundreds of thousands of deaths from starvation and disease and overwhelming the Tsarist government's ability to cope. (Figs)
- Apr. 16, 1891 Atlantic City Beach Railroad incorporated in N.J. (Rdg)
- Apr. 17, 1891 Pennsylvania National Guard is withdrawn from the Connellsville Coke Region. (Warren)
- Apr. 18, 1891 ICC decides case of Delaware State Grange vs. PRR, PW&B, Delaware Railroad and NYP&N; finds rates for perishable excessive and rates on Delmarva Peninsula higher than those from Norfolk; orders rates reduced by 20-25%. (NYT)
- Apr. 18, 1891 Last rail laid on Philadelphia, Harrisburg & Pittsburgh Railroad at Shiremanstown, completing line from the Susquehanna River bridge to Bowmansdale. (RyW)
- Apr. 18, 1891 Employees strike the Midland Railway (Ind.) over unpaid wages. (NYT)
- Apr. 18, 1891 Castle Garden closes as the New York immigration depot, and the processing of immigrants moves to the nearby Barge Office, formerly used for customs. (Trager)
- Apr. 19, 1891 National Guard units return to the Coke Region after strikers drive off deputies at West Leisenring and other coke works. (NYT)
- Apr. 20, 1891 Trunk Line Association moves office from 346 Broadway into CNJ Building at 143 Liberty Street, New York; occupies the 4th & 5th floors; CNJ occupies 7th, 8th and part of 6th floor; PRR has office on 3rd floor; building at Liberty & West Streets soon houses the offices of many anthracite railroads and their coal companies. (Circ, NYT)
- Apr. 20, 1891 Central Transportation Company holds annual meeting in Philadelphia and moves to settle its claim against Pullman's Palace Car Company. (NYT)

- Apr. 20, 1891 Philadelphia, Harrisburg & Pittsburgh Railroad opens for revenue service between Bowmansdale and Harrisburg, including the new Susquehanna River Bridge, completing the line from Shippensburg and giving the Reading system a competing link through the Cumberland Valley connecting with the Western Maryland Railroad; also creates a second outlet for the Norfolk & Western Railroad's Shenandoah Valley line. (Rdg, RRGaz)
- Apr. 21, 1891 Baltimore & Eastern Shore Railroad enters receivership; Capt. Willard Thomson, Superintendent of Harlan & Hollingsworth, named receiver. (AR, RRGaz)
- Apr. 21, 1891 PRR officials elected to Board of Delaware & Schuylkill Market Company on Dock Street. (MB)
- Apr. 21, 1891 100 Pinkerton operatives arrive at the Leisenring No. 2 Works of the H.C. Frick Coke Company. (Warren)
- Apr. 23, 1891 U.S. government contracts with James A. Mundy & Co. to remove Smiths and Windmill Island in the Delaware River at Philadelphia. (Rdg)
- Apr. 23, 1891 A. J. Cassatt resigns as director of Pennsylvania Company. (MB)
- Apr. 23, 1891 Lines West Third VP Thomas D. Messler is put on half-time for health. (MB)
- Apr. 23, 1891 Riot at Monarch in the Connellsville Coke Region. (NYT)
- Apr. 24, 1891 Ex-Judge John F. Bingham (1845?-1891), once a confidential secretary to Jay Gould and manager of some of his railroad interests, dies at Plainfield, N.J. (NYT)
- Apr. 24, 1891 Illinois Central Railroad forcibly evicts the B&O from the lakefront freight yard it has leased since 1874. (NYT)
- Apr. 25, 1891 New PRR double deck propeller ferry *Cincinnati* launched at S.L. Moore & Sons Company, Elizabethport; engines built at Hoboken Shops. (RRGaz)
- Apr. 25, 1891 Walhonding Valley Railway files new survey changing southern terminus from Kimbolton to Bellaire. (Church)
- Apr. 25, 1891 Manistique & Northwestern Railway incorporated in Mich. in interest of Chicago Lumbering Company to build between South Manistique and Shingleton. (MB)

- Apr. 27, 1891 New York & Flushing Railroad (Hunters Point-New York & Flushing Jct.) merged into LIRR. (Val)
- Apr. 27, 1891 N.Y. State Railroad Commission approves Atlantic Avenue Railroad Company of Brooklyn's request to increase capital stock from \$1 million to \$2 million to electrify its horse car lines. (NYT)
- Apr. 27, 1891 Coal operators located on railroads within 40 miles of Pittsburgh cut wages from 79 cents per ton to 74 cents, effective May 1; the New York & Cleveland Gas Coal Company is to pay 70 cents on coal going north and 74 cents on coal going west; Westmoreland Coal Company, Penn Gas Coal Company and others have made their men signs agreements to work 9-hour days and not join the 8-hour movement. (NYT)
- Apr. 28, 1891 Commissioner Leslie P. Farmer presides at meeting of Trunk Line Joint Executive Committee at New York; discuss the recent rate-cutting combination of the West Shore Railroad and Canadian Pacific Railway and the DL&W's enticing immigrant traffic away from other lines; note that the Chicago & Alton boycott is a failure so far. (NYT)
- Apr. 28, 1891 Committee of railroad commissioners reports, calling on Congress to pass laws requiring the use of automatic couplers and air brakes, including brakes on locomotive driving wheels. (NYT)
- Apr. 29, 1891 Joseph Crawford (-), Superintendent of the New York Division, is inspecting the new Jersey City Terminal train shed, when a plank falls on him, breaking his leg; the accident appears to trigger some sort of nervous breakdown, and he never fully recovers. (NYT)
- Apr. 29, 1891 Bedford & Bridgeport Railway organized by the purchasers of the Bedford & Bridgeport Railroad; Richard D. Barclay, Pres. (C&C)
- Apr. 30, 1891 New York & Jersey City Railway incorporated in N.Y. by Benjamin S. Henning, et al., to build a cable railroad under the Hudson River to Montgomery Street in Jersey City. (NYState)
- Apr. 30, 1891 New York & Brooklyn Railroad incorporated in N.Y. by Benjamin S. Henning, et al., to build a cable railroad under the East River from near City Hall in Brooklyn to near City Hall in Manhattan; no work done under this charter. (NYState, NYT)
- May 1, 1891 New organization of Lines West following death of J.N. McCullough; James McCrea to First VP in charge of transportation and traffic; Joshua T. Brooks to Second VP in charge of law and real estate; Thomas D. Messler remains Third VP but resigns as Comptroller because of failing health and is limited to work for subsidiary companies; Treasurer John E.

Davidson promoted to revived post of Fourth VP in charge of treasury and accounting, to assume most of Messler's duties; John W. Renner (1845-1919) to Comptroller, replacing Messler; Albert McElvey (1842-), who began as a clerk on the Little Miami Railroad in 1865, to Assistant Comptroller, replacing Renner; John M. Lyon to Auditor of Freight Receipts, replacing McElvey; William Parker to Assistant Auditor of Freight Receipts, replacing Lyon; Thomas H.B. McKnight (1859-1935) to Treasurer, replacing Davidson; Real Estate Agent is made to report to the General Manager. (MB, StdHstPitts)

- May 1, 1891 Railroads entering the New York area establish the New York & New Jersey Car Service Association. (Rdg)
- May 1, 1891 Isaac N. Mills, Superintendent of Delaware Division, begins one year leave of absence. (RRGaz - or resign before?)
- May 1, 1891 Pittsburgh, Youngstown & Ashtabula Railroad opens own line between Wampum Jct., where it connects with the low-grade line along the east side of the Beaver River, and Lawrence Jct.; gives the PY&A an independent connection with the PFW&C at New Brighton. (AR, Church)
- May 1, 1891 Pennsylvania Company reduces dockage charges on iron ore at Ashtabula from 5 cents a ton to 2 cents. (MB)
- May 1, 1891 PRR declares 3% dividend payable either in cash or stock. (NYT, RyRegister)
- May 1, 1891 Future VP Julien L. Eysmans (1874-1943) joins the PRR as a messenger in the Division Freight Agent's office at Baltimore. (PR, PRRBio)
- May 1, 1891 Robert S. Davis named Manager of Atlantic City Railroad, replacing Managing Director Samuel Garwood, reassigned. (Rdg)
- May 1, 1891 Walter G. Oakman (1845-1922) named VP of the CNJ, replacing Joseph S. Harris. (Guide)
- May 1, 1891 Amendment to New York State Railroad Law bars mergers, operating agreements or leases between parallel and competing lines, effective this date; say NYC&HR leased Rome, Watertown & Ogdensburg Railroad to beat deadline. (RyRegister)
- May 1, 1891 United Mine Workers of America calls off its projected nationwide bituminous coal strike; some operators do sign 8-hour contracts. (McDonald)
- May 1, 1891 William Cramp & Sons Ship & Engine Building Company purchases the

- assets of the I.P. Morris Company, a foundry at Port Richmond. (Moody's)
- May 2, 1891 Louisville, New Albany & Chicago Railway repudiates lease of Fort Wayne, Terre Haute & Southwestern Railroad. (Church)
- May 3, 1891 Cincinnati, Wabash & Michigan Railway completes an extension from Anderson, Ind., south to Rushville, Ind., where it connects with the Vernon, Greensburg & Rushville line of the Big Four; also begins operating the Rushville-North Vernon line of the Big Four. (Guide, GrnBk, Harlow)
- May 4, 1891 LIRR VP and Standard Oil executive Charles Pratt (1830-1891) dies in his office in the Standard Oil Building at 26 Broadway with John D. Rockefeller at his side; he leaves an estate valued at between \$15 and \$20 million. (MB, Trager)
- May 4, 1891 Philadelphia Belt Line Railroad, which is owned by the Board of Trade and major manufacturers along the waterfront, places all its stock in a voting trust to prevent its being purchased by the PRR. (Rdg)
- May 4, 1891 Philadelphia Belt Line Railroad agrees with the city to complete its lines by Dec. 26, 1895; grants the Reading the exclusive use of its tracks, Callowhill to Queen Streets and Allegheny Avenue to Cottman Street; the Reading is to pay the net cost of operation and a dividend on the preferred stock. (Rdg)
- May 4, 1891 PRR opens “__” Tower at crossing of Reading’s South Moselem Branch. (Rdg)
- May 4, 1891 Harlan & Hollingsworth delivers the sidewheel steamer *Pocomoke* to the Eastern Shore Steamboat Company; runs to the lower Eastern Shore with the *Tangier* and *Eastern Shore*; *Helen* and *Maggie* become relief boats. (BethStl, Burgess, Stanton)
- May 5, 1891 Bedford & Bridgeport Railway incorporated in Pa. under articles dated Apr. 29 as the reorganization of the Bedford & Bridgeport Railroad. (C&C)
- May 5, 1891 Carnegie Hall opens at 7th Avenue & 57th Street in New York City, the city’s best symphony concert hall built by Andrew Carnegie. (Burrows/Wallace)
- May 6, 1891 Officials of the Philadelphia & Sea Shore Railway inspect the line to Tuckahoe. (CMayCoGaz)
- May 6, 1891 ICC decides case of New York & Northern Railway vs. New York & New

England Railroad; finds that since NY&NE exchanges through traffic with the Housatonic Railroad, it must do so with the NY&N; its refusal had left the NY&N (the Putnam Branch) with only local traffic. (NYT)

- May 6, 1891 Akron Union Passenger Depot Company incorporated in Ohio under articles dated May 4; formed to build and operate a new Union Depot under Nov. 1, 1891, agreement between Cleveland, Akron & Columbus Railway and Akron & Chicago Jct. Railroad (B&O). (Church, C&C)
- May 6, 1891 Baltimore & Lehigh Railroad incorporated in Maryland and Pennsylvania by the merger of the Maryland Central Railway and the York & Peach Bottom Railway; the new plan is to extend from York through York Haven and Lebanon to Tremont in the Schuylkill Coal Field. (ICC, Hilton)
- May 8, 1891 Delaware law requires PW&B to advance money to Delaware, Maryland & Virginia Railroad to guarantee interest on mortgages to state made by Frankford & Breakwater Railroad and Junction & Breakwater Railroad; as a result, PW&B becomes majority stockholder of DM&V. (AR)
- May 8, 1891 Ebensburg & Cresson Railroad sold at foreclosure to George Kugler. (C&C)
- May 9, 1891 Cleveland-Cliffs Iron Company incorporated in W.Va. as a holding company to combine the Cleveland Iron Mining Company, The Iron Cliffs Company, the Pioneer Iron Company and other properties in the Marquette Range of Michigan. (Moody's)
- May 10, 1891 West Jersey Railroad establishes a new Sunday non-stop express to Cape May with parlor car, leaving Camden at 8:00 AM. (RyW)
- May 10, 1891 Camden County Railroad opens for regular passenger service between Mount Ephraim and Grenloch, N.J.; controlled by Atlantic City Railroad. (Val, RyW, Guide)
- May 10, 1891 Seven men, including Superintendent W.H. Badger, killed by a forest fire while building the Sinnemahoning Valley Railroad at Moores Run; the fire had caused rails to spread, derailing a work train in the fire zone. (RRGaz)
- May 11, 1891 Dayton, Lebanon & Cincinnati Railroad formally organized; S. J. Patterson, Pres. (C&C)
- May 12, 1891 PCC&StL, CCC&StL and Cincinnati, Hamilton & Dayton Railway contract for construction operation of new Dayton Union Depot and Dayton Union Railway. (Church)
- May 12, 1891 Pennsylvania Company Executive Committee authorizes purchase of land

for building 4-track system between Chestnut Street and Wentworth Avenue at Chicago; approves purchase of Brown Hoisting & Conveying Company machinery for Dock No. 4 at Erie. (MB)

- May 12, 1891 Lehigh & Western Railway incorporated in Pa. to build from Williamsport to White Haven via Berwick; not built. (Taber, Cards)
- May 12, 1891 PCC&StL Railway Executive Committee authorizes extending the Bridgeville & McDonald Branch by 4,500 feet. (MB)
- May 14, 1891 Coxe Brothers & Co., one of the largest independent anthracite operators with mines in the area around Hazleton contracts to deliver its entire output to the Reading for 30 years; Coxe is building its own collector railroad, the Delaware, Susquehanna & Schuylkill Railroad, which largely parallels the Lehigh Valley; the Reading is to build the Tamaqua, Hazleton & Northern Railroad to connect with it at a point later called Roan, south of Hazleton; first shipments are to be made on Oct. 1. (Rdg AR, NYT)
- May 15, 1891 Pres. Harrison's special returns to Washington. (RyW)
- May 15, 1891 Lines West Third VP Thomas D. Messler is given four months leave for health. (MB)
- May 1891 Economy bottoms out and two-year expansion begins. (NBER)
- May 1891 North River Tunnel Contract Company incorporated in N.J. by John R. Dos Passos, et al., to build Hudson Tunnel Railway. (RyW - verify)
- May 1891 PRR and Reading agree to grade separation at North Penn Jct. in Philadelphia. (RyW)
- May 1891 Pencoyd Branch opens from Schuylkill Division main line at the east end of the Manayunk Bridge down the hill to the Pencoyd Iron Works near City Line Avenue in Bala-Cynwyd (1.28 miles). (Val, CE)
- May 1891 West Jersey begins rebuilding Townsends Inlet Bridge destroyed in the storm of Dec. 1890. (AR)
- May 1891 PRR is surveying a branch from Pottsville to near Minersville, Pa., to reach the lands of the Lytle Coal Company. (RyRegister)
- May 1891 PRR contracts to resume work on Turtle Creek Valley Railroad between Stewarts and Murraysville. (RyW)
- May 1891 PFW&C orders Class O (D9) No. 94 to be painted "black" (dark green locomotive enamel) over all brass work. (RyW)

