

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

**By Christopher T. Baer**

**1893**

**December 2010 Edition**

- Jan. 1, 1893 All passenger trains on Central Division (Media Line) begin terminating at 31st & Chestnut Streets in West Philadelphia to reduce number of trains using Broad Street Station during reconstruction; 31<sup>st</sup> & Chestnut station has been rebuilt to handle the traffic. (AR)
- Jan. 1, 1893 Delaware Extension & Kensington Division created; consists of line east of 52<sup>nd</sup> Street to West Philadelphia, excluding the main passenger tracks and shops and engine terminals at West Philadelphia and Mantua; also Grays Ferry to the Delaware River, Kensington Branch, River Front Railroad and Kensington & Tacony Branch; Frank Ellmaker, Superintendent. (MB, Guide)
- Jan. 1, 1893 Portion of Altoona Division lying north and west of main line with new construction set off to form Cambria & Clearfield Division with D.H. Lovell Superintendent at Cresson. (MB)
- Jan. 1, 1893 Wilson Brown named Superintendent of the Amboy Division, replacing Frank Ellmaker; Alexander P. Gest (1853-1938) named Superintendent of Belvidere Division replacing Brown; Arthur W. Moss (1859-1913) to Frederick Division, replacing Gest; Almet E. Reed (1855-1900) named Superintendent of Lewistown Division, replacing Moss; Frank F. Robb (1859?-1919) named Superintendent of Bedford Division, replacing D.H. Lovell. (MB, AR)
- Jan. 1, 1893 PCC&StL Railway Executive Committee authorizes extending the freight house at Logansport. (MB)
- Jan. 1, 1893 Lake Superior Transit Company dissolved and assets distributed among predecessor companies; Erie & Western Transportation Company (Anchor Line) resumes operation of the passenger steamships *China*, *Japan* and *India*, formerly leased to the Lake Superior Transit Company; former

- Atlantic, Duluth & Pacific Lake Company property merged into Anchor Line. (Guide, Cards)
- Jan. 1, 1893 PRR and Reading/CNJ establish new through tariff on anthracite coal. (RRGaz)
- Jan. 1, 1893 Moorhead C. Kennedy (1862-1936), son of Pres. Thomas B. Kennedy, named VP of Cumberland Valley Railroad. (RRGaz)
- Jan. 1, 1893 Atlantic Coast Line begins using its new line from Wilson, N.C., to Florence, S.C., saving 61 miles over old elbow route via Wilmington, N.C.; puts on new fast train leaving Washington at 4:00 PM; route cuts 24 hours off schedules of northbound perishables bound for PRR. (RRGaz, RyW, Guide)
- Jan. 1, 1893 *Atlantic Coast Line Express* Nos. 32-35 inaugurated as a seasonal through train between Jersey City and St. Augustine/Tampa. (PassDept, NYT - No. 32 shows in 5/93 tt - NYT has later in yr. - see 7/2)
- Jan. 1, 1893 Atlantic Coast Line Railroad makes the *New York & Florida Special* Nos. 500-501 and *Fast Mail* Nos. 14-27 limited trains and their speed is increased. (Guide)
- Jan. 1, 1893 Boston & Maine Railroad leases Connecticut River Railroad, running between Springfield, Mass., and White River Jct. (Poors)
- Jan. 1, 1893 Beech Creek Extension Railroad opens between Kerrmoor and Mehaffey. (RyW)
- Jan. 1, 1893 New immigrant receiving station opens on Ellis Island in New York Harbor; it will remain in active service until 1932. (Trager)
- Jan. 1, 1893 Clement A. Griscom withdraws from the firm of Peter Wright & Sons. (RyW)
- Jan. 2, 1893 PRR leases Cresson & Clearfield County & New York Short Line Route Railroad Company (Cresson-Irvona); added to Cambria & Clearfield Division; PRR is to establish freight and passenger stations at Ashville, Frugality and Coalport, plus 10 non-agency stations. (AR, MB, RyW).
- Jan. 2, 1893 Dayton, Lebanon & Cincinnati Railroad extends passenger service from Kirby's to Lebanon, completing the line between Lebanon Jct. and Lebanon. (Guide, Hauck)
- Jan. 2, 1893 Boston & Maine Railroad changes freight routing to Poughkeepsie Bridge from using the New Haven between Northampton and Simsbury to via the

- New York & New England Railroad from Worcester. (NYT)
- Jan. 2, 1893 First passenger train operates over the Port Reading Railroad to Port Reading, N.J. (RRGaz)
- Jan. 3, 1893 Westchester & Long Island Tunnel Railroad incorporated in N.Y. to build tunnel between Westchester and College Point in Queens; no work done. (MB)
- Jan. 3, 1893 PRR men, including H.H. Houston, elected to Board of Roxborough Railroad; Samuel Rea elected Pres. (MB)
- Jan. 3, 1893 Town of Lebanon, Ohio, grants ordinance for Dayton, Lebanon & Cincinnati Railroad to obtain separate right of way through town, over opposition of the Cincinnati, Lebanon & Northern Railway which fears it will build a parallel line to Cincinnati. (Hauck)
- Jan. 4, 1893 Cincinnati & Muskingum Valley Railway Board resolves to rescind lease to PCC&StL Railway and oppose efforts of Moran Brothers to enforce the lease through a lawsuit. (AR)
- Jan. 5, 1893 PCC&StL Railway Board resolves not to resume possession of the Cincinnati & Muskingum Valley Railway. (MB, AR)
- Jan. 5-6, 1893 Blizzard from the Great Lakes sweeps across the Northeast; 10.9 inches of snow in New York City; trains delayed and ice in the Hudson River interferes with ferry service. (NYT)
- Jan. 6, 1893 Pres. Roberts and Chauncey M. Depew of NYC&HR appear before House Committee on Commerce to argue in favor of the Cullom bill that would permit pooling; Roberts says Congress should not legislate rates. (RyW)
- Jan. 7, 1893 PRR (Lines West) Indianapolis Freight Agent Orman Perry summons a group of freight handlers into his office and informs them that they must choose between loyalty to the company or to a union; orders them to line up on opposite walls; only 5 pick the union, and they are discharged; leads to stories that the company is in the middle of a drive to force all its employees to quit unions; the Brotherhood of Railway Telegraphers has supposedly been targeted as well; it is unclear if such firings are confined to the Indianapolis Division or are going on across Lines West. (NYT)
- Jan. 7, 1893 Pennsylvania Company Executive Committee authorizes interlocking at GR&I Jct. (MB)
- Jan. 10, 1893 LIRR Board authorizes foreclosing on the mortgage of the Newtown & Flushing Railroad. (MB)

- Jan. 10, 1893 St. Clair, Madison & St. Louis Belt Railroad makes construction contract with Alton Construction Company. (Church)
- Jan. 10, 1893 Press reports that J. Pierpont Morgan has broken with A.A. McLeod over the latter's entrance into New England. (NYT)
- Jan. 10, 1893 Edward L. Mortimer of New York, who owns 250 shares, sues the Cleveland, Akron & Columbus Railway for the appointment of a receiver and access to the books. (NYT, MB)
- Jan. 11, 1893 PRR approves purchase of Piers 2-5 North River, N.Y.C., by New Jersey Warehouse & Guaranty Company as PRR freight terminal; Piers 4-5 were leased previously. (MB, AR)
- Jan. 11, 1893 On application of Attorney General Stockton, Chancellor McGill of New Jersey orders a new receivership for CNJ; however, company lawyers get a delay while a special master investigates whether the CNJ has actually withdrawn from the Reading Combine. (RyW)
- Jan. 11, 1893 Edward L. Mortimer of New York sues at Columbus for a receiver for the Cleveland, Akron & Columbus Railway; claims control is tied up in a Dutch investment trust to the detriment of American security holders. (NYT)
- Jan. 12, 1893 News leaks that the PRR has offered to sell the old Philadelphia & Sea Shore Railway to Logan M. Bullitt, et al., who are planning organize a new company to build from Landisville to Cape May. (CMayCoGaz)
- Jan. 12, 1893 Brooklyn Traction Company incorporated in N.Y. by the Seligman-Philadelphia syndicate for the purpose of controlling and combining all the street railways in Kings County. (NYT)
- Jan. 14, 1893 PRR begins hauling water for Altoona Shops from Hollidaysburg because of drought. (Snyder)
- Jan. 15, 1893 Charles E. Markham, formerly General Passenger Agent of the Lake Superior Transit Company, named General Passenger Agent of the Erie & Western Transportation Company (Anchor Line) at Buffalo. (Guide)
- Jan. 1893 A.J. Cassatt of the PRR and Frederick H. Prince of Boston representing the CB&Q stockholders supposedly meet at a private dinner at a New York hotel, sparking rumors that they are negotiating a joint transcontinental route that would involve an exchange of directors between the two companies. (NYT)

- Jan. 1893 PRR plans new freight-only line between Rahway and Meadows Yard lying east of the main line. (CE)
- Jan. 1893 West Jersey Railroad has narrowed its gauge from 4'-9" to 4'-8½" to match the PRR. (CMayCoGaz)
- Jan. 1893 PRR is planning to lay two new tracks for New York Division passenger trains between 30<sup>th</sup> Street & 34<sup>th</sup> Street, outside the present tracks. (RyW)
- Jan. 1893 PRR plans is about to start construction of fourth track between Berwyn and Coatesville. (CCHS)
- Jan. 1893 Pennsylvania Schuylkill Valley Railroad opens Royersford Branch from Spring City to Royersford, Pa. (0.94 mile). (Val)
- Jan. 1893 Track elevation completed on that portion of the Union Railroad Company of Baltimore between the city limits and the Union Tunnel. (Wilson)
- Jan. 1893 Altoona Shops completes 32-wheel Class FG2 gun car, "the largest freight car ever built," to carry the 124-ton Krupp gun from Baltimore to the World's Columbian Exposition; the gun is supported on a girder spanning between two pair of linked 8-wheel trucks; a smaller 24-wheel Class FF gun car is built to transport the 62-ton Krupp gun. (PRRMN, Keystone)
- Jan. 1893 Altoona Shops builds a clearance car, which is to be run by the Chief Engineer's staff over the entire Lines East. (RRGaz)
- Jan. 1893 St. Joseph & Lake Michigan Transportation Company discontinues line of steamers on Lake Michigan between St. Joseph, Chicago and Milwaukee. (C&C - Church says end of 1893 season - lakes froze in mid-Dec)
- Jan. 1893 Economic boom peaks; 17-month contraction begins. (NBER)
- Jan. 1893 Boroughs of Mansfield and Chartiers merge to form Carnegie, Pa. (Nasaw)
- Jan. 1893 Rand, McNally & Co. publishes *Atmospheric Resistance: Its Relation to the Speed of Railway Trains with an Improved System of Heating and Ventilating Cars* by Frederick U. Adams (1859-1921) of Chicago; he calls for a locomotive with a plow front and cars with full-width diaphragms and false bottoms three inches above the rails; could run at 70 MPH or New York-Chicago in 14 hours; Adams plans to build an experimental train. (NYT)
- Jan. 16, 1893 Brooklyn Traction Company syndicate completes the purchase of the stock of the Atlantic Avenue Railroad Company of Brooklyn. (BrklnEgl,

NYState)

- Jan. 16, 1893 New Haven Pres. Clark tells meeting of Order of Railway Conductors that it will take three years to complete the four-tracking west of New Haven; is now done New Rochelle-Port Chester and Norwalk-Bridgeport. (NYT)
- Jan. 17, 1893 Brooklyn, Bath & West End Railroad sold at foreclosure to Brooklyn Traction Company interests; old stock was held in Philadelphia with Jay Cooke the largest stockholder. (RRGaz)
- Jan. 17, 1893 Bill introduced in Ohio House to prohibit consolidation of any two railroads that enter the same union station; supposedly aimed at preventing the PRR from gaining control of the Columbus, Hocking Valley & Toledo Railway and with it the control of the Hocking Valley coal traffic. (NYT)
- Jan. 17, 1893 Ohio Legislative committee reports that the PRR has no legal right to the land now occupied by the Little Miami Railroad station and yard in Cincinnati and orders the Attorney-General and Canal Commission to begin a suit to recover them for the state. (NYT)
- Jan. 17, 1893 A. A. McLeod deposits an additional \$250,000 Reading Collateral Trust bonds into his margin account. (RRGaz)
- Jan. 18, 1893 PRR and Atlantic Coast Line restore the *New York & Florida Special* for the 1893 season, running three days a week; now runs over the Wilson Short Cut via Fayetteville, saving two hours; now features a 6-compartment drawing room car as well as regular sleeping cars with drawing rooms, and an observation car; seasonal Boston-Jacksonville sleeping car established via the Shore Line and ferry *Maryland*. (NYT, WlksBrreTms)
- Jan. 18, 1893 Ebensburg & Black Lick Railroad incorporated in Pa. under articles dated Jan. 17 to build a coal branch in the interest of PRR; Henry D. Welsh, Pres. (Val, C&C)
- Jan. 18, 1893 U.S. House special committee reports on investigation of the McLeod Combine; finds it has destroyed competition and tried to fix the price of coal; recommends amending the Interstate Commerce Act, including punishments for railroads that violate the law. (NYT)
- Jan. 19, 1893 Cape May & Schellenger's Landing Railroad and Delaware Bay & Cape May Railroad merged to form Cape May, Delaware Bay & Sewell's Point Railroad. (NJCorps)
- Jan. 19, 1892 Westbound *F.F.V. Limited* rear-ends a stopped Waverly Local just west of the Hackensack River Bridge in the Jersey Meadows, following an

improperly set signal; 1 killed, 14 injured. (NYT -verify date)

- Jan. 19, 1893 B&O officials discredit rumors that the PRR is seeking to control the Columbus, Hocking Valley & Toledo Railway; note that it is controlled as a speculative investment in New York City, and the PRR would have to buy all the stock to eliminate interference. (NYT)
- Jan. 21, 1893 Philadelphia & Baltimore RPO merged into New York & Washington RPO. (Kay)
- Jan. 21, 1893 New "WN" Tower placed in service at Altoona, replacing one burned in Dec. 1892. (Snyder)
- Jan. 21, 1893 Fort Street Union Depot Company opens a passenger terminal station at the southwest corner of Fort & 3rd Streets in Detroit; 6 tracks and 3 platforms; also 1.37 mile approach line from 18th Street to 3rd Street; used by Wabash Railroad, Canadian Pacific Railway, Detroit, Lansing & Northern Railroad and Flint & Pere Marquette Railroad, who move from the Michigan Central station. (Church, Meints, RRGaz, MichRRs)
- Jan. 21, 1893 Wabash Railroad, Flint & Pere Marquette Railroad and Detroit, Lansing & Northern Railroad agree for joint operation for 10 years of their respective halves of the Detroit Union Railroad Depot & Station Company line between 18½ Street, Detroit, and Delray and for the rearrangement and joint operation of the terminal property between 12<sup>th</sup> & 18½ Streets and Jefferson Avenue and the Detroit River, to be operated as the Union Terminal Association. (Church)
- Jan. 21, 1893 N.Y. Senate Committee, after investigating the McLeod Combine, recommends a law to set a maximum price of coal. (NYT)
- Jan. 21, 1893 Special committee of the directors of the Connecticut River Railroad declines Boston & Maine Railroad's terms for lease. (NYT)
- Jan. 23, 1893 Pittsburgh, Chartiers & Youghiogeny Railway Board authorizes buying the right of way for a connection between County Farm and Woodville. (MB)
- Jan. 24, 1893 PRR obtains short-term loans of \$500,000 each from Chemical National Bank and American Exchange National Bank of Commerce in New York. (MB)
- Jan. 24, 1893 LIRR stockholders ratify lease of Prospect Park & Coney Island Railroad, effective Feb. 1. (NYT)
- Jan. 25, 1893 Work begins on falsework for a new single-span train shed at Broad Street

Station; widest single-span arched train shed ever constructed, 306' x 591' x 100' high; number of tracks is to be increased from 12 to 16. (AR)

- Jan. 25, 1893 PRR Board tables recommendation of Finance Committee that PRR be listed on New York Stock Exchange; dedicates lot at 41st Street & Westminster for use of PRR Dept. of the YMCA of Philadelphia and donates \$10,000 to building fund; approves construction of branch between Dillerville and Marietta, Pa. (MB)
- Jan. 25, 1893 PRR committee reports that John I. Waterbury and associates have offered to buy PRR's stock of Jersey City & Bergen Railroad at 300% and of Newark Plank Road Company at 200%. (MB)
- Jan. 25, 1893 PRR grants New York, Lake Erie & Western Railroad trackage rights at Johnsonburg, Pa. (Val)
- Jan. 25, 1893 Public discovers that J. Pierpont Morgan has acquired the New York & Northern Railroad. (RyW)
- Jan. 26, 1893 Lycoming County Court upholds the Reading's lease of the Lehigh Valley Railroad in the Arnot suit. (NYT)
- Jan. 27, 1893 Bustleton & Eastern Railroad Company incorporated by PRR to build a line from Bustleton to the Trenton Cut-off near Falsington; to be part of a bypass line for through freight and passenger trains to avoid the Philadelphia & Trenton Railroad. (Val)
- Jan. 27, 1893 Logansport & Columbus RPO cut to Brandford & Logansport RPO. (Kay)
- Jan. 27, 1893 International Navigation Company retires the Inman Line name and transfers the Inman Line steamers to the American Line and drops the *City of...* prefixes from their names. (Moyer/Keystone)
- Jan. 29, 1893 *Federal Express* shifted from the New York & New England Railroad to the Shore Line between New Haven and Boston in response to Reading's control of the New York & New England. (Guide, PassDept)
- Jan. 29, 1893 In response to the loss of the *Federal Express*, the New York & New England Railroad begins routing its overnight Boston-Washington train via the Poughkeepsie Bridge; the NY&NE's passenger receipts are cut 8%. (C&FC, RRGaz, Baehr)
- Jan. 29, 1893 Reading Terminal opens on Market Street in Philadelphia for Reading Division trains formerly using the Broad & Callowhill Street Station after prolonged PRR opposition in City Council; the Terminal is not finished, and only the 12<sup>th</sup> Street entrance is open. (Rdg, Guide)



- Jan. 30, 1893 PRR Board authorizes the sale of its stocks in the Jersey City & Bergen Railroad stock at 400 and the Newark Plank Road at 75 to John I. Waterbury of New York, P. A. B. Widener, Thomas Dolan, et al. for at total of \$4.4 million. (MB)
- Jan. 31, 1893 John I. Waterbury and associates accept PRR terms for sale to them of stock of Jersey City & Bergen Railroad and Newark Plank Road Company. (MB)
- Jan. 31, 1893 Trunk Line Commissioner Leslie P. Farmer presides over meeting of General Passenger Agents to fix fares to World's Fair; as a compromise, recommend having both excursion and round-trip tickets; round trips are to be double price of excursions; a 20% reduction to be allowed on trains taking 35 hours or more, but none on fast trains; round trip would be \$32 on slow train and \$40 on fast train; Canadian lines plan to charge \$18 round trip from Montreal. (NYT)
- Jan. 31, 1893 Northern Central Railway leases Tobacco Warehouse No. 2 facing O'Donnell's Wharf in Baltimore from the State of Maryland. (MB)
- Jan. 31, 1893 PCC&StL Railway Board authorizes creating a subsidiary (New Cumberland & Pittsburgh Railroad) to build along the south side of the Ohio River from the W.Va. state line to Chartiers Station on the Pittsburgh, Chartiers & Youghiogeny Railway, and to subscribe \$190,000. (MB)
- Jan. 31, 1893 U.S. Treasury's gold reserves are down to \$108 million. (Carosso)
- Feb. 1, 1893 Bidding war begins between the McLeod interests and the New Haven for control of the Old Colony Railroad serving southeastern Massachusetts; would give New Haven control of the entire Shore Line into Boston or keep it out; Old Colony announces that it will not sell for less than \$250 per share. (NYT)
- Feb. 1, 1893 Dayton, Lebanon & Cincinnati Railroad begins operating the railroad between Lebanon and Dodds formerly leased to the Cincinnati, Lebanon & Northern Railway under agreement of June 1, 1892. (C&C, Hauck - 2/1/93 may be opening date - Church says only 2/93 - Hauck says 1/93)
- Feb. 1893 Dayton, Lebanon & Cincinnati Railroad reopens part of former Toledo, Cincinnati & St. Louis Railroad from connection with CH&D at Lebanon Jct., near Dayton, to Dodds, with running rights over Cincinnati, Lebanon & Northern Railway from Dodds to Lebanon. (Church)
- Feb. 1, 1893 St. Clair, Madison & St. Louis Belt Railroad agrees with Chicago,

Burlington & Quincy Railroad to pool earnings of its Alton Bridge and CB&Q's Bellefontaine Bridge over the Missouri River 40/60. (Church)

- Feb. 1, 1893 N.Y. Senate special committee on the McLeod coal combination reports that Reading is in a position to control price; same day a bill is introduced to require shippers of anthracite coal in New York State to have a state license that stipulates maximum price. (RyW)
- Feb. 1, 1893 Samuel Moody (1851-1927) named Assistant General Passenger Agent of Lines West at Cincinnati. (MB obit)
- Feb. 1, 1893 Theodore Voorhees (1847-1916) a veteran of the NYC&HR, elected First VP of the Reading in charge of operations. (AR, Guide)
- Feb. 2, 1893 Long Island City shaft of New York & Long Island Railroad's tunnel to 42<sup>nd</sup> Street is boarded up and abandoned; company remains in the hands of the Steinway family and is eventually revived in 1902. (ElectricRR)
- Feb. 2, 1893 J. Pierpont Morgan, William Rockefeller and Charles P. Clark, as a committee of the New Haven, meet with Old Colony Railroad Pres. Charles F. Choate (1828-1911) in Boston to negotiate a lease. (Baehr)
- Feb. 2, 1893 William P. Clyde relents and joins others in asking J.P. Morgan & Co. to reorganize the Richmond & West Point Terminal Railway & Warehouse Company system. (Klein)
- Feb. 3, 1893 *New York Times* reports that PRR is negotiating with CNJ to reroute PRR anthracite coal formerly sent to New York from the Susquehanna Coal Company lands in the Wyoming Valley over the Lehigh Valley Railroad, which is still leased to the Reading; coal originally ran via Phillipsburg and Coalport. (NYT, RRGaz)
- Feb. 3, 1893 Trunk Line Executive Committee adopts recommendation of General Passenger Agents for both round trip and one-way tickets to the World's Fair; reduced fare will be \$16 on PRR and NYC&HR, \$14.40 on West Shore and Erie, and \$13.60 on B&O, DL&W and NYO&W. (NYT)
- Feb. 3, 1893 PFW&C embargoes all freight from Crestline to Chicago; 2,200 loaded cars blocked at Crestline. (RRGaz)
- Feb. 3, 1893 PCC&StL Railway embargoes all freight traffic except coal, coke, ore and limestone because of congestion. (AR)
- Feb. 3, 1893 Pres. Charles Choate and the New Haven committee agree on the lease of the Old Colony Railroad to the New Haven. (Baehr)

- Feb. 3, 1893 Jacksonville, St. Augustine & Indian River Railway opens to Rockledge, Fla., now 40 hours by rail from New York. (Guide)
- Feb. 4, 1893 PFW&C embargoes all local freight. (RRGaz)
- Feb. 4, 1893 Pennsylvania Company Finance Committee subscribes \$90,000 in 6% World's Fair 6% Debenture bonds; PCC&StL Railway Finance Committee subscribes \$50,000. (MB)
- Feb. 5, 1893 Cincinnati, Portsmouth & Virginia Railroad opens its Sciotoville Extension between Portsmouth and Sciotoville. (Guide)
- Feb. 6, 1893 Brownsville & State Line Railroad incorporated in Pa. under articles dated Feb. 4 to build from Brownsville to the W.Va. state line along the Monongahela River; Henry D. Welsh, Pres. (C&C)
- Feb. 6, 1893 Chicago switchmen demand an increase of 5 cents per hour; PRR refuses to accept perishable freight for Chicago because of the strike threat. (NYT)
- Feb. 6, 1893 Boston & Maine Railroad leases the Connecticut River Railroad. (RRGaz)
- Feb. 7, 1893 PRR runs first construction train over the new trestle through Elizabeth, N.J. (NYT)
- Feb. 7, 1893 City of Philadelphia grants PRR the bed of Filbert Street from 21<sup>st</sup> Street to the Schuylkill River for the purpose of widening the approach tracks to Broad Street Station. (RyW)
- Feb. 8, 1893 *New York Times* reports that the Baltimore & Eastern Shore Railroad is trying to borrow \$700,000 to enable it to lift the receivership and buy the Maryland Steamboat Company and Choptank Steamboat Company to end competition. (NYT)
- Feb. 8, 1893 Lines West union men at Cincinnati are alarmed at company moves to fire union men and replace them with non-union men. (NYT)
- Feb. 8, 1893 Press notes that Drexel, Morgan & Co. has severed its connection as the Reading's financial agent and resumed its old association with the PRR, agreeing to refund \$750,000 of Western Pennsylvania Railroad bonds maturing on Apr. 1. (NYT)
- Feb. 8, 1893 New Haven and Old Colony Railroad announce that New Haven has secured control through the efforts of J. Pierpont Morgan. (NYT)
- Feb. 8, 1893 First Mortgage bondholders of Hudson Tunnel Railway meet at London;

report need £150,000 to finish to be raise on stock. (RRGaz)