- May 1891 Future Baltimore, Chesapeake & Atlantic Railway Pres. Turnbull Murdoch (1869-1927) becomes clerk to the receiver of the Baltimore & Eastern Shore Railroad. (PRRBio)
- May 16, 1891 Reading purchases 80% of preferred stock of Philadelphia Belt Line Railroad. (Rdg)
- May 16, 1891 200 Italian laborers taken to Tuckahoe to resume work on the Philadelphia & Sea Shore Railway; the company has agreed with Hobart & Howe of New York to finish the line to Sea Isle City and Cape May. (CMayCoGaz)
- May 16, 1891 Cleveland & Zoar RPO and Toledo & Marietta RPO combined to form Cleveland & Marietta RPO with joint B&O/PRR routing. (Kay)
- May 17, 1891 New Jersey City Terminal train shed, tracks and "A" Tower open; 12 tracks; 1-4 for eastbound, 5-7 for through westbound trains, and 8-12 for locals; 8 platforms; steel arched trainshed 652' x 256' x 85' high; claims to be the largest train shed roof in the world, exceeding St. Pancras Station in London; first train in is 3:38 AM from Philadelphia; first departure 6:34 newspaper train; two tracks of elevated in Railroad Avenue are opened, permitting removal of street tracks and completion of other two elevated tracks; through trains revert to using lower level tracks for a few days beginning on May 18; train floor at Jersey City is designed to load directly to upper deck of ferry boats through five ferry slips; Tower "A" includes first Westinghouse electro-pneumatic interlocking machine; waiting room not finished yet; old station demolished and new head house and office building begun in following week. (AR, RyW, NYT)
- May 17, 1891 Footbridge over West Street opens at PRR's Cortlandt Street ferry station; second storey added to station; one double-deck boat in service with two more under construction. (NYT)
- May 17, 1891 Louisville Division dispatchers moved from Columbus, Ind., to Louisville. (AR)
- May 17, 1891 Sleeping car line established between Jersey City, Asheville, and Hot Springs, N.C. and Knoxville, Tenn. via the Richmond & Danville Railroad. (Guide, PassDept)
- May 18, 1891 Richard H. Soule (1849-1908) appointed Superintendent of Motive Power of the Norfolk & Western Railroad and Superintendent of the Roanoke Machine Works, replacing S.P. Haupt, resigned. (AR)
- May 18, 1891 Philadelphia & Sea Shore Railway begins work on the Sea Isle City Branch. (CMayCoGaz)

- May 18, 1891 Jury awards CNJ \$85,473 in damages for the Jersey City, Newark & Western Railway's condemned crossing of its Newark & Elizabeth Branch at Oak Island Jct. (NYT)
- May 20, 1891 All local trains begin entering the new Jersey City Terminal over the two elevated tracks; work now begins on the head house. (RyRegister)
- May 20, 1891 In response to the demands of the Wheeling & Eastern Improvement Company for more representation on the Board, W. B. Thomas of Boston, R. B. Ferris and R. H. Rochester of New York, and Albert H. Olmstead of Hartford, Conn., are elected directors of the Wheeling Bridge & Terminal Railway; N. W. Eayrs, formerly Resident Engineer of the Terminal Railroad Association of St. Louis, is named General Manager, and Job Abbott VP & Chief Engineer. (MB)
- May 21, 1891 Kaighn's Point & Philadelphia Ferry Company orders all property conveyed to the Delaware River Ferry Company of New Jersey and becomes a shell company. (MB)
- May 21, 1891 Reading contracts to purchase stock of Gettysburg & Harrisburg Railroad and South Mountain Railway & Mining Company from J.C. Fuller and J. M. Butler. (Rdg)
- May 21, 1891 Connellsville Coke Region strikers begin returning. (Warren)
- May 22, 1891 Inspection train of two business cars is first to pass over Trenton Cut-off between Earnest, Pa., on Schuylkill Division and Morrisville. (CCHS)
- May 22, 1891 Northwestern Ohio Railway Company and Walhonding Valley Railroad Company merge to form Toledo, Walhonding Valley & Ohio Railroad Company under agreement of May 18, 1891; to form line from Toledo to Bellaire; rumors are that it will connect with the Wheeling Bridge & Terminal Railway. (Church, RyRegister)
- May 22, 1891 Reading officers elected to Boards of South Mountain Railway & Mining Company and Gettysburg & Harrisburg Railroad; PRR had supposedly made overtures to lease line. (Rdg, RyW)
- May 22, 1891 Pres. of Trunk Lines meet in New York to discuss the demoralization of eastbound rates; approve action of Central Traffic Association of last week creating a committee to maintain eastbound rates. (NYT)
- May 22, 1891 Production in the Coke Region is now about 60% of pre-strike levels, and the strike is effectively over. (NYT)

- May 23, 1891 Toledo, Walhonding Valley & Ohio Railroad organized with office at Coshocton, Ohio; A. J. Warner, Pres. (MB)
- May 23, 1891 New York Rapid Transit Commission appoints William Barclay Parsons (1859-1932) as its Assistant Engineer. (NYT)
- May 24, 1891 Philadelphia-New Orleans sleeper via Harrisburg, Roanoke, Bristol and Chattanooga extended to Jersey City; train is called the *Southern Express* Nos. 1-2 on the Norfolk & Western Railroad. (PassDept, Guide)
- May 24, 1891 Williamsburg Branch extended from Covedale to Carlisle, Pa. (Guide)
- May 24, 1891 Wetherill Jct. renamed Morris Jct. on the Pennsylvania Schuylkill Valley Railroad north of Pottsville. (Guide)
- May 24, 1891 Pullman buffet sleeping car placed in service between Washington and Memphis via the B&O to Shenandoah Jct., and then Norfolk & Western Railroad Nos. 1-2 and East Tennessee, Virginia & Georgia Railway. (Guide)
- May 25, 1891 Henry Clay Frick cables Andrew Carnegie, "coke victory complete"; the men have lost \$4 million in wages. (Warren, Evans)
- May 25, 1891 Altoona & Wopsononock Railroad opens between Altoona and Wopsononock, 8 miles. (Guide)
- May 26, 1891 Bedford & Bridgeport Railway receives letters patent. (C&C)
- May 1891 Design competition for new St. Louis Station announced. (Grant/Hofsommer)
- May 1891 Tunnel No. 10 on Pittsburgh Division of PCC&StL Railway widened for two tracks. (AR)
- May 27, 1891 PRR shifts its through trains to the elevated line through Jersey City and abandons the street tracks in Railroad Avenue, in use since 1834. (NYT)
- May 27, 1891 PRR Board revises Voluntary Relief Dept. regulations to require a physical whenever an employee moves from a lower to higher class, but not from a higher to a lower class. (MB)
- May 27, 1891 Charles Millard Pratt (1855-1935) elected VP of LIRR, replacing his father Charles Pratt, deceased. (MB)
- May 27, 1891 New York & New Jersey Terminal Railroad applies to N.Y. State Land Board for right-of-way under Hudson River at 14th Street. (NYT)

- May 27, 1891 Connellsville coke strike ends after Frick and Carnegie bring in strikebreakers and Pinkerton guards; mines operate on a non-union basis, and 16,000 men are lost to the UMW; the strike has cut the PRR's coal and coke tonnage by 22% to 3,356,851 tons; coal and coke account for 58% of the PRR's freight tonnage. (Nasaw, McDonald, AR)
- May 27, 1891 B&O Pres. Charles F. Mayer and Northern Pacific Railroad Pres. T.F. Oakes meet at Chicago to arrange for the B&O to use the Chicago & Northern Pacific Railroad to enter Chicago, including the use of Grand Central Station. (NYT)
- May 28, 1891 Meeting of Trunk Line Executive Committee and Great Lakes shipping lines held at New York; agree to raise eastbound rates from Chicago to 60 cents. (NYT)
- May 28, 1891 New York, Providence & Boston & Old Colony Railroad Terminal Company incorporated in Rhode Island to build a new Union Station at Providence. (NHCorp)
- May. 30, 1891 PRR telegraph pioneer David Brooks (1820-1891), dies at Philadelphia. (RyW)
- May 30, 1891 The second Bryn Mawr Hotel, designed by Furness, Evans & Co., opens. (Harding - see 1890)
- May 31, 1891 Morris Park Race Track opens in Westchester County north of New York; because of anti-gambling laws in New Jersey, the Monmouth Park Racing Association holds its meets at Morris Park this year, leaving its huge one-year-old facility near Long Branch idle. (NYT)
- June 1, 1891 PRR engineer Joseph T. Richards submits preliminary report for a rapid transit tunnel from Jersey City Terminal under the Hudson River and Cortlandt Street, New York, with stations connecting by elevator with each of the New York elevated railroads. (SRea)
- June 1, 1891 New Pittsburgh Transfer freight station opens at Walls (Pitcairn); two buildings 40 x 800; replaces ones at 28th Street and Torrens. (AR, RyW)
- June 1, 1891 Western New York & Pennsylvania Railroad acquires trackage rights over NYC&HR between Emslie Street Station and NYC&HR's Exchange Street Station at Buffalo under agreement of same date; WNY&P surrenders its terminal property to the NYC&HR, permitting it to build a new freight warehouse along Exchange Street. (C&C, Val, RyRegister)
- June 1, 1891 Columbus, Shawnee & Hocking Railway abandons the use of 3.8 miles of

- the Cincinnati & Muskingum Valley Railway; still uses 2 miles between South Zanesville and 2nd Street. (AR)
- June 1, 1891 PCC&StL Railway agrees with the Chicago & Northern Pacific Railroad to grant trackage rights to B&O through trains between Beverly Hills and Ogden Avenue in Chicago. (MB)
- June 1, 1891 Twenty big furnaces resume production after the coke strike. (NYT)
- June 1, 1891 Former PRR official Richard H. Soule leaves the Union Switch & Signal Company to be Superintendent of Motive Power of the Norfolk & Western Railroad. (RRGaz)
- June 3, 1891 LIRR Pres. Corbin reports on his plan to elevate Flatbush Avenue terminal and appoints committee to develop plan. (MB)
- June 3, 1891 Tamaqua, Hazleton & Northern Railroad incorporated in Pa. in interest of Reading to build from Catawissa Railroad near Lofty to a junction with the Delaware, Susquehanna & Schuylkill Railroad at Roan Jct. south of Hazleton, allowing Coxe Brothers' coal to be shipped over the Reading. (Rdg)
- June 5, 1891 Chauncey Vibbard (1811-1891), first General Superintendent of NYC, dies at Macon, Ga. (CongBio)
- June 6, 1891 A gang of 23 tramps commandeers a southbound PRR freight train between Indianapolis and Louisville; they are intercepted by the authorities at Columbus, Ind., where 9 men are captured after a gunfight. (RRGaz)
- June 7, 1891 PRR inaugurates *Chicago Special* No. 25 and *Keystone Express* No. 22 between New York and Chicago via Fort Wayne on 26:15 schedule; regular vestibuled consist is combine/smoker, two coaches, diner, and two sleeping cars. (NYT, RyW, RRGaz)
- June 7, 1891 PRR drops extra fare on *Congressional Limited Express* to meet competition from B&O. (NYT - RyRegister note in issue of 4/25)
- June 7, 1891 Boston & Albany and NYC&HR Railroads inaugurate *Boston & Chicago Special*. (RRH 87)
- June 7, 1891 Norfolk & Western Railroad opens its Clinch Valley Extension from Graham to Norton, Va., making a connection with the Louisville & Nashville Railroad and opening a through route to the southwest through the Cumberland Gap; Cumberland Gap Despatch Line organized for this route. (Wolfe, C&FC, AR)

- June 8, 1891 Harlan & Hollingsworth delivers the sidewheel steamboat *Montauk* to the Montauk Steamboat Company, Limited; placed in service between New York and Sag Harbor, running with the *Sag Harbor*. (BethStl, Dunbaugh)
- June 10, 1891 A. J. Warner elected Pres. of Toledo, Walhonding Valley & Ohio Railroad; John E. Davidson, VP; J. H. Hanlon, Chief Engineer; Max J. Becker, Consulting Engineer. (MB)
- June 10, 1891 Westwood Coal Company incorporated in Pa. in the interest of the Lehigh Valley Railroad to operate mines near Westwood in Schuylkill County. (LVCorp)
- June 12, 1891 First regular freight trains begin running over Trenton Cut-off. (CCHS)
- June 12, 1891 Duluth, Misabe & Northern Railway incorporated in Minn. (ICC)
- June 13, 1891 Long Island Boynton Bicycle Railroad incorporated in N.Y. by Frederick W. Dunton, who has broken with his uncle Austin Corbin; is to build two lines in Suffolk County, on North Shore to near Port Jefferson and on South Shore to Great South Beach. (NYState, NYT)
- June 13, 1891 CNJ fortifies its position at Oak Island Jct. near Newark to prevent crossing by the Jersey City, Newark & Western Railway (LV) and PRR. (NYT)
- June 14, 1891 Marchland station renamed De Long and Altoner renamed Lucerne, both of the Terre Haute and Logansport line of the Vandalia system. (Guide)
- June 15, 1891 Northern Central Railway Board authorizes installing fire sprinklers in its Baltimore grain elevators. (MB)
- June 15, 1891 James Harrington to Chief Engineer & General Superintendent of Cleveland, Akron & Columbus Railway; John J. Henry to Superintendent, replacing R. G. Sharpe, resigned. (RRGaz)
- June 15, 1891 Future railroad official and martyr to the cause of union-busting George Plummer McNear, Jr., (1891-1947) born at Petaluma, Calif. (WwasW)
- June 15, 1891 Pittsburgh, Shenango & Lake Erie Railroad extended from Osgood, Pa., to Erie. (Guide)
- June 1891 LIRR is in dispute with the Shelter Island Ferry Company at Greenport, claiming that its boat is substandard and threatening to start its own ferry line on June 15. (NYT)

- June 1891 LIRR inaugurates the summer-only *Cannonball Express* to Greenport and Sag Harbor, splitting at Manorville. (Keystone)
- June 1891 Northern Central Railway establishes a flagstop at Sorrento on the Green Spring Branch. (Guide)
- June 1891 Pa. act bars any mining or manufacturing company or its officers from operating company stores which employees are required to patronize; the law is easily evaded by incorporating the chains of stores as separate enterprises, generally under the titles of "supply" companies. (Roberts - verify PL also if PRR had co. stores - probably not)
- June 1891 Coal strike in Connellsville Coke Field ends. (AR)
- June 1891 Berwind-White Coal Mining Company and other PRR coal shippers break pool prices. (Lambie)
- June 1891 Zanesville Terminal Railway opens between Spangler and West Zanesville; operated by Columbus, Shawnee & Hocking Railway under lease of July 1, 1890. (Church - RRGaz has last rail laid in second week of May)
- June 1891 Philadelphia photographer William H. Rau (1855-1920), who has been engaged as official PRR photographer by Francis N. Barksdale of the Advertising Bureau, begins a three-month tour over Lines East to produce large format albumen prints of facilities and scenery for display at the upcoming World's Columbian Exposition; Rau travels in a special photographer's train with "photographic car" No. 1382 fitted with a six-foot square roof platform for the camera; the front 20 feet of the car is fitted as a parlor and office for Rau and his assistant, with two folding sofa berths; the rear contains a darkroom and padded trunks for the negatives; Rau is supplied with cameras ranging from Kodak snapshot cameras to a panoramic camera capable of scanning 165° and using 48" x 18" negatives. (Van Horne, PubLdgr, RRH)
- June 16, 1891 Long Island City Board of Aldermen denies application of Oliver W. Barnes, Charles H. Steinway and George A. Steinway for a franchise for the New York & Long Island Railroad tunnel under the East River. (NYT)
- June 17, 1891 Col. George B. Wiestling (1835-1891), Pres. of Mont Alto Iron Company and Superintendent of Mont Alto Railroad, dies at Mont Alto Park. (RRGaz)
- June 18, 1891 Reading announces opening of Philadelphia and Sea Shore Railway to Sea Isle City for freight service. (Rdg)

- June 18, 1891 Future PRR Chief of Motive Power James T. Wallis (1868-1930) graduates from Stevens Institute of Technology with degree in mechanical engineering; joins the PRR as an apprentice in West Philadelphia Shops. (PRRBio, NYT)
- June 18, 1891 PFW&C Board approves betterments for 1891, including third track from French Point to Legionville, enlarging Conway Yard, and third track from the west end of Conway Yard to Freedom. (MB)
- June 20, 1891 Philadelphia & Sea Shore Railway runs first excursion train of 5 cars to Sea Isle City, returning on Monday, June 22; regular passenger service is supposed to begin around July 1, but none is later advertised; it is possible that some sort of irregular service was offered during the summer only (CMayCoGaz, PubLdgr)
- June 20, 1891 Pennsylvania's Saturday half-holiday law goes into effect; banks and offices, including those of the PRR, close at 12:00 N. (PubLdgr)
- June 21, 1891 Sleeping car line established between Cincinnati and Mackinaw City via Richmond and Grand Rapids. (PassDept - prob begun in 1870s)
- June 21, 1891 GR&I establishes a station at McManus, 6.2 miles north of Boyne Falls, Mich. (Guide)
- June 22, 1891 *Chicago Special* No. 25 renamed *Columbian Express* in honor of upcoming World's Columbian Exposition at Chicago. (RyW)
- June 22, 1891 Trenton Cut-off opens for passenger service between Morrisville and Earnest, near Norristown; also used for coal from Schuylkill Division; operated by PRR; stations at Dunlap, Attleboro, Roxton, Drisher, St. Thomas, White Marsh Jct. and Earnest. (Val, MB, AR, CCHS, RRGaz)
- June 22, 1891 South Chester Railroad incorporated in Pa. to build industrial line along the South Chester waterfront to the Delaware state line. (Val)
- June 22, 1891 *Chicago Limited* No. 1 of the NYC&HR, 7 cars, runs New York to Buffalo in 8:58. (NYT)
- June 24, 1891 PRR Board limits "company relief" paid to men who have exhausted their Voluntary Relief Dept. benefits to 50 cents per day because of increasing number of beneficiaries. (MB)
- June 24, 1891 PRR Board adopts a new plan to end the time-wasting practice of inspecting freight and passenger cars when they move between different lines in the PRR System for the purpose of allotting costs; goes into effect on Aug. 1. (MB)

- Late June 1891 Workers at Carnegie Brothers & Co. Ltd.'s Duquesne Works strike in an attempt to unionize the plant. (Nasaw - verify NYT?)
- June 25, 1891 LIRR restores the summer-only Shelter Island Express introduced in 1890; now also operates the Shelter Island ferry with a new boat. (NYT)
- June 26, 1891 West Jersey Railroad begins running "dummy" rail motor cars between Ocean City and Sea Isle City for summer local traffic. (CMayCoGaz)
- June 27, 1891 Maryland Steel Company of Baltimore County incorporated in Maryland to operate a steel plant at Sparrow's Point built by the Pennsylvania Steel Company; utilizes ore brought from the Juragua Iron Company mines in Cuba; a shipyard is built later in the year. (BethStl)
- June 29, 1891 Pennsylvania Company Finance Committee approves resolution to create an Advisory Council of the presidents and one director each from the PRR, PCo., PCC&StL, NYC&HR, LS&SM, Michigan Central, and CCC&StL to avoid wasteful rivalry. (MB)
- June 29, 1891 Hudson Tunnel Railway stockholders authorize a new issue of \$25 million in bonds to complete work; unable to do so and work is suspended; north tunnel is now 3,916 feet from New Jersey shaft and 160 feet from New York shaft, leaving about 1,600 feet to be done; south tunnel extends 570 feet from New Jersey shaft. (RRGaz)
- June 29, 1891 Mt. Adams & Eden Park Inclined Railway begins electric trolley service on a new extension from Cincinnati to Norwood, diverting many commuters from steam railroads; Cincinnati, Lebanon & Northern Railway passengers drop from 552,347 in 1890/91 to 398,828 in 1891/92. (Hauck)
- June 30, 1891 Baltimore & Potomac Railroad grants Chesapeake & Ohio Railway trackage rights over the Long Bridge to its Washington station. (MB)
- June 30, 1891 Stockholders of Hudson Tunnel Railway approve new \$25 million bond issue. (NYT)
- June 30, 1891 Suburban Rapid Transit Company, operating elevated railroads in the Bronx, merged into Manhattan Railway. (NYState)
- June 30, 1891 Fairbanks, Morse & Co. incorporated in Illinois, succeeding the partnership of the same name. (Moody's)
- July 1, 1891 Atlantic City Railroad agrees with Delaware River Ferry Company of New Jersey for connecting ferry service for 30 years. (MB)

- July 1, 1891 PW&B sells New Castle & Wilmington, New Castle & Frenchtown and New Castle Cutoff branches south of the Shellpot Branch to the Delaware Railroad for \$1 million under an agreement of May 25; ceded from Maryland Division to Delaware Division. (Val, MB, AR)
- July 1, 1891 Pennsylvania Company leases depot hotels Alliance House and Crestline House to L.G. Russell. (MB)
- July 1, 1891 Erie & Western Transportation Company forms car trust to build 1,000 30-ton box cars marked "Anchor Line" for use in lake grain trade on PRR. (MB)
- July 1, 1891 J. K. Geddes named Superintendent of Bellaire, Zanesville & Cincinnati Railway, replacing W.R. Crumpton, resigned. (RyW)
- July 1, 1891 Holmes B. Ely named Insurance Agent of the Northern Central Railway. (AR)
- July 1, 1891 Eight entries delivers in the competition to design the new St. Louis Union Station; the winning design is by German-born St. Louis architect Theodore C. Link (1850-1923); other entrants include Bruce Price (-), designer of Windsor Station in Montreal, F. W. Mowbray, architect of the Louisville Union Station; Grable & Weber of St. Louis, James Stewart & Co. of St. Louis, George R. Mann of St. Louis and Van Brunt & Howe of Kansas City. (Grant/Hofsommer)
- July 1, 1891 CCC&StL Railway (Big Four) begins operating the Cincinnati, Wabash & Michigan Railway (Benton Harbor, Mich.-Rushville, Ind.) under an operating agreement. (GrnBk)
- July 1, 1891 Union Tank Line Company incorporated in N.J. as the tank car subsidiary of the Standard Oil Company. (Moody)
- July 2, 1891 Pittstown Branch of the Lehigh Valley Railroad opens to Pittstown, N.J. (RRGaz)
- July 3, 1891 N.Y. State Railroad Commission approves Atlantic Avenue Railroad Company of Brooklyn's plan to convert horse cars to trolleys. (NYT)
- July 3, 1891 West Jersey Railroad drops the Millville stop of its Cape May expresses, running non-stop to and from the resorts. (CMayCoGaz)
- July 3, 1891 Charles F. Lynde, holder of \$36,000 Columbus & Indianapolis Central Railway Second Mortgage bonds issued by Benjamin E. Smith without authority in 1877 and in default since May 1, 1879, sues in Franklin

County Court of Common Pleas to foreclose that portion of PCC&StL Railway covered by that mortgage. (Church)

- July 6, 1891 LIRR approves committee report recommending elevating Flatbush Avenue terminal according to plan of Charles M. Jacobs, Chief Engineer; authorizes traffic contract with New York & New England Railroad. (MB)
- July 6, 1891 Brooklyn Common Council hears petition of Austin Corbin for permission to build a two-track elevated railroad on Atlantic Avenue from the Flatbush Avenue station to Vanderbilt Avenue for passenger trains only; tracks at grade are to be for freight only. (NYT)
- July 6, 1891 Plan of the new St. Louis Union Station first published; designed by German-born local architect Theodore C. Link (-); is a stub terminal with 30 tracks in the train shed and a Romanesque revival head house. (Grant/Hofsommer)
- July 7, 1891 A teller at the Hudson County Bank discovers that a ring has been counterfeiting PRR pay checks; most are cashed in saloons and don't find their way back to the banks in time to catch the fraud. (NYT)
- July 7, 1891 Cincinnati & Michigan Railroad incorporated in Ohio for the purpose of reorganizing the Ohio portion of the Cincinnati, Jackson & Mackinaw Railroad. (GrnBk)
- July 1891 Tuckahoe & Cape May Railway is contemplating an inland route from Tuckahoe to Cape May instead of the original seashore route south from Sea Isle City. (RRGaz)
- July 8, 1891 Alloway & Quinton Railroad incorporated in New Jersey under articles dated July 7. (Val, C&C)
- July 9, 1891 N.Y. Supreme Court appoints commissioners to condemn land for LIRR ferry terminal at Oyster Bay, N.Y. (NYT)
- July 9, 1891 Committee for St. Louis Union Station competition awards first place and \$10,000 prize to Theodore C. Link (1850-1923) of St. Louis; second prize of \$1,500 to Grable & Weber of St. Louis. (RyRegister)
- July 9, 1891 Trunk Line Joint Committee votes to restore old westbound rate to New England of 54 cents effective July 24. (NYT)
- July 10, 1891 PRR begins work on a ferry house at 13th Street, New York City. (NYT)
- July 10, 1891 Reading Pres. A.A. McLeod and other officials travel to Sea Isle City in a special car to inspect the Philadelphia & Sea Shore Railway.

(CMayCoGaz)

- July 10, 1891 Austin Corbin resigns as director of CNJ; announces LIRR has signed 50-year traffic contract with Housatonic Railroad and New York & New England Railroad, creating the "Long Island & Eastern States Line" to operate between New York and Boston via a train ferry between Oyster Bay and Wilsons Point, Conn.; Corbin engages his engineer Charles M. Jacobs to develop a plan for a tunnel under Long Island Sound in place of the ferry. (RyW, NYT, ASCE)
- July 10, 1891 Cresson Railroad organized at Philadelphia by the purchasers of the Ebensburg & Cresson Railroad; John P. Green, Pres. (C&C)
- July 10, 1891 Wheeling Bridge & Terminal Railway makes connection with Wheeling & Lake Erie Railway at Martins Ferry, Ohio, and some freight interchanged; prior to this, there was only a single-track connection with the Cleveland & Pittsburgh Railroad and Cleveland, Lorain & Wheeling Railroad. (MB/AR)
- July 10, 1891 Future traffic officer Henry C. Clevenger (1873-1925) joins the PRR as a clerk at Walnut Street Wharf in Philadelphia. (PRRBio)
- July 13, 1891 Alloway & Quinton Railroad organized at Camden; A. O. Dayton, Pres. (C&C)
- July 13, 1891 Wilkesbarre & Western Railway opens between Rohrsburg and Orangeville, Pa. (Guide - C&C has Millville-Orangeville ca/ 5/91)
- July 13, 1891 Pennsylvania Company Executive Committee approves two additional eastbound classification tracks and five westbound tracks at Conway Yard. (Conway)
- July 13, 1891 Pennsylvania Company Executive Committee authorizes extension of State Line & Indiana City Railway to intersection with PFW&C at Clarke Jct.; authorizes third track between French Point and Legionville and between the west end of Conway Yard and Freedom on Eastern Division. (MB)
- July 13, 1891 PCC&StL Railway Executive Committee authorizes an extension of the Clinton Street freight house in Chicago; rearranging the tracks at the Smith Street Station in Cincinnati. (MB)
- July 13, 1891 Terre Haute & Peoria Railroad and Chicago & Eastern Illinois Rail__ sign an agreement for an interlocking plant at Arthur, Ill. (MB)
- July 14, 1891 Cresson Railroad incorporated in Pa. under articles dated July 10 as the

reorganization of Ebensburg & Cresson Railroad; operated by PRR.
(C&C)

- July 14, 1891 John F. Finnegan (1891-1971), later head of the PRR's Dining Car Dept., born at Chicago; son of Richard J. Finnegan (1858-1904) and Elloner Biggs Finnegan (1858-1931). (ancestry.com)
- July 14, 1891 Lehigh Valley Railroad opens a new Dodge coal storage plant for anthracite at South Plainfield, N.J. (AR)
- July 15, 1891 PRR leases the flour warehouse at 18th & Market Streets to the Merchants Warehouse Company. (MB)
- July 1891 Philadelphia & Sea Shore Railway enters receivership; John Hood takes possession in early Aug. (RyW)
- July 1891 West Jersey Railroad discontinues work of rebuilding the Townsends Inlet Bridge and begins building an entirely new bridge on a better location. (AR)
- July 1891 Conway coke trains have increased to four or five trains per night.
- July 1891 LIRR completes a new terminal station at Long Island City. (Seyfried)
- July 1891 B&O lets contract for first two miles of a line that is to run from the Metropolitan Branch at Linden across the Potomac River near Great Falls to make a connection with the Virginia Midland, thus connecting the B&O and Richmond & West Point Terminal systems independent of the PRR. (RyRegister)
- July 16, 1891 Gettysburg & Harrisburg Railroad and South Mountain Railway & Mining Company agree to merge to form Gettysburg & Harrisburg Railway under control of Reading, ending the importance of the PRR connection at Carlisle. (Rdg CorpHist, Watts)
- July 16, 1891 13-month strike against Westmoreland Coal Company and Penn Gas Coal Company ends with defeat of miners; replaced with strikebreakers 7 months ago. (RyW)
- July 16, 1891 Trunk Line Association Executive Committee denies DL&W's request for a differential rate on St. Paul business similar to that granted to the West Shore-Canadian Pacific route. (NYT)
- July 16, 1891 Special committee on eastbound rates of the Central Traffic Association meets with the special committee on westbound freight rates of the Trunk Line Association to discuss disturbed eastbound rates; William H. Joyce

represents PRR. (NYT)