- Feb. 9, 1893 PCC&StL lifts freight embargo; that evening, the bridge over the Tuscarawas River west of Newcomerstown is washed out, forcing detours via CCC&StL, B&O, Cleveland, Akron & Columbus Railway and PFW&C. (AR)
- Feb. 9, 1893 Meeting in Philadelphia closes the sale of Jersey City & Bergen Railroad and Newark Plank Road Company to the Newark traction syndicate; Jersey City & Bergen Railroad is sold at \$315 for par-100 shares. (NYT)
- Feb. 10, 1893 Columbus Terminal & Transfer Railroad incorporated in Ohio to build from 5th Avenue to and through Columbus; controlled jointly by Columbus, Sandusky & Hocking Railway and Sandusky & Columbus Short Line Railway. (Church)
- Feb. 10, 1893 Ocean City Electric Railroad Company incorporated in N.J. by Ezra B. Lake, James E. Lake, S. Wesley Lake and Gilbert Palen to build a local transit at the resort. (NJCorps, Dorwart)
- Feb. 11, 1893 Walls (Pitcairn) Yard is empty for first time in history; eastbound business is blocked by the washout of the bridge over the Tuscarawas west of Newcomerstown, Ohio, on PCC&StL and westbound by a derailment; 15 extra freight trains and 5 passenger round trips diverted to PFW&C. (RRGaz)
- Feb. 12, 1893 Chicago Switchmen's Union proposes new wage schedule. (NYT)
- Feb. 12, 1893 Henry Lewis (1827?-1893), promoter of the Dayton, Lebanon & Cincinnati Railroad, dies, ending the company's expansion plans. (Hauck)
- Feb. 12, 1893 Former PRR Master of Machinery George W. Grier (1811-1893) dies at Mantua, N.J. (ancestry.com)
- Feb. 12, 1893 Norvin Green (1818-1893), Pres. of Western Union Telegraph Company, dies in Louisville. (RyW)
- Feb. 12, 1893 Future PRR civil engineer and historian Miles Coverdale Kennedy (1893-1965) is born at Beaver Falls, Pa.; son of George Kennedy and Fannie Coverdale Kennedy. (WhosWho)
- Feb. 13, 1893 New York, Providence & Boston Railroad merged into the New Haven. (NHCorp)
- Feb. 14, 1893 Cleveland, Lorain & Wheeling Railroad begins operating all passenger trains, not just local ones, into Wheeling station of Wheeling Bridge &

Terminal Railway. (RRGaz)

- Feb. 14, 1893 John M. Robinson (1835-1893), Pres. of Baltimore Steam Packet Company, Seaboard & Roanoke Railroad, and Old Dominion Steamship Company and son of Moncure Robinson, dies at Baltimore. (RyW)
- Feb. 1893 *F.F.V. Limited* discontinued as a solid through train north of Washington; through cars only. (PassDept - verify)
- Feb. 1893 Dayton, Lebanon & Cincinnati Railroad standard-gauges portion of Cincinnati, Lebanon & Northern Railway between Lebanon Jct. and Dodds.
- Feb. 15, 1893 Temporary trestle opens at Newcomerstown on PCC&StL, ending detours. (AR)
- Feb. 15, 1893 Pennsylvania Company Executive Committee hears report on proposed Canadian coal traffic; PRR Lines West and Ohio & Pennsylvania Coal Company are to establish a new route between Cleveland and Port Stanley, Ont., and build a boat landing at Cleveland; also authorizes building Lake Transfer Freight House at Cleveland; second track M&C Jct.-Orrville, Millbrook-Londonville, and Wheeler-Winslow on PFW&C. (MB)
- Feb. 15, 1893 PCC&StL Railway cedes portion of Cincinnati Street Connection Track west of Smith Street to Ohio & Mississippi Railway, after its agreement expires; O&M begins operating portion between Smith and Ramsey Streets. (AR, Church)
- Feb. 15, 1893 Chicago General Managers' Association votes to resist any strike by switchmen. (NYT)
- Feb. 15, 1893 New York, New Haven & Hartford Railroad leases the Old Colony Railroad, effective Mar. 1, giving it control of the entire Shore Line and outflanking the New York & New England Railroad and A.A. McLeod; however this coup comes with a very high price tag; the New Haven is obligated to pay \$2.3 million in rental the first year; the Old Colony has large fixed charges and is more like a very large terminal railroad, with 62% of its income from passengers and an average freight haul of only 12 miles; its operating ratio is high and rising, standing at 76.3% in 1893; the Old Colony lease will become increasingly burdensome in the 20<sup>th</sup> century; the Old Colony has also served as the NYC&HR's access to southeastern New England; the New Haven raises the share of through rates it receives, opens the Old Colony to traffic from the PRR and Lehigh Valley Railroad, and makes the PRR its prime connection to and from the West, leading to a 20-month dispute with the NYC&HR; the New Haven

also gets control of the Old Colony Steamboat Company or Fall River Line. (NH Corp, AR, Baehr, Dunbaugh, NYT)

- Feb. 15, 1893 William C. Bullitt (1856-1914) named VP in Charge of Traffic of the Norfolk & Western Railroad, replacing Charles G. Eddy, resigned. (AR)
- Feb. 1893 Lines West has subscribed to \$140,000 in World's Columbian Exposition bonds. (MB)
- Feb. 1893 New York & New England Railroad begins charging local rates on freight from the PRR carried east from Hartford and Willimantic. (Kirkland)
- Feb. 1893 PRR Passenger Dept. has issued books on travel to the World's Columbian Exposition, including ones printed in French, German, Italian and Spanish for foreign visitors, to be circulated in Europe. (Guide)
- Feb. 1893 PRR is buying right of way between Bustleton and Falsington. (RyW)
- Feb. 1893 First (?) Class R (H3b) 2-8-0 freight locomotive No. 1623 built at Juniata Shops. (Lovell)
- Feb. 1893 After being frustrated in their attempts to purchase the stock of the Cleveland, Akron & Columbus Railway from the Dutch investment trust, the Saul syndicate sues in the Ohio courts to break the trust. (NYT)
- Feb. 1893 Cleveland, Akron & Columbus Railway places its new 16-seat parlor cars *Cuyahoga*, *Koskosing* and *Walhonding* in service between Cleveland and Columbus; extra fare of 25 cents per chair. (Guide)
- Feb. 1893 Cincinnati, Jackson & Mackinaw Railroad resumes negotiations to acquire the Cincinnati, Lebanon & Northern Railway after its attempts to merge with the Cincinnati, Hamilton & Dayton Railroad are blocked by a lawsuit brought by the CL&N's George Hafer on the grounds that it is an unconstitutional merger of parallel lines. (Hauck)
- Feb. 16, 1893 PRR opens a new station at Cornwell's, Pa., 600 feet west of the former station; station at Andalusia, Pa., abandoned. (Guide)
- 1893 Old Andalusia, Pa., station abandoned and Borie's Station renamed Andalusia on the New York Division.
- Feb. 16, 1893 Loudonville & Coshocton RPO established. (Kay)
- Feb. 16, 1893 Mackinac Transportation Company train ferry *Ste. Marie* launched at Detroit; capacity 18 cars on three tracks. (RyW, MichRRs)

- Feb. 16, 1893 A.A. McLeod transfers his margin account from his own name to that of the Reading and takes \$250,000 General Mortgage bonds and \$110,000 First Preference bonds. (RRGaz)
- Feb. 17, 1893 PRR announces it is severing its relations with the New York & New England Railroad and transferring through freight to New York, New Haven & Hartford Railroad, effective Mar. 1; NY&NE freight revenue is cut 6%. (RyW, Baehr)
- Feb. 17, 1893 Panic selling in Reading stock through a bear raid executed by J. Pierpont Morgan; 400,000 shares and \$1.5 million in bonds change hands and prices fall to 40-7/8 for par 50 shares. (NYT, RRGaz)
- Feb. 18, 1893 Panic in Reading continues with unprecedented sales; 100,000 shares change hands in first 10 minutes of trading; 510,000 in whole day; falls 4 points to 36; Thomas Dolan, one of McLeod's strongest supporters, is reported to have sold all his stock after an interview with McLeod in the morning. (NYT)
- Feb. 1893 First modified Class P (D13c) 4-4-0, No. 1625, built at Altoona; has 78" drivers instead of 68"; are to replace old Class K locomotives in fast passenger service; Class K are to be rebuilt with 60" drivers as Class A-anth. (Lovell, RyW)
- Feb. 19, 1893 Austin Corbin and Charles M. Pratt deny rumors that Pittsburgh capitalists associated with the PRR have purchased the LIRR and the Brooklyn Traction Company. (NYT)
- Feb. 20, 1893 When the exchange opens on Monday, the bear raid against the Reading continues, with 958,000 shares traded and the price driven down from 36 to 28½ before closing at 30; New York Stock Exchange experiences record sales of 1,473,953 shares, of which two-thirds are Reading; DL&W falls 3 points and CNJ 4-1/8. (NYT)
- Feb. 20, 1893 Philadelphia & Reading Railroad enters receivership on suit of Thomas C. Platt for the Income bondholders; in the late afternoon, A.A. McLeod, Chief Justice Edward M. Paxson, and Elisha Packer Wilbur of Lehigh Valley Railroad are named receivers; excess liabilities of the Reading and the Coal & Iron Company are \$9.9 million; on same day McLeod makes last withdrawal of \$1.25 million in Reading securities and cash to cover his purchases of Boston & Maine Railroad and New York & New England; price falls to as low as 1 cent a share; McLeod's backers are forced to sell. (AR, RyW, RRGaz)
- Feb. 20, 1893 Washington station is renamed "Washington Boro" on Columbia & Port Deposit Railway. (MB)

- Feb. 20, 1893 PCC&StL Railway Board authorizes a new station at Cleveland, Ind.; beginning construction of the Logansport Cutoff. (MB)
- Feb. 21, 1893 Joint Committee on Interlocking Switches & Block Systems of the American Railway Association makes its first report. (ARA MB)
- Feb. 21, 1893 Philadelphia & Reading Coal & Iron Company enters receivership; same receivers as the railroad. (Rdg)
- Feb. 22, 1893 Inman & International Line renamed American Line as U.S. mail contract goes into effect; *City of New York* transferred to American flag as *New York* in special ceremony off Battery; Pres. Benjamin Harrison travels to New York on special PRR train to preside; day is marked by blizzard; two special trains for PRR officials and local dignitaries leave Broad Street at 9:20 and 9:00 AM; first section of special train carrying Congressional dignitaries ahead of the presidential section, rams a commuter train near South Street in West Philadelphia; ceremony delayed one hour; all former Inman liners have *City* dropped from their names; old American Line steamers have funnels changed from red with black top and red star in gold keystone to Inman Line colors of black with a white band. (Flayhart, NYTrib)
- Feb. 22, 1893 First of two sections of a special train carrying the presidential party, consisting of Schenectady experimental 4-4-0 No. 1504, Pullman diner *Compton* and Pullman parlors *Ethel*, *Ursula* and *Ambrosia*, runs a red signal and possibly suffers brake failure on rails slippery with slush at South Street in West Philadelphia; cuts through a 4-car local from West Chester which is crossing over at South Street Station at about 10:30 AM, shattering the second coach; 5 killed and over 15 injured; Mr. & Mrs. Edward L. Mintzer of Media are both decapitated, while their 10-year old son Walter who is sitting next to them escapes unhurt; local was en route to old 31<sup>st</sup> & Chestnut Street Station because of construction at Broad Street; first section of the presidential special had been delayed in replacing a car with a hot box at Baltimore; Pres. Harrison's special pulls up south of the accident scene; both sections proceed, with the first section arriving at Jersey City about 1:35 PM and the presidential section about 2:00; the PRR pays a total of \$133,463 in claims, including \$15,000 to Walter A. Mintzer; it tries but fails to assert that the Junction Railroad is responsible, which would have thrown part of the cost of claims onto the Reading. (NYT, NYTrib, RRGaz, MB, HiLine)
- Feb. 22, 1893 *Pittsburgh Post* reports that the PRR now tests all brakemen for vision (the familiar eye chart with letters of different sizes), color blindness (with skeins of red, white and green yarn), and hearing (by moving a ticking watch farther and farther away); are also tested on simple arithmetic and



fractions. (NYT)

- Feb. 22, 1893 H. B. Dunham resigns as General Freight & Passenger Agent of the Cleveland, Akron & Columbus Railway. (Guide)
- Feb. 22, 1893 N.J. Legislature passes three bills pushed by the horse racing interests; the first allows municipalities to license racetracks, existing tracks to require a simple majority vote; the second permits bookmaking and parimutuel betting within race track grounds; the third repeals the law of last year classifying racetracks with “disorderly houses,” i.e. houses of prostitution. (NYT)
- Feb. 22, 1893 Strike of switch tenders begins on Chicago & Western Indiana Railroad. (RRGaz)
- Feb. 23, 1893 William J. Sewell elected Pres. of Camden ferry companies. (AR)
- Feb. 23, 1893 Chicago ordinance requires all railroads to eliminate grade crossings; later replaced by separate ordinances for individual railroads. (DeRouin)
- Feb. 23, 1893 Charles Parsons resigns as Pres. of New York & New England Railroad, effective Mar. 14, noting that McLeod has secured control. (NYT)
- Feb. 23, 1893 New Jersey Gov. George T. Werts returns the race track bills without his signatures. (NYT)
- Feb. 23, 1893 Banker Rufus Hatch (1832-1893) dies at Spuyten Duyvil, N.Y. (NYT)
- Feb. 24, 1893 60,000 ties belonging to the Tuckahoe & Cape May Railroad sold for \$3,000 to Edgar A. Tennis, the original contractor. (CMayCoGaz)
- Feb. 25, 1893 Dinner at Logan House celebrates the 200<sup>th</sup> locomotive built at Juniata Shops. (RRGaz)
- Feb. 25, 1893 New Jersey Legislature passes the race track bills over Gov. Werts’s veto. (NYT)
- Feb. 25, 1893 Cofrode & Saylor, Inc., doing business as the Philadelphia Bridge Works at Pottstown, Pa., fails; Joseph H. Cofrode and William F. Harrity named receivers; also pulls down the Reading Rolling Mill Company which is owned by the same parties. (NYT)
- Feb. 25, 1893 With the sailing of the *New York* from New York to Southampton, the name of the Inman & International Line changed to the American Line, and the British terminal is changed from Liverpool to Southampton, which is now connected by boat trains of the London & Southwestern Railway to

London. (NYT, Flayhart, Moyer/Keystone)

- Feb. 25, 1893 United States Leather Company incorporated in N.J. as a consolidation of several tanning interests; it is a sales and holding company with operating subsidiaries; it controls numerous tanneries and tanbark operations in north central Pennsylvania. (Taber/Kline)
- Feb. 26, 1893 The New Jersey Legislature's passage of the race track bills is denounced from church pulpits all over the state; anti-gambling forces, including the *New York Times*, are outraged and mount a swift counter-attack. (NYT)
- Feb. 27, 1893 While backing from its dock at the Barge Office at the Battery, the U.S. revenue cutter *Washington* is rammed and sunk by the PRR Brooklyn Annex ferry *Annex No. 3*. (NYT)
- Feb. 27, 1893 Brooklyn Mayor David A. Boody (1837-1930) appoints a committee to consider the city's proper share of the cost of depressing the LIRR tracks in Atlantic Avenue. (NYT)
- Feb. 27, 1893 Agreement between railroads and city of Columbus, Ohio, calls for construction of High Street Viaduct over tracks at Union Depot and relocation of part of Columbus & Xenia. (Church)
- Feb. 27, 1893 Chief Engineer William H. Brown writes to Luther S. Bent of the Maryland Steel Company complaining of poor rail and threatening to go to another manufacturer if they cannot do better. (CE/Aldrich)
- Feb. 27, 1893 Anticipating strikes of switchmen, the General Managers Association of railroads entering Chicago appoints two standing committees, one to engage strikebreakers and one to maintain a united front on wages. (Lindsey)
- Feb. 27, 1893 Reading Rolling Mill Company enters receivership. (RdgTimes)
- Feb. 27, 1893 Armour Packing Company incorporated in N.J. to operate stockyards in Kansas City and also refrigerator cars. (Moody's)
- Feb. 28, 1893 Old Colony Railroad stockholders approve the lease to the New Haven, 87,092 to 539. (RRGaz)
- Mar. 1, 1893 New organization: John P. Green promoted to Second VP in charge of Treasury, Accounting and Insurance; Charles E. Pugh named Third VP in charge of Transportation, Purchasing, Real Estate, Insurance & Construction under First VP Frank Thomson; Sutherland M. Prevost named General Manager (Lines East) replacing Pugh; Joseph B. Hutchinson to General Superintendent of Transportation, replacing

Prevost; E.F. Brooks to Superintendent of Maryland Division, replacing Hutchinson. (AR, MB)

- Mar. 1, 1893 New organization: Office of Chief of Motive Power created on staff of Third VP Charles E. Pugh at Philadelphia; Theodore N. Ely appointed with general jurisdiction over both Lines East and Lines West; Frank D. Casanave named General Superintendent of Motive Power replacing Ely; Chief Engineer William H. Brown also placed on Pugh's staff; Joseph T. Richards appointed Engineer of Maintenance of Way on staff of General Manager; Joseph U. Crawford appointed to new post of Engineer of Branch Lines on staff of Assistant to the Pres. Samuel Rea. (AR)
- Mar. 1, 1893 Future Assistant Secretary Harry T. Wilkins (1869- ), formerly stenographer to General Superintendent of Motive Power Theodore N. Ely at Altoona is promoted to be his Chief Clerk when he becomes Chief of Motive Power at Philadelphia. (PRRBio)
- Mar. 1, 1893 PRR withdraws all through rates, including for the Star Union Line and Empire Line, from the New York & New England Railroad and shifts its through freight to the New Haven and the Old Colony Railroad. (Guide, RRGaz)
- Mar. 1, 1893 PRR sells its interest in the Jersey City & Bergen Railroad (street railroad system in Jersey City) and Newark Plank Road Company to a syndicate of P.A.B. Widener, Thomas Dolan, John I. Waterbury, et al. for \$4.4 million; becomes subsidiaries of Consolidated Traction Company and eventually absorbed into Public Service trolley system. (MB)
- Mar. 1, 1893 Western New York & Pennsylvania Railroad Board votes not to pay cash portion of Apr. 1 coupons. (RyW)
- Mar. 1, 1893 Edward B. Wall, Superintendent of Motive Power of the Southwest System, appointed Assistant to First VP James McCrea of Pennsylvania Company at Chicago to handle World's Columbian Exposition traffic; Samuel Prescott Bush (1863-1948), grandfather of Pres. George H. W. Bush, appointed Acting Superintendent of Motive Power of the Southwest System, replacing Wall. (MB)
- Mar. 1, 1893 Columbus, Shawnee & Hocking Railway and Sandusky & Columbus Short Line Railway jointly lease Columbus Terminal & Transfer Railroad (0.88 mile) running from 5th Avenue southeast into Columbus. (Church)
- Mar. 1, 1893 New station opens at Urbana, Ohio, on PCC&StL. (AR)
- Mar. 1, 1893 G.D. Whitcomb named Superintendent of Atlantic City Railroad, replacing B.F. Bertolet, transferred to Reading's Shamokin Division.

(Rdg)

- Mar. 1, 1893 Office of E. H. Green, Superintendent of the Delaware River Railroad moved from Pedricktown to Penns Grove. (Guide)
- Mar. 2, 1893 Reading announces it is reducing the annual rent to the Lehigh Valley Railroad from 7% to 5%. (NYT)
- Mar. 2, 1893 Connecticut legislative joint resolution authorizes the New Haven to increase its stock to \$100 million to pay for expansion and improvements and lease railroads in other states. (PL, C&FC)
- Mar. 2, 1893 New York & Massachusetts Railroad sold to Russell Sage. (ICC)
- Mar. 2, 1893 President Benjamin Harrison signs Railroad Safety Appliance Act requiring the adoption of air brakes and automatic couplers by Jan. 1, 1898; the deadline will be extended to Aug. 1900; enforcement is given to the ICC; the law was sought by the conductors and brakemen and is the first attempt by the Brotherhoods to use federal power to improve their safety. (NARA, MichRRs, Aldrich)
- Mar. 3, 1893 Congress passes the first modern federal highway legislation in response to pressure from the League of American Wheelmen (amateur bicyclists); appropriates \$10,000 to establish the Office of Road Inquiry in the Dept. of Agriculture to investigate the best methods of road making.
- Mar. 3, 1893 Act of Congress grants Washington Southern Railway right-of-way through the Arlington Reservation for its Georgetown (Rosslyn) Branch. (Digest)
- Mar. 4, 1893 Grover Cleveland (1837-1908) is inaugurated Pres., the only Pres. to serve two non-consecutive terms; Cleveland represents the eastern "goldbugs," while the new VP Adlai Stevenson ( - ) of Illinois is a "silverite." (Algeo)
- Mar. 4, 1893 After inauguration of Pres. Grover Cleveland, ex-Pres. Benjamin Harrison leaves for Indianapolis on special PRR train hosted by Assistant General Passenger Agent George W. Boyd. (NYT)
- Mar. 4, 1893 American Line steamship *New York* makes first arrival at Southampton; British terminal of line moved from Liverpool to Southampton, where London & Southwestern Railway runs directly to docks and provides quick service to London. (Flayhart)
- Mar. 5, 1893 Double track opens between Anoka Jct. and Logansport (5.43 miles), excepting Wabash River Bridge, on PCC&StL. (AR, C&C)

- Mar. 6, 1893 At an adjourned city meeting to consider depressing the LIRR tracks in Atlantic Avenue, Austin Corbin says the LIRR can only afford to pay half the cost. (NYT)
- Mar. 6, 1893 First stanchion placed for Broad Street Station train shed. (RyW)
- Mar. 6, 1893 Secretary of War Stephen B. Elkins (1841-1911) approves plans for rebuilding the Newport & Cincinnati Bridge. (Church)
- Mar. 6, 1893 Switchmen's Mutual Aid Association of North America presents demands for wage increase to Chicago General Managers Association. (Lindsey)
- Mar. 6, 1893 A conference committee meeting at the home of J. Pierpont Morgan arranges a peace between the New Haven and the Boston & Maine Railroad by dividing New England between them along the line of the Boston & Albany Railroad, which is to remain neutral; the New Haven will refrain from building or buying its way into northern New England, and the B&M will stay out of southern New England. (C&FC, Baehr)
- Mar. 6, 1893 Peoples Traction Company incorporated in Pa. by J. Lowber Welsh, et al., to electrify the street railways of the Peoples Passenger Railway as a rival to the Widener-Elkins syndicate's Philadelphia Traction Company. (Tucker/SEPTA)
- Mar. 7, 1893 Wheeling Bridge & Terminal Railway Board authorizes proceeding with Benwood Extension. (MB)
- Mar. 7, 1893 American Line steamship *Paris* (ex-*City of Paris*) rechristened at the new Christopher Street pier in New York after making last crossing from Liverpool; American flag run up by Frances Griscom, daughter of Clement A. Griscom. (Flayhart, NYT)
- Mar. 7, 1893 Reading modifies its lease of the Lehigh Valley Railroad to make the rental payment equal to a 5% annual dividend in four quarterly payments, plus half of any surplus over 10% profit. (MB)
- Mar. 8, 1893 PRR Board agrees to build Philadelphia & Delaware County Railroad from Fernwood to Newtown Square if residents subscribe \$100,000 and provide free right-of-way. (MB)
- Mar. 8, 1893 E. W. Page named General Freight & Passenger Agent of the Cleveland & Marietta Railway, replacing W. K. Richards, resigned. (Guide)
- Mar. 8, 1892 Chicago, Indiana & Eastern Railway Company incorporated in Indiana; to build the Indiana portion of a railroad between Chicago and Columbus, Ohio. (Church, C&C)