- July 16, 1891 Michigan & Mackinaw Railroad incorporated in Michigan for the purpose of reorganizing the Cincinnati, Jackson & Mackinaw Railroad. (GrnBk)
- July 17, 1891 Roxborough Railroad incorporated in Pa. to build from Cheltenham Avenue station parallel and north of Ridge Pike on south side of Chestnut Hill to the Trenton Cut-Off in connection with land owned by H.H. Houston. (MB)
- July 17, 1891 Cincinnati, Jackson & Mackinaw Railroad reorganized as Cincinnati, Jackson & Mackinaw Railway. (Meints - verify GrnBk)
- July 17, 1891 National Association of Railway Postal Clerks organized at Cincinnati. (Long/Dennis)
- July 18, 1891 PRR officials in Jersey City discover scheme of passing forged PRR paychecks. (NYT)
- July 19, 1891 Schedules of Nos. 20-21 between New York and St. Louis cut by 1:00 westbound and 1:30 eastbound. (RyRegister)
- July 20, 1891 PRR inaugurates through coach between Jersey City and Williamsport via Philadelphia, running westbound on the *St. Louis & Cincinnati Express*. (NYT)
- July 20, 1891 McKeesport & Bessemer Railroad opens between Cochran on Pittsburgh, Virginia & Charleston Railway and McKeesport, Pa., operated by PRR under agency agreement of Dec. 9, 1891. (Val)
- July 20, 1891 Atlantic City Railroad places new interlocking signals in service between Ferry Road and Kaighns Point at Camden. (Rdg)
- July 20, 1891 Bergen Neck Railway (Lehigh Valley Railroad system) files location of Branch No. 3, a connection with the Jersey City & Western Railway at Greenville. (Baird)
- July 21, 1891 William T. Cope and Isaac B. Cameron, executors of the Estate of Jesse Farmer, appointed receivers of the unincorporated Salineville Railroad to sell the railroad. (C&C)
- July 23, 1891 Last rail laid on the Trenton Cut-Off Railroad. (RRGaz)
- July 23, 1891 U.S. Circuit Court rules against Cincinnati, Hamilton & Dayton Railroad in its effort to recover the \$889,500 paid through Henry S. Ives for Terre Haute & Indianapolis Railroad stock in 1887. (Wallis)

- July 23, 1891 Anderson Belt Railway organized. (C&C)
- July 23, 1891 Portion of the Gettysburg & Harrisburg Railroad between Pine Grove Furnace and Hunters Run now spun off and operated as the Hunters Run & Slate Belt Railroad; the remainder of the line becomes part of the Gettysburg & Harrisburg Division of the Reading. (Guide - check RdgCorpHist)
- July 24, 1891 Roxborough Railroad organized; adopts route from Cheltenham Avenue on Chestnut Hill Branch to the Trenton Cutoff at Plymouth Meeting; not built; would have required 136-foot high bridge over Wissahickon Creek. (MB, RRGaz)
- July 25, 1891 Hunter's station on the Vandalia line east of St. Louis renamed Griswold Place. (Guide)
- July 27, 1891 Juniata Shops at Altoona turns out first locomotive, Class R (later H3a) No. 692. (Lovell,)
- July 28, 1891 City of Wheeling passes ordinance for extensions of Wheeling Bridge & Terminal Railway. (MB)
- July 29, 1891 Anderson Belt Railway Company incorporated in Indiana under articles dated May 14, 1891, to build industrial line; owned by PCC&StL Railway. (C&C)
- July 30, 1891 *New York & Chicago Limited* renamed *Pennsylvania Limited* on Lines East. (NYT)
- July 30, 1891 Gettysburg & Harrisburg Railway incorporated by merger of Gettysburg & Harrisburg Railroad and South Mountain Railway & Mining Company under agreement of July 16. (Rdg CorpHist)
- July 31, 1891 Coal first shipped from the Windber and Scalp Level District. (Storey)
- July 31, 1891 Union Stock Yards buys the Central Stock Yards for \$500,000 and the 1,000 acres for the proposed new yards at Tolleston, Ind., for another \$500,000; in return, the packers guarantee the Union Stock Yards a new of \$2 million over 5 years; however, the 16 smaller packers, led by Henry Botsford and Samuel W. Allerton are left out of the settlement. (CHTaylor)
- Aug. 1, 1891 PRR begins pooling cost of freight car repairs across its entire system, both Lines East and Lines West, 14 companies with 125,000 cars; costs are apportioned on the basis of car-mileage on each company; previously

had allocated repair costs on actual repairs done, but the necessary inspections as cars move from tracks of one company to another had begun to create bottlenecks and delays; car mileage is set at 0.4 cents per mile within the PRR system. (AR, MB)

- Aug. 1, 1891 Oil discovered at Oakdale, Pa., 3.5 miles from McDonald on the Pan Handle line; PCC&StL Railway expands track facilities to handle the new traffic. (AR)
- Aug. 1, 1891 Secretary of War approves the Mississippi River bridge of the St. Clair, Madison & St. Louis Belt Railroad. (Church)
- Aug. 1, 1891 Akron & Chicago Junction Railroad (B&O) opens from Chicago Jct. (Willard) to Warwick with trackage rights over the Cleveland, Akron & Columbus Railway from Warwick to Akron, for freight service only, forming a more direct route between Pittsburgh and Chicago; Cleveland, Akron & Columbus Railway deeds a half-interest in its right of way between Warwick and Akron to the Akron & Chicago Junction Railroad, the parallel lines to be operated as one double-track railroad; B&O also buys over \$2 million in Pittsburgh & Western Railway stock. (RyRegister, B&O CorpHist, C&C, Rehor)
- Aug. 1, 1891 Akron Union Passenger Depot Company organized; Nicholas Monsarrat Pres.; station grounds conveyed to the Depot Company by the Cleveland, Akron & Columbus Railway. (C&C)
- Aug. 2, 1891 First passenger train crosses the Ohio River Bridge from Wheeling Bridge & Terminal Railway's Wheeling station en route to Toledo via Wheeling & Lake Erie Railway. (AR/MB)
- Aug. 3, 1891 Wheeling Bridge & Terminal Railway asks for last installment of \$100,000 from Ohio County; Wheeling & Lake Erie Railway lobbies against payment and threatens injunctions. (MB)
- Aug. 5, 1891 A. J. Cassatt writes to First VP Frank Thomson objecting to a tunnel from Jersey City to Cortlandt Street that would require transfer to light rapid transit cars and suggests building a main line tunnel under the Narrows, running around through the undeveloped sections of Brooklyn and crossing into Manhattan over the East River; also a tunnel connection under Hell Gate to the New Haven. (SRea)
- Aug. 6, 1891 Cresson Railroad merged into Cambria & Clearfield Railroad under agreement of July 17, 1891. (Val)
- Aug. 7, 1891 Interstate Terminal Construction Company incorporated to build tunnels under Hudson River for Brooklyn, New York & Jersey City Terminal

Railway and under East River for New York & Long Island Terminal Railway; A.J. Cassatt, Pres. (LIRR MB, SRea)

- Aug. 7, 1891 New 6-track Atlantic City Railroad terminal opens at Kaighn's Point, Camden. (RyW)
- Aug. 1891 N.J. Court of Chancery awards CNJ \$36,000 damages for crossing its Newark & Elizabeth Branch at Oak Island Jct.; the CNJ has blockaded the track to prevent the extension of the Lehigh Valley Railroad to Communipaw. (RRGaz)
- Aug. 8, 1891 CNJ begins removing barricades and obstructions at Oak Island Jct., after the Court of Chancery issues an injunction in favor of the Jersey City, Newark & Western Railway. (NYT)
- Aug. 8, 1891 New York *Herald* publishes an exposé of the affairs of the Richmond & West Point Terminal Railway & Warehouse Company based upon a financial report by New York broker F. J. Lisman. (Klein)
- Aug. 9, 1891 Akron & Chicago Junction Railroad opens between Akron and Willard, Ohio, giving B&O a direct route to Chicago via Pittsburgh. (Sanders)
- Aug. 10, 1891 New Canton grain elevator No. 3 (1 million bu.) opens at 14th Street, Baltimore; yard tracks rearranged and capacity increased by 200 cars. (AR)
- Aug. 10, 1891 The Crescent Pipe Line Company incorporated in Pa. by William L. Mellon (1868-1949) and his uncles Andrew W. Mellon and Richard B. Mellon to carry the oil from their Crescent Oil Company from Griggs Station near Pittsburgh to the new refinery they propose to build in Marcus Hook; both the Standard Oil Company and PRR try to frustrate the project by creating obstacles on its path in the time-honored fashion. (PaCorps, Cannadine)
- Aug. 15, 1891 South Fork Railroad opens between South Fork and the land of the Mountain Coal Company at Dunlo, Pa., in the valley occupied by the Western Reservoir before the Johnstown Flood; operated by PRR. (AR - Val says open to Braemar only; open to Llanfair in 1892 - RRG says open to Yellow Creek - Kline 13 says open to Dunlo)
- Aug. 15, 1891 New interlocking installed at "BU" Tower at East Brunswick, N.J. (PRRFAX)
- Aug. 1891 LIRR is buying additional waterfront land at Bay Ridge for an expanded freight terminal. (NYT)

- Aug. 1891 Small steamboat *West Jersey* built at the Camden yard of Frank Makelva for the West Jersey & Seashore Railroad; it is to be used during the summer between Sea Isle City and Avalon while the bridge over Townsends Inlet is out and in the winter on the Maurice River between Maurice River and Bivalve. (Keystone)
- Aug. 1891 Susquehanna Coal Company abandons Breaker No. 1 at Nanticoke. (WBReord)
- Aug. 1891 Philadelphia & Sea Shore Railway enters receivership; John Hood appointed receiver. (RyW - by 8/15 - RRGaz has ca. 7/24!?)
- Aug. 1891 PRR begins buying right of way for Roxborough Railroad; Henry H. Houston is anxious to have line built to develop his Roxborough real estate in a similar manner as Chestnut Hill. (Contosta)
- Aug. 1891 Northern Central Railway completes grain elevator for 1 million bushels at Canton to replace one burned. (C&C - verify)
- Aug. 1891 Cumberland Valley Railroad is surveying for an extension from Richmond to Fannettsburg. (RyW)
- Aug. 1891 Muddy Run Branch of Tyrone & Clearfield Railway opens from Madera Branch to terminus (2.93 miles). (Val - ca. 8/91)
- Aug. 1891 Cass County, Ind., begins *quo warranto* proceedings against the Eel River Railroad to annul its charter because of its lease to the Wabash Railroad, a parallel line. (Church)
- Aug. 1891 D. D. Dykeman purchases 26 shares of the Eel River Railroad. (MB)
- Aug. 1891 Brotherhood of Railway Carmen of America organized at Pueblo, Colo., by the consolidation of the Brotherhood of Car Repairers, the Carmen's Mutual Aid Association and the Brotherhood of Railway Carmen (Canada); it affiliates with the AFL in 1909 as one of the railroad shop craft unions. (DeptofLabor, PMiddleton)
- Aug. 17, 1891 Pennsylvania Executive Committee authorizes new engine house at Toledo; lease of new docks at Erie to Carnegie Bros. & Co for five years in return for building three new Brown hoists and giving PRR one quarter of ore traffic. (MB)
- Aug. 17, 1891 PCC&StL Railway Executive Committee authorizes double-tracking Gould Tunnel No. 5 and Tunnel No. 9 near Cadiz. (MB)
- Aug. 18, 1891 Pres. Benjamin Harrison leaves the Summer White House at Cape May to

dedicate a monument in Bennington, Vt.; leaves in a special West Shore Railroad train consisting of General Manager James D. Layng's private car and two Wagner coaches; train is forwarded to the West Shore at Jersey City. (NYT)

- Aug. 18, 1891 Wheeling city ordinance authorizes Pittsburgh, Wheeling & Kentucky Railroad to build new passenger station at 6th & Water Streets. (Church)
- Aug. 18, 1891 CB&Q withdraws from the Chicago & Alton boycott. (NYT)
- Aug. 20, 1891 Baltimore grain elevator No. 2 (300,000 bu.) opens near Calvert Station on the northwest corner of Monument & Beuren Streets; used for local traffic. (AR, Wilson)
- Aug. 24, 1891 Western New York & Pennsylvania Railroad reopens the branch between Nunda Jct. and Swains and begins regular through passenger service between Rochester and Hornellsville via the Lackawanna & Southwestern Railroad. (RRH 92, NYState)
- Aug. 24, 1891 Minnesota Civil Rights Commission formed at St. Paul at a meeting of African Americans to oppose the new "Jim Crow" laws in the South. (RyW)
- Aug. 24, 1891 Bergen Neck Railway and Jersey City & Western Railway sign an agreement consolidating their interests; the Jersey City & Western Railway abandons its location for 0.47 mile south of Communipaw Avenue in Jersey City and from Chapel Avenue, Jersey City, across Newark Bay to the east side of Newark. (Baird)
- Aug. 25, 1891 Jersey City & Western Railway files location of a connection with the National Docks Railway in Greenville. (Baird)
- Aug. 27, 1891 Bergen Neck Railway, Jersey City & Western Railway, National Docks & New Jersey Junction Connecting Railway, Kill Von Kull Railway and Bay Creek Railway all merged into National Docks Railway. (Baird)
- Aug. 27, 1891 Reading camelback No. 206 runs a mile in under 40 seconds on the Bound Brook Division in a test arranged by Pres. A.A. McLeod for high-speed service on the Royal Blue Line; train consists of two coaches and McLeod's private car *Reading*; runs 10 miles between Neshaminy and Langhorne in 0:7:12. (RREmply, RyRegister)
- Aug. 28, 1891 Roselle & South Plainfield Railway, Jersey City Terminal Railway, Newark Railway, Newark & Roselle Railway, Newark & Passaic Railway, Jersey City, Newark & Western Railway and Edgewater Railway merged to form the Lehigh Valley Terminal Railway, consisting of all the Lehigh

Valley lines east of South Plainfield except the National Docks Railway.
(Baird, LVCorp)