- Mar. 8, 1893 Watertown & Waterbury Railroad merged into the Naugatuck Railroad. (NHCorp)
- Mar. 8, 1893 Annapolis & Baltimore Short Line Railroad enters receivership. (RyW)
- Mar. 9, 1893 General Managers Association rejects switchmen's demands and creates third standing committee that is to be on constant alert in Chicago to manage resistance to any strike. (Lindsey)
- Mar. 10, 1893 Sanford & Indiana River Railroad and St. Cloud & Sugar Belt Railway merged into the South Florida Railroad; the South Florida Railroad is merged into the Savannah, Florida & Western Railway (the Plant System). (ICC)
- Mar. 11, 1893 Nearly 200 men leave Philadelphia at 11:07 PM on the PRR for Chicago, having been contracted by an agency as strikebreakers to take the place of striking switchmen. (NYT)
- Mar. 11, 1893 West Jersey Railroad files the location of Branch No. 4 of the West Jersey Terminal Railroad with the Secretary of State and withdraws the location of Branch No. 3. (MB)
- Mar. 11, 1893 Boston & Maine Railroad Board ratifies the territorial agreement with the New Haven. (C&FC)
- Mar. 11, 1893 Samuel Hopkins (1829?-1893), one of the founders of the Delaware River Railroad, dies at Woodbury, N.J. (RyW)
- Mar. 12, 1893 Chicago switchmen withdraw their request for an increase. (Lindsey)
- Mar. 12, 1893 Reading's New York express trains and those Reading Division trains using 9<sup>th</sup> & Green Street Station are transferred to Reading Terminal. (Rdg)
- Mar. 13, 1893 First main roof truss placed at new Broad Street Station train shed. (AR)
- Mar. 13, 1893 Philadelphia ordinance vacates Filbert Street for extension of Chinese Wall from 21st Street to Schuylkill River and widening the approach to Broad Street Station. (MB - see above)
- Mar. 13, 1893 Nassau Electric Railroad incorporated in New York with capital of \$6 million to electrify and operate a Brooklyn streetcar network; formed by Patrick H. Flynn, a Democratic politician and real estate speculator in southwestern Brooklyn, who also controls the charter for the Kings County Electric Railroad. (NYState, NYT)

- Mar. 14, 1893 PRR annual meeting held at Musical Fund Hall; gadfly William E. Lockwood is again on hand to badger management with motions and questions, including the demand that the company create an Executive Committee of the Board whose Chairman will be CEO; Lockwood particularly denounces the contract with the Pullman Palace Car Company, as he is a stockholder in the old Central Transportation Company, which has been in litigation with Pullman for years; Lockwood gets into a shouting match with VP John P. Green, saying the Pullman contract is “slathered in infamy.” (NYT, RyW)
- Mar. 14, 1893 A.A. McLeod elected Pres. of New York & New England Railroad, replacing Charles Parsons, resigned; McLeod, Joseph F. Sinnott, Charlemagne Tower, Jr., George H. Earle, Jr., Samuel Heilner and Spencer Ervin (1857-1897) of Philadelphia, Arthur Brock of Lebanon, and Henry A. du Pont of Wilmington elected to the Board; rumors say McLeod’s friends sold their stock as soon as the transfer books were closed for the election; motion of Louis D. Brandeis, representing Goldsmith & Co., for a committee to investigate the McLeod group and Parsons’ charges of fraudulent accounting on the New England Terminal Company, is ignored. (RRGaz, NYT, AR)
- Mar. 14, 1893 Stockholders of Wheeling Bridge & Terminal Railway authorize purchase of Martins Ferry Terminal Railway, recently bought at foreclosure by R.H. Stearns. (MB)
- Mar. 15, 1893 George L. Potter named Superintendent of Motive Power of Northwest System, replacing F.D. Casenave, reassigned to Lines East. (MB)
- Mar. 15, 1893 Sheriff attaches the rolling stock of the New York & New England Railroad at East Hartford Yard on suit of coal dealers Stickney, Conyngham & Co. (who are not coincidentally sales agents for the PRR’s anthracite coal companies) to recover \$100,000 owed for coal; cars are impounded for 24 hours, bringing traffic to a standstill. (NYT, C&FC)
- Mar. 15, 1893 New York & New England Railroad shares fall to under 23 upon McLeod’s election. (RRGaz)
- Mar. 15, 1893 Reading bondholders represented by lawyer John R. Dos Passos (1844-1917) petition to remove A.A. McLeod as receiver. (NYT)
- Mar. 15, 1893 NYC&HR Board approves acquisition of New York & Northern Railroad, effective Apr. 1. (NYT)
- Mar. 1893 A total of 130,547 freight cars pass Columbia, Pa., in both directions for the month, a new record. (RRGaz)

- Mar. 1893 Cleveland, Akron & Columbus Railway places new coaches and Pullman parlor cars on joint line with PRR between Cleveland and Cincinnati via Columbus. (AR)
- Mar. 16, 1893 PRR General Agent William J. Latta (1852-1938) elected Chairman of Committee of Management of PRR Dept. of YMCA of Philadelphia. (Wilson)
- Mar. 16, 1893 Reading bondholders represented by John R. Dos Passos (1844-1917) meet in New York and affirm their intent to remove A.A. McLeod as receiver. (NYT)
- Mar. 17, 1893 Bill introduced in Massachusetts House calling for an investigation of New Haven's new moves to monopolize traffic in southern New England. (NYT)
- Mar. 17, 1893 Mahoning Ore Company incorporated in Ohio by Youngstown area capitalists; leases land at Hibbing in the Mesabi Range from Michigan lumbermen Ammi W. Wright and Charles H. Davis. (BethStl, Walker)
- Mar. 18, 1893 Steamer *Lonquiel* arrives at the Sparrows Point, Md., plant of the Maryland Steel Company with the Krupp exhibits for the World's Fair, including the 124-ton rifled cannon; the dock is equipped with an hydraulic shears that is the only crane capable of loading such a massive object onto a railroad car; to be sent to World's Columbian Exposition on a special PRR car built at Altoona. (NYT)
- Mar. 19, 1893 Pioneer steamboat Capt. Jacob Hand Vanderbilt (1807-1893), younger brother and partner of Commodore Cornelius Vanderbilt, dies at age 85. (RyW, NYT)
- Mar. 20, 1893 Toledo, Walhonding Valley & Ohio Railroad opens between Coshocton and Loudonville; built by Pennsylvania Company; becomes part of Toledo Division; through trains operate from Coshocton to Newcomerstown. (Church, AR)
- Mar. 20, 1893 New York & New England Railroad withdraws from the Sound Lines Agreement, which equalizes all boat-train rates despite their unequal lengths. (AR)
- Mar. 21, 1893 A.A. McLeod meets with J. Pierpont Morgan in New York. (NYT)
- Mar. 21, 1893 Drexel & Co. agrees to purchase \$2 million of PRR Real Estate Purchase Money bonds at 98. (MB)



- Mar. 21, 1893 Sandusky & Columbus Short Line Railway obtains trackage rights over CCC&StL at Sandusky in order to reach the docks and interchange with the B&O. (MB, Church)
- Mar. 22, 1893 PRR Board authorizes assuming the Erie & Western Transportation Company car trust. (MB)
- Mar. 23, 1893 PRR opens new duck-under track for westbound P&WB trains from the west end of the Schuylkill bridge leading from Broad Street Station to the northern portal of the 32<sup>nd</sup> Street Tunnel. (PubLdgr)
- Mar. 1893 Demolition of old Adams Express Company building at 16<sup>th</sup> & Market Streets begins in order to permit enlargement of Broad Street Station. (RyW)
- Mar. 1893 Passenger cars of the Northern Central Railway, Baltimore & Potomac Railroad, etc., are being lettered "Pennsylvania" which is being applied to all cars on Lines East. (RRGaz)
- Mar. 24, 1893 Newspapers, timetables, commemorative postage stamps and coins placed in a lead-wrapped steel strongbox in the 6-foot square granite cornerstone at the southeast corner of Broad Street Station. (PhilDlyNws - 1953 - is date of papers in the box - not found in a contemporary newspaper)
- Mar. 24, 1893 Announce that Drexel, Morgan & Co. has resumed its financial relationship with the Reading; Drexel & Co. and Brown Brothers & Co. are to purchase the coupons due Apr. 1 and June 1. (NYT)
- Mar. 24, 1893 Former CNJ Pres. and Pres. of the Metropolitan Museum of Art John Taylor Johnston (1820-1893) dies at New York; he has suffered from creeping paralysis since 1877. (RyW, NCAB)
- Mar. 26, 1893 United Brotherhood of Switchmen holds a long meeting in Philadelphia over whether to strike the PRR and other railroads entering Chicago during the World's Columbian Exposition. (NYT)
- Mar. 26, 1893 Reading's Chestnut Hill Branch trains begin using Reading Terminal. (Rdg)
- Mar. 26, 1893 Second track opens between Miller and Jewett on PCC&StL. (AR)
- Mar. 26, 1893 Future editor of the *Pennsy* employee magazine Ik Shuman (1893-1965) born. (SSDI)
- Mar. 27, 1893 PRR begins routing 12 trains from the Central Division to and from Broad Street Station via the new duck-under instead of into the 31<sup>st</sup> & Chestnut

Street Station. (PubLdgr)

- Mar. 27, 1893 Logan M. Bullitt syndicate places a third engineer corps on their proposed railroad from Landisville to Cape May. (CMayCoGaz)
- Mar. 27, 1893 Col. John J. Lawrence (1827-1893), former General Manager of Allegheny Valley Railroad, dies at Allegheny. (RRGaz)
- Mar. 27, 1893 Pennsylvania Company Executive Committee authorizes developing the Kinsman Street Yard at Cleveland. (MB)
- Mar. 27, 1893 PCC&StL Railway Executive Committee authorizes a new station at Marion, Ind.; adding tracks in the 59<sup>th</sup> Street Yard at Chicago. (MB)
- Mar. 28, 1893 Cleveland, Akron & Columbus Railway adopts new organization, dividing into a Financial/Accounting Dept. and an Operating Dept.; George W. Saul of Cleveland elected Pres., replacing Nicholas Monsarrat, who becomes VP, while also remaining General Manager. (MB)
- Mar. 28, 1893 By a slim majority, the stockholders of the Cincinnati & Muskingum Valley Railway formally ratify a resolution cancelling lease to the PCC&StL Railway, which had been voided by courts effective Jan. 1, 1886; reject a resolution of Moran Brothers to force PCC&StL to keep paying interest. (Church, AR)
- Mar. 28, 1893 Niles & Alliance RPO established. (Kay)
- Mar. 29, 1893 West Philadelphia Market Company, controlled by PRR men, begins work on new "Southern Produce Station" between Market & Chestnut Streets; plan is to move all produce business to West Philadelphia over protests of old merchants on Dock Street. (RyW)
- Mar. 29, 1893 Thomas Dolan resigns as director of Reading. (Rdg)
- Mar. 29, 1893 Ex-Gov. Ludlow, master in chancery, reports that CNJ is free of Reading influence, and there is no need of a receiver. (NYT)
- Mar. 29, 1893 Joint Committee of Trunk Line Association and Central Traffic Association meets in New York and agrees to a 20% reduction on round-trip tickets to World's Fair; are to be sold westbound only, and no stopovers are to be allowed; at the insistence of the Vanderbilt lines, no one-way tickets are to be issued at the reduced rate; PRR and Erie had wanted reduced one-way fares. (NYT)
- Mar. 30, 1893 At regular meeting of presidents of Vanderbilt lines, discuss plans for a 19-hour train between New York and Chicago for World's Fair travel;

train will save 5 hours over *Chicago Limited Express* and carry a \$5 surcharge. (NYT)

- Mar. 30, 1893 Harlan & Hollingsworth delivers the small, double-deck screw ferry *Easton* to the CNJ; with sister ship *Mauch Chunk* is to be used in service for the B&O between Jersey City and Whitehall Street, Manhattan. (BethStl)
- Mar. 31, 1893 Twenty-one switches at west end of Altoona Station now operated by leverman at 14th Street. (Snyder)
- Mar. 31, 1893 Sandusky & Columbus Short Line Railway, PFWC and Toledo & Ohio Central Railway sign an agreement for an interlocking tower at the crossing at Bucyrus, Ohio. (MB)
- Apr. 1, 1893 New organization manual, reflecting the changes of Mar. 1; Hugh B. Ely (?) named to new position of Superintendent of Insurance Dept. (RRGaz - verify name)
- Apr. 1, 1893 Title of head of Insurance Dept., Holmes B. Ely, changed from Secretary to Superintendent of Insurance Dept. (AR)
- Apr. 1, 1893 Telegraph Dept. created (A.J. County)
- Apr. 1, 1893 Joseph Judson Brooks (1845-1914), a graduate of Yale and Harvard Law School, appointed General Counsel of Lines West, replacing brother Joshua Twing Brooks (1840-1901), resigned; J. T. Brooks remains Second VP. (MB)
- Apr. 1, 1893 PRR stops delivering fruits and produce from South Carolina and points north to its Pier 29 N.R., claiming that the site is no longer large enough to handle the traffic; these goods are to be delivered hereafter in the yards at Jersey City, causing outrage among the New York City produce dealers. (NYT)
- Apr. 1, 1893 Western New York & Pennsylvania Railroad defaults on Second Mortgage bonds; Samuel G. DeCoursey appointed receiver by U.S. Circuit Court at Philadelphia on suit of Second Mortgage bondholders. (Val, NYT, RyW)
- Apr. 1, 1893 NYC&HR begins operating New York & Northern Railroad. (RRGaz)
- Apr. 1, 1893 Berkshire Railroad, Stockbridge & Pittsfield Railroad, and West Stockbridge Railroad leased to the New Haven under an agreement of Feb. 24, 1893. (NHCorp)

- Apr. 1, 1893 Moorhead C. Kennedy (1862-1936) elected VP of the Cumberland Valley Railroad; Thomas J. Brereton named Engineer, replacing Chauncey Ives, resigned. (Guide)
- Apr. 1, 1893 Joseph Ramsey, Jr., appointed General Manager of Terminal Railroad Association of St. Louis. (RRGaz)
- Apr. 1, 1893 Future PRR VP Warren Robert Elsey (1893-1973) born at Pittsburgh, Pa. (Org)
- Apr. 1, 1893 The \$3 million loan advanced by the Speyer & Co. syndicate to the Reading to fund McLeod's expansion becomes due and is extended for three months. (Rdg AR)
- Apr. 1, 1893 State of Ohio adopts "Central Time." (Guide)
- Apr. 3, 1893 Long Island Express Company incorporated in Maine to do the express business on the LIRR. (MB)
- Apr. 3, 1893 Wilkes-Barre & Western Railway, Turbotville & Williamsport Railroad, and Orangeville & Lehigh Railroad merge to form the Central Pennsylvania & Western Railroad under agreement of Feb. 21, 1893; is to build from Newberry Jct. to reach Wilkes-Barre & Eastern Railroad near Housers Mill in Monroe County; Rudolph T. McCabe, Pres. (Val, C&C, Lovell)
- Apr. 4, 1893 Northern Central Railway Board authorizes construction of hay warehouse at the southeast corner of Monument & Holliday Streets in Baltimore. (MB)
- Apr. 4, 1893 A. A. McLeod submits his resignation as Reading Pres. and receiver, effective May 1, noting that bankers will not advance credit while he is in charge; Speyer & Co. have severed all connections with the Reading as long as McLeod is in charge; reports say that A. J. Drexel personally delivered an ultimatum. (Rdg, RyW, NYT)
- Apr. 5, 1893 A PRR official states the company will not run a 20-hour express to the World's Fair in Chicago like the NYC&HR, as it could not pay; also the PRR has heavier grades that make such a fast time impracticable. (NYT)
- Apr. 5, 1893 New Haven takes possession of Old Colony Railroad. (Rdg/circ)
- Apr. 6, 1893 Lock Haven & Harrisburg RPO extended to Kane & Harrisburg RPO. (Kay)
- Apr. 6, 1893 Allegheny Connecting Railroad incorporated in Pa. to build bypass line in

Pittsburgh for the Allegheny Valley Railroad; not built. (MB)

- Apr. 6, 1893 Central Traffic Association establishes rate of 2.2 cents per mile for round-trip tickets to World's Fair within its territory, except on limited trains; each road is free to set its own fares for special excursion trains. (NYT)
- Apr. 7, 1893 After weeks of calculations and tests, the 124-ton Krupp cannon is finally unloaded at the Sparrows Point, Md., plant of the Maryland Steel Company in 33 minutes; to be sent to World's Columbian Exposition on a special PRR car built at Altoona. (NYT)
- Apr. 7, 1893 George Ingraham Seney (1826-1893), railroad entrepreneur in the Midwest and South in the years before the Panic of 1884, dies at New York. (RyW)
- Apr. 1893 Sandusky & Columbus Short Line Railway begins running local service between Marion and Delaware, Ohio, (or Columbus?) but not on schedule. (JRLytle)
- Apr. 8, 1893 James Harrington appointed Chief Engineer of the Cleveland, Akron & Columbus Railway; John J. Henry to Superintendent & Master Mechanic; post of General Superintendent abolished. (Guide)
- Apr. 8, 1893 Reading Board elects Joseph S. Harris (1836-1910), then Pres. of Lehigh Coal & Navigation Company as Pres. effective May 1; Pres. Roberts expresses his support for Harris, a man of similar education and temperament who has been his friend for 40 years. (RyW, NYT)
- Apr. 9, 1893 Anchor Line leases dock and warehouse at Milwaukee from Chicago, Milwaukee & St. Paul Railway. (MB)
- Apr. 10, 1893 Philadelphia ordinance appropriates \$30,000 to eliminate grade crossings at Cottman Street on Philadelphia & Trenton Railroad and Holmesburg Branch. (Moore)
- Apr. 10, 1893 Brooklyn Board of Alderman grants Nassau Electric Railroad franchises for free that Brooklyn City Railroad was willing to pay \$150,000 for. (NYT)
- Apr. 10, 1893 Beech Creek Railroad opens extension from Kerrmoor to Mahaffey on the Cambria & Clearfield Railroad. (RRGaz)
- Apr. 10, 1893 Massachusetts Committee on Railroads begins hearings to see if New Haven is guilty of discriminating against New York & New England Railroad by diverting freight; has taken southern produce trade via PRR

from NY&NE and sends to Boston over Old Colony Railroad, which has inferior facilities at Providence and Boston, drawing complaints from merchants. (NYT)

- Apr. 11, 1893 LIRR stockholders approve leasing the New York Bay Extension Railroad, which is to build from Hempstead (present Country Life Press) to Valley Stream and on to a junction with the Manhattan Beach Division at New Lots Road; Andrew R. Culver elected to LIRR Board. (MB)
- Apr. 11, 1893 Second track opens between Jewett and Scio on PCC&StL. (AR)
- Apr. 11, 1893 Poughkeepsie & Eastern Railway incorporated in N.Y. as a reorganization of the New York & Massachusetts Railroad. (NYState)
- Apr. 11, 1893 Eugene Victor Debs (1855-1926), who had broken from the Brotherhood of Locomotive Firemen, founds the American Railway Union in Chicago with the goal of organizing all railroad workers in one union instead of on a craft basis; the union is open to all but management and supervisors; grants great autonomy to locals and stresses mediation of disputes; within a year, it has 150,000 members. (NYT, Lindsey, RyW)
- Apr. 12, 1893 "Restored" Camden & Amboy locomotive *John Bull*, borrowed from the Smithsonian, and two 1841 coaches makes a first trial run from Meadows Shops to South Amboy; one of the cars was found being used as a chicken coop at South Amboy, the second is a replica. (NYT, White)
- Apr. 12, 1893 Brooklyn, Bath & West End Railroad and Prospect Park & Coney Island Railroad agree to establish a joint depot at the terminus of the Union Elevated Railroad at 5<sup>th</sup> Avenue & 36<sup>th</sup> Street and operate through service to Coney Island via the Elevated; Coney Island terminals of both companies to be used jointly. (NYState)
- Apr. 12, 1893 Sandusky & Columbus Short Line Railway and Columbus, Shawnee & Hocking Railway agree for use of Columbus Union Depot; reach the Union Depot over the tracks of the Columbus & Eastern Railway and Big Four. (Church, roadrunner.com)
- Apr. 12, 1893 Railroad Committee of Massachusetts Legislature investigating New Haven on charges of discriminating against New York & New England Railroad hears testimony that PRR had diverted Delmarva produce from NY&NE to New Haven-Old Colony route. (NYT)
- Apr. 12, 1893 J. Pierpont Morgan states that he will definitely undertake the reorganization of the Richmond & West Point Terminal Railway & Warehouse Company. (Klein)

- Apr. 12, 1893 Joint Committee on Interlocking & Block Signals makes its first preliminary report to the American Railway Association. (Loree)
- Apr. 13, 1893 West Jersey Railroad files the location of Branches No. 1-3 at Millville with the Secretary of State. (MB)
- Apr. 13, 1893 PRR Board approves location of Turtle Creek Valley Branch between Stewarts and Saltsburg. (MB)
- Apr. 13, 1893 New Haven VP Lucius Tuttle (1846-1914) testifies to Massachusetts committee that New York & New England Railroad made itself a competitor of the PRR when it allied itself with the Poughkeepsie Bridge Route. (NYT)
- Apr. 15, 1893 Atlantic City Railroad signs Cape May traffic agreement with lawyer Logan McKnight Bullitt (1862-1921); Bullitt is to build a line from Winslow Jct. to Cape May and other beaches and deliver traffic to Atlantic City Railroad; contract is revised to eliminate use of CNJ following estrangement of CNJ from McLeod Combine. (MB)
- Apr. 15, 1893 Thomas H. Dudley (1819-1893), formerly of the Pittsburgh, Titusville & Buffalo Railroad and many PRR-related lines in South Jersey as well as U.S. consul at Liverpool, drops dead of a heart attack as he crosses the lower waiting room of Broad Street Station to buy a newspaper at the newsstand. (PubLdgr, RyW)
- Apr. 15, 1893 C.M. Bennett appointed Superintendent of Cincinnati & Muskingum Valley Railway, switching places with C.H. Walton, who becomes Superintendent of Chicago Division of PCC&StL Railway. (MB, AR, RRGaz)
- Apr. 15, 1893 The Duke of Veragua, a lineal descendant of Columbus, arrives in New York to attend the World's Columbian Exposition at the head of a Spanish delegation. (NYT, Stokes)
- Apr. 1893 First mortgage bondholders of the Hudson Tunnel Railway meet in London and consider raising \$1 million to complete the tunnel. (Brennan)
- Apr. 1893 PRR resumes work on Cresheim (Fort Washington) Branch suspended last fall after grading done. (RyW)
- Apr. 1893 West Jersey Railroad is to build a new station at Wenonah, N.J. (RyW)
- Apr. 1893 Rumors that New York, Baltimore and Washington capitalists are to consolidate the Baltimore & Eastern Shore Railroad with the Maryland Steamboat Company and the Choptank Steamboat Company. (RyW)

- Apr. 1893 Gardner Run Branch of Cambria & Clearfield Railroad opens from near Barnesboro to coal mines (1.23 miles); Patton No. 2 Branch opens from Patton to coal mines; Patton No. 4 Branch opens from near Patton to coal mines (0.46 mile). (Val)
- Apr. 1893 Cleveland & Pittsburgh Division is relaying Wellsville-Bellaire with 90-lb. rail and ballasting. (RRGaz)
- Apr. 1893 PRR official photographer William H. Rau leaves Philadelphia on a second expedition, which this time includes Lines West main lines to Chicago and St. Louis. (Van Horne)
- Apr. 1893 Two original mud sills measuring 10" x 12" x 10' long taken from the old Madison & Indianapolis Railroad bed at Champion, Ind., for exhibit at World's Columbian Exposition. (RyW)
- Apr. 1893 Pittsburgh & Chicago Gas Coal Company has put 600 coal cars in service on the PRR. (Guide)
- Apr. 1893 Terminal Railroad Association of St. Louis begins construction of a new St. Louis Union Station. (C&C)
- Apr. 1893 The Reading is delivering 600 cars of coal per day to the New York & New England Railroad at Hopewell Jct. (Baehr)
- Apr. 16, 1893 Alexander Whilldin (1808-1893), VP of the Corn Exchange National Bank and founder of Sea Grove, now Cape May Point, dies at Philadelphia. (CMayCoGaz)
- Apr. 17, 1893 *John Bull* and two Camden & Amboy coaches (one "restored", one replica) leave Jersey City at 10:16 AM under its own power en route to World's Columbian Exposition in Chicago, running at about 15 MPH; operated by veteran Camden & Amboy engineer George W. Scott (1822-1915); followed by special train for press and guests; movement is under direction of Advertising Agent Frank N. Barksdale and draws large crowds; train is crewed by eight of the oldest employees on the New York Division, including engineer Albert Herbert, who ran the *John Bull* 40 years earlier; at Princeton Jct., students climb on locomotive and force it to stop while they examine it; N.J. Attorney General John P. Stockton, the senior surviving representative of the old Joint Companies families, rides from Trenton to Philadelphia; Pres. Roberts, Charles E. Pugh, Theodore N. Ely, Samuel Rea, and other officers ride between Bristol and Bridesburg, where they switch to a special train; the *John Bull* arrives at Broad Street Station at 5:42 PM, 1:10 late, where the train is greeted by 3,000; many boys swarm onto the train as it approaches; the locomotive is



backed to West Philadelphia to take on cannel coal, which is thought to raise more steam; leaves Philadelphia at 8:13 PM; *John Bull* stalls at Parkesburg and has to be hauled over Mine Hill at Gap by relief locomotive; PRR also moves two heavy Krupp guns from Baltimore to fair in special cars. (White, NYT, CCHS, PubLdgr, PhilaPress, PRRMN, Info)

- Apr. 17, 1893      Wheeling Bridge & Terminal Railway purchases property of former Martins Ferry Terminal Railroad for \$175,000; runs from the Cleveland & Pittsburgh Railroad near Glenns Run to the west end of the Ohio River Bridge at Martins Ferry and from W&LE Railway Jct. to DeHass Bridge. (Church, C&C)
- Apr. 17, 1893      Sandusky & Columbus Short Line Railway formally opens between Columbus and Sandusky, Ohio, forming an outlet for Pocahontas coal from the Norfolk & Western and coal from southeastern Ohio to Great Lakes markets; portion between Sandusky and Bellevue is built on the abandoned original roadbed of the Mad River & Lake Erie Railroad; operated by Lake Erie Construction Company; passenger cars, including parlor cars, are painted blue. (Church, GrnBk, RRH, RRGaz, Guide)
- Apr. 17, 1893      Press reports that the Finance Company of Pennsylvania has sold all 3,000 shares of New York & New England Railroad that it bought to help McLeod get control at a small loss. (NYT)
- Apr. 17, 1893      Illinois Central Railroad opens new 6-track Central Station on the lakefront at 12th Street in Chicago and abandons use of old station at S. Water Street for long-distance trains; Michigan Central and Big Four use the new Central Station as tenants; suburban trains run through to Randolph Street; the main waiting room is one floor above track level, making it necessary to walk up from the street and then back down to the platforms. (Guide, RRH, SmokeAbatementRept)
- Apr. 18, 1893      *John Bull* and train arrive at Altoona. (RRGaz)
- Apr. 18, 1893      Brownsville & State Line Railroad adopts a survey between Brownsville and the W.Va. state line, but no construction done under this name. (C&C)
- Apr. 18, 1893      Lehigh Valley Railroad Board approves a settlement with the State of New Jersey withdrawing the Easton & Amboy Railroad and Lehigh Valley Terminal Railway from the Reading lease. (MB)
- Apr. 18, 1893      In an interview with the *Philadelphia Times*, A.A. McLeod states, “our defeat is a victory for the rest of the world.” (RyW)
- Apr. 18, 1893      Press reports that NYC&HR and West Shore are advertising a free

stopover at Niagara Falls on its cheap trains from New York and Boston to Chicago. (NYT)

- Apr. 19, 1893 *John Bull* and train arrive at Pittsburgh. (RRGaz)
- Apr. 19, 1893 Samuel R. Shipley resigns as a Reading director and replaced by J. Lowber Welsh, representing Drexel, Morgan & Co. (NYT)
- Apr. 19, 1893 Charles R. Peddle (1820-1893), General Purchasing Agent of Terre Haute & Indianapolis Railroad, dies at Terre Haute after 42 years service. (RRGaz)
- Apr. 19, 1893 NYC&HR votes to lease the Mohawk & Malone Railway, running from Herkimer to Malone through the Adirondacks. (AR)
- Apr. 20, 1893 PRR agrees with West Virginia Central & Pittsburgh Railway and the Piedmont & Cumberland Railway for construction of the Baltimore & Cumberland Railway between Cumberland and Hagerstown and movement of through traffic via Cumberland Valley Railroad; not carried out. (MB)
- Apr. 20, 1893 *John Bull* and train leave Pittsburgh at 8:00 AM. (RRGaz)
- Apr. 20, 1893 *John Bull* and train arrive at Bucyrus, Ohio; travels at about 15 MPH. (Hopley)
- Apr. 20, 1893 Brooklyn property owners secure an injunction against franchise granted to Nassau Electric Railroad. (NYT)
- Apr. 20, 1893 At the Massachusetts Railroad Commission's hearings on the New Haven's cancellation of through tariffs with the New York & New England Railroad, the New Haven announces that it is immediately restoring through traffic arrangements without consulting the PRR; New England produce dealers had complained that southern produce coming from the PRR had been forced onto the inferior facilities of the New Haven. (NYT)
- Apr. 21, 1893 Speyer & Co. agrees to purchase \$3 million PRR Consolidated Mortgage bonds with the option on another \$3 million. (MB)
- Apr. 21, 1893 PRR restores through tariffs of the Star Union Line with the New York & New England Railroad after a pressure from the Massachusetts investigations. (AR)
- Apr. 21, 1893 NYC&HR exhibits its new replica of the 1831 Mohawk & Hudson locomotive *DeWitt Clinton* and train and Class N No. 999 at the Grand

Central Station Annex before sending them to the World's Columbian Exposition. (NYT)

- Apr. 21, 1893 U.S. gold reserves fall below the \$100 million "safe" limit for first time since resumption of gold payments in 1878; Secretary of Treasury John G. Carlisle states it might be necessary to redeem notes in silver rather than gold; causes brief panic on stock market until Pres. Cleveland reassures public that treasury notes will be redeemed in gold. (Wicker)
- Apr. 21, 1893 Speyer & Co. agrees to purchase \$3 million of PRR Consolidated Mortgage bonds with option for additional \$3 million. (MB)
- Apr. 21, 1893 Pennsylvania Company Executive Committee authorizes construction of third and fourth track between 60<sup>th</sup> & 61<sup>st</sup> Street at Chicago. (MB)
- Apr. 21, 1893 PCC&StL Railway Executive Committee authorizes a new station at Elwood, Ind. (MB)
- Apr. 21, 1893 Evan J. Henry, minority stockholder of the Cincinnati & Muskingum Valley Railway begins a new suit in the Superior Court of Hamilton County to force PCC&StL to resume lease of C&MV and pay back interest. (Church, AR)
- Apr. 21, 1893 Pennsylvania Steel Company enters receivership; Pres. Luther S. Bent (1829-1915) and the Girard Trust Company are named receivers; Frederick W. Wood (1857-1943) is named receiver of the Maryland Steel Company of Baltimore County; PRR extends aid. (NYT, RyW)
- Apr. 22, 1893 *John Bull* and train arrives Chicago at 3:00 PM; operates under steam at PRR's exhibit building at the World's Columbian Exposition. (RRGaz, )
- Apr. 22, 1893 The Duke of Veragua and party leave New York for Washington at 3:30 PM on a special PRR train to meet with Pres. Cleveland. (NYT)
- Apr. 22, 1893 Pres. Roberts in an interview calls business prospects "moderately fair"; after ruinously low rates in 1892 and early 1893, sees likelihood of more harmonious relations among the Trunk Lines. (NYT)
- Apr. 22, 1893 B&O historic locomotives leave Baltimore for World's Columbian Exposition; the B&O's exhibit is the work of Maj. J. G. Pangborn, a traffic officer, who collects and "restores" early rolling stock and builds life-sized replicas and a series of models illustrating the whole span of railroad development. (RRGaz, Hungerford)
- Apr. 24, 1893 Eastbound track elevation through Elizabeth, N.J., opens on temporary trestlework at 11:31 AM; the grade-level eastbound track is to be taken out

- of service to build the trestle for the westbound track. (NYT, RyW)
- Apr. 24, 1893 North wall of old Broad Street Station train shed removed to permit placing foundations of steel arches for new shed. (RyW)
- Apr. 24, 1893 As Lykens Valley Coal Company has defaulted, the Summit Branch Railroad authorizes William J. Howard to take possession and operate it for the bondholders. (MB)
- Apr. 24, 1893 Brooklyn Mayor Boody vetoes franchise granted to Nassau Electric Railroad by the Board of Aldermen. (NYT)
- Apr. 24, 1893 Future Superintendent Noel W. Smith (1869- ) returns to the PRR as a rodman on the Sunbury Division after graduating from Lehigh University. (PRRBio)
- Apr. 24, 1893 Price of Toledo, Ann Arbor & North Michigan Railway shares collapses from 38¼ to 26½ in one hour as it tries to float a new bond issue. (NYT, GBrown)
- Apr. 25, 1893 Special PRR train carrying the Liberty Bell to the World's Columbian Exposition leaves Broad Street Station for Chicago at 10:00 AM; the train consists of a special bell car, combine, 3 sleeping cars and a diner; runs via Sunbury and Williamsport to maximize the number of state residents who can see the bell at special ceremonies at major towns. (NYT)
- Apr. 25, 1893 New Haven VP Lucius Tuttle tells Massachusetts investigating committee that New Haven has refused to run two new Pullman cars from the New York & New England Railroad because they are too wide. (NYT)
- Apr. 25, 1893 International naval force and replicas of Columbus's three ships arrive in New York for a grand naval review, which is held on Apr. 27. (NYT, Stokes)
- Apr. 25, 1893 Toledo, Ann Arbor & North Michigan Railway shares plunge to 18¼, having lost half their value in two days; VP J.M. Ashley, Jr., the company's representative at New York, fails because of the loss on his shares, as his creditors demand payment of a \$400,000 loan. (NYT)
- Apr. 26, 1893 Atlantic Avenue Railroad Company of Brooklyn leases the Brooklyn, Bath & West End Railroad. (NYState)
- Apr. 26, 1893 Pres. Cleveland and other officials leave Washington on a special 5-car PRR train to attend the international Columbian Naval Review at New York as part of the World's Fair ceremonies; train consists of combine-smoker *Raleigh*, dining car *Magdalen*, sleeping cars *Charmion* and

*Superb*, and George M. Pullman's private car; the same train will then carry the Pres. to Chicago and back to Washington; the entire movement is under the personal direction of Assistant General Passenger Agent George W. Boyd. (NYT)

- Apr. 26, 1893 Duke of Veragua leaves Washington at 9:40 AM on a special PRR train to return to New York for the upcoming grand naval review. (NYT)
- Apr. 27, 1893 *New York Times* reports that the PRR will borrow \$2 million to buy its piers at Cortlandt Street outright as the rent charged by the city is too high. (NYT)
- Apr. 27, 1893 Pres. Cleveland and other officials watch the Columbian Naval Review; one column of 14 ships of the U.S. Navy led by the *U.S.S. Philadelphia* and a second led by the British flagship *H.M.S. Blake*; over 40 British sailors desert to find better jobs in America. (NYT)
- Apr. 27, 1893 Nickel Plate announces it will cut its round trip fare between Cleveland and Chicago from \$15 to \$13.50; B&O follows. (NYT)
- Apr. 28, 1893 George B. Roberts presides at a Joint Executive meeting of the Trunk Lines and Central Traffic Association in New York; PRR and other lines object to NYC&HR plan to run 20-hour train to Chicago World's Columbian Exposition, unless it has a hefty surcharge to limit passengers to the very rich; hear complaints of Erie against NYC&HR and West Shore and agree that there are to be no stopovers on reduced rates trains; Nickel Plate agrees to abide by decision. (NYT)
- Apr. 28, 1893 Pres. Grover Cleveland departs New York at 12:00 N on his special PRR train for the World's Columbian Exposition; train runs as a first section of the *Pennsylvania Limited*; runs through Philadelphia via Mantua Jct. without stopping except to change engines and crews near 52<sup>nd</sup> Street. (NYT)
- Apr. 28, 1893 Duke of Veragua and suite leave New York for Chicago. (NYT)
- Apr. 28, 1893 West Shore Railroad and Michigan Central Railroad begin operation of *Grafton's World Fair Special* Nos. 15-16 with a consist of new Wagner sleeping, dining and buffet cars and fast schedule. (NYT)
- Apr. 28, 1893 As part of the World's Fair festivities, the PRR operates a special train from New York to Gettysburg via York and Hanover for a special reunion of the surviving leaders of the Civil War battle; the excursion is arranged by John Russell Young, who claims to be the last surviving reporter present at the Gettysburg Address; Southern officers board the special at Philadelphia; Gen. O. O. Howard is the ranking Union officer and Gen.

James Longstreet for the Confederates; others include Dan Sickles, Henry W. Slocum and William Mahone; the veterans spend the next three days walking over the battlefield, remarking on the battle, and swapping stories. (NYT)

- Apr. 28, 1893 Toldeo, Ann Arbor & Northern Michigan Railway enters receivership on a suit brought by the Craig Shipbuilding Company, builder of its car ferries; Wellington R. Burt (1831-1919) of Saginaw, who is also the brother-in-law of General Manager Harry W. Ashley, named receiver. (NYT, GBrown)
- Apr. 30, 1893 Special PRR excursion train leaves Gettysburg for Philadelphia and New York at 5:00 PM. (NYT)
- Apr. 30, 1893 Last run of New York & New England Railroad overnight *New York & Boston Pullman Limited* between New York and Boston via New York & Northern Railroad. (RRGaz, Gallo)
- Apr. 30, 1893 Reading abrogates lease of Central Railroad of Pennsylvania of Apr. 20, 1892; Reading was unable to negotiate bonds once it entered receivership. (Rdg)
- Spring 1893 South Chester Railroad opens from Linwood on PW&B to Marcus Hook and from Howell Street, Chester, to Crescent Oil Works at the Delaware state line (2.72 miles). (Val, AR)
- May 1, 1893 A.A. McLeod resigns as Philadelphia & Reading president and receiver; replaced by Joseph Smith Harris (1836-1910), a conservative Philadelphia civil and mining engineer, who is a close personal friend of PRR Pres. Roberts and A. J. Cassatt. (Rdg, AR, Smith autobio - see above)
- May 1, 1893 Reading further modifies its lease of the Lehigh Valley Railroad; rent is to be a 5% annual dividend, payable quarterly, plus an additional 2% on stock if there is a surplus, instead of the more unreasonable half of all surplus over 10%. (MB)
- May 1, 1893 World's Columbian Exposition opens to public in Chicago, although some of its buildings are unfinished; PRR has separate 140 x 30 exhibit building designed in the Roman style by Henry Bacon (1866-1924), later architect of the Lincoln Memorial, consisting of a Classical Revival "station," four platform tracks, and outdoor display; J. Elfreth Watkins (1852-1903), a disabled civil engineer and Curator of Transportation at the Smithsonian, serves as PRR special agent at the fair and coordinates operation under supervision of Theodore N. Ely; other exhibits include the first wide-vestibule Pullman car, the *John Bull* and train, the Krupp gun car, the first interlocking machine from East Newark Jct. and a mockup of a modern

tower, models of equipment and structures, 312 William H. Rau photographs, relief maps showing PRR lines at New York, Philadelphia, The Hill, and the Allegheny Portage Railroad, and a 36' x 7' map showing the position of every PRR train as of 6:00 PM on Oct. 12, 1892. (Watkins, AR, RRGaz, Van Horne)

- May 1, 1893 NYC&HR sends its working replica of the 1831 Mohawk & Hudson locomotive *DeWitt Clinton* and two passenger cars to the World's Columbian Exposition in gondola cars hauled by 4-4-0 No. 999. (NYT)
- May 1, 1893 PCC&StL Railway begins operating main line passenger trains No. 3, 9 and 21 to Chicago via Bernice and the South Chicago & Southern instead of via Western Avenue for better access to the fair. (AR)
- May 1, 1893 After opening the World's Columbian Exposition, Pres. Cleveland and party leave Chicago at 6:00 PM on their special PRR train for the overnight run to Washington. (NYT)
- May 1, 1893 Philadelphia & Bustleton Railway and Bustleton & Eastern Railroad merge to form Philadelphia, Bustleton & Trenton Railroad. (Val)
- May 1, 1893 Northern Central Railway leases the 3-storey state tobacco warehouse on O'Donnell's Wharf at the foot of Frederick Street in Baltimore, and Patterson's Wharf station closed; Patterson's Wharf used for storage until lease expires at the end of the year; Northern Central builds a 300 x 20 freight shed on O'Donnell's Wharf. (AR, Wilson)
- May 1, 1893 Shamokin Valley & Pottsville Railroad Board authorizes an extension of the Green Ridge Branch to Richards Colliery and to the Ferndale Colliery. (MB)
- May 1, 1893 Col. Oliver E. McClellan (1853-1896) resigns as Superintendent of Middle Division for health; Frank Ellmaker to Superintendent of Middle Division, replacing McClellan, R.M. Patterson to Superintendent of Delaware Extension & Kensington Division, replacing Ellmaker. (RRGaz, PRRMN)
- May 1, 1893 Philadelphia, Reading & New England Railroad defaults on bonds. (RyW)
- May 1, 1893 Over 2 million tons of iron ore from the 1892 season remains unsold on Lake Erie docks; the Panic results in massive contraction and unemployment in the Lake Superior iron regions. (Walker)
- May 1, 1893 New Jersey Southern Railway deeds its Sandy Hook Pier site and trackage on Sandy Hook to the federal government. (Moss)

- May 2, 1893      Tennis Construction Company incorporated by Edgar A. Tennis to build the new railroad to Cape May (South Jersey Railroad); Tennis was formerly a contractor on the Norfolk & Western Railroad in W.Va. (CMayCoGaz)
- May 2, 1893      Bowie & Popes Creek RPO extended to Baltimore & Faulkner RPO. (Kay)
- May 3, 1893      Worst stock market decline since 1884, particularly in industrials; National Cordage Company drops 15 points; Panic of 1893 begins with long decline through July; severe industrial depression follows and continues through 1896. (NYT, Sobel, Wicker)
- May 3, 1893      Frank Sherman Benson, et ux., sell to Austin Corbin and Charles M. Pratt for the LIRR a tract of 1,500 acres at Fort Pond Bay near Montauk; LIRR is to be extended from Bridgehampton and run at least one trip every summer season. (MB)
- May 3, 1893      Indianapolis, Decatur and Western Railway sold at foreclosure; however, court sets the sale aside. (Poors)
- May 4, 1893      About 100 U.S. and foreign naval officers from the ships participating in the naval review leave New York for Chicago via the NYC&HR to attend the World's Columbian Exposition. (NYT)
- May 4, 1893      National Cordage Company, the big rope and twine-making combination, enters receivership after the stock market collapse leads its creditors to call in their loans; it is the first bankruptcy of one of the big new industrial combinations; the collapse, coming after a 100% stock dividend in Jan., discredits all industrial stocks. (Dewing, Wicker)
- May 5, 1893      Panic selling on New York Stock Exchange ends; General Electric Company drops from 84 to 58; S.V. White & Co. fails. (Dewing, NYT)
- May 5, 1893      Reading Board creates a Finance Committee consisting of J. Lowber Welsh, Chairman, Joseph S. Harris, Thomas McKean, A.J. Antelo, and Elisha P. Wilbur; Second VP Charles E. Eddy, Third VP Charles Hartshorne, Fourth VP Robert H. Sayre and Fifth VP John Russell Young all resign and the offices abolished. (NYT)
- May 5, 1893      Philadelphia & Pittsburgh Railroad incorporated in Pa. in interest of the Beech Creek Railroad. (Cards)
- May 5, 1893      CCC&StL (Big Four) agrees to use PCC&StL at New Castle, Ind., to connect its Peoria and White Water Divisions. (Church)



- May 6, 1893 B&O contracts to run trains into Reading Terminal; engine change to be at Girard Ave. (Rdg)
- May 7, 1893 All Reading Norristown Branch trains begin operating into Reading Terminal. (Rdg)
- May 8, 1893 First westbound train runs over elevated trestle through Elizabeth, N.J., and all grade-level tracks are retired and grade crossings eliminated. (NYT)
- May 8, 1893 First expedited perishable freight from NYP&N arrives at West Philadelphia at midnight, having made the run from Cape Charles in 12 hours. (RyW)
- May 8, 1893 Chicago, Indiana & Eastern Railway organized. (C&C)
- May 8, 1893 Chemical National Bank of Chicago fails, beginning a rash of bank failures across the Midwest. (Wicker)
- May 8, 1893 Electric Traction Company of Philadelphia incorporated for the purpose of electrifying certain street railways in opposition to the Widener-Elkins syndicate. (SEPTA/Tucker)
- May 8-9, 1893 PRR runs the "Admiralty Special" to carry foreign naval officers back to New York from the World's Columbian Exposition; runs as a second section of the *Pennsylvania Limited*; at Mantua (Zoo), it runs direct to Jersey City at high speed while the first section runs in and out of Broad Street Station; the special makes the trip one hour faster than the *Pennsylvania Limited*. (NYT, RyW)
- May 9, 1893 NYC&HR claims that the *Empire State Express*, pulled by 4-4-0 No. 999 has run one mile west of Grimesville at 102.8 MPH, beating the previous record of CNJ No. 385. (RRGaz)
- May 10, 1893 Reorganization plan for the Pennsylvania Steel Company submitted to the PRR Board; the PRR owns \$430,900 in stock. (MB)
- May 11, 1893 New York & New Jersey Underground Railroad and New York, New Jersey & Eastern Railroad merge to form, Brooklyn, New York & Jersey City Terminal Railway; proposes to build underground rapid transit railroad from Jersey City under lower Manhattan to Brooklyn with central stations at Flatbush Avenue and The Battery; Charles B. Thurston, Pres. of Jersey City & Bergen Railroad, is Pres.; PRR's William A. Patton becomes Secretary-Treasurer; Oswald J. DeRousse is a director; Samuel Rea and Charles M. Jacobs make tunnel studies preparatory to asking for city franchise, but Panic of 1893 intervenes. (MB, NYT, NYState, ASCE)

- May 11, 1893      PRR committee approves Frank Furness's design of Broad Street Station tower's exterior above the cornice line. (MB)
- May 11, 1893      Reading settles with F.H. Prince & Co. over A.A. McLeod's Boston & Maine Railroad stock; Prince to reduce the amount of Reading common stock it holds, surrender collaterals, and subscribe to \$750,000 of Reading's Collateral Trust loan. (Rdg)
- May 11, 1893      Capital National Bank of Indianapolis fails. (Wicker)
- May 11, 1893      NYC&HR 4-4-0 No. 999 with *Empire State Express* is reported to have set a world speed record of 112.5 MPH over one mile between Batavia and Buffalo, N.Y.; actual speed as measured by official and impartial observers is about 81.8 MPH; greater speed is claimed to match recent British records. (RRGaz, RyMag, NYT)
- May 12, 1893      A. J. Cassatt and William Bliss of Boston & Albany Railroad, appointed by Trunk Line presidents to arbitrate question of extra fares for extra-fast east-west passenger trains; commissioners had recommended a surcharge of \$6 each way on trains running New York-Chicago in 24:30 or less and \$8 for less than 22:30; this would be a total of \$60 round trip with sleeping car charge. (NYT)
- May 12, 1893      PW&B deeds Port Deposit Branch to Columbia & Port Deposit Railway for \$400,000. (Val, AR)
- May 12, 1893      Duke of Veragua and suite leave Chicago for Washington by a special train, running via Niagara Falls and arriving at Washington on May 13. (NYT)
- May 12, 1893      Columbia National Bank of Chicago fails; as most of its deposits were from other banks, provokes a series of bank failures in Indiana and Illinois. (Wicker)
- May 13, 1893      Trunk Line Association meets to consider question of extra fare for fast trains sparked by NYC&HR plans for *Exposition Flyer*; Pres. Roberts presides and does most of the talking; PRR states there is no money in fast trains, but that NYC&HR should charge \$10 extra fare; NYC&HR wants \$5; Roberts finally gives in to committee suggestion that extra fare be on a sliding scale from \$3 for 26 hour run to \$10 for runs under 20:30, or a total fare of \$35, including sleeping car charge; PRR expresses satisfaction and announces it will not schedule a fast train, citing freight congestion. (RyW, RRGaz)
- May 13, 1893      Pennsylvania Steel Company receiver Luther S. Bent announces that the

reorganization committee chaired by George B. Roberts has completed its reorganization plan; company is to fund its \$3 million floating debt into new 30-year 6% bonds. (NYT)