- Aug. 31, 1891 U.S. Circuit Court at Pittsburgh sustains PRR in its suit vs. Allegheny Valley Railroad and its Trustees; holds sale should be made under original bill of 1884, and purchaser is liable only for interest in arrears and not principal of AV bonds. (NYT)
- Sep. 1, 1891 PRR places 1,000 new cars in grain trade between Erie and Philadelphia. (RyW)
- Sep. 1, 1891 Berlin & Salisbury RPO extended to Berlin & Easton RPO in Maryland. (Kay)
- Sep. 1, 1891 Washington & Chesapeake Beach Railway incorporated in Maryland by Theodore W. Tyrer and Edwin Warfield (later Gov) to build from the District of Columbia line to Chesapeake Bay, where the new resort of Chesapeake Beach is to be developed. (ICC, Williams)
- c. Sep. 1891 Northern two tracks of Jersey City Elevated open. (check RyAge? CE)
- Sep. 5, 1891 Through car between Jersey City and Beach Haven discontinued for season. (NYT)
- Sep. 7, 1891 Louisville Union Station opens; designed by F. W. Mowbray; PCC&StL Railway begins using the station, and the old station at 14th & Main Streets is reduced to a local stop and terminal for suburban trains. (AR)
- Sep. 7, 1891 Chesapeake & Ohio Railway opens its Warm Springs Valley Branch from Covington to Hot Springs, Va., which becomes a popular resort destination. (AR)
- Sep. 9, 1891 LIRR locomotive No. 118 blows up while standing at Oyster Bay station in the early morning, killing three crew members. (NYT)
- Sep. 10, 1891 Osceola Branch of GR&I opens from Osceola Jct. to Olga, Mich., with passenger service. (no - was built in 1885! first Guide tt to show passenger service)
- Sep. 10, 1891 Freight Dept. of the Central Traffic Association meets at Chicago; refuses request to cut oil rates by 25%. (NYT)
- Sep. 11, 1891 J. Pierpont Morgan elected a director of the New Haven, in which he becomes the dominant interest. (NYT)
- Sep. 1891 Delmarva peach season concludes with near-record crop of 4 million

baskets, of which PRR carries 2.5 million; largest since bumper crop of 1875, but causes prices to fall so low as to prompt many growers to begin plans to diversify. (NYT)

- Sep. 14, 1891 Three-car train of Wagner equipment carrying top NYC&HR operating and traffic officials runs New York to Buffalo in 7:20 (7:06 excluding stops) at speeds up to 75 MPH; locomotive No. 876 with Edward Chase, engineer; done to test the possibility of high-speed service. (NYT, RyRegister)
- Sep. 15, 1891 Southern Pennsylvania Railway & Mining Company Pres. Thomas B. Kennedy informs the Board that he has had surveys run west of Richmond to reach the Bedford & Bridgeport Railroad: from Loudon via Cowan's Gap and Brush Creek Gap to Mount Dallas; from Loudon via Cowan's Gap and Hustontown on the South Pennsylvania Railroad and thence to Mount Dallas; and the preferred route from Richmond via Fannettsburg and the South Penn tunnel through Tuscarora Mountain to Mount Dallas with a branch on the South Penn grade from the Tuscarora Tunnel to Newville on the Cumberland Valley Railroad. (MB)
- Sep. 15, 1891 On the basis of the previous day's fast run, NYC&HR announces that it will establish the *First State Train* between New York and Buffalo on Oct. 1 to take in-state travel off the fast Chicago and Cincinnati trains; will run at a sustained average speed of 55 MPH, the train is actually introduced on Oct. 26 as the *Empire State Express*. (NYT)
- Sep. 15, 1891 Wilson station on the Amboy Division renamed Lenola. (MB)
- Sep. 1891 William Bender Wilson of the PRR Dept. of the YMCA changes the monthly *Pennsylvania Railroad Men's News* to a magazine format. (RyW)
- Sep. 1891 Without informing other members of the company, Eel River Railroad stockholder D. D. Dykeman secures the appointment of a receiver. (MB)
- Sep. 1891 Lehigh Valley Railroad appeals ICC decision in the case of Coxe Brothers & Co.; claims the Interstate Commerce Act is unconstitutional and that Congress has no power to set railroad rates or delegate the same to the ICC. (NYT)
- Sep. 1891 ICC Chairman Thomas M. Cooley resigns in ill health after failing to get Congress to recognize the principle that administrative agencies as well as the courts can provide due process of law; after his departure, the ICC is further weakened by court decisions. (Hoogenboom)
- Sep. 1891 Chesapeake & Ohio Canal finally reopens after the floods of May-June 1889 but hereafter operates at a loss. (dcnrhs-timeline)

- Sep. 16, 1891 New York & New England Railroad begins Boston-New York service using the New England Terminal Company to establish a train ferry between Oyster Bay and Wilson Point near Norwalk, Conn.; first passenger train, consisting of a combine, 2 sleeping cars, a diner, a coach and a freight car, leaves Boston at 10:00 AM over New York & New England Railroad via Danbury, Hartford, and Willimantic; arrives at Long Island City at 7:18 PM; crossing of Long Island Sound in former NYP&N train ferry *Cape Charles* of New England Terminal Company takes 50 minutes. (NYT,)
- Sep. 16, 1891 "RD" Tower (later "HUNTER") placed in service at West Newark Jct. (prrfax)
- Sep. 16, 1891 Future PRR Chief of Motive Power James T. Wallis (1868-1930) joins the PRR as a machinist's apprentice at Philadelphia. (RyAgeGaz)
- Sep. 16, 1891 Having achieved its objective of deposing Pres. Austin Corbin, the Reading Syndicate votes to dissolve; 11 of the 12 members now own only 225,000 shares, and 400,000 shares are needed for control. (RRGaz, NYT)
- Sep. 17, 1891 First revenue run of LIRR's New York-Boston service departs at 10:00 PM (?); regular schedule calls for one night train each way, consisting of a combine, coach and two sleeping cars, one from Long Island City and one from Flatbush Avenue. (NYT)
- Sep. 17, 1891 PRR Tourist Bureau runs a three-day conducted tour from New York to Washington; fare is \$12.50, including hotel room. (NYT)
- Sep. 17, 1891 Philadelphia & Sea Shore Railway receiver Philip P. Baker makes an inspection trip to Sea Isle City in a special train. (CMayCoGaz)
- Sep. 19, 1891 William Lawrence Scott (1828-1891), Erie, Pa., entrepreneur, Pres. of the Erie & Pittsburgh Railroad of Lines West and NYP&N director, dies suddenly of a heart attack at Newport, R.I., where he had gone to recuperate. (MB, AR, NYT, RyW)
- Sep. 19, 1891 First underwater rail tunnel in North America opens with full ceremony between Sarnia, Ont., and Port Huron, Mich., on Grand Trunk Railway of Canada; is 11,553 feet long, including approaches. (NYT, RyW)
- Sep. 21, 1891 Pennsylvania Company Executive Committee authorizes construction of grain transfer and storage yard at 55th Street, Chicago. (MB)
- Sep. 21, 1891 PCC&StL Railway Executive Committee authorizes improving freight facilities at Columbus, Ind.; extending Leavitt Street and 16th Street Yards

in Chicago. (MB)

- Sep. 22, 1891 Kentucky Central Railway conveys its property to the Louisville & Nashville Railroad. (ICC)
- Sep. 23, 1891 Tammany Hall leaders and members leave Jersey City in two special PRR trains for dedication of the Tammany Monument at Gettysburg on Sep. 24. (NYT)
- Sep. 24, 1891 C. P. Garvey elected Pres. and Earl M. Seitz Engineer of the Anderson Belt Railway. (C&C)
- Sep. 25, 1891 At suggestion of A. J. Cassatt, Engineer of Maintenance of Way Joseph T. Richards reports on surveys for new access to Manhattan Island, leaving the main line at Colonia, passing through a 4.8-mile tunnel between St. George and Brooklyn two miles north of the Narrows, crossing the East River by bridge at 38th Street, and terminating on Park Avenue between 36th & 39th Streets with a 16-track station similar to that built at Broad Street in 1893; Pres. Roberts approves \$25,000 for borings in New York Bay from Narrows to Exchange Place; total cost later estimated at \$52.66 million. (SRea)
- Sep. 25, 1891 Toledo, Walhonding Valley & Ohio Railroad Board authorizes construction of a 10-stall frame roundhouse and coaling station at Toledo. (MB)
- Sep. 27, 1891 New interlocking installed at "PX" Tower, Perth Amboy Jct. (prrfax)
- Sep. 28, 1891 Turtle Creek Valley Railroad opens between Stewart (Trafford) and Murraysville, Pa., on Pittsburgh Division. (MB, AR, Val)
- Sep. 28, 1891 John Keller elected director of NYP&N, replacing William L. Scott, deceased. (MB)
- Sep. 28, 1891 Carborundum Company incorporated by Edward G. Acheson (1856-1931), a self-taught inventor who has worked in the laboratories of Thomas A. Edison and George Westinghouse, to manufacture "carborundum" (actually silicon carbide crystals), which are a superior abrasive almost as hard as diamond; the factory is originally located at Monongahela City, Pa., but moves to Niagara Falls in 1894. (Moody's, Cannadine)
- Sep. 29, 1891 Northern Central Railway signs formal contract with the Baltimore Belt Railroad covering its grade crossing north of Mount Royal Station. (MB)
- Sep. 29, 1891 Electric City & Illinois Railway renamed Madison, Illinois & St. Louis

Railway. (Church)

- Sep. 30, 1891 Andrew Quintin (1816-1891), the PRR's candidate for oldest conductor in the U.S., who began on the Philadelphia & Trenton Railroad in 1838, is killed by a locomotive on the NY&LB. (Guide)
- Oct. 1, 1891 Allegheny Valley Railroad reorganization plan signed; PRR is released from being guarantor of its bonds. (MB)
- Oct. 1, 1891 Terminal Railroad Association of St. Louis Board meets to consider design of train sheds for new Union Station, which are to cover 32 tracks. (RyRegister)
- Oct. 2, 1891 Philadelphia & Sea Shore Railway receiver Philip P. Baker and other officials meet at Philadelphia to consider whether to run trains to Tuckahoe after Oct. 3; town hopes for at least one train a day. (CMayCoGaz)
- Oct. 2, 1891 Bridgeton newspaper reports that the small launch *West Jersey* has arrived at Maurice River. (Keystone)
- Oct. 3, 1891 Anchor Line freighter *Winslow* burns at Duluth. (MB)
- Oct. 4, 1891 PRR track elevation opens between Orthodox Street, Frankford, and Bridesburg. (RyW)
- Oct. 5, 1891 Baltimore & Eastern Shore Railroad train ferry *Thames River* makes last crossing and is laid up at Claiborne. (SlsbryAdvrt)
- Oct. 5, 1891 Baltimore & Eastern Shore Railroad begins operating the steamboat *B.S. Ford* directly between Pier No. 10, Light Street, Baltimore, and Claiborne, in place of the old ferry between Claiborne and Bay Ridge. (Guide - this is Mon.)
- Oct. 5, 1891 Wheeling Bridge & Terminal Railway begins running hourly local passenger service, Monday through Friday, between Martins Ferry, Ohio, and Wheeling, W.Va. (MB/AR, Guide - Church has bridge open 9/11/90)
- Oct. 5, 1891 Detectives arrest a cigar store clerk in Alliance, Ohio, for attempting to wreck *The Pennsylvania Limited* No. 5 on two separate occasions in Feb. 1891 by placing ties and then a wagon on the track west of Louisville, Ohio. (NYT)
- Oct. 6, 1891 Baltimore & Eastern Shore Railroad switches western terminal of its connecting steamboat service from Bay Ridge near Annapolis to Baltimore using steamboat *B.S. Ford*; abandons freight connection with

B&O and Annapolis & Baltimore Short Line Railroad in favor of PRR;
B&O abandons Bay Ridge & Annapolis Railroad at end of 1903 season.
(AR, SlsbryAdvrt, Harwood, Hayman)

- Oct. 8, 1891 Pennsylvania Company signs contract to purchase the Salineville Railroad. (MB)
- Oct. 9, 1891 Chicago & South Eastern Railway incorporated in Indiana to build from Effner to the Ohio state line at Bethel with a branch south to Brazil; Henry Crawford, Pres. (Church, C&C)
- Oct. 12, 1891 At a meeting called by director Henry Sanford (1825-1903), the Adams Express Company Board fires Pres. John Hoey (1828-1892) and accepts the resignation of VP Clapp Spooner; both had made private profits and insider deals in the acquisition of the New York & Boston Dispatch Company and Kinsley Express Company; Hoey and Spooner had bought their stock on speculation, and the insiders overcharged Adams by \$700,000; Hoey has embezzled funds to support his lavish lifestyle; Sanford is elected Pres. next day, and Adams plans to sue to recover its money. (NYT, AdmmsExpCo)
- Oct. 13, 1891 Gould Tunnel on Pittsburgh Division of PCC&StL widened for two tracks. (AR)
- Oct. 13, 1891 American Railway Association adopts standards for car lighting. (ARA)
- Oct. 15, 1891 Oyster Bay & Long Island City RPO established. (Kay)
- Oct. 15, 1891 New York & New Jersey Bridge Companies of N.Y. and N.J. approve merger. (RyW)
- Oct. 1891 Photographer William H. Rau returns to Philadelphia after taking over 400 negatives on the main lines of Lines East. (Van Horne)
- Oct. 1891 Work on the Hudson Tunnel Railway stops after English investors withdraw support in the wake of the Baring Brothers failure. (Brennan)
- Oct. 1891 Lines West officers meet to consider motive power requirements for impending Chicago World's Fair traffic; while some favor the Class O 4-4-0 being built at Altoona, they decide to build a 4-6-0 at Fort Wayne that will become Class X. (Keystone)
- Oct. 1891 Ohio & Mississippi Railway stockholders vote to give control to the B&O. (NYT)
- Oct. 1891 Coal miners along the Monongahela River strike, demanding a 13-cent

increase that would price their coal out of most western markets; the PRR has to bring coal from the east to supply its locomotives on the Monongahela Division. (Evans)

- Oct. 1891 Carnegie begins the manufacture of armor plate. (StdHistPitts)
- Oct. 1891 National Brotherhood of Electrical Workers of America organized at St. Louis; later one of the railroad shop crafts. (DeptofLabor, PMiddleton)
- Oct. 18, 1891 Henry Crawford, owner of all capital stock of Midland Railway (Ind.) agrees to convey the road to the Chicago & South Eastern Railway and furnish means to complete it from Sand Creek to Bridgeton and Carbon to Brazil. (Church)
- Oct. 20, 1891 Long Island City Board of Aldermen hears second application of New York & Long Island Railroad for tunnel right of way; agrees upon condition that the tunnel surface within the limits of Long Island City, that the company bridge Newtown Creek, and that it run regular passenger trains all day between New York and Brooklyn via Long Island City. (NYT)
- Oct. 20, 1891 New York City Commissioners of Rapid Transit report on plan for subways. (Sotkes, RTinNYC)
- Oct. 20, 1891 Chicago & South Eastern Railway acquires all property of Midland Railway (Anderson-Waveland Jct. and unfinished line between Sand Creek and Brazil, Ind.), effective Feb. 1, 1892. (Church)
- Oct. 23, 1891 Sandusky & Columbus, Lake Erie & Southern Short Line Railway renamed Sandusky & Columbus Short Line Railway. (Church, GrnBk)
- Oct. 24, 1891 St. Clair Tunnel Company opens a tunnel between St. Clair, Ont., and Port Huron, Mich., in the interest of the Grand Trunk Railway Company of Canada. (Meints - verify)
- Oct. 26, 1891 NYC&HR inaugurates *Empire State Express* as fast train between New York and Buffalo (westbound only) in 8:40; consist is four cars, a combine/smoker, two coaches and a Wagner parlor car; average 52.2 MPH; billed as "Fastest Train in the World"; the inaugural run also carries the private car of VP H. Walter Webb for a total weight of 278 tons; hits 70 MPH between Batavia and Buffalo; train is powered by high-wheeled 4-4-0's designed by William Buchanan, No. 870 New York to Albany, No. 876 Albany to Syracuse, and No. 862 Syracuse to Buffalo. (NYT, Guide, RRH)
- Oct. 26, 1891 Union Line leases office space at Des Moines. (MB)