- May 13, 1893 Merion Cricket Club opens its new grounds just north of the PRR's Haverford Station; the clubhouse has been open for some time. (MrnCrcktClb)
- May 13, 1893 Tipple of the Superior Coal Company in Greene County, Ind., destroyed by fire, and the track taken up and used elsewhere. (MB)
- May 14, 1893 All Bethlehem Branch trains and remaining New York Division trains switched from 9<sup>th</sup> & Green Streets to Reading Terminal and 9<sup>th</sup> & Green Street Station closed; all B&O Royal Blue Line trains except overnight trains No. 511-512 begin running in and out of Reading Terminal. (Rdg)
- May 14, 1893 NYC&HR switches its 25-hour *New York & Chicago Limited* from the LS&MS route to the Michigan Central route and establishes a second, afternoon Chicago via the LS&MS route; also a new night train, the *Pittsburgh & Chicago Special* No. 7 and *Chicago, Pittsburgh & Buffalo Special* No. 20 between Pittsburgh and Chicago on a 12:30 schedule. (RRGaz, Guide)
- May 14, 1893 B&O begins running fast through passenger trains *Vestibule Limited* Nos. 5-6 to Chicago via Pittsburgh & Western Railway and new Akron & Chicago Jct. line, instead of via Bellaire and Grafton, shortening the distance by 53 miles. (AR, RRGaz, NYT, Guide)
- May 14, 1893 PRR Dept. of YMCA of Philadelphia establishes Junior Dept. for boys under 16. (Wilson)
- May 15, 1893 PRR opens Manhattan freight yard and piers in block bounded by 37th Street, 11th Ave., 38th Street, and Hudson River, including Piers 67 & 68.
- May 15, 1893 Muskingum County sells Muskingum County Railroad to Bellaire, Zanesville & Cincinnati Railway for \$25,000 on condition it standard-gauge the Muskingum County Railroad by Dec. 1, 1894 and the whole line to Bellaire by Apr. 7, 1898. (Church)
- May 15, 1893 NYC&HR Pres. Chauncey M. Depew issues a statement in favor of fast trains, saying they attract business from slower trains. (NYT)
- May 15, 1893 Isaac L. Rice issues his report on behalf of the Reading bondholders on A. A. McLeod's dealing in New York & New England Railroad and Boston & Maine Railroad. (NYT, RRGaz)

- May 1893 LIRR acquires a majority of the stock of the Prospect Park & Coney Island Railroad. (NYState)
- May 1893 PRR moves the New York office of the Passenger Traffic Dept. from Broadway & 14<sup>th</sup> Street to Broadway & 29<sup>th</sup> Street. (NYT)
- May 1893 Central Pennsylvania & Western Railroad has surveyed a line from Turbotville to Berwick, Bloomsburg to Berwick, and across to and up the Lehigh River to Tobyhanna Creek and a junction with the Wilkes-Barre & Eastern Railroad at Houser's Mill. (RRGaz)
- May 1893 Porter Run Branch of Cambria & Clearfield Railroad opens from near Barnesboro to coal mines (0.92 mile); Patton Branch No. 1 opens from Patton to coal mines (1.24 miles). (Val)
- May 1893 Lyons Run Branch of Turtle Creek Valley Railroad opens from Saunders to terminus (3.87 miles) on Pittsburgh Division. (Val)
- May 1893 PCC&StL Railway establishes an agency station at West Madison Street, Chicago. (AR)
- May 1893 PRR arranges with Speyer & Co. to place \$6 million of Consolidated Mortgage bonds, the first issue of these since 1879. (RRGaz)
- May 1893 New Haven and Boston & Maine Railroad sign a pact dividing New England between them, New Haven is to have everything south of the line of the Boston & Albany Railroad, and Boston & Maine everything to the north. (NYT)
- May 1893 Joliet Steel Works closes for several years, throwing 2,500 men out of work. (Warren)
- May 1893 Cleveland-Cliffs Iron Company closes all but one of its mines on the Gogebic Range, throwing over 200 men out of work; during the depression years, the Mesabi Range surges ahead to become the leading iron producing region, in part because of its low mining and labor costs. (Walker)
- May 16, 1893 Long Island Construction Company incorporated to build railroads and tunnels; buys the construction contracts of several LIRR subsidiaries then a'building. (MB)
- May 16, 1893 PRR VP Charles E. Pugh meets with Logan M. Bullitt to arrange for sale of Philadelphia & Sea Shore Railway. (RyW)
- May 18, 1893 Second track opens between Scio and Bowerston on PCC&StL,

completing double track between Miller and Port Washington, a distance of 38 miles. (AR, C&C)

- May 18, 1893 The Infanta Eulalia of Spain (1864-1958), sister of the late King Alphonso XII of Spain and sister-in-law of the Queen Regent Maria Christina (1858-1929), and her husband Don Antonio Maria d'Orleans, arrive in New York on a state visit. (Stokes)
- May 19, 1893 Eulalia, Infanta of Spain, and suite travel from New York to Washington on a special PRR train on state visit associated with the World's Columbian Exposition; arrives at Washington at 8:20 PM. (NYT)
- May 19, 1893 Duke of Veragua and suite leave Washington on a special PRR train to return to New York. (NYT)
- May 19, 1893 Isaac L. Rice resigns as foreign representative of Reading and as investigator for Pennsylvania Company for Insurance on Lives & Granting Annuities in protest over Reading's recognizing the claims of Frederick H. Prince for commissions in executing the Boston & Maine stock purchase. (NYT)
- May 20, 1893 *Railway World*, which represents the PRR viewpoint, runs an editorial against high-speed running and the NYC&HR's *Exposition Flyer*. (RyW)
- May 20, 1893 Chicago, Indiana & Eastern Railroad makes construction contract with H.E. Drew at \$25,000 per mile. (Church)
- May 21, 1893 PRR inaugurates a through New York-Chicago sleeping car on the *St. Louis & Cincinnati Express* No. 21, leaving New York at 2:00 PM. (NYT)
- May 21, 1893 Norfolk & Western Railroad establishes a through passenger train between Norfolk and Columbus, Ohio. (RRGaz)
- May 22, 1893 Susquehanna Extension of Cambria & Clearfield Railroad opens 5.62 miles from Walnut Run Jct. to Cherry Tree on Cambria & Clearfield Division. (Storey, Val)
- May 22?, 1893 PRR establishes a new train from Pittsburgh to Chicago as the first section of the *Columbian Express* No. 25. (RRGaz)
- May 22, 1893 Plant of United States Rolling Stock Company at Hegewisch, Ill., sold at foreclosure. (RyW)
- May 23, 1893 A.A. McLeod resigns as Pres. and director of Boston & Maine Railroad. (RyW)

- May 23, 1893 J.P. Morgan & Co. releases the Richmond & West Point Terminal Railway & Warehouse Company reorganization plan; it is more ruthless than the earlier Olcott Committee plan in paring down debt and raising money for modernization. (Klein)
- May 23, 1893 National Bank of Deposit in New York City fails. (Wicker)
- May 23, 1893 Congress passes “half-holiday” bill making four hours of work on Saturdays and making Election Day a full holiday, along with New Years Day, Washington’s Birthday, Good Friday, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas; railroads adjust their schedules to provide for a Saturday homeward “rush hour” between 12:00N and 1:00 PM, a practice that continues until 1949. (RyW)
- May 23, 1893 “Benton Coal Company of Hastings, Pa.” incorporated in Pa. by James H. Allport as successor to the operations of D. W. Halt; operates the Benton Nos. 1 at \_\_\_ and No. 2 at Spangler. (PaCorps, Gable)
- May 24, 1893 Logan Valley Electric Railway opens between Altoona and Hollidaysburg. (Snyder)
- May 24, 1893 Portions of Lehigh Valley system in New Jersey withdrawn from Reading lease and trackage rights for Reading substituted because of N.J. court rulings. (Rdg)
- May 25, 1893 After a round of diplomatic receptions and sightseeing at Washington, the Infanta Eulalia and suite return to New York in the afternoon on a special 4-car PRR train; at Jersey City, they board the excursion steamboat *General Slocum*, crossing to the foot of 34<sup>th</sup> Street; in an ironic sequel to the Spanish diplomatic visits, within five years the U.S. will cement its rise to Great Power status by inflicting a humiliating defeat on Spain and seizing some of the remaining pieces of its once-vast empire; in 1904, the *General Slocum* will be swept by fire while carrying a children’s excursion with the loss of 1,021 lives, one of the worst maritime disasters in U.S. history. (NYT)
- May 25, 1893 Montauk Extension Railroad incorporated in N.Y. under articles dated May 11 to extend the LIRR from Bridgehampton to Fort Pond Bay at Montauk Point. (Val, C&C)
- May 25, 1893 PCC&StL Railway agrees with the Chicago & Calumet Terminal Railway and Chicago & Western Indiana Railroad for the construction of “\_\_\_” Interlocking at Dolton and with the Chicago & Calumet Terminal Railway for “\_\_\_” Interlocking at Riverside. (MB)
- May 26, 1893 Pittsburgh & Allegheny Abattoir Company incorporated to operate stock

yards on Herra Island in Allegheny River at Pittsburgh. (Church)

- May 26, 1893 Arbitrators A. J. Cassatt and William Bliss hear Frank Thomson for PRR and Horace J. Hayden and H. Walter Webb for NYC&HR; fix surcharge for new *Exposition Flyer* at \$6, not \$10; total fare is \$26 or with sleeping car charge is \$31 one-way; PRR had wanted a \$30 base fare without berth. (NYT, RRGaz)
- May 26, 1893 NYC&HR holds press run of its new *Exposition Flyer* between New York and Poughkeepsie. (NYT)
- May 27, 1893 Abandoned Newtown & Flushing Railroad (“White Line”) sold at foreclosure to Charles M. Reynolds for the right-of-way only. (C&C)
- May 27, 1893 PCC&StL Railway signs an agreement with the Wheeling Bridge & Terminal Railway. (MB)
- May 27, 1893 A banking syndicate offers to reorganize the Reading; the plan is accepted by a majority of the Reading stockholders, but rejected by the General Mortgage bondholders and is withdrawn on June 29. (Rdg AR)
- May 28, 1893 Record 125 cars of southern and Delmarva perishables arrive at West Philadelphia. (RyW)
- May 28, 1893 NYC&HR inaugurates *Exposition Flyer* Nos. 40-41, all-first class train between New York and Chicago on 20-hour schedule, fastest yet achieved; Wagner cars are fitted with Leonard’s patented special hydraulic buffers on each side and above couplers to permit better riding through curves at high speed; first train, leaving New York at 3:00 PM, consists of 4-4-0 No. 870, buffet-smoker, diner, and sleeping cars *Escort*, *Euterpe* and (in a probable dig at the PRR) *Paoli*; PRR protests and for the first time does not match this schedule. (NYT, Guide, RRGaz)
- May 28, 1893 Nickel Plate inaugurates two fast trains to Chicago for World's Fair traffic; eastern connections via West Shore and Lehigh Valley railroads. (NYT)
- May 28, 1893 Cincinnati, New Orleans & Texas Pacific Railway inaugurates Nos. 1-2 *Cincinnati Limited/Florida Limited*, the first through train between the Midwest and Florida, entering Chicago via the Monon; carries Chicago-Jacksonville sleeper via Jesup. (Guide, - Dixie Route is earlier??)
- May 29, 1893 PRR Board approves a total of \$2.4 million in short-term loans from banks backed by PRR system securities as collateral made since Jan. 24; authorizes additional short-term loans totaling \$1 million. (MB)
- May 29, 1893 Pennsylvania Company Executive Committee authorizes construction of

- interlocking at Mansfield. (MB)
- May 29, 1893 PCC&StL Railway Executive Committee authorizes establishing a new station at West Pullman, Ill., for the new town; developing the Try Street Yard at Pittsburgh. (MB)
- May 29, 1893 First westbound *Exposition Flyer* arrives at Chicago three minutes early; for about a mile east of Englewood, it races and overtakes a westbound PRR train, probably the first recorded instance of what will be regular races between rival trains in the 20<sup>th</sup> century; eastbound *Exposition Flyer* arrives in New York on time. (NYT)
- May 29, 1893 The Infanta Eulalia and party travel to West Point and back on the CNJ Sandy Hook steamboat *Monmouth*. (NYT)
- May 29, 1893 American Improvement & Construction Company, a Connecticut corporation, renamed Atlantic Coast Line Company as a holding company for all the railroads in the Atlantic Coast Line system. (Hoffman - Dozier has 5/5)
- May 30, 1893 West Jersey Railroad's new passenger station at Pearl Street, Bridgeton, opens for service; passenger service begins on the Pearl Street Branch. (BrdgtnPnr)
- May 30, 1893 Fourteen-car circus train of Walter H. Main's Circus & Wild West Show is derailed by a broken axle while descending the steep grade at McCann's Crossing on the Tyrone & Clearfield Railway three miles west of Tyrone at 5:30 AM; the entire train is thrown down a 30-foot embankment; 7 killed and 14 injured; 69 horses killed; many wild animals escape, including three lions and two tigers; one tiger is shot dead by a farmer after it kills one of his cows; the tiger is later stuffed, and PRR sues to prevent its sale on grounds that it has paid claims and therefore owns all the property from the circus wreck. (NYT, RRGaz)
- May 31, 1893 Twelve young men of Bordentown, N.J. have fitted up a box car with bunks and a cooking range and are to travel to the World's Fair on fast freight trains at a cost of \$10 per person for the round trip. (MnrsJrnl)
- May 31, 1893 Union Stock Yard & Transit Company of Chicago ends switching of stockyards district by Chicago Railway Transfer Association (pooled railroads) and assumes this service itself; Transfer Association dissolved. (AR)
- May 31, 1893 Francis I. Gowen, nephew of Franklin B. Gowen, resigns as Chief Assistant General Solicitor of the Reading; he will later head the PRR's Legal Dept. (MnrsJrnl)



- June 1, 1893 Plankinton Bank of Milwaukee fails, marking the beginning of a full-scale banking panic in the Midwest and West, particularly among savings banks. (Wicker)
- June 1, 1893 Removal of Smiths and Windmill Islands in Delaware River re-contracted to American Dredging Company; work is to be under the supervision of Maj. Charles W. Raymond (1842-1913), later an engineer on the Panama Canal and the PRR's Penn Station project; material is to be dumped at the east end of League Island for the new Navy Yard. (Rdg/circ, RRGaz)
- June 1, 1893 Girardville Railroad opens Shenandoah, Pa., to William Penn Colliery (2.54 miles); Girardville Railroad merged into Pennsylvania Schuylkill Valley Railroad on same day as its Girardville Branch opens under agreement of Apr. 12, 1893. (Val - check opening date)
- June 1, 1893 At midnight, Reading surrenders operation of Lehigh Valley lines in New Jersey to avoid prosecution. (Rdg)
- June 1, 1893 J.P. Heindell appointed Superintendent of the Pittsburgh Division of the Western New York & Pennsylvania Railroad, replacing Edwin A. Fisher, resigned to work for the Rochester Water Works. (RRGaz)
- June 1, 1893 C.M. Lawler appointed Superintendent of Atlantic City Railroad, replacing G. D. Whitcomb, transferred to Philadelphia & New York Division. (Rdg)
- June 1, 1893 Freight and Passenger Depts. of the Cleveland, Akron & Columbus Railway separated; W. K. Richards remains as General Freight Agent; W. C. Rinearson named General Passenger Agent. (Guide)
- June 1, 1893 Stony Clove & Catskill Mountain Railroad and Kaaterskill Railroad merged into the Ulster & Delaware Railroad as its Narrow Gauge Division. (Best)
- June 1893 Frank Hibbing (1856-1897) and Alexander J. Trimble of the Lake Superior Iron Company plat the town of Hibbing, Minn., in the center of the Mesabi Iron Range; it will become known as "The Iron Ore Capital of the World." (Walker)
- June 2, 1893 Solomon G. Grone, stationmaster at Broad Street Station since 1881, celebrates his 41<sup>st</sup> anniversary with the PRR. (RyW)
- June 3, 1893 Three-day banking panic begins in Chicago with failure of Herman Schaffner & Co. (Wicker)

- June 3, 1893 National Docks & New Jersey Junction Connecting Railway secures condemnation of right of way needed to tunnel under PRR main line at Waldo Avenue Yard at Point of Rocks in Jersey City; commissioners grant \$182,000 to be paid PRR in damages; PRR says is not enough and will appeal. (NYT)
- June 4, 1893 PRR inaugurates its first Chicago-Tampa sleeping car via L&N-ACL route via Montgomery for World's Fair traffic. (Key - AR say sleeper was est. with no date)
- June 4, 1893 Pittsburgh & Moon Run Railroad opens for passenger service between Groveton on the Pittsburgh & Lake Erie Railroad and Moon Run; built by the Moon Run Coal Company. (Guide - first timetable published - verify PaState?)
- June 4, 1893 Columbus Connecting & Terminal Railroad (Norfolk & Western Railroad system) opens from Atcheson Street near the N&W terminus at Reed Avenue to 5<sup>th</sup> & Mount Vernon Avenues near the Union Passenger Station; loops north of the PCC&StL Railway main line; N&W contracts for its use by the Columbus, Sandusky & Hocking Railway and Cleveland, Akron & Columbus Railway as well; three interlocking towers constructed 1) at the crossing of the PCC&StL Railway and B&O, 2) at the CA&C crossing at the Outer Yard, and 3) at the CA&C Jct. (AR)
- 1893 PRR inaugurates a Chicago-Atlanta sleeping car for World's Fair traffic. (AR)
- June 5, 1893 PRR abandons service on the Barnegat City Branch of the Long Beach Railroad as unprofitable; is continued by the Tuckerton Railroad. (NYT)
- June 5, 1893 PRR committee requests changes in design of tower of Broad Street Station; Frank Furness's original scheme called for a pyramidal roof rising to a central lantern. (MB, LibCo)
- June 5, 1893 PRR establishes a second section of the *Pennsylvania Limited*, requiring four more trainsets. (RyW)
- June 5, 1893 Eulalia, Infanta of Spain, leaves New York for Chicago over the PRR; is transferred in the steamboat *General Slocum* from West 34<sup>th</sup> Street to Jersey City; train runs as a second section of the *Pennsylvania Limited* and is followed by a brewers' special as the third section and also a fourth; the Infanta's train bypasses Broad Street Station and changes engines in the West Philadelphia yard; the Infanta is pleased by the level of service and attention; the train arrives at Harrisburg at 5:00 PM, where locomotive No. 1397 is attached for the Middle Division; the Infanta and Prince consort ride in the cab between Mount Union and Huntingdon through Jacks

Narrows at 60 MPH; train arrives at Pittsburgh at 11:37 PM. (NYT)

- June 5, 1893 *New York Times* reports than J. Donald Cameron and others connected with the PRR have invested over \$1 million in mineral rights on the west side of the Monongahela River in W.Va. and will extend a line from Fairchance on the PRR to Clarksburg in competition with the B&O. (NYT)
- June 6, 1893 Eulalia, Infanta of Spain, arrives at Chicago in special PRR train; later presents R.A. Parke of PRR, who had charge of her train, with a ceremonial dagger inlaid with the Spanish coat of arms in jewels. (RyW)
- June 6, 1893 A new International Navigation Company incorporated in New Jersey by the original PRR group with capitalization of \$15 million; Pennsylvania had refused to authorize an increase of capital, which had been set at \$3.5 million; N.J. company acquires all stock of old International Navigation Company of 1871; new capital is provided by John D. Archbold and Henry H. Rogers of Standard Oil and Philadelphia utilities magnates P.A.B. Widener and William L. Elkins. (NJCorp, Flayhart, NYT, Moodys)
- June 7, 1893 West Jersey & Seashore Railroad puts parlor cars on all Camden-Cape May expresses. (RyW)
- June 7, 1893 Camden & Atlantic Railroad extends double track on Atlantic Avenue from new Sea View Excursion House to Longport. (AR)
- June 7, 1893 PCC&StL Railway Executive Committee changes the plan for the New Cumberland & Pittsburgh Railroad to run to a connection with the P&LE at Phillipsburg, Beaver County, instead of to Chartiers Station; subscription reduced from \$190,000 to \$80,000. (MB)
- June 7, 1893 Three days of celebration mark the opening of the Great Northern Railway between St. Paul and Seattle, the northernmost of the U.S. transcontinental railroads. (RRGaz)
- June 8, 1893 PRR committee rescinds action of June 5 regarding Broad Street Station tower and goes back to original design of May 11. (MB)
- June 8, 1893 Theodore Voorhees (1847-1916) elected Pres. of Atlantic City Railroad, replacing A.A. McLeod, resigned. (MB)
- June 8, 1893 Central Traffic Association authorizes the operation of World's Fair excursion trains without sleeping or dining cars within its territory at one-way fare for a round trip; must be used in four days; Big Four is to run first excursion from Cincinnati at \$7 fare. (NYT)

- June 9, 1893 Reading resumes coal shipments from Port Richmond to New York via Delaware & Raritan Canal, discontinued some years ago. (RyW)
- June 9, 1893 Kokomo & Louisville RPO cut to Indianapolis & Louisville RPO. (Kay)
- June 10, 1893 PRR sets \$2.00 extra fare for *Columbian Express* in line with new schedule adopted by Trust Line Association. (RyW)
- June 11, 1893 PRR resumes service to Barnegat City, following repair of storm damage to trestle to Long Beach Island. (RRGaz)
- June 11, 1893 Boston-Washington train via Poughkeepsie Bridge operates in two sections, one via the New York & New England Railroad and one via the Central Massachusetts Railroad to Northampton, combined at Simsbury; B&O makes 9 Pullman sleeping cars available for the service. (Mabee)
- June 11, 1893 PRR begins first-ever Chicago-Tampa sleeping car service for World's Fair traffic; operates on Pan Handle Nos. 12-17 via Louisville, Birmingham, Montgomery and Thomasville in connection with Louisville & Nashville Railroad. (Guide)
- June 11, 1893 PRR begins its first-ever Chicago-Atlanta sleeping car service for World's Fair traffic; operates on Pan Handle Nos. 16-17 via Louisville, Nashville and Chattanooga with Louisville & Nashville Railroad. (Guide - see above)
- June 11, 1893 Providence & Springfield Railroad extended from Pascoag to Douglas Jct.; gives the New York & New England Railroad a more direct line between Providence and Worcester. (NHCorp, AR)
- June 12, 1893 Lancaster & Reading Narrow Gauge Railroad bondholders meet and refuse Reading's proposal to extend maturity of bonds 25 years at 4%. (RyW)
- June 12, 1893 Mineral Railroad & Mining Company Board authorizes William C. Smith and Jacob K. Keiser to assign their lease of the Colket Colliery to Azias W. Shipman and John B. Corliss of Detroit and Chauncey N. Shipman of Buffalo, doing business as the Shipman Coal Company. (MB)
- June 12, 1893 Banking panic spreads to Omaha. (Wicker)
- June 12, 1893 Columbus city ordinance calls for city to build new Front Street viaduct over railroads. (Church)
- June 13, 1893 New Cumberland & Pittsburgh Railroad incorporated in Pa. to extend New Cumberland Branch of PCC&StL along south bank of Ohio River to

a connection with the P&LE in Moon Township; charter expires without any work being done. (Church, MB)

- June 14, 1893 Banking panic spreads to southern California. (Wicker)
- June 14, 1893 PRR Board votes to dissolve Lewisburg, Centre & Spruce Creek Railroad and Lewistown & Tuscarora Bridge Company; votes to refer question of sale of old General Office Building on South 4th Street to Real Estate Committee. (MB)
- June 14, 1893 A large Bucyrus steam shovel with a two-ton bucket is placed in service at the Biwabik Mine in the Mesabi Range, inaugurating large-scale open-pit mining there; 90 and 120-ton shovels are in use by the end of the decade. (Walker)
- June 15, 1893 New York Clearing House orders issue of clearing house certificates, although no bank disturbances in New York. (Wicker)
- June 15, 1893 Camden & Atlantic replaces steam dummies on Atlantic Avenue, Atlantic City, between Inlet and Longport; extends electrification from Albany Avenue to Longport. (AR)
- June 15, 1893 Reversing William H. Vanderbilt's famous "Public be damned" outburst, Chauncey M. Depew now states that the NYC&HR finds that fast trains pay and are demanded by the traveling public. (NYT)
- June 15, 1893 "German Day" at the World's Fair; paid attendance of 165,069 is the largest during the first two months. (RRGaz)
- June 1893 PRR is now floating about 200 cars of southern produce per night to Pier 38, N.R.; in off-season, handles about 50 cars; service takes 4 days from Florida to New York. (NYT)
- June 1893 The purchasers of the old Philadelphia & Sea Shore Railway have purchased the Cape May, Delaware Bay & Sewells Point Railroad trolley. (CMayCoGaz)
- June 1893 PRR has established a telephone system between Broad Street Station and all suburban stations on the Paoli Line so that commuters can call home from Philadelphia or call their businesses from the suburban stations; system is to be extended to other Philadelphia suburban lines. (RyW)
- June 1893 PRR is building a large station at Rehoboth Beach, Del., and preparing to run extra trains from New York, Philadelphia, Washington and Baltimore. (NYT)