- Oct. 27, 1891 Pennsylvania Company Executive Committee authorizes fourth track between Bellevue and Emsworth, transfer station at 55th Street, Chicago, and new freight house at St. Louis. (MB)
- Oct. 27, 1891 PCC&StL Railway Executive Committee authorizes enlarging the Columbus Shops; grading for second track between Logansport and Anoka Jct. (MB)
- Oct. 27, 1891 New freight house opens in Cincinnati, replacing the one burned in 1890. (AR)
- Oct. 31, 1891 PRR opens new freight yard and float bridge at 37th Street and Hudson River in New York; new freight station opens at 38th Street and old station at 35th Street abandoned. (AR)
- Fall 1891 Anderson Belt Railway opens from PCC&StL Railway at Anderson, Ind., to Anderson Iron & Bolt Company; owned by and operated by PCC&StL Railway. (Church)
- Nov. 1, 1891 Baltimore & Potomac Railroad leased to PW&B under agreement dated Oct. 9, 1891; PW&B also begins operating Washington Southern Railway (Washington-Quantico) as agent in place of the B&P; both become an operational part (common officers) of the Maryland Division of the PW&B. (Val, MB, AR)
- Nov. 1, 1891 PRR Accounting Dept. begins supervision of Treasury Dept. daily operations as per recommendation of the Finance Committee. (MB)
- Nov. 1, 1891 General Advertising Agent Frank N. Barksdale marks tenth anniversary of *Pennsylvania Limited* by issuing a promotional booklet illustrated by Joseph Fleming, Charles Howard Johnson (1868-1896) and Charles Dana Gibson (1867-1944), later famous as the delineator of the "Gibson Girl"; first luxury advertising of a train. (Zega)
- Nov. 1, 1891 Chambersburg & Gettysburg Railroad opens from Conococheague Jct. on Mont Alto Railroad to Wolf Hill ore bank on South Mountain. (Poor, Watts)
- Nov. 1, 1891 Akron Union Passenger Depot Company opens new Union Depot on Market Street; 170 x 45 feet; Cleveland, Akron & Columbus Railway (PRR system) and B&O acquire joint use of the station subject to annual rent. (Church, C&C)
- Nov. 2, 1891 PRR leases the hay warehouse at 32nd & Market Streets to the Merchants Warehouse Company. (MB)

- Nov. 2, 1891 John A. Wright (1820-1891), assistant to Hother Hagé in the 1830s and to J. Edgar Thomson on the Georgia Railroad and a PRR director, dies at Philadelphia. (RyW)
- Nov. 2, 1891 Tower of the new Madison Square Garden with its gilded statue of Diana is opened to the public; designed by Stanford White of McKim, Mead & White. (Stokes)
- Nov. 3, 1891 Atlantic Transport Line begins New York-London service. (Moyer/Keystone)
- Nov. 4, 1891 Eel River Railroad stockholders issue a protest against stockholder D. D. Dykeman securing a receiver; resolve that the lease to the Wabash Railroad is advantageous to the company. (MB)
- Nov. 5, 1891 Pittsburgh & Moon Run Railroad opens for coal traffic between Groveton and Remington (Moon Run). (RRGaz)
- Nov. 5, 1891 Trunk Line presidents meet at New York; arrange to reorganize the eastbound rate committee following the withdrawal of representatives of the Grand Trunk Railway of Canada, the Ohio & Mississippi Railway and the Baltimore & Ohio Southwestern Railroad; they agree to return, but Grand Trunk still refuses to restore switching charges at Chicago; notify the Grand Trunk and the Canadian Pacific Railway (who use them for emigrants) that they will stop operating low-cost “tourist” sleeping cars after Dec. 1. (NYT)
- Nov. 5, 1891 Edward Y. Townsend (1824-1891), Pres. of the Cambria Iron Company, dies at Bryn Mawr. (RyW)
- Nov. 6, 1891 New PRR ferry *Cincinnati* makes press run down New York Bay; first PRR double-deck ferry and first PRR screw propeller ferry; third propeller ferry in New York harbor; has large upper deck saloon; interiors by Furness, Evans & Co. (RyW)
- Nov. 7, 1891 Florida Midland Railway enters receivership. (ICC)
- Nov. 9, 1891 Trunk Line Association referee J.F. Goddard assigns percentage for through passengers to and from points beyond Western gateways; NYC&HR is to get 33%, PRR 25%, Erie 15%, B&O 9.5%, West Shore 6%, DL&W 5.5%, Lehigh Valley 3%; any road exceeding its quota is to penalized proportionately on westbound immigrant business; NYC&HR carries between 40-45% of through passengers to Chicago and beyond. (NYT)

- Nov. 10, 1891 New Jersey Court of Errors & Appeals dismisses PRR to overturn decision in New Jersey Junction Railroad condemnation case. (NYT)
- Nov. 10, 1891 Philadelphia & Sea Shore Railway receiver Philip P. Baker files in the N.J. Court of Chancery against the Tuckahoe & Cape May Railroad; says the P&SS unlawfully appropriated \$80,000 to build the T&CM and took 1,600 shares as collateral; charges rival Edward Randolph Wood with creating a new \$400,000 mortgage; Chancellor McGill issues a temporary injunction; Wood begins a counter-suit, claiming that the T&CM is his personal property. (CMayCoGaz)
- Nov. 10, 1891 U.S. Marshall seizes the Baltimore & Eastern Shore Railroad train ferry *Thames River* at Claiborne and tows it to Baltimore. (SlsbryAdvrt)
- Nov. 10, 1891 Pioneer civil engineer Moncure Robinson (1802-1891) dies in Philadelphia. (RyW)
- Nov. 10, 1891 Railroad Commissioners' special committee on safety appliance bills begins two days of hearings at New York; Theodore N. Ely appears for the PRR and M. N. Forney for the Railway Master Mechanics' Association; management does not want compulsory legislation, and surprisingly, switchmen testify that they prefer the old link-and-pin couplers. (NYT)
- Nov. 12, 1891 PRR dedicates Camden & Amboy historical marker one mile east of Bordentown at 3:00 PM; special train runs from Philadelphia; granite obelisk rests on a base of original Camden & Amboy stone sleeper blocks and is surrounded by a circular railing made from original rails; monument includes a bronze tablet with the *John Bull* and train in bas relief; J. Elfreth Watkins gives long address on the history of the Camden & Amboy Railroad. (AR, Watkins, NYT)
- Nov. 12, 1891 Sandusky & Columbus Short Line Railroad runs a first excursion train between Sandusky and Bellevue; occupies the original right of way of the Mad River & Lake Erie Railroad. (Peeke)
- Nov. 13, 1891 Reading gets injunction vs. PW&B branch from Linwood to South Chester crossing its Chester Branch and another to block PW&B from building south through South Chester. (NYT)
- Nov. 14, 1891 Sheriff's deputies and 100 armed workers hold ground for Reading at disputed wharf property in Marcus Hook. (NYT)
- Nov. 14, 1891 Second track opens between Bard's and Welsh near Lock Haven, Pa. (AR)
- Nov. 14, 1891 Lines West Insurance Committee reports that the easiest plan is to admit Lines West to the PRR's Insurance Fund. (MB)

- Nov. 15, 1891 PCC&StL Railway adds two round trips between Pittsburgh and Washington, Pa., to serve the boom in the McDonald oil field. (AR)
- Nov. 15, 1891 Louisville & Nashville Railroad's Cincinnati-Jacksonville sleeper extended to Tampa via a predecessor of the Seaboard Air Line. (Guide)
- Nov. 1891 West Jersey Railroad is hiring Italians as track gangs and discharging native workers. (CMayCoGaz)
- Nov. 1891 New "GU " Interlocking (74 levers) and track revision placed in service at B&P Jct. in Baltimore. (RyW)
- Nov. 1891 Indiana coal miners begin a one-month strike. (Evans)
- Nov. 16, 1891 Ferryboat *Cincinnati* placed in regular service at New York. (HC)
- Nov. 1891 Pennsylvania & West Virginia Railroad begins construction between Brookes Mill and Manns Choice, Pa.; C. T. Hobart, contractor; never completed, although \$307,875 spent; later acquired by PRR for charter rights in 1902. (Val, C&C)
- Nov. 1891 West Shore Railroad and NYO&W Railway file plans for new downtown ferry terminal at Franklin Street, just north of the present terminal at Jay Street. (NYT)
- Nov. 1891 B&O declares a 20% stock dividend, amounting to \$2.9 million, which is not earned. (NYT)
- Nov. 1891 CCC&StL Railway (Big Four) acquires all the stock of the Cincinnati, Wabash & Michigan Railway, running between Rushville, Ind., and Benton Harbor, Mich. (GrnBk)
- Nov. 17, 1891 Wheeling Bridge & Terminal Railway establishes an interchange with the Pittsburgh, Wheeling & Kentucky Railroad and the Ohio River Railway at 33rd Street, Wheeling; however, the earnings are low, and it must be extended to the furnaces in South Wheeling, the only source of traffic. (MB)
- Nov. 17, 1891 Howard B. Ensign (1826-1891), Pres. of the Maryland Steamboat Company, dies of a heart attack in Philadelphia as he is about to board a train for Baltimore while returning from a vacation at Lakewood, N.J. (NYT)
- Nov. 17, 1891 Anthony Groves (1815-1891) founder of the Ericsson Line (Philadelphia-Baltimore), dies at Chestnut Hill. (RyW)

- Nov. 17, 1891 After Pres. Percy R. Pyne (-1895) is disabled by a stroke, James Stillman (1850-1918) is elected Pres. of the National City Bank; Stillman is the son of a successful cotton broker, and as a rich man's son, is used to mingling with the rich and powerful; he expands and modernizes the bank, enlarging its scope from being the treasury of the Taylor-Pyne family interests to being the bank for new interests, including his friend William Rockefeller, the financial director of the Standard Oil empire, the Havemeyers of the American Sugar Refining Company, and later, E. H. Harriman. (Cleveland/Huertas)
- Nov. 18, 1891 Philadelphia Belt Line begins laying track on Delaware Avenue at Callowhill Street; stopped by PRR injunction. (RyW)
- Nov. 19, 1891 North River Bridge Company submits revised plan to War Dept. with 190-foot clearance instead of 145 feet. (NYT)
- Nov. 19, 1891 Representatives of B&O, LIRR and Housatonic Railroad meet at Jersey City; B&O is to develop a terminal at Cavan Point in Jersey City, between Black Tom and Greenville, and route its New England traffic via the LIRR and Housatonic Railroad. (NYT)
- Nov. 21, 1891 Cleveland & Pittsburgh and LS&MS agree to an exchange of land at Whiskey Island, Cleveland. (MB)
- Nov. 21, 1891 Fire destroys the old Cleveland & Marietta Railroad office at Cambridge and all old records stored there. (MB)
- Nov. 21, 1891 Atlantic Transport Line, operated by Bernard Nadal Baker's Baltimore Storage & Lighterage Company, inaugurates New York-London service. (NYT, Flayhart -see above)
- Nov. 22, 1891 Silver Springs, Ocala & Gulf Railroad opens a branch from Gulf Jct. near Dunnellon to Inverness. (Guide, RRGaz, Turner/Bramson)
- Nov. 23, 1891 Pres. Francis B. Reeves (1836-1922) of Philadelphia Belt Line Railroad proposes a compromise with the PRR. (RyW)
- Nov. 23, 1891 Pennsylvania Company Executive Committee authorizes new station at Salem, Ohio. (MB)
- Nov. 23, 1891 PCC&StL Railway Executive Committee authorizes extending the Bridgeville Branch to the lands of the Ridgeway & Bishop Coal Company; double track between Mingo Jct. and Fernwood sidings; a new station at Benwood; additions to Indianapolis Yard. (MB)

- Nov. 23, 1891 General Managers of eastbound lines out of Chicago approve formation of a tonnage pool. (NYT)
- Nov. 24, 1891 PW&B Board adopts the location of the Claymont Branch. (MB)
- Nov. 24, 1891 Baltimore & Potomac Railroad adopts location of Clermont Branch to stockyards in southwestern Baltimore. (MB)
- Nov. 27, 1891 West Jersey Railroad Board authorizes the extension of the branch from Townsends Inlet Bridge to Stone Harbor. (MB)
- Nov. 28, 1891 Special three-car PRR train bringing New York hotel and theater people to opening of Cochran Hotel in Washington makes new record run of 4:11, including engine change at Grays Ferry; reaches 80 MPH; is 7 minutes faster than the A.M. Palmer theater special of Mar. 1890; train consists of a Pullman combination dining car, parlor car *Cecilia* and observation car *Olympia*; hauled by No. 340 from Jersey City to Grays Ferry and No. 181 to Washington. (PubLdgr)
- Nov. 28, 1891 Electric freight locomotive built by the Thomson-Houston (Electric Company?) successfully tested at Lynn, Mass. (RyRegister)
- Nov. 29, 1891 "NA" Tower placed in service at Newark Avenue on Jersey City Elevated; "RU" Tower placed in service at New Jersey Jct. at the west end of the elevated; automatic block signals placed in service between Jersey City Terminal and Shanley's Cut. (PRRFAX, RyW)
- Nov. 29, 1891 Two spans of Pennsylvania Canal's Clarks Ferry towpath bridge blown down in a wind storm; company launch *Montour* used as a ferry and towboat. (AR)
- Nov. 29, 1891 East Tennessee, Virginia & Georgia Railway (Queen & Crescent Route) inaugurates the all-vestibuled *Cincinnati & Florida Limited* between Cincinnati and St. Augustine. (Guide)
- late 1891 Wheeling Bridge & Terminal Railway opens between Wheeling and South Wheeling. (Church)
- Dec. 1, 1891 PRR establishes ferry from Bay Street, Jersey City, in Harsimus Cove freight yards, to foot of 13th Street, New York, to accommodate market traffic; every 40-minute service with *John S. Darcy*; new ferry house built at Bay Street; 13th Street slip done, but ferry house not finished until 1892. (AR, HC)
- Dec. 1, 1891 Old Colony Railroad leases Providence, Warren & Bristol Railroad, retroactive to July 1. (NHCorp)