- June 1893 Terminal Warehouse Company of Baltimore City incorporated by officers of the Northern Central Railway and Baltimore merchants to build flour and merchandise warehouses. (RRGaz - verify cards)
- June 1893 Half of the PRR main line between Pittsburgh and Chicago has now been double-tracked. (NYT)
- June 1893 Lines West VP James McCrea presents plan for track elevation between 23<sup>rd</sup> Street and South Park Avenue, Englewood, at Chicago. (Watkins)
- June 1893 Patton No. 3 Branch of Cambria & Clearfield Railroad opens between Patton No. 2 Branch and coal mines (3 miles). (Val)
- June 1893 Travel on PRR *Columbian Express* is so heavy that an additional 228 sleeping cars trips are run during the month between New York and Chicago; of a total of 2,500 Pullman cars, 400 are assigned to the PRR. (PRRMN)
- June 1893 James Parke, former Pres. of the Steubenville & Indiana Railroad, dies at Steubenville. (RyW)
- June 1893 Edmund Smith elected VP-Finance of Pennsylvania Steel Company. (RyW)
- June 1893 United States Pipe Line Company opens to Wilkes-Barre, Pa., from which both crude and refined oil are shipped over the CNJ to the refineries and export terminals of the Columbia Oil Company in Bayonne and of Borne-Scrymser in Elizabethport. (Williamson/Daum)
- June 16, 1893 Walter McQueen (1817-1893), VP of Schenectady Locomotive Works, dies at Schenectady. (RRGaz)
- June 17, 1893 Pres. George B. Roberts lays the cornerstone of the PRR YMCA building at 41<sup>st</sup> Street & Westminster Avenue in West Philadelphia; building is to include a library, reading rooms and a gymnasium. (RyW, PRRMN)
- June 18, 1893 Illinois Central Railroad begins running its deluxe Chicago-St. Louis *Diamond Special* Nos. 17-18 via Effingham and the Vandalia Line instead of via Clinton. (Guide)
- June 19, 1893 PRR and Reading agree to separate the grade crossing of tracks at North Penn Jct. in Philadelphia. (RyW)
- June 19, 1893 New York & New Jersey Terminal Railroad presents its Hudson River tunnel scheme to a committee of New York Aldermen; underground station at Union Square is to be bigger than Grand Central. (NYT, RyW)

- June 19, 1893 Coxes Brothers & Company, Incorporated, incorporated in Pa. as the sales arm of the Coxe anthracite coal interests. (LVCorps)
- June 19, 1893 First Lady Frances Folsom Cleveland (1864-1947), returning to Washington from the Clevelands' summer home at Buzzards Bay, Mass., meets at the PRR Jersey City Terminal with Dr. Joseph Decatur Bryant about a lesion on the President's palate; separate examinations will prove it to be cancerous; Cleveland demands that his condition be kept secret, as knowledge of his illness would affect his goal of repealing the Sherman Silver Purchase Act; furthermore, were VP Adlai Stevenson ( - ) to succeed, the silverites will control the White House. (Algeo)
- June 20, 1893 LIRR train from Sheepshead Bay to Brooklyn derails in the tunnel under Ocean Parkway near Parkville; the cars, which are of the open streetcar type with people riding on the outside steps, rake the walls of the tunnel, killing 8 and injuring 20. (RRGaz)
- June 20, 1893 Trunk Line General Passenger Agents authorize cheap excursion trains to World's Fair, each road to operate no more than three or four a week. (NYT)
- June 20, 1893 Henry Walters (1848-1931) replaces his father William T. Walters (1820-1894) as head of the Atlantic Coast Line Company. (Hoffman)
- June 22, 1893 PRR purchases railroad of Turtle Creek Valley Railroad Company for \$368,000; is open from Stewarts to Export with power to extend to Saltsburg; PRR has located its own branch on same line. (MB - acq. in 1888? must be date of stock purchase - this is purchase of property)
- June 22, 1893 The Duke of Veragua arrives in Philadelphia from New York at 1:30 PM; A. J. Cassatt hosts a dinner party at "Cheswold," (NYT)
- June 22, 1893 Bay Head station renamed Good Ground on the LIRR. (Guide)
- June 23, 1893 Association of Transportation Officers of the PRR revived on permanent basis (probably for the first time since 1880) at meeting at the Art Club at Broad & Brighton Streets; William J. Latta, Secretary. (ATO)
- June 24, 1893 William J. Sewell deeds portion of former Philadelphia & Sea Shore Railway between Seaville and Sea Isle City to Logan M. Bullitt. (Val)
- June 24, 1893 PRR establishes "half-holiday" Saturday special No. 496 from Camden to Long Branch via Bay Head, returning Monday morning as No. 481; also a new weekday express on the same route; establishes parlor car between Philadelphia and Tobyhanna on Nos. 554-577. (RyW, Guide)

- June 24, 1893 PRR begins summer-only *Cresson Special* for resort traffic, leaving Pittsburgh Saturday at noon and returning Monday mornings. (Guide)
- June 24, 1893 The Infanta Eulalia embarks for France on the *La Touraine*. (NYT)
- June 25, 1893 During summer, NY&NE operates *Isabella Express* with through cars between Boston and Chicago three times a week via Fishkill train ferry and NYLE&W Railway for World's Fair traffic; it is simply the name for through cars carried on an overnight local. (Guide)
- June 26, 1893 Pennsylvania & West Virginia Railroad sold at foreclosure at Bedford to Harry Cessna. (C&C)
- June 26, 1893 New Haven inaugurates *Bay State Limited* as all-parlor car train between New York and Boston, leaving each city at 10:00 AM; first five-hour train between New York and Boston. (RyW, RRGaz, RRH - Guide as of this date is *Five Hour Limited* renamed later from naming contest)
- June 26, 1893 Jacksonville, St. Augustine & Indian River Railway opens between Rockledge and Eau Gallie, Fla. (Guide)
- June 27, 1893 N.J. Court of Chancery hears application of contractor S. Pearson & Sons of London for a receiver for the Hudson Tunnel Railway. (RRGaz)
- June 27, 1893 Former Pres. Frank Jones (1832-1902) is reelected Pres. of the Boston & Maine Railroad, replacing A.A. McLeod. (RRGaz)
- June 28, 1893 Last of 20 main train shed roof trusses placed at new Broad Street Station train shed. (PRRMN)
- June 28, 1893 PRR Board offers the old General Office Building to the government as the site for a new Philadelphia Mint. (MB)
- June 1893 The steamboat *William H. Fisher*, Capt. Warner Coleman, now operates between Stone Harbor and Anglesea, meeting all trains. (CMayCoGaz)
- June 29, 1893 New York Clearinghouse banks loan \$6 million to support market.
- June 30, 1893 Pres. Grover Cleveland calls an emergency session of Congress to meet on Aug. 7 to deal with the gold drain with the object of repealing the Sherman Silver Purchase Act. (EAH)
- June 30, 1893 Pres. Grover Cleveland leaves Washington in VP Frank Thomson's private car attached to the 4:20 PM train for New York, arriving at Jersey City at 10:32 PM; Cleveland keeps a low profile but while crossing on the



Cortlandt Street ferry, he speaks briefly to reporters who note that he is “tired and not in a talkative mood”; Cleveland then travels by carriage to Pier A, where a naphtha launch takes him to the steam yacht *Oneida* belonging to his friend “Commodore” Elias C. Benedict anchored offshore; the public is led to believe that Cleveland is going on a recreational fishing trip prior to a rest at his summer home, “Gray Gables” at Buzzards Bay, Mass., to which his family has gone the week before; in fact, Cleveland and his doctors have chosen the seclusion of the yacht and the cover of a fishing trip to conduct a secret operation to remove the tumor from the president’s palate. (NYT, DAB, Algeo)

- June 30, 1893 Special PRR trains begin leaving Jersey City with the organizers and veterans attending the 30<sup>th</sup> anniversary of the Battle of Gettysburg, which is celebrated on July 1-3, including the dedication of several monuments; first trains leave 9:00 AM and the last at midnight; dignitaries include Gen. Daniel Sickles, Gen. Henry Slocum, and Gen. Daniel Butterfield. (NYT)
- June 30, 1893 Berlin & Easton RPO extended to Berlin & Claiborne RPO. (Kay)
- June 30, 1893 Western New York & Pennsylvania Railroad abandons operation of branch line between Union City and Lakeville, N.Y. (Val)
- June 30, 1893 Last run of passenger service on the Chambersburg & Gettysburg Railroad between Conococheague Jct. on the Mont Alto Railroad and Wolf Hill. (Watts)
- June 30, 1893 Banker Anthony J. Drexel (1826-1893) dies of a stroke at Carlsbad, Austria; leaves an estate of \$25-30 million; because of the depression, the affairs of Drexel, Morgan & Co. cannot be wound up until the end of 1894. (Carosso, RyW)
- June 1893 During the month, movement through Harrisburg Yards totals 1,447 eastbound trains with 78,515 cars and 1,224 westbound trains with 64,992 cars; a decrease of 163 trains and 8,925 cars from May. (RRGaz)
- Summer 1893 Future PRR VP George LeBoutillier (1876-1952) begins working for the PRR summers as office boy to Ralph Peters, Superintendent of the Cincinnati Division. (NYT)
- July 1, 1893 As the *Oneida* cruises out Long Island Sound in the afternoon, Pres. Cleveland undergoes a one-and-a half hour secret operation to remove a cancerous tumor from his palate, performed by a team led by Dr. William W. Keen (1837-1932) of Jefferson Medical College in Philadelphia; fortunately, the operation is a success, and the White House successfully denies any rumors and reports of the president’s illness; it remains a secret

until 1917. (NYT, DAB, Algeo)

- July 1, 1893 More special trains leave Jersey City over the PRR carrying veterans to the 30<sup>th</sup> anniversary of the Battle of Gettysburg; Jersey City Terminal is thronged with soldiers in their old uniforms; specials include one carrying New York Gov. Roswell P. Flower and suite, which comes down the West Shore and, unusual for the PRR, carries a Wagner dining car, and others for the 12<sup>th</sup>, 73<sup>rd</sup> and 39<sup>th</sup> N.Y. Regiments; Gen. Thomas F. Meagher's Irish Brigade is the last to leave at 12:00 M. (NYT)
- July 1, 1893 Alfred Wolcott Gibbs (1856-1922), returning to PRR from the Richmond & Danville Railroad, is appointed Assistant Mechanical Engineer in charge of the Test Dept, replacing A.O. Dunbar. (MB, CMP, NYT)
- July 1, 1893 PRR and Reading raise their Philadelphia-Atlantic City fares from \$1 to \$1.25 one way and \$1.50 to \$1.75 for round trip excursions. (RRGaz)
- July 1, 1893 West Jersey Railroad ceases operation of Winslow & Richland and Richland & Petersburg Railroads, which are sold to the Logan M. Bullitt syndicate; the syndicate sends a new locomotive and 70 laborers to Tuckahoe to begin reconstruction. (AR, CMayCoGaz)
- July 1, 1893 The \$3 million loan advanced by the Speyer & Co. syndicate to the Reading to fund McLeod's expansion again becomes due; because of poor market conditions, they demand immediate payment; finally consent to an extension if \$500,000 is repaid. (Rdg AR)
- July 1, 1893 Philadelphia & Reading Railroad defaults on its General Mortgage bonds. (Rdg)
- July 1, 1893 Reading fails to redeem the Lancaster & Reading Narrow Gauge Railroad First Mortgage bonds at maturity; pays the Lehigh Valley Railroad dividend but defaults on interest on the Reading General Mortgage bonds. (RRGaz, Rdg AR)
- July 1, 1893 Northern Central Railway sublets the hay warehouse to the Terminal Warehouse Company of Baltimore City for 15 years. (MB)
- July 1, 1893 Pennsylvania Company agrees with New York, Lake Erie & Western Railroad and New York, Pennsylvania & Ohio Railroad re joint use of tracks with Erie & Pittsburgh line at Halls Furnace. (MB)
- July 1, 1893 Pittsburgh, Chartiers & Youghiogeny Railway opens cutoff from Woodville to County Home (formerly Junction No. 2). (AR, Church)
- July 1, 1893 B&O voting trust covering 60,000 Garrett family shares and others expires. (RRGaz)

- July 2, 1893 PRR inaugurates *Catskill Express*, summer-only train with parlor car between Philadelphia and (?) via West Shore and *Saratoga Express*, summer-only through train with parlor car between Philadelphia and Saratoga Springs via West Shore. (or earlier?? - these are PRR names for through cars on West Shore trains)
- July 2, 1893 PRR and Atlantic Coast Line inaugurate (?) *Atlantic Coast Line Express* leaving New York at 9:30 AM with through cars to Tampa and St. Augustine, including a buffet parlor car to Port Tampa; saves 12:00 over previous New York-Tampa schedule; *Fast Mail* No. 27, leaving New York at 12:15 AM, discontinued south of Weldon; a second *Fast Mail* leaves at 4:30 AM. (NYT - verify Guide - according to PassDept this was when Columbia and Charleston sleepers added - see 1/1/93)
- July 1893 PRR polls its passengers on the question of excursions to the World's Fair from Pittsburgh; 114 of 221 respondents prefer a day train, and 51 a night train; decide to leave Pittsburgh at 6:00 AM. (RRGaz)
- July 1893 At the World's Fair, all of the exhibits are now installed in the Transportation Building; the Illinois Central Railroad now runs into the terminal station on the Exposition grounds, which has been little used until now; PRR has also run a few excursion trains into the Exposition station. (RRGaz)
- July 1893 C.S. D'Invilliers is surveying the Ebensburg & Black Lick Railroad up the North Fork of Black Lick to Yellow Creek. (RRGaz)
- July 1893 Terminal Railroad Association of St. Louis and the St. Louis Merchants Bridge Terminal Railway have agreed to place both under a common management and allow the CB&Q, Missouri, Kansas & Texas and other roads using the Merchants Bridge into Union Station. (RRGaz)
- July 3, 1893 Double track opens between Black Run Tower and "FO" Tower at Newark, Ohio, on Pittsburgh Division of PCC&StL. (AR)
- July 3, 1893 Monmouth Park Association opens for what will be its last racing season. (NYT)
- July 4, 1893 World's Fair registers 302,906 paid admissions. (RRGaz)
- July 5, 1893 Drexel & Co. buys the John M. George farm lying on both sides of the PRR at Overbrook station; Drexel & Co. finances Wendell & Smith, real estate developers, in developing a suburban community (actually within the city limits) called "Overbrook Park"; features a central steam heating plant and its own water supply. (Obrook)

- July 6, 1893 PRR Dept. of YMCA of Philadelphia establishes "Camp Latta" at 1st Street, Ocean City, N.J., as summer camp for junior members; later also used by adult members at beginning and end of season; Ocean City is chosen because it is a Methodist temperance resort. (Wilson)
- July 7, 1893 City of Wheeling approves a compromise plan of the Pittsburgh, Wheeling & Kentucky Railroad for a new station; to take part of the land from a street and part from the public wharf; river men had blocked taking a few feet from the wharf only for over 10 years. (RRGaz)
- July 8, 1893 First NYC&HR free employee excursion returns from the World's Fair; with transportation paid and special hotel room rates, personal expenses for a visit to the Fair run \$10-12 or even as little as \$7.50. (NYT)
- July 8, 1893 Cornerstone laid for St. Louis Union Station. (Grant/Hofsommer)
- July 9, 1893 PCC&StL Railway reroutes all remaining through trains to Chicago via Bernice and South Chicago & Southern Railroad stopping at Grand Crossing for Illinois Central locals to the Fair, Englewood and South Chicago; only locals continue to use the original Pan Handle line into the north side of Union Station. (AR)
- July 9, 1893 Toledo & Ohio Central Railway inaugurates Toledo-Chicago service for the World's Columbian Exposition, running over the B&O via Welker. (Guide)
- July 1893 Richards Colliery Branch (1.54 miles) opens between point near Sagon Jct. and Richards Colliery near Mt. Carmel, Pa., on Shamokin Division. (Val)
- July 11, 1893 Pres. George B. Roberts presides at a Trunk Line meeting that approves cheap excursion trains of coaches to be operated to World's Columbian Exposition on 30:00 or greater schedules with a 10-day round trip fare of \$20 from New York equal to one-way limited fare on the PRR and NYC&HR; differential roads will charge less; two excursion trains are to leave New York by alternate lines every Monday, Tuesday, Wednesday and Saturday starting on July 24; children are to be charged 75% of the adult fare; PRR General Passenger Agent James R. Wood has just returned from Chicago and notes that all railroads are disappointed in the amount of World's Fair business thus far. (NYT)
- July 11, 1893 Bank runs begin in Kansas City. (Wicker)
- July 13, 1893 Central Traffic Association circular complains of scalping of the return portions of World's Fair excursion tickets that have not been used

westbound. (NYT)

- July 13, 1893 International Navigation Company, Limited, incorporated in Great Britain as a subsidiary of the International Navigation Company (N.J.) to take title to the steamships *Berlin* and *Chester*, which remain under the British flag; the Inman & International Steamship Company, Ltd. is then dissolved. (Flayhart, Moyer/Keystone)
- July 13, 1893 Board of the Monmouth Park Association votes to bar reporters from the *New York Times*; the *Times* and other papers begin a morals crusade against the track as a place under the sway of gamblers, cheats and whores; culminates in the passing of anti-gambling legislation that forces the track to close. (NYT)
- July 14, 1893 Northern Central Railway contracts with the Terminal Warehouse Company of Baltimore City for a hay warehouse at the southwest corner of North & Pleasant Streets and a new flour warehouse proposed for Millers Wharf adjoining the Jacksons Wharf freight station. (MB)
- July 15, 1893 PRR inaugurates a 30-hour, half-fare train between New York and Chicago for World's Fair traffic, running via the Trenton Cutoff. (CCHS - verify if actually started)
- July 15, 1893 George W. Parsons (1815?-1893), a veteran of the Pennsylvania Public Works, dies at Lock Haven. (RRGaz)
- July 15, 1893 H. H. Sessions promoted from Manager of the Pullman Works to Chief Mechanical Engineer of Pullman's Palace Car Company. (Guide)
- July 1893 PRR give clerks at the General Office in Philadelphia free passage to the World's Fair. (RRGaz)
- July 1893 PRR official photographer William H. Rau returns to Philadelphia from his second expedition; Rau and his successors take a total of 3,843 negatives of PRR subjects and scenery. (Van Horne)
- July 1893 Camden & Atlantic Railroad now runs only one token Haddonfield local from Coopers Point. (RyW)
- July 1893 Outbound track of New York Division at Powelton Avenue completed and old station is being replaced. (PRRMN)
- July 1893 PRR suspends all new construction including four-tracking on Lines East; PFW&C suspends double-tracking between Massillon and North Lawrence; have completed double-tracking between Pittsburgh and Massillon. (RRGaz)

- July 1893 PRR is developing own long-distance telephone system promoted by VP Charles E. Pugh; installations at New York, Jersey City, Philadelphia, Wilmington, Baltimore, Washington, Harrisburg, Altoona, Pittsburgh and Chicago. (RyW, RRGaz)
- July 1893 PRR is developing station landscaping and floral beds, particularly on the Main Line. (RRGaz)
- July 1893 Graham Branch of Tyrone & Clearfield Railway opens from Graham Jct. to coal mines. (1.58 miles). (Val)
- July 1893 Pittsburgh, Virginia & Charleston Railway is surveying from Brownsville up the Monongahela River to Lock No. 9 in W.Va. (RRGaz)
- July 1893 *John Bull* and train moved from PRR exhibit to the Transportation Building where it runs back and forth carrying about 50,000 people. (Watkins)
- July 1893 Southwest System of Lines West has built special excursion cars for World's Fair service; they are standard Class GE gondolas with flat roofs, open platforms, 9 windows on each side and walk-over wood-slat seats for 50; cars are equipped with air brakes and Janney couplers but will be converted to freight service after the fair. (RRGaz)
- July 1893 PRR issues the second edition of the guidebook *Pennsylvania Railroad to the Columbian Exposition*. (NYT)
- July 1893 Delay in completing Sandusky coal docks of the Sandusky & Columbus Short Line Railway. (RRGaz)
- July 1893 Work resumes briefly on the South Mountain Railroad near Hamburg. (RRGaz)
- July 1893 NYC&HR completes automatic block signals between New York and Buffalo. (RRGaz)
- July 1893 General Electric Company builds its first steeple-cab electric locomotive at its Lynn Works in Massachusetts for display at the World's Columbian Exposition; weighs 30 tons with a single truck. (RyW, RRGaz)
- July 17, 1893 Berlin & Claiborne RPO cut back to Berlin & Easton RPO. (Kay)
- July 17, 1893 DL&W and New York, Ontario & Western Railway deny they are colluding with ticket scalpers. (NYT)

- July 17, 1893 Three days of bank runs begin in Denver. (Wicker)
- July 18, 1893 Fourth track opens between Malvern and Coatesville. (CCHS)
- July 18, 1893 Trunk Line Commissioner L.P. Farmer says investigations have shown no evidence of collusion between railroads and ticket scalpers. (NYT)
- July 18, 1893 Cincinnati, Hamilton & Dayton Railroad and Monon cut their Cincinnati-Chicago round trip fares to equal the regular one-way fare. (NYT)
- July 18, 1893 Proprietor James A. Bradley issues orders against African American waiters occupying seats in the band pavilion at the end of the Boardwalk in Asbury Park. (NYT)
- July 19, 1893 James A. Bradley posts placards ordering African Americans to keep away from the big pavilion at the foot of Asbury Avenue & 5<sup>th</sup> Avenue and ordering the police to arrest bystanders, although this violates the state's civil rights law. (NYT)
- July 20, 1893 Pres. George B. Roberts presides at a meeting of Trunk Line Association and Central Traffic Association presidents in New York; Roberts says that the distribution of World's Fair business among the roads has been fair; L.P. Farmer of Passenger Dept. reports on program to even World's Fair traffic; to even earnings of member lines has redistributed westbound emigrant traffic; since Fair opened, all lines have sold total of 10,000 20% reduced round trip tickets and 30,000 one way tickets; resolve to allow excursion tickets to be good on 32-hour and well as 35-hour trains. (NYT)
- July 20, 1893 Shamokin Valley & Pottsville Railroad Board authorizes construction of the Scott Branch from Brady Station to the Scott Colliery of the Union Coal Company. (MB)
- July 20, 1893 Drexel, Morgan & Co., which owns over \$2 million of the Second Mortgage bonds, calls upon the trustee, the Farmers Loan & Trust Company, to foreclose the mortgage on the New York & Northern Railway Company. (NYT)
- July 21, 1893 Lake Superior Consolidated Iron Mines incorporated in N.J. as a holding company to combine the interests of John D. Rockefeller, the Merritt family and Charles W. Wetmore; Wetmore, who is all but bankrupt, immediately transfers his share to Rockefeller without the knowledge of the Merritts. (NJCorps, Walker)
- July 22, 1893 New York, New England & Northern Railroad incorporated in N.Y. to build from the near the mouth of Leggetts Creek on the East River in New York City to the New York & New England Railroad near Brewster,

avoiding the need to build through Connecticut, where the New Haven can tie up any application to the Legislature; this is a last push by McLeod to get access to New York City. (NYState, C&FC)

- July 22, 1893 First train of Mesabi Range iron ore shipped entirely over the Duluth, Missabe & Northern Railway arrives at its new ore dock on the west side of Duluth. (Walker)
- July 22, 1893 Bank suspensions begin in Louisville. (Wicker)
- July 23, 1893 Eastbound *Keystone Express*, consisting of Class P (D14) 4-4-0 and 9 cars, makes record time on Middle Division, running 132 miles in 145 minutes. (RyW)
- July 24, 1893 PRR stops all work laying extra tracks on Philadelphia Division. (CCHS)
- July 24, 1893 Lines West signs an agreement with the Toledo & Ohio Central Railway for an interlocking tower at the crossing at Mounds, Ohio. (MB)
- July 24, 1893 First public World's Fair excursion trains leave New York over the New York, Lake Erie & Western Railroad and the B&O; the Erie train leaves New York at 10:15 AM with 215 passengers and arrives at Chicago with 790; fare is \$18; the B&O train leaves 8:30 AM with 130 at a \$17 fare. (RRGaz, NYT)
- July 1893 Midvale Branch opens from Queen Lane on Chestnut Hill Branch to Midvale Steel Works (0.85 mile). (Val)
- July 25, 1893 First PRR regular package excursion tour to World's Fair leaves New York running as second section of *Fast Line*; leaves New York at 9:00 AM and arrives at Chicago 5:20 PM next day; coaches only and making meal stops; special round trip fare is \$20.00, or half the regular fare; tickets are good for 10 days with return on the regular trains leaving Chicago at 3:15 PM and 11:30 PM; the train has only 125 passengers leaving Philadelphia and is combined with another train there; a similar excursion departs New York via the NYO&W at a \$17 fare; PRR runs subsequent excursion trains from New York on July 31, Aug. 12, Aug. 16, Aug. 22, Aug. 28, Sep. 9, Sep. 13, Sep. 23, Sep. 28, Oct. 2, Oct. 6, Oct. 11, Oct. 17 and Oct. 21. (RyW, NYT, RRGaz, CMayCoGaz)
- July 25, 1893 Winslow & Richland, Richland & Petersburg and Petersburg & Sea Isle Railroads hold opening excursion for the press between Camden and Sea Isle City; road is laid with 70-lb. steel rail; however, it does not get much business. (CMayCoGaz, RyW)
- July 25, 1893 New York, Lake Erie & Western Railroad files for receivership heralding



new round of business failures. (NYT, Wyckoff)

- July 26, 1893 Winslow & Richland, Richland & Petersburg and Petersburg & Sea Isle Railroads open for regular service between Winslow Jct. and Sea Isle City, N.J. with four round trips, two expresses, one local and one excursion. (Rdg, CMayCoGaz, Guide)
- July 26, 1893 VP Frank Thomson and family sail for Europe on the *Paris* for a vacation and to examine European railroads. (RRGaz, NYT)
- July 26, 1893 George Morrison Taylor (1835-1893), Auditor of Freight Receipts, dies at Atlantic City after 42 years of service. (RyW, PRRMN)
- July 26, 1893 Darius Ogden Mills (1825-1910) and J. Lowber Welsh (1842-1904) appointed receivers of the New York, Lake Erie & Western Railroad. (Mott)
- July 27, 1893 Future PRR public relations consultant Thomas Joseph Ross (1893-1975) born at Brooklyn, N.Y. (WwasW)
- July 28, 1893 PRR obtains six-month loan of £250,000 from London Joint Stock Bank. (MB)
- July 29, 1893 First of eight PRR free excursion trains to World's Fair for Lines East employees leaves New York; open to employees on New York, Belvidere, Amboy and Delaware Extension Divisions; includes free transportation and reduced hotel rates; total eight days; PRR system arranges systematic leave and free transportation for employees and their families; by the end of Sep. 7, 782 passengers have been carried. (RyW, RRGaz, AR)
- July 30, 1893 Cresheim (Fort Washington) Branch opens between Allen Lane on Chestnut Hill Branch to Fort Hill on Trenton Cutoff; stations at Germantown Road, Ivy Hill, Hill Crest, Laverock, Roslyn Heights, Arlingham and Fort Hill. (Val, AR, RyW)
- July 30?, 1893 PRR begins stopping all through trains at Cresson so that fair-goers can stop over at the hotel. (NYT)
- July 31, 1893 Second PRR public excursion train leaves New York for World's Fair. (NYT)
- July 31, 1893 Montauk Extension Railroad organized at New York; Austin Corbin, Pres. (C&C)
- July 31, 1893 Reading terminates lease of Pennsylvania, Poughkeepsie & Boston Railroad. (Rdg)

- Summer 1893 CB&Q Pres. Charles E. Perkins suggests to James J. Hill of the Great Northern Railway and PRR Pres. George B. Roberts that they form a syndicate to buy a large block of Union Pacific Railway with the object of keeping it neutral; nothing comes of it. (Overton - verify Klein??)
- Aug. 1, 1893 North Pemberton renamed Pemberton on Amboy Division; Locustwood renamed Fatland on Schuylkill Division. (MB)
- Aug. 1, 1893 Lease of St. Louis Merchants Bridge Company to St. Louis Merchants Bridge Terminal Railway cancelled and new 40-year lease made to Madison, Illinois & St. Louis Railway. (Church)
- Aug. 1, 1893 PRR, Wilmington & Weldon Railroad, and Seaboard & Roanoke Railroad sign an agreement for the Atlantic Coast Line Despatch, by which the PRR is to furnish 30 cars and the lines south of Portsmouth and Richmond 70 cars. (Hoffman)
- Aug. 1, 1893 Reading, Lehigh Valley Railroad and Grand Trunk Railway of Canada establish Reading Despatch fast freight line between Philadelphia and Chicago. (Rdg, Guide)
- Aug. 1, 1893 Receivers Samuel Spencer, W. Huidekoper and Reuben Foster assume operation of the Richmond & Danville Railroad system. (NYT)
- Aug. 1, 1893 Kanawha & Michigan Railway opens to Gauley Bridge on the Chesapeake & Ohio Railway. (Poors)
- Aug. 1, 1893 Leading Chicago meatpacker John Cudahy fails following a collapse in the price of lard; followed by other suspensions in Chicago. (CHTaylor)
- Aug.? 1893 Lake Erie Construction Company transfers the Sandusky & Columbus Short Line Railway to the stockholders. (RRGaz)
- Aug. 3, 1893 Northern Central Railway opens second track between Falls and Goldsboro, Pa. (AR)
- Aug. 3, 1893 New York banks curtail shipments of specie to interior; Treasury's gold reserve falls below \$100 million. (Wicker)
- Aug. 4, 1893 Pennsylvania Company Executive Committee authorizes new freight house at Ashtabula. (MB)
- Aug. 4, 1893 PCC&StL Railway Executive Committee authorizes a new station at Cadiz, Ohio. (MB)

- Aug. 4, 1893 After recuperating and being fitted with a prosthesis, Pres. Cleveland leaves his summer home "Gray Gables" to return to Washington, traveling on the overnight steamer from Newport to New York. (Algeo)
- Aug. 1893 PRR freight and passenger traffic begins to fall off sharply because of depression. (MB)
- Aug. 1893 NY&NE operates *Washington Night Express* with Boston-Washington sleeper via Poughkeepsie Bridge, Reading and B&O. (RRH - may have begun earlier - was short-lived - see 1/93)
- Aug. 5, 1893 First track (No. 16) placed in service in new Broad Street Station train shed. (AR, PRRMN)
- Aug. 5, 1893 Second employee excursion leaves for World's Fair for employees on Philadelphia and Schuylkill Divisions.
- Aug. 5, 1893 PRR passenger train at Delphos, Ohio, boarded by 25 tramps demanding passage east. (RRGaz)
- Aug. 5, 1893 Pres. Cleveland returns to Washington on the PRR. (Algeo)
- Aug. 6, 1893 Stewart Avenue Interlocking tower placed in service governing the crossing of the PFW&C, Chicago & Western Indiana, Chicago & Alton, Illinois Central and Santa Fe. (RRGaz)
- Aug. 6?, 1893 PRR cuts hours in the Mechanical Dept. from 6 days of 10 hours to 5 days of 9 hours. (NYT)
- Aug. 7, 1893 Special session of Congress convenes to deal with the depression but has little effect. (Carosso)
- Aug. 8, 1893 Lehigh Valley Railroad terminates the Reading lease, retroactive to Aug. 1; also the contract between the Philadelphia & Reading Coal & Iron Company and the Lehigh Valley Coal Company, after Coal & Iron Company defaults on payments to LV Coal Company and Reading fails to get LV approval to reduce rent; George C. Thomas of Drexel & Co. resigns from the LV Board; Elisha P. Wilbur of the LV resigns as Reading receiver and is replaced by J. Lowber Welsh; with the loss of the LV, the Reading has no traffic it can profitably route over the Poughkeepsie Bridge. (MB, RyW, Rdg)
- Aug. 8, 1893 Court names banker J. Lowber Welsh as receiver of Reading to replace Elisha P. Wilbur of the Lehigh Valley Railroad. (RyW)
- Aug. 1893 Columbus terminal and freight house of the Columbus Terminal &

Transfer Railroad Company completed and turned over to the Columbus, Shawnee & Hocking Railway and Sandusky & Columbus Short Line Railway. (RRGaz)

- Aug. 10, 1893 Central Traffic Association orders an advance of World's Fair rates to their Apr. 10 level, effective Aug. 21; PRR objects, as it has always wanted a single round-trip ticket good on all trains. (NYT)
- Aug. 11, 1893 Thomas Doremus Messler (1833-1893), Third VP of Lines West and Pres. of the St. Louis, Vandalia & Terre Haute Railroad, dies of heart failure at the Mountain House in Cresson after 36 years of service. (MB, StdHstPitts)
- Aug. 11, 1893 Pres. Cleveland again leaves Washington without notice via the PRR to New York and on to "Gray Gables" on the pretext that he needs additional rest and will stay away for the month of August, despite the special session of Congress. (Algeo)
- Aug. 12, 1893 Third employee excursion leaves for World's Fair with employees of Maryland and Central Divisions.
- Aug. 12, 1893 Third PRR public excursion train, the largest so far, leaves New York for World's Fair; arrives in Chicago in two sections with 965 passengers; now advertise as equipped with "Eastlake" coaches. (NYT)
- Aug. 12, 1893 PRR carries 3,000 through passengers into Chicago. (RRGaz)
- Aug. 13, 1893 Reading receivers surrender Philadelphia, Reading & New England Railroad to separate receivers, removing it from the Reading system. (RRGaz)
- Aug. 13, 1893 Terminal Railroad Association of St. Louis guarantees the bonds of the Merchants Bridge Terminal Railway and gains stock control. (Grant/Hofsomemr)
- Aug. 14, 1893 NYC&HR discontinues the 10:00 AM *New York & Chicago Limited* on the Michigan Central route, the 12:00 N *World's Fair Special* via the LS&MS, and the *Southwestern Express* to Cincinnati and St. Louis because of poor business on regular trains; still has 8 round trips to Chicago; most people take advantage of the lower excursion fares on the differential lines. (RRGaz, NYT)
- Aug. 14, 1893 NYC&HR carries 1,032 fair excursionists from New York. (RRGaz)
- Aug. 14, 1893 Trunk Lines announce that their passenger earnings for July are up 400% over July 1892. (NYT)

- Aug. 15, 1893 Petersburg & Sea Isle Railroad incorporated in New Jersey; acquires part of former Philadelphia & Sea Shore Railway between Seaville and Sea Isle City from Logan M. Bullitt. (Val)
- Aug. 15, 1893 New brick and stone Union Station opens in Terre Haute, Ind., at crossing of Terre Haute & Indianapolis Railroad and Chicago & Eastern Illinois Railroad; twin 600-foot steel train sheds cover three tracks on each railroad; Chicago & Eastern Illinois Railroad, Evansville & Terre Haute Railroad and Evansville & Indianapolis Railroad have joint use of the station. (C&C, MB, )
- Aug. 15, 1893 The Reading abrogates its 1891 contract with Coxe Brothers & Company, as it receives only 80 cents per ton for carrying coal from Roan, near Hazleton, to Bound Brook Jct.; Coxe returns to the Lehigh Valley Railroad, and the Reading's newly-built Tamaqua, Hazleton & Northern branch is all but abandoned. (AR, RRGaz)
- Aug. 15, 1893 Pennsylvania Steel Company stockholders approve reorganization without foreclosure; to issue \$6 million in new bonds. (RyW)
- Aug. 1893 PRR completes installation of electro-pneumatic block signals between Shanley's Cut, Jersey City, and Perth Amboy Jct. (RyW, AR)
- Aug. 1893 PRR puts six Class P 4-4-0's with 78" drivers in service on the New York Division. (RRGaz)
- Aug. 1893 Delaware River Railroad is surveying an extension from Penns Grove to Pennsville. (RRGaz)
- Aug. 1893 Westinghouse electro-pneumatic signals and interlocking placed in service between 19<sup>th</sup> & 30<sup>th</sup> Streets in Philadelphia, worked from a new "B" Tower at 21<sup>st</sup> Street. (PRRMN)
- Aug. 1893 Main line of the Pittsburgh Division is now protected by automatic block signals. (RRGaz - verify, or does it mean the whole division has manual/telegraphic block signals??)
- Aug. 1893 Canton Coal Pier No. 3 of PW&B destroyed by storms. (AR)
- Aug. 1893 Pine Run Extension of Tyrone & Clearfield Railway extended 1.24 miles. (Val)
- Aug. 1893 Work on the Cambria & Clearfield Railroad suspended. (RRGaz)
- Aug. 1893 Work on Ebensburg & Black Lick Railroad suspended. (RRGaz)

- Aug. 1893 Work on the New Cumberland Branch of the PCC&StL Railway abandoned with rails laid as far as Kenilworth. (RRGaz)
- Aug. 1893 PRR had cut shops to 5 days of 9 hours. (RRGaz)
- Aug. 1893 Fort Wayne Shops now working only 5 hours per day. (RRGaz)
- Aug. 1893 PCC&StL discontinues station at West Madison Street, Chicago, established in May after through trains are rerouted to the South Chicago & Southern Railroad. (AR)
- Aug. 1893 PFW&C submits plans for track elevation between 23<sup>rd</sup> Street and South Park Avenue in Englewood to the City of Chicago. (RRGaz)
- Aug. 1893 Pres. Henry Gassaway Davis (1823-1916) of the West Virginia Central & Pittsburgh Railway; Pres. Thomas B. Kennedy of the Cumberland Valley Railroad, and Samuel Rea inspect the route of the Baltimore & Cumberland Valley Railway from Hagerstown to Cumberland, taking three days to cover the ground by carriage and on horseback. (RRGaz)
- Aug. 1893 Pittsburgh District coal operators break the wage agreement of May 1, 1893, and begin cutting wages. (Evans)
- Aug. 1893 10,000 packing house workers are idle at Chicago. (CHTaylor)
- Aug. 16, 1893 Fire in Atlantic City Opera House damages Camden & Atlantic station at South Carolina Avenue. (AR)
- Aug. 16, 1893 South Jersey Railroad organized; Thomas Robb, Pres. (MB)
- Aug. 16, 1893 Fourth PRR public excursion train leaves New York for World's Fair. (NYT)
- Aug. 16, 1893 Northern Pacific Railroad enters receivership. (NYT, Wyckoff - ICC has 8/15)
- Aug. 17, 1893 Philadelphia & Newtown Connecting Railroad opens between Olney and Logan, and the first trains run direct from the Philadelphia, Newtown & New York Branch to Reading Terminal. (RRGaz)
- Aug. 17, 1893 St. Louis Merchants Bridge Terminal Railway and Madison, Illinois & St. Louis Railway grant use of property to Terminal Railroad Association of St. Louis after TRRA secures controlling interest; TRRA also acquires all securities of St. Louis Terminal Railway. (Church)
- Aug. 18, 1893 NYP&N purchases the underwater telegraph cable between Cape Henry

and Cape Charles from the U.S. Agriculture Dept. (MB)

- Aug. 18, 1893 PRR signs agreement with William R. McKeen of Terre Haute by which Pennsylvania Company becomes owner of Terre Haute & Indianapolis Railroad system, including Terre Haute & Peoria and Terre Haute & Logansport; McKeen to exchange \$700,000 par shares of TH&I for \$1.05 million in Pennsylvania Company stock; finally brings Vandalia Lines under control of PRR Lines West organization. (MB)
- Aug. 18, 1893 Altoona & Henrietta RPO established. (Kay)
- Aug. 19, 1893 Fourth employee excursion leaves for World's Fair with employees of Northern Central, PW&B and Frederick Division.
- Aug. 19, 1893 Philadelphia, Reading & New England Railroad enters receivership on application of John W. Brock; J. K. O. Sherwood appointed receiver. (RyW, Rdg AR, Guide)
- Aug. 19, 1893 William Mullins, Lines West Purchasing Agent, dies at Cresson Springs after 31 years of service at about 70 years of age. (MB, RRGaz)
- Aug. 20, 1893 *New York Herald* relocates from the traditional "Newspaper Row" near City Hall to a new office in the block bounded by Broadway, 6th Avenue, 35<sup>th</sup> & 36<sup>th</sup> Streets; area becomes known as "Herald Square"; marks the first major jump of commercial development up Broadway above 23<sup>rd</sup> Street. (NYT)
- Aug. 22, 1893 South Jersey Railroad company incorporated by merger of Winslow & Richland Railroad, Richland & Petersburg Railroad and Petersburg & Sea Isle Railroad under agreement of Aug. 16, 1893; to be operated by Reading interests in opposition to PRR. (Val, NJCorp)
- Aug. 22, 1893 Fifth PRR public excursion leaves New York for World's Fair. (RyW)
- Aug. 22, 1893 New Haven VP Lucius Tuttle elected Pres. of the Boston & Maine Railroad effective Oct. 11; William C. Whitney resigns from the Board; Frank Jones has been serving as Pres. pro-tem since A.A. McLeod resigned. (NYT)
- Aug. 23, 1893 Hurricane moving up the coast damages Barnegat City Branch of Long Beach Railroad, which remains out of service; heavy damage to N.J. shore resorts; boardwalks at Belmar and Point Pleasant wrecked. (Brinckmann, Schwartz)
- Aug. 23, 1893 Just before midnight, the hurricane makes landfall on Long Island, the eye passing slightly east of New York City; heavy damage at Coney Island;

the terminal of the Sea View Elevated Railroad is wrecked, and the Marine Railway is washed away between Brighton Beach and Manhattan Beach, but is repaired next day. (NYT, Schwartz)

- Aug. 23, 1893      Pennsylvania Company contracts for connection to Ohio Steel Company at Youngstown. (MB)
- Aug. 24, 1893      West Jersey Railroad force arrests a South Jersey Railroad crew removing the connecting track at Richland. (CMayCoGaz)
- Aug. 25, 1893      West Jersey Railroad renews lease with the Millville Manufacturing Company. (MB)
- Aug. 25, 1893      Joseph Ketchum Edgerton (1818-1893), former Pres. of GR&I, dies at Boston. (CongBio)
- Aug. 26, 1893      A 6-car excursion train returning to Long Island City from Manhattan Beach is rear-ended by a train from Rockaway Beach in Laurel Hill (Maspeth) on a double curve in slight fog; the two rear cars of the Manhattan Beach train are completely cut in half, the fourth car telescoped, and the third car smashed; 16 killed and 70 injured; towerman Robert J. Knott in Tower No. 5 at Berlin is negligent in passing the Rockaway train into the block; Knott is a 23-year old former British sailor who has only been in the U.S. since May 15 and only on duty as a towerman for 7 days; coming after the Parkville wreck, this accident costs the LIRR its insurance policy. (NYT, Seyfried)
- Aug. 26, 1893      Fifth PRR employee excursion leaves for World's Fair with employees of PRR Grand Division, Northern Central and Philadelphia & Erie.
- Aug. 26, 1893      Tunnel No. 2 of Cleveland & Marietta Railway at Kimbolton burns from sparks from a locomotive; timbering transmits the fire to a coal seam in the hill above; both entrances are blocked in an attempt to smother the fire. (AR, RRGaz)
- Aug. 1893              Chicago, Indiana & Eastern Railway begins construction at Fairmount, Ind. (RRGaz)
- Aug. 27, 1893      PRR closes new Walls (Pitcairn) Yard for lack of business; exchange with Lines West crews now made at 28<sup>th</sup> Street. (AR)
- Aug. 27, 1893      Logansport cutoff, Trimmer to Boone, Ind., (6.4 miles) opens; forms a low-grade (0.77% maximum) westbound track; the old line between Logansport and Boone with its westward grade of 1.32% is used for eastbound trains until 1927, when it is abandoned. (AR, C&C - or abnd 1926?)



- Aug. 27, 1893 PCC&StL Railway completes 12 miles of double track between Logansport and Bernice. (AR)
- Aug. 27, 1893 A second, much more powerful hurricane makes landfall between Charleston and Savannah; death toll around 2,000; storm weakens as it tracks north along the Fall Line dropping torrential rains over the Appalachian Mountains to the west, where the moist air is forced upwards. (Schwartz)
- Aug. 28, 1893 The “Columbian Liberty & Peace Bell,” a replica of the Liberty Bell cast at Troy, N.Y., from jewelry and trinkets contributed by over 200,000 people, departs Jersey City at 1:15 PM on a special flat car attached to train No. 55; put on display in West Philadelphia. (NYT)
- Aug. 28, 1893 Hurricane passes New York between 11:45 PM and the morning of Aug. 29; winds about 60 MPH; Brighton Beach Elevated Railroad is undermined; most telegraph lines are blown down, creating the worst interruption of telegraph service since the Blizzard of ‘88. (NYT)
- Aug. 28, 1893 Sixth PRR public excursion leaves New York for World’s Fair. (RyW)
- Aug. 28, 1893 U.S. House passes a bill to repeal the Sherman Silver Purchase Act. (Algeo)
- Aug. 28, 1893 Agreement between John D. Rockefeller and the Merritt family transfers to the Lake Superior Consolidated Iron Mines control of the Duluth, Missabe & Northern Railway, 10 Mesabi iron companies, and Rockefeller’s stocks of the Aurora Iron Mining Company and Penokee & Gogebic Consolidated Mines, the West Superior Iron & Steel Company, and the Spanish-American Iron Company in Cuba; the Merritt properties are taken at inflated values, and the Merritts hope to make quick sales of stock to escape from their creditors and tangled affairs, but the ensuing depression renders this impossible; Rockefeller’s accountants find the finances of the Merritt properties hopelessly muddled; Rockefeller is thus in a position to call the shots, his money being needed to complete the railroad and stave off bankruptcy, leading to inevitable friction with the Merritt family. (Walker)
- Aug. 28, 1893 Thomas Wilson Eliason (1816-1893), former Pres. of the Kent County Railroad, dies at Chestertown, Md. (ancestry.com)
- Aug. 29, 1893 The Columbian Liberty & Peace Bell leaves West Philadelphia on train No. 111 for Wilmington and then train No. 324 for Baltimore; it leaves Baltimore for Harrisburg at 8:35 PM on train No. 17. (NYT)

- Aug. 29, 1893 Journalist Elisha Jay Edwards (1847-1924) publishes the story of Pres. Cleveland's cancer operation, which has been leaked by one of the attending doctors, as a "scoop" in the *Philadelphia Press*; the White House stonewalls and succeeds in discrediting the story. (Algeo)
- Aug. 30, 1893 On orders of the Queens County coroner, towerman Robert J. Knott, the engineer of the Rockaway train, and both conductors are all arrested pending a full investigation of the Laurel Hill wreck on the LIRR. (NYT)
- Aug. 30, 1893 Storm damage causes the suspension of all service to Barnegat City, N.J. (NYT)
- Aug. 30, 1893 321 cars of peaches shipped from the Delaware Division; total crop of 3.72 million baskets is the largest since 1875. (RRGaz)
- Aug. 30, 1893 The Columbian Liberty & Peace Bell leaves Harrisburg on train No. 31 for Pittsburgh. (NYT)
- Aug. 31, 1893 After a two-month recuperation at Buzzards Bay, Mass., Pres. Grover Cleveland and family (his daughter "Baby Ruth" is memorialized in the famous candy bar), accompanied by his personal physician Dr. Joseph D. Bryant, return to New York on the yacht *Oneida*; the party disembarks at Pier A at 7:45 PM and boards a carriage to cross to Jersey City on the Cortlandt Street ferry *Cincinnati*, where they board VP Frank Thomson's private car attached to the 9:15 PM overnight train to Washington; a small escort of plainclothes detectives shoos away any reporters, who nonetheless manage to report that the president looks thinner than a year ago but generally do not accept the story that he has been battling cancer. (NYT)
- Aug. 31, 1893 The Columbian Liberty & Peace Bell leaves Pittsburgh on train No. 7 for Columbus and Indianapolis. (NYT)
- Sep. 1, 1893 Jefferson Justice appointed Auditor of Freight Receipts, replacing George M. Taylor, deceased; Oscar A. Knipe named Auditor of Coal Freight Receipts, replacing Justice. (MB)
- Sep. 1, 1893 At the coroner's inquest, towerman Robert J. Knott admits his fault in causing the LIRR's Laurel Hill wreck and is committed to jail pending a hearing by the grand jury. (NYT)
- Sep. 1, 1893 The Columbian Liberty & Peace Bell arrives in Chicago and is sent to the fair grounds over the Illinois Central Railroad. (NYT)
- Sep. 1, 1893 Lehigh & Hudson River Railway opens Hudson Yard on PRR north of Phillipsburg, N.J.; used for interchange traffic and servicing L&HR

- locomotives. (Lee)
- Sep. 1, 1893 New York & New England Railroad cuts all managerial salaries. (RRGaz)
- Sep. 1, 1893 Carnegie Steel Company, Ltd., cuts all wages and salaries by 10-30%. (RRGaz)
- Sep. 1, 1893 International Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America organized at Chicago by the merger of the southern National Brotherhood of Boilermakers and the International Brotherhood of Boilermakers & Iron Ship Builders; one of the shop craft unions. (DeptofLabor)
- Sep. 2, 1893 Sixth PRR employee excursion leaves for World's Fair with employees of Altoona Division.
- Sep. 1893 PRR furloughs 100 men in the Accounting Dept. in Philadelphia. (RRGaz)  
 Sep. 1893 LIRR begins rapid transit service between Long Island City and East New York via Fresh Pond Jct.
- Sep. 1893 Heavy World's Fair travel results in as many as 25 sections per day westbound to Chicago.
- Sep. 3, 1893 Cleveland & Marietta Railway Tunnel No. 2 at Kimbolton, which has been on fire for two weeks, caves in, blocking the line. (RRGaz)
- Sep. 4, 1893 PRR cuts Lines East passenger service by 5,000 train-miles a day because of the depression. ( , MB)
- Sep. 4, 1893 PRR discontinues No. 89 *Old Point Express* and combines No. 67, the *Richmond & Danville Express* with No. 63 as *New York, Washington & Richmond & Danville Express*. (RyW)
- Sep. 4, 1893 Carnegie restarts the Homestead Works with all departments. (RRGaz)
- Sep. 6, 1893 Peak day for inbound fair passengers at Chicago on PCC&StL; 3,365 carried. (AR)
- Sep. 7, 1893 “Pennsylvania Day” at World’s Columbian Exposition; PRR charges half-fare on all trains from Pennsylvania points. (RyW)
- Sep. 7, 1893 Eastbound Panhandle Limited Express No. 12 (get real name) collides head-on at 40 MPH with westbound Valparaiso local and milk train at 8:40 AM on single track south of Colehour; cars of the express are telescoped; 11 passengers and 1 tramp killed, 10 injured; dispatcher failed to stop the express at Colehour for a meet. (RRGaz, NYT - NYT says on

single track between Colehour and Hammond, tho what is a Valpo local doing there?)