- Dec. 1, 1891 B&O moves its Chicago passenger terminal from Monroe Street on the lakefront to the new Grand Central Station at 5th & Harrison Streets; abandons the use of the Illinois Central Railroad in favor of new Chicago & Northern Pacific Railroad. (AR, RRGaz - Stover has obtain trackage rights over the Rock Island - verify)
- Dec. 1, 1891 Trunk Lines Executive Committee fails to agree on measures to end demoralization of rates; unable to respond to a request from Southern railroads that the eliminate the \$2 differential in favor of traffic moving between the Trunk Lines and South via Cincinnati; other lines protest that this discriminates against more direct routes. (NYT)
- Dec. 2, 1891 PRR offers Philadelphia Belt Line Railroad trackage rights on River Front Railroad on Delaware Avenue between Callowhill and Dock Streets. (RyW)
- Dec. 3, 1891 Max Riebenack makes report on proposed plan for elderly sick employees under Voluntary Relief Dept.; sick benefit to be one-seventh the rate for those who have exhausted their 52 weeks of sick benefits up to age 65; after that to be placed on pension roll; \$8,000 per year to come from income of VRD fund, and \$12,000 from company; would relieve company of paying "company relief" to those who have exhausted their benefits, which now runs to \$19-20,000 per year. (MB)
- Dec. 4, 1891 Gas explosion and fire destroys east end of newly-completed 5-story office building and damages head house and ferry house under construction at new Jersey City Terminal; office building to be rebuilt at 8 stories. (NYT, AR)
- Dec. 4, 1891 Baltimore & Susquehanna "first stone" of 1829, is accidentally rediscovered by General Agent George C. Wilkins in a wall near Calvert Station, is placed in the south wall of PRR's Baltimore office building at Centre & Calvert Streets; Wilkins has been inspired by the construction of the Camden & Amboy Monument at Bordentown; when the office is finally razed, the stone is given to the Maryland Historical Society. (MB, Gunnarsson)
- Dec. 6, 1891 Double track opens between Mingo Jct. and Fernwood, Ohio, on Pittsburgh Division of PCC&StL Railway, 5.9 mi. (AR)
- Dec. 6, 1891 Elkhorn Branch of the Norfolk & Western Railroad extended from Powhatan to Welch, W.Va.; N&W opens its Lamberts Point Branch at Norfolk to passenger service. (Guide)
- Dec. 6, 1891 Passenger trains begin using Chicago & Grand Trunk Railway tunnel

between Sarnia and Port Huron. (RRGaz)

- Dec. 7, 1891 New York & Queens County Tunnel Railroad incorporated by Austin Corbin and LIRR interests to build tunnel between Queens and New Jersey on the line of 34th Street similar to that later built by PRR; no meetings held after 1891. (NYState, MB, NYT)
- Dec. 7, 1891 New Trenton, N.J. (Clinton Ave.), station opens at street level; 44 x 110; old stone station of 1863 at track level is removed; third and fourth track completed through Trenton. (Lee, RyW, AR)
- Dec. 7, 1891 Philadelphia Belt Line Railroad accepts PRR offer of trackage rights between Callowhill & Dock Streets. (RyW)
- Dec. 7, 1891 Atlantic City Railroad opens freight station at foot of Linden Street, Camden. (Rdg)
- Dec. 7, 1891 N.J. Court of Chancery orders the Philadelphia & Sea Shore Railway sold at foreclosure. (CMayCoGaz)
- Dec. 7, 1891 Robert Simpson Cassatt (1806-1891), father of A. J. Cassatt, dies at Paris; symptoms suggest congestive heart failure. (Mathews)
- Dec. 8, 1891 Railroads of Maryland form Baltimore & Washington Car Service Association to handle per diem and demurrage charges. (Rdg)
- Dec. 8, 1891 National Lead Company is incorporated in N.J., the third big industrial combination under New Jersey's 1889 corporation law. (NJCorps, Carosso)
- Dec. 9, 1891 Bondholders apply for a receiver for the Central New England & Western Railroad. (NYT)
- Dec. 10, 1891 Thomas R. Davis (1823-1891), Auditor of Disbursements, dies after 41 years of service in PRR Accounting Dept. (MB, AR)
- Dec. 11, 1891 River Front Railroad begins having second thoughts about Philadelphia Belt Line Railroad contract. (RyW)
- Dec. 11, 1891 Mine cave-in near Wigan's Patch, Pa., cuts the PRR's Shenandoah Branch; not restored until Feb. 1892. (RRGaz)
- Dec. 11, 1891 Extension of the Scioto Valley Division of the Norfolk & Western Railroad opens from Coal Grove, Ohio, to Kenova, W.Va., along with a branch from Kenova to Dunlow, W.Va. (Guide)

- Dec. 12, 1891 GR&I and Wabash Railroad agree for an interlocking at the crossing at Wolcottville, Ind. (MB)
- Dec. 14, 1891 Trunk Lines Passenger Committee question continuing the Chicago & Alton boycott following the withdrawal of the New York, Lake Erie & Western Railroad but are unable to agree on an alternate strategy. (NYT)
- Dec. 15, 1891 United New Jersey Railroad rescinds sale of old Bordentown Shops to King Locomotive Works, as have not paid for land, and resells to Ingersoll Sergeant Drill Company. (MB)
- Dec. 15, 1891 Allegheny Valley Railroad Company sold at foreclosure to P.A.B. Widener (1834-1915), Richard D. Barclay, and John B. Jackson for the Income bondholders and PRR for \$3 million and assumption of \$26 million debts; ends seven years of litigation. (Val, AR, NYT)
- Dec. 15, 1891 Pennsylvania Company Executive Committee authorizes building new station and extending second track through Warsaw, Ind. (MB)
- Dec. 15, 1891 Sen. Shelby M. Cullom introduces mandatory automatic coupler and power brake bill; illegal to operate without after Jan. 1, 1893; recognizes unions and only union employees get to vote on choice of coupler; each carrier is to get one vote per car and unions get 1/3 number of votes that companies do. (RRGaz)
- Dec. 15, 1891 General Passenger Agents recommend to the Joint Executive Committee that they try using a committee to enforce the ban on passenger commissions instead of using the boycott. (NYT)
- Dec. 1891? George H. Daniels of NYC&HR responds to Frank Barksdale's *Pennsylvania Limited* booklet by placing an article on his *New York & Chicago Limited* in *Harper's Magazine*. (Zega - verify, may be early 1892 - could not find)
- Dec. 1891 LIRR announces that it is replacing white conductors in its drawing room cars with African American porters at lower wages. (NYT)
- Dec. 1891 LIRR is continuing to run its piggyback "farmers' trains" from Locust Valley to Long Island City on Sundays, Tuesdays and Thursdays, returning the following days; stops only at Glen Head, Albertsons and Mineola; often runs in several sections. (NYT)
- Dec. 1891 PRR announces that it will extend its pneumatic interlocking system eastward from Wilmerding to Stewarts Station on the Pittsburgh Division. (RyW)

- Dec. 1891 PCC&StL Railway and Pittsburgh & Lake Erie Railroad jointly secure control of the Pittsburgh, Chartiers & Youghiogeny Railway. (Church)
- Dec. 1891 Minneapolis, St. Paul & Sault Ste. Marie Railway (Soo Line) ends its connection with Anchor Line steamers at Gladstone, Wisc. on Green Bay. (MB)
- Dec. 1891 B&O begins operating over PCC&StL Railway between Washington Heights and 12th Street in Chicago. (AR)
- Dec. 1891 New York merchant and banker and former Lines West figure William R. Fosdick (1817-1891) dies. (yalealum)
- Dec. 16, 1891 Robert M. Patterson deeds the property of the former Geneva, Hornellsville & Pine Creek Railway in Ontario and Yates Counties, N.Y., that he purchased at foreclosure in 1883 to the Middlesex Valley Railroad. (Baird)
- Dec. 16, 1891 Investigating committee of financiers assembled by Richmond & West Point Terminal Railway & Warehouse Company Pres. John H. Inman announces that is giving up because of hostility from Board members; the committee is headed by Eckstein Norton and Jacob H. Schiff, who have ties to the Louisville & Nashville Railroad and Norfolk & Western Railroad, respectively, both competitors of the Richmond Terminal; none of the factions within the Terminal Company are willing to make the sacrifices the committee is calling for. (Klein)
- Dec. 17, 1891 Weems Steamboat Company of Baltimore City incorporated by the Weems heirs, Georgianna Williams, Henry Williams, Matilda S. Forbes and Sydney H. Forbes; they receive 2,907 shares in return for the steamboats *Richmond*, *Essex*, *Westmoreland*, *Wenonah*, and 3/4 interest in the *Saint Marys* and the *Lancaster*, now under construction at the Maryland Steel Company; also Pier No. 2, Light Street, the stocks of various wharf companies, and goodwill, all valued at \$581,400; the 1/4 interest in the *Saint Marys* and the wharf stocks owned by the estate of Theodore Weems are acquired for 180 shares. (MB)
- Dec. 18, 1891 Sleeping car line established between Jersey City and New Orleans on the *Washington & South-Western Vestibuled Limited* Nos. 37-38 via Atlanta over the Richmond & West Point Terminal Railway & Warehouse Company system and the Louisville & Nashville Railroad; first through car on this train north of Washington. (PassDept, Guide)
- Dec. 18, 1891 Receivers William T. Cope and Isaac B Cameron deed Salineville Railroad (Salineville to Osborne Coal Company mines) to William Jackson, Trustee. (C&C)

- Dec. 18, 1891 John Hoey signs an agreement making restitution to the Adams Express Company, signing over most of his assets with a value of over \$500,000, including all his shares in the Southern Express Company and mortgages on his 5th Avenue mansion and “Hollywood” estate at Long Branch. (NYT)
- Dec. 20, 1891 PRR establishes Fast Mail car from Pittsburgh to Chicago via Fort Wayne, connecting with car arriving in Pittsburgh from New York at 9:10 PM, running through in 12:35 or 24:30 from New York; also Pittsburgh-Cincinnati car; westbound leaves Jersey City at 9:13 AM consisting of 2 RPO’s and a storage car; at Pittsburgh, part attached to *Chicago Express* and rest run to St. Louis. (NYT, RyW)
- Dec. 20, 1891 Vestibuled Pullman buffet sleeping car inaugurated between Jersey City and New Orleans, running via Harrisburg, Roanoke, Bristol, Chattanooga, and Birmingham, leaving New York at 5:00 PM. (Guide)
- Dec. 20, 1891 Henry C. Gibson (1817?-1891) dies. (RyW)
- Dec. 21, 1891 Alloway & Quinton Railroad opens between Alloway Jct. and Quinton, N.J.; built to reach glass plants at Quinton; operated by West Jersey Railroad without agreement; formal agreement signed Jan. 1, 1892. (Val, ElmrTms, PRSL/Rdg)
- Dec. 21, 1891 Downingtown & New Holland RPO extended to Downingtown & Lancaster RPO. (Kay)
- Dec. 21, 1891 St. Joseph & Lake Michigan Transportation Company incorporated in Michigan to operate boats between St. Joseph, Chicago and Milwaukee; half of \$100,000 stock owned by Indiana & Lake Michigan Railway and half given as payment for two lake boats. (Church)
- Dec. 22, 1891 Cambria & Clearfield agrees with Beech Creek Railroad for joint access to Clearfield Coal Region; the Beech Creek is to be extended westward from Gazzam to intersect the C&C at Mahaffey; the C&C is to be extended via La Jose to Mahaffey and thence to the Patton Coal Lands of the Chest Creek Coal Company, with trackage rights granted to the Beech Creek. (MB)
- Dec. 22, 1891 PRR grants trackage rights to Beech Creek Railroad from Mahaffey to Patton coal lands, including Patton Branch; grants trackage rights to NYC&HR from Cherry Tree to and including Lantzy Branch, over 2.17 miles of Moss Creek Branch from north of North Barnesboro to terminus, and 0.91 miles over Burnside Branch from near Cush Creek Jct. to terminus. (Val)

- Dec. 22, 1891 Terminal Railroad Association of St. Louis lets contracts for train sheds of new Union Station. (RyRegister)
- Dec. 24, 1891 West Jersey Railroad Board adopts a plan for Branch No. 3 of the West Jersey Terminal Railroad. (MB)
- Dec. 24, 1891 Future VP John Adams Appleton (1891-1966) born at New York City. (WwasW)
- Dec. 24, 1891 New York & New Jersey Bridge Company holds a ground-breaking on the N.J. side in a pouring rain, but only token work is done. (Petrowski)
- Dec. 28, 1891 Robert P. Wilson appointed receiver of Tuckahoe & Cape May Railroad; N.J. Court of Chancery rules against Edward Randolph Wood's claim that the T&CM is his personal property; Wood appeals. (CMayCoGaz)
- Dec. 28, 1891 Court of Common Pleas continues PRR injunction against Philadelphia Belt Line Railroad occupying Delaware Avenue between Callowhill and South Streets and against shipping lines using its piers. (RyW, RRGaz)
- Dec. 28, 1891 Henry Williams elected Pres. & Treasurer of the Weems Steamboat Company of Baltimore City. (MB)
- Dec. 28, 1891 NYO&W Railway withdraws from the Chicago & Alton boycott. (NYT)
- Dec. 28, 1891 Richmond & West Point Terminal Railway & Warehouse Company Board appoints a new investigating committee headed by Frederic P. Olcott (1841-1909) of the Central Trust Company to develop a reorganization plan. (Klein)
- Dec. 29, 1891 Secretary of War approves location of North River Bridge Company at 23rd Street; 3,100-foot span. (Rept.)
- Dec. 29, 1891 Articles of association signed for the York Haven & Rowenna Railroad, although not filed until 1902. (C&C)
- Dec. 29, 1891 Tamaqua, Hazleton & Northern Railroad, a Reading subsidiary, opens between Lofty and the Coxe Brothers' Delaware, Susquehanna & Schuylkill Railroad at Roan Jct. south of Hazleton, allowing Coxe to ship over the Reading. (RRGaz)
- Dec. 31, 1891 Camden ordinance authorizes the West Jersey Railroad to lay additional tracks along 7th Street from Bridge Avenue to the North Branch of Newton Creek. (MB)

- Dec. 31, 1891 Pennsylvania Canal Company sells Lewisburg Cross Cut and the remainder of the Bald Eagle Cross Cut, abandoned since the flood of 1889, to the Philadelphia & Erie Railroad. (AR)
- Dec. 31, 1891 Pennsylvania Company Executive Committee authorizes extending fourth track in Stewart Avenue from 22nd Street to 41st Street ; building third track between Lumber and Meagher Streets at Chicago. (MB)
- Dec. 31, 1891 PCC&StL Railway Executive Committee authorizes the purchase of a majority of stock of the Pittsburgh, Chartiers & Youghiogheny Railway jointly with the Pittsburgh & Lake Erie Railroad; will enable the PCC&StL to reach the Ohio Connecting Railway bridge avoiding the Cork Run Tunnel and Sheridan Yard; will open the coal traffic of the PC&Y, which has not been profitable; First VP James McCrea has been negotiating with William P. Shinn, who has been authorized to negotiate the sale of the stock, 11,738 shares at 13.95, plus a 50-cent commission for Shinn. (MB)
- Dec. 31, 1891 PCC&StL Railway agrees with the New York, Pennsylvania & Ohio Railroad for a joint station at Urbana, Ohio. (MB)
- Dec. 31, 1891 Capital of Carnegie, Phipps & Company, Limited, increased from \$3 million to \$5 million. (StdHistPitts)
- Dec. 31, 1891 Jos. Campbell Preserve Company incorporated in N.J.; based in Camden, it will evolve into the Campbell Soup Company. (NJCorps)
- 1891 Profits of Lines West have increased from \$1,756,932 in 1890 to \$2,662,970. (AR)
- 1891 Union Line Bureau discontinues the operation of the National Line as a separate service. (AR)
- 1891 Peak year for production at the Altoona Machine Shops with 140 locomotives built. (altoonaworks.info)
- 1891 Huntington Railroad opens between Huntington Station and Huntington Harbor on Long Island.
- 1891 Future Superintendent C. D. Baker (1873-) joins the LIRR as a car record clerk. (PRRBio)
- 1891 Cortlandt Street ferry house in New York rebuilt with second story for upper deck loading of boats; footbridge built from second floor over West Street so passengers can avoid traffic congestion. (AR - bridge was apparently built before 5/91 - RyW has not open before 11/91)

- 1891 *Chicago* rebuilt as a double-deck ferry. (AR)
- 1891 PRR's New York ferries carry 19 million passengers and over 1 million teams. (RRGaz)
- 1891 Pier E at Jersey City extended and fitted up for Adams Express Company service with a two-storey office and emigrant waiting room at the end; former Adams Pier D is rebuilt for PRR use. (AR)
- 1891 New Newark, N.J., station entirely completed; main building 92 x 74 and eastbound waiting room 21 x 164. (AR)
- 1891 PRR builds interchange track with the Lehigh Valley Railroad at West Newark Jct. ("HUNTER") and Frelinghuysen Avenue. (AR - in place by 3/4/91 - Guide)
- 1891 Freight yards built at Clinton Avenue and at 18th Street on the West Newark Branch; new carload freight yard built at Broad Street, Newark. (AR)
- 1891 Track 1 opens at Elizabeth, completing 4-track system between Newark and New Brunswick. (AR, C&C)
- 1891 South Amboy Yard enlarged. (C&C)
- 1891 New station built at West End, Long Branch, on the NY&LB. (MB)
- 1891 Two-stall engine house built at Manasquan, N.J., on the Amboy Division. (AR)
- 1891 Track elevated between the new Trenton station and Delaware River Bridge; overhead bridges built at Centre and Cooper Streets and tunnels at Broad Street, Centre Street and Cooper Street removed. (AR)
- 1891 New station built at Rusling. (AR)
- 1891? Lehigh Valley acquires 50% interest in National Docks Railway (verify - try 1899?).
- 1891 Philadelphia Belt Line Railroad placed in trust for joint use of Reading, PRR and B&O.
- 1891 Philadelphia's export grain trade is growing; some Atlantic Transport Company steamers now load at Philadelphia instead of Baltimore. (RRGaz)

- 1891 Grain elevator at Coopers Point, former Camden & Atlantic Railroad machine shop, burned.
- 1891 Stone Harbor Improvement Company buys the central section of Seven Mile Beach in N.J. (StnHrbr - verify NJCorps)
- 1891 West Jersey Railroad builds bridge (?) connecting with Cape May Point Railroad (street rr) at Cape May. (AR)
- 1891 Turntable built at Morton, Pa., on the Central Division. (AR)
- 1891 New stations built at Folcroft and Middle River on the Maryland Division. (AR)
- 1891 Passenger shelters built at Bonnafon, Havre-de-Grace and Locksley. (AR)
- 1891 Baker-Whitely Coal Company builds a new bituminous coal pier, 800 x 46, at Canton, Baltimore, for coaling ocean steamers. (AR)
- 1891 New 74-lever interlocking installed at “__” Tower, B&P Jct., Baltimore. (AR)
- 1891 Second track opens between Kirkwood and Chesapeake & Delaware Canal (1.6 miles) on the Delaware Railroad. (AR)
- 1891 New stations built at Bishop and Cheswold on the Delaware Division. (AR)
- 1891 New station built at St. Davids on the Main Line. (AR)
- 1891 New station built at Exeter Street, Reading, on the Schuylkill Division. (AR)
- 1891 5th & 6th track with jumpover for Trenton Cutoff built between Glen Loch and Ship Road. (AR - probably opened 1892)
- 1891 New station built at Glen Loch, Pa. (AR)
- 1891 Realignment of main line opens at Bainbridge and Leaman Place on Philadelphia Division. (AR)
- c. 1891 Lake Conewago Branch (1.25 mi.) of Cornwall & Lebanon Railroad opens between Colebrook and United Ice & Coal Company's ice house (Val)
- c. 1891 East Lebanon Branch of Cornwall & Lebanon Railroad opens between 8th

- Street & 4th Street, Lebanon. (Val)
- 1891 Northern Central Railway completes middle track between Ruxton and Sherwood, Md., and a new stone station at Ruxton. (AR)
- 1891 Northern Central Railway builds 3 miles of second track between Conewago and Falls, 2.2 miles between New Cumberland and Bridgeport, 3.75 miles between Herndon and Fishers Ferry, and 1 mile between Chemung Jct. and Horseheads. (AR)
- 1891 New passenger station built at Carlisle on the Cumberland Valley Railroad. (C&C)
- 1891 Cumberland Valley Railroad builds a new machine shop on a new location in Chambersburg; the old 1838 shops are retained for car and carpenter work. (C&C)
- 1891 Dillsburg & Mechanicsburg Railroad extended a further 1,147 feet to mines east of Dillsburg. (Watts)
- 1891 Southern Pennsylvania Railway & Mining Company adopts location for extension west to Mt. Dallas and east to Newville.
- 1891 Canal Branch of Philadelphia & Erie Railroad extended 1.19 miles from East 3rd Street to west of Hepburn Street in Williamsport. (Val)
- 1891 Second track built between Bards and Welsh (3.77 miles) and 4.59 miles of siding converted to double track on the Philadelphia & Erie Railroad. (C&C)
- 1891 PRR establishes connections with the Emporium & Rich Valley Railroad at Emporium, Pa., and with the Buffalo, Rochester & Pittsburgh Railway at Johnsonburg. (AR)
- 1891 New station built at Cameron, Pa., on the Philadelphia & Erie Railroad. (AR)
- 1891 “__” Interlocking built at the New York, Pennsylvania & Ohio Railroad crossing at Corry, Pa. (AR)
- 1891 New alignments open at Anderson, Ryde and Jackstown on the Middle Division. (AR)
- 1891 Blair Furnace (East Altoona) Yard completed; 18 miles of track.
- 1891 Extension of Tyrone & Clearfield Railroad opens between a point 3.2

miles south of Curwensville and Pennville; Pennville, and Forsythe Branches open. (AR - C&C has 3/24/92 for ext. past Curwensville and Pennville Branch - others shown above)

- 1891 Mahoning Branch of Pennsylvania & North Western Railroad opens between Horatio and Fordham (3.28 miles). (Val)
- c. 1891 Stroud Branch of Pennsylvania & North Western Railroad opens between Figart and Max Frick's mines (2.16 miles). (Val)
- 1891 New electric light and power plant built at Walls Shops. (AR)
- 1891 Apollo Branch of Western Pennsylvania Railroad extended 1.98 miles to Beale's Quarry. (Val)
- 1891 New freight station built at Aspinwall on the Western Pennsylvania Railroad. (C&C)
- 1891 Bush Creek Branch opens at Jeanette, Pa., on the Pittsburgh Division (0.5 mile). (AR)
- 1891 Turtle Creek Branch opens between Brinton and Wilmerding parallel to main line. (AR, Val)
- 1891 New stations built at Madison and Charleroi, Pa. (AR)
- 1891 Third track built between Thomson and Harden on the Monongahela Division. (AR)
- 1891 Third track built, Dixmont-Emsworth, Jacks Run-Emsworth and Conway-Freedom; 1.25 miles of fourth track built between Allegheny Outer Depot and Verner on the Eastern Division, PFW&C. (AR)
- 1891 Philadelphia & Erie Railroad ore pier at Erie extended 300 feet and the slips dredged to 18 foot depth to accommodate the largest boats then used on Lake Erie; 1,000-foot storage trestle built on the pier. (C&C)
- 1891 New ore pier No. 4 ("Carnegie Dock"), with three Brown Hoists, built at Erie. (, AR)
- 1891 New ore dock 1,060 x 180 built at Erie on the Erie & Pittsburgh Railroad; has 12 ore unloading machines with a capacity of 500 tons per hour and storage space for 15,000 tons. (C&C)
- 1891 Western New York & Pennsylvania Railroad begins construction of Wolf Creek Branch. (Val)

- 1891 New "fast plant" ore-unloading machinery installed on Dock No. 3 at Cleveland with capacity of 6,000 tons a day.
- 1891 Uniform system of locomotive numbers introduced on Northwest System of Lines West.
- 1891 Anchor Line sells tugboat *Erie*, used since 1877, and contracts for tugboat service at Erie. (MB)
- 1891 Steel rails laid on Waynesburg & Washington Railroad. (Koehler)
- 1891 Bridgeville & McDonald Branch of PCC&StL extended from Rend's Mine to Reissing, Pa. (0.85 mile). (Church, C&C)
- 1891 Gould Tunnel No. 5 widened for double track on the Pittsburgh Division of the PCC&StL Railway. (C&C)
- 1891 Second track opens between Mingo and Fernwood (5.9 miles) and for 1.2 miles westwardly from Tuscarawas on the PCC&StL Railway. (C&C)
- 1891 Second track opens between Bowerstown and Tunnel No. 10 (3.13 miles) on Pittsburgh Division of PCC&StL Railway. (AR)
- 1891 New Cumberland Branch of PCC&StL Railway is extended from the Union Brick Works to the Globe Brick Works, W.Va. (0.9 mile). (Church, C&C)
- 1891 New station opens at Benwood on Pittsburgh, Wheeling & Kentucky Railroad. (C&C)
- 1891 Wheeling Bridge & Terminal Railway makes a connection with the B&O at the east end of the Hempfield Tunnel in Wheeling. (MB)
- 1891 Samuel Prescott Bush (1863-1948), Superintendent of Motive Power of the Southwest System and grandfather of Pres. George Herbert Walker Bush (1924-), organizes company athletics at the Columbus (Ohio) Shops. (NCAB)
- 1891 Sandusky & Columbus Short Line Railway constructs its line between Sandusky and Bellevue, using the abandoned location of the old Mad River & Lake Erie Railroad; not ballasted or operated. (RRGaz)
- 1891 GR&I opens Haak's Spur of Manistee Branch (4.09 miles), Luther to Haaks Mill. (Church, C&C)

- 1891 New station opens at Union City, Ind., on PCC&StL Railway. (AR)
- 1891 New station opens at Anderson, Ind., on PCC&StL Railway. (Forkner)
- 1891 Fort Wayne, Terre Haute & Southwestern Railroad opens between Carbon and Bridgeton, Ind. (6.0 miles); rails laid and line partially completed from Bridgeton to Mansfield (4.5 miles) and graded about two miles further. (Church, C&C - see above)
- 1891 Terre Haute & Indianapolis Railroad completes branch between Knightsville and South Branch (?). (AR)
- 1891 St. Louis, Vandalia & Terre Haute Railroad installs wye at Vandalia for new through service between St. Louis and Chicago via Illinois Central Railroad. (AR)
- 1891 St. Louis, Vandalia & Terre Haute Railroad builds a new passenger station at Marshall, Ill.; old station moved and converted to a freight house. (C&C)
- 1891 Wabash Railroad discontinues operation over Vandalia Line between Clymers and Logansport. (AR)
- 1891 Vandalia Line operates a fast train between Indianapolis and St. Joseph during summer season. (AR)
- 1891 Indiana & Lake Michigan Railway extended to docks at St. Joseph near crossing of Grand Trunk Railway and LS&MS. (AR)
- 1891 Third track built between 23rd and 41st Streets, Chicago, on the Western Division, PFW&C. (AR)
- 1891 Berwind-White Coal Mining Company ships 3.5 million tons of coal in a fleet of 3,000 of its own hopper cars and 60 barges from mines in central Pennsylvania to ports between Baltimore and Boston, largely as steamship fuel; their main shipping facility is at Harsimus Cove. (Cinders)
- 1891 Enoch Pratt elected Pres. of the Maryland Steamboat Company, replacing Howard B. Ensign, deceased; James E. Byrd is General Manager. (Burgess)
- 1891 Maryland Steamboat Company sells its excursion routes and docks at Annapolis and the West, South and Rhode Rivers to the Tolchester Company. (Burgess - verify)
- 1891 New Haven complete four-tracking between South Norwalk and

Bridgeport, Conn. (AR)

- 1891 Anthracite coal tonnage of the Lehigh Valley Railroad first exceeds 10 million tons; general freight tonnage tops 5 million tons for the first time. (AR)
- 1891 Coxe Brothers & Co. begin shipping anthracite coal from their colliery at Oneida, Pa., west of Hazleton. (Bradsby)
- 1891 CNJ and Reading begin running New York-Philadelphia trains through without engine changes at Bound Brook; track pans installed at several points. (RREmply)
- 1891 B&O/Reading reroute Washington-Boston night train from Pennsylvania, Poughkeepsie & Boston to L&HR and add a day train using New York & New England between Hartford and Boston. (B&O Mag, CentMass)
- 1891 Brooklyn, Bath & West End Railroad abandons line along 5th Avenue from 27th to 36th Streets, the depot and terminal at 27th Street, and the temporary track along 36th Street to the South Brooklyn ferry. (NYState)
- 1891 The first Hansom cabs are introduced in New York from London, where they have been in use since 1834; a horse breeder and coaching enthusiast, A.J. Cassatt favors the Hansom cab, and the PRR eventually has a fleet of them. (Trager)
- 1891 Future Chief Engineer-Eastern Region Edward B. Temple (1871-1949) joins the PRR in the Construction Dept. after graduating from Swarthmore College with a B.S. degree; he works on the Filbert Street Elevated and Broad Street Station and on the Delair Bridge. (Clnl&RevFmlsPa, PRRBio)
- 1891 William Hugh Coverdale (1871-1949), later founder of the consulting engineering firm of Coverdale & Colpitts, joins the Lines West Engineering Dept.; he leaves in 1900. (RyAge)
- 1891 Charles M. Jacobs (1850-1919), the British consulting engineer to Austin Corbin, opens a consulting engineering office in New York with his assistant, J. Vipond Davies (1862-1939); it becomes the partnership of Jacobs & Davies in 1893. (ASCE, NCAB)
- 1891 Henry B. Plant builds part of his West Coast Route to bypass Jacksonville by extending a line north from Croom to Inverness on the Silver Springs, Ocala & Gulf Railroad. (Turner/Bramson)
- 1891 New York, Providence & Boston Railroad opens an extension between

Crary Street and Eddy Street in Providence. (NHCorp)

- 1891 W. F. M. Goss of Purdue University develops the first locomotive test plant. (Aldrich)
- 1891 New rail mileage is only 3,898, down from 12,879 miles in the peak year of 1887. (RRGaz)
- 1891 At its Pittsburgh Convention, the National Association of Machinists changes its name to International Association of Machinists after expanding into Canada and Mexico; it begins aggressive organizing in the North, in the course of which it must drop its Southern antipathy to blacks and immigrants. (Perlman, DeptofLabor)