- Sep. 8, 1893 James McCrea elected Pres. of Cincinnati & Muskingum Valley Railway, replacing Thomas D. Messler, deceased. (Guide)
- Sep. 9, 1893 Seventh employee excursion leaves for World's Fair with employees of Pittsburgh, Cambria & Clearfield, Western Pennsylvania and Monongahela Divisions.
- Sep. 9, 1893 Seventh public excursion leaves New York for World's Fair. (RyW)
- Sep. 9, 1893 Pennsylvania Steel Company restarts every department at Steelton with a total of 2,000 men. (RRGaz)
- Sep. 11, 1893 Last Central Division trains returned to Broad Street Station; 31st & Chestnut Street Station abandoned for passenger service. (AR)
- Sep. 10, 1893 PRR fall timetable drops 21 trains to and from Philadelphia and 18 to or from Pittsburgh, mostly suburban trains. (RRGaz)
- Sep. 11, 1893 PRR contracts construction of Broad Street Station above 8<sup>th</sup> floor to George W. Roydhouse. (RyW)
- Sep. 11, 1893 PRR Road Committee receives formal thanks from employees for running World's Fair excursions. (MB)
- Sep. 12, 1893 New York Bay Extension Railroad opens between Valley Stream and Hempstead Crossing (Country Life Press) on different alignment than old New York & Hempstead of 1870-1879; operated by LIRR. (Seyfried - val say open "about 6/93" - RRG has b. by 6/93)
- Sep. 12, 1893 New Lines West Organization: John E. Davidson promoted to Third VP of Lines West, in charge of Treasury and Accounting, in place of Thomas D. Messler, deceased. (MB - also Pres. of St. Louis, Vandalia & Terre Haute - what date AR)
- Sep. 12, 1893 Lehigh Valley Railroad passes its dividend for the first time in 35 years; they are not resumed until 1904. (NYT)
- Sep. 13, 1893 PRR Board orders halt to all construction projects except Broad Street Station and layoff of all unnecessary forces effective Sep. 1 because of deteriorating business conditions; projects stopped include four-tracking east of Pittsburgh and two-tracking west of Pittsburgh. (MB)
- Sep. 13, 1893 PRR Board accepts Pennsylvania Steel Company Mortgage bonds as

- payment of the \$50,700 owed to the PRR. (MB)
- Sep. 13, 1893 Eighth PRR public excursion leaves New York for World's Fair. (RyW)
- Sep. 15, 1893 William S. Fox elected Pres. of South Jersey Railroad, replacing Thomas Robb, resigned. (MB)
- Sep. 15, 1893 "Railroad Day" at the World's Fair in honor of the Liverpool & Manchester Railway. (RRGaz)
- Sep. 1893 Heavy travel to World's Columbian Exposition from PRR Main Line; as many as 20-25 sections of train Nos. 9, 3, 13, 25 & 5 in one day. (Snyder)
- Sep. 1893 Northern Central Railway opens an electric light plant at Canton Shops in Baltimore. (AR)
- Sep. 1893 Pullman's Palace Car Company, hurt by a fall-off in car orders, cuts wages in construction division by average of 25% with greatest cuts in skilled trades; however neither management salaries nor dividends are cut, nor are rents in company houses at Pullman, Ill., and profits of sleeping car operations are not considered to offset losses on car-building. (Lindsey)
- Sep. 16, 1893 Eighth and last PRR employee excursion leaves for World's Fair with employees of West Jersey and Camden & Atlantic Railroads.
- Sep. 16, 1893 Railroads reduce the number of public World's Fair excursions from New York from 8 to 6 per week, but agree to continue them until Oct. 23. (RRGaz)
- Sep. 17, 1893 NYC&HR restores the morning *New York & Chicago Limited* taken off in Aug., but on a 26:00 schedule, not 25:00; the *Exposition Flyer* is booked solid, and additional space is needed. (RRGaz, NYT)
- Sep. 18, 1893 PRR begins selling World's Fair tickets at both PRR and Adams Express buildings. (AR)
- Sep. 18, 1893 John S. Leib (1825?-1893), Treasurer of the Northern Central Railway since its formation, dies suddenly in Baltimore in his 69<sup>th</sup> year. (MB)
- Sep. 18, 1893 New York State Railroad Commission begins hearings on the application of the New York, New England & Northern Railroad; opposed by the New York & Northern Railroad. (NYT)
- Sep. 19, 1893 PRR operates 9<sup>th</sup> public World's Fair excursion train from New York. (RyW)

- Sep. 19, 1893 In 24 hours, PRR delivers 5,029 passengers at Chicago. (RRGaz)
- Sep. 19, 1893 Philadelphia & Lehigh Valley Railroad sells all its property to the PRR for \$20,500 pending dissolution; Lebanon & Reading Railroad sells all its property to PRR for \$8,700. (MB)
- Sep. 20, 1893 Trunk Line Association meets in New York; PRR proposal, supported by NYC&HR and West Shore, to cut World's Fair excursion fares to \$15.00 defeated by large margin; other lines have fares of \$17-18.00; PRR and NYC&HR excursion fare is \$20, and they are receiving only small share of excursion business; NYC&HR, and PRR to a lesser extent, are doing a huge first-class business; meeting does vote to allow all roads to offer a \$15 coach excursion fare from New York for "Manhattan Day." (NYT)
- Sep. 20, 1893 C. H. Brewster appointed receiver of Wheeling Bridge & Terminal Railway on a suit of the First Mortgage bondholders. (Church, RRGaz)
- Sep. 21, 1893 Manual block system opens between Logansport and Chicago on the PCC&StL Railway. (AR)
- Sep. 22, 1893 Pioneer civil engineer Thomas Colden Ruggles (1814?-1893) dies at Yonkers, N.Y. (RRGaz)
- Sep. 24, 1893 Eighth and last PRR employee World's Fair excursion returns to Philadelphia. (see above)
- Sep. 24, 1893 Richmond & Danville Railroad establishes the *United States Fast Mail* No. 35-36, leaving New York at 4:00 AM and running to New Orleans in 31:00 instead of 43:00. (NYT, RRGaz - check Guide)
- Sep. 1893 Broad Street Station train shed is practically done and head house is at 10 storeys. (RyW)
- Sep. 27, 1893 Staten Island Railway leased to Staten Island Rapid Transit Railroad under agreement of June 30. (NYState)
- Sep. 27, 1893 Toledo & Ohio Central Railway opens between West Columbus and Ridgeway. (RRGaz, Miller)
- Sep. 27, 1893 Wisconsin Central Railroad enters receivership and lease to Northern Pacific Railroad cancelled. (Renz)
- Sep. 27, 1893 A madman named Cassius Belden fires five shots from the gallery of the Chicago Board of Trade, open to World's Fair visitors, into the crowded trading floor below, wounding three. (CHTaylor)

- Sep. 28, 1893 PRR runs 11<sup>th</sup> World's Fair excursion train from New York; fares from New York cut from \$20 to \$18 and from Philadelphia from \$18 to \$17 on this and subsequent excursions on Oct. 2, 11, 17 & 21; this is the same differential fare granted the New York, Lake Erie & Western Railroad and the West Shore; the PRR now has a large number of cars available after the end of the summer resort traffic. (RyW, RRGaz, NYT)
- Sep. 28, 1893 Logan M. Bullitt pays West Jersey Railroad the first installment on the South Jersey Railroad. (RyW)
- Sep. 28, 1893 N.Y. Railroad Commission approves the route of A.A. McLeod's New York, New England & Northern Railroad. (C&FC)
- Sep. 29, 1893 National Bank of the Republic secures an attachment against the New England Terminal Company for \$6,889. (NYT)
- Sep. 30, 1893 *Columbian Express* operated in six sections and NYC&HR *Chicago Limited* in three sections. (RRGaz)
- Fall 1893 Lehigh Valley Railroad begins interchanging freight with the New Haven by car float between Communipaw and Harlem River. (AR)
- Oct. 1, 1893 PRR begins running workmen's trains between Altoona and Juniata Shops. (Snyder)
- Oct. 1, 1893 A.W. Hendrix named Treasurer of the Northern Central Railway, replacing John S. Lieb, deceased. (AR)
- Oct. 1, 1893 Reading defaults on interest payments on the Lancaster & Reading Narrow Gauge Railroad. (RyW)
- Oct. 1, 1893 Lehigh Valley Railroad passes quarterly dividend. (RRGaz)
- Oct. 1, 1893 South Brooklyn extension of the Brooklyn Elevated Railroad opens from 38<sup>th</sup> Street & 5<sup>th</sup> Avenue to 67<sup>th</sup> Street & 3<sup>rd</sup> Avenue. (RRGaz)
- Oct. 1, 1893 Kentucky & Indiana Railway begins electric trolley service between Louisville and New Albany; service is unreliable, and most passengers continue to use PRR New Albany locals. (AR)
- Oct. 2, 1893 PRR obtains a judgement of \$156,825 against the Long Beach Railroad. (Brinckmann)
- Oct.. 2, 1893 First differential rate World's Fair excursion operated by the PRR at an \$18 round trip fare leaves New York; arrives in Chicago next day in four sections with 1,462 passengers; other excursions run Oct. 17 and Oct. 21,

- now offering special coaches for ladies. (NYT)
- Oct. 2, 1893 Cleveland, Akron & Columbus Railway Board authorizes \$4 million in First Consolidation bonds. (MB)
- Oct. 2, 1893 Jacksonville, St. Augustine & Indian River Railway extended from Eau Gallie to Melbourne, Fla. (Guide)
- Oct.? 1893 PFW&C completes manual block system on the Western Division. (RRGaz)
- Oct. 8, 1893 Victor Wierman (1885-1936) appointed Superintendent of the Bedford Division. (PRRBio - verify)
- Oct. 9, 1893 “Chicago Day” at the World’s Fair; peak day for World’s Fair travel. (RRGaz)
- Oct. 9, 1893 PCC&StL operates first World's Fair special passenger train from Kokomo and Logansport; trains direct to Fair terminal are not popular as most people want to go to lodgings first. (AR)
- Oct. 10, 1893 Lancaster & Reading Narrow Gauge Railroad bondholders meet and agree to foreclose. (RyW)
- Oct. 10, 1893 Pennsylvania Company purchases control (13,660 shares) of Cleveland & Marietta Railway and 6,734 acres of coal land in Guernsey and Noble Counties owned by Cambridge Coal & Transportation Company for \$681,041 under agreement of Oct. 1; assumes operation effective Nov. 1, 1893; PRR thus secures coal traffic from southeastern Ohio bound for the Lakes at Toledo and Michigan. (MB, Church)
- Oct. 10, 1893 Lines West officers Joshua T. Brooks and John E. Davidson elected to the Board of the Cleveland & Marietta Railway and old Board members G.H. Candee and George K. Nash resign; S. B. Liggett named Secretary and T.H.B. McKnight Treasurer. (MB)
- Oct. 10, 1893 Peak day for number of trains (30) in and out of Chicago on PCC&StL Railway for World’s Fair traffic; also matched on Oct. 14. (AR)
- Oct. 12, 1893 PCC&StL Railway runs second World’s Fair special passenger train from Logansport. (AR)
- Oct. 12, 1893 Trunk Line presidents meet in New York and extend the 20% reduced round trip excursion fare to all ordinary trains except the limiteds of the PRR and NYC&HR. (NYT)



- Oct. 13, 1893 A third hurricane moves swiftly northward through the center of N.C., Va., Pa., and N.Y., bringing tidal surges in Chesapeake and Delaware Bays; two steamships sunk on Lake Erie. (Schwartz)
- Oct. 13, 1893 Union Pacific Railway enters receivership. (ICC)
- Oct. 14, 1893 John M. Hall elected VP of the New Haven, replacing Lucius Tuttle, resigned. (Guide)
- Oct. 1893 PRR completes installation of electro-pneumatic block signals on New York Division between 34<sup>th</sup> Street, Philadelphia, and Holmesburg Jct. (RyW)
- Oct. 1893 Construction begins on Philadelphia & Delaware County Railroad between Fernwood and Newtown Square using partly graded roadbed of Philadelphia & Chester County Railroad. (Val)
- Oct. 1893 PRR shops are now running full time. (RRGaz)
- Oct. 1893 PFW&C and PCC&StL pool their switching forces serving the Chicago Stock Yards. (AR)
- Oct. 1893 World's Fair traffic peaks on PCC&StL between Logansport and Chicago; averages 4,330 passengers per day and a total of 6,524 cars during month. (AR)
- Oct. 1893 New Class P (D14) 4-4-0 locomotives with 78-inch drivers begin replacing Class K in New York-Washington service.
- Oct. 1893 Chicago & South Eastern Railway is shut down by a strike. (RRGaz)
- Oct. 1893 Charles R. Lewis of the Maryland & Virginia Steamboat Company announces his intention to operate a line between Baltimore and Tappahannock with the steamboat *Lady of the Lake* in opposition to the Weems Steamboat Company of Baltimore City; it is unremunerative and soon abandoned, but it draws the attention of Henry Williams of the Weems Line to competing with Lewis on the Potomac River. (Holly)
- Oct. 16, 1893 PRR begins operating excursion trains from New York to Linden, N.J., for the Linden Park Race Track through Oct. 26; leaving New York at 12:40, 1:00 and 1:20 PM. (NYT)
- Oct. 16, 1893 Waiting room of Reading Terminal formally opened at 4:00 AM. (RyW)
- Oct. 17, 1893 PRR begins running coaches with steam heat in local service out of Philadelphia, including Paoli line. (CCHS)

- Oct. 17, 1893 U.S. Supreme Court dismisses appeal of Charles Moran, mortgage trustee of Cincinnati & Muskingum Valley Railway, to enforce validity of PCC&StL's lease of C&MV, abrogated in 1886. (Church)
- Oct. 18, 1893 PRR offers special "Manhattan Day" excursion tickets to the World's Columbian Exposition at a reduced \$15.00 round trip fare, also offered on Oct. 19, returning on Oct. 23 and Oct. 24. (NYT)
- Oct. 18, 1893 Cleveland, Akron & Columbus Railway agrees with Cleveland, Wooster & Muskingum Valley Railroad to build a second track over 3.7 miles at Millersburg to be operated as one double-tracked railroad; the track is built by the CA&C but not operated jointly. (Church, C&C)
- Oct. 18, 1893 Big anti-race track rally held at Asbury Park. (NYT)
- Oct. 18, 1893 Carnegie Steel Company, Ltd., and Illinois Steel Company sign an agreement dividing all profits on rails over \$22 per ton equally between them. (Warren)
- Oct. 20, 1893 Pres. George B. Roberts and other officials travel to Zanesville by using the B&O as a detour to view the collapsed Kimbolton Tunnel. (RRGaz)
- Oct. 20, 1893 PCC&StL Railway leases the operation of the Bradford, Ohio, station restaurant to S.E. Ogden. (MB)
- Oct. 21, 1893 PRR operates 16<sup>th</sup> and last public World's Fair excursion train from New York. (RyW, NYT)
- Oct. 21, 1893 PCC&StL operates third and last World's Fair special train from Madison, Ind. (AR)
- Oct. 21, 1893 Anthony J. Drexel, Jr. (1865-1934) retires as a partner in Drexel & Co.; Edward T. Stotesbury (1849-1938) becomes the nominal head of the Philadelphia office. (Carosso)
- Oct. 23, 1893 Sandusky & Columbus RPO established. (Kay)
- Oct. 23, 1893 ATO adopts standard crossing sign with words "Railroad Crossing - Stop, Look and Listen." (ATO)
- Oct. 23, 1893 40,000 shares of DL&W transferred to William K. Vanderbilt, who becomes the largest single stockholder, although the First National Bank crowd, including George F. Baker, Harris C. Fahnestock and J. Rogers Maxwell combined have even more shares; the Vanderbilt influence is supposed to ensure cooperation with the LS&MS and Nickel Plate at

Buffalo and end the DL&W's rate-cutting alliance with the Grand Trunk Railway of Canada. (NYT, RRGaz)

- Oct. 24, 1893 Ownership of the old Lewisburg & Tuscarora Bridge is now vested in the Mifflin & Centre County Railroad; previously the railroad had paid rent to the bridge company for the use of the track. (MB)
- Oct. 24, 1893 James A. Bradley, who is running for State Senator on an anti-race track platform, addresses African American voters at Red Bank; he explains that he posted the segregation orders under pressure from the boarding house operators and stresses his Republican credentials. (NYT)
- Oct. 25, 1893 Queens County Grand Jury censures but does not indict anyone in connection with the Aug. 26 Laurel Hill wreck; decide that towerman Robert J. Knott is less to blame than the officials who assigned such an inexperienced person. (NYT)
- Oct. 25, 1893 Second section of *Pennsylvania Limited*, No. 2, crashes head-on into wrecked freight cars that have fouled eastbound main line at Lawrence, N.J., north of Trenton; five hoboes riding on the freight train are killed, engine crew of No. 2 and 10 passengers and train crew injured. (NYT)
- Oct. 25, 1893 Pennsylvania Company Executive Committee authorizes double track Massillon & Cleveland Jct. to Lawrence, Millbrook to Shreve, and for 1.33 miles east of Loudonville all on Eastern Division. (MB)
- Oct. 26, 1893 Record day for outbound travel from World's Fair on PCC&StL; 3,230 passengers. (AR)
- Oct. 27, 1893 PRR committee approves plans for changes in towers and in old part of building at Broad Street Station. (MB)
- Oct. 28, 1893 Bedford & Blair County Railroad incorporated in Pa. under articles dated Oct. 20 as the reorganization of the Pennsylvania & West Virginia Railroad; Harry Cessna, Pres.; company does not begin construction. (C&C)
- Oct. 28, 1893 Peak day of World's Fair traffic for PCC&StL Railway; total 5,635 passengers. (AR)
- Oct. 28, 1893 Chicago Mayor Carter H. Harrison (1825-1893) is shot to death in his home by a disappointed office-seeker, casting a pall over the final days of the World's Columbian Exposition, which he did so much to promote. (CHTaylor, wiki)
- Oct. 30, 1893 PRR tests new Westinghouse air brake with locomotive No. 482 and six

- new heavy passenger cars between Braddock and Wilmerding. (RyW)
- Oct. 30, 1893 Coal mine cave-in cuts the Shenandoah Branch near Girardville, Pa. (RRGaz)
- Oct. 30, 1893 William A. Baldwin named Pres. & General Manager of the Cleveland & Marietta Railway, replacing A. T. Wikoff, resigned, eliminating the last element of the old local management. (MB)
- Oct. 30, 1893 Inland Steel Company incorporated in Ill. by Joseph Block ( -1914), et al.; plant at Chicago Heights, Ill. (Seeley)
- Oct. 30, 1893 After the silverites mount one of the longest filibusters on record, the Senate votes to repeal the Sherman Silver Purchase Act; the vote divides the Democratic Party. (Algeo, Ratner)
- Oct. 31, 1893 New York & New England Railroad Board authorizes Pres. A.A. McLeod to make contracts with the New York, New England & Northern Railroad and the Manhattan Railway to build a connection from Brewster to the elevated railroad terminal at 149<sup>th</sup> Street in New York and to access Manhattan over the El; J.T. Odell, formerly General Manager of the B&O, elected VP, replacing Frederick H. Prince. (NYT)
- Oct. 31, 1893 Bill for a federal charter for the New York & New Jersey Bridge Company passes the Senate; allows a pier in the river on the New Jersey side providing there is a 2,000-foot clear span. (NYT)
- Nov. 1, 1893 City of Philadelphia grants a permit for building a 7-storey section of the Broad Street Station office building over 15<sup>th</sup> Street. (RyW)
- Nov. 1, 1893 Pennsylvania Company assumes operation of Cleveland & Marietta Railway; William A. Baldwin returns to Lines West from the Buffalo, Rochester & Pittsburgh Railway and is named Pres. & General Manager, replacing A.T. Wikoff, resigned; J.C. Taylor named Superintendent in place of Baldwin; PCo. diverts traffic from Cleveland, Akron & Columbus Railway. (Church, RyW, MB, AR)
- Nov. 1, 1893 Cincinnati, Jackson & Mackinaw Railway stockholders authorize purchase or lease of the Cincinnati, Lebanon & Northern Railway as entrance to Cincinnati, but negotiations are broken off in Dec. (Hauck)
- Nov. 1, 1893 Baltimore & Ohio Southwestern Railroad and Ohio & Mississippi Railway merged to form Baltimore & Ohio Southwestern Railway under articles dated Aug. 12, 1893. (ICC)
- Nov. 1, 1893 Pres. Cleveland signs the repeal of the Sherman Silver Purchase Act in

emergency session, but fails to halt flow of gold from U.S. or restore confidence in the economy; the Democrats split over the Silver Question into hard-money and pro-silver, easy-credit factions. (EAH, Algeo)

- Nov. 2, 1893 Collis P. Huntington grants an option to the Louisville & Nashville Railroad to purchase the Chesapeake, Ohio & Southwestern Railroad for \$6 million. (NYT)
- Nov. 3, 1893 LIRR begins six days of tests of Baldwin Vauclain compound 4-6-0 No. 145 and simple 4-6-0 No. 138 under Charles M. Jacobs and J. Vipond Davies. (RRGaz)
- Nov. 3, 1893 Congress adjourns with the New York & New Jersey Bridge bill still in conference committee. (NYT, RRGaz)
- Nov. 5, 1893 Future industrial designer Raymond Loewy (1893-1986), who will devise the “look” of the PRR in the 1930s and 1940s, born in Paris, France, the son of Maximilian Loewy, a Vienna-born journalist, and Marie Labalme Loewy, a Frenchwoman. (Porter/Loewy)
- Nov. 1893 Three miles of double track open between Lawrenceville and Orrville on the PFW&C. (RRGaz)
- Nov. 7, 1893 Anchor Line steamer *Philadelphia* collides with Western Transit Company's *Albany* off Point aux Barques, Lake Huron, in a dense fog; both sink with loss of 24 lives, 16 from *Philadelphia*. (MB, Heyl)
- Nov. 8, 1893 PRR Board refers question of abandoning Pomeroy & Newark Railroad and of turning the Bedford & Bridgeport Railway over to the Huntingdon & Broad Top Mountain Railroad & Coal Company to Road Committee. (MB)
- Nov. 9, 1893 Future PRR VP John Borland Thayer, Jr. (1862-1912) marries Marian Longstreth Morris (1872-1944), the daughter of Frederick Wistar Morris (1842-1916) and Elizabeth Flower Paul (1848-1920). (pennocksofprentisshall)
- Nov. 9, 1893 Rail pool breaks up, and companies cut prices. (Warren)
- Nov. 11, 1893 Brooklyn, Bath & West End Railroad converted from steam to electric trolley power; Austin Corbin had opposed the change, as it will be a more formidable competitor for his Prospect Park & Coney Island Railroad. (NYState, BrklnEgl)
- Nov. 11, 1893 Special committee of the American Railway Association on signals and interlockings runs over the NYC&HR and the West Shore Railroad from

- New York to Albany and back. (NYT)
- Nov. 12, 1893 J. T. Odell, General Manager of the B&O, named VP of the New York & New England Railroad. (Guide)
- Nov. 13, 1893 Committee of Master Car Builders Association, including E.B. Wall, Alfred W. Gibbs and Axel S. Vogt, begins six days of tests of air brakes of various manufacturers at Altoona in order to determine the best make of triple valve. (RRGaz)
- Nov. 13, 1893 PRR Board approves sale of \$4 million of Pittsburgh, Cincinnati, Chicago & St. Louis 4½% bonds to Kuhn, Loeb & Co. and Speyer & Co. at 95; approves purchases of \$2.9 million stock and \$1.9 million in bonds of Toledo, Peoria & Western Railway made between 1888 and 1893. (MB)
- Nov. 13, 1893 Reading surrenders the Lancaster & Reading Narrow Gauge Railroad to its mortgage trustees. (Rdg AR)
- Nov. 15, 1893 World's Columbian Exposition closes; PRR exhibit is placed on deposit in the Field Columbian Museum, now the Museum of Science & Industry, one of the permanent fair buildings; PCC&StL has carried 380,285 passengers to and from Chicago during Fair; 27,377 cars in 3,961 trains; of 9.9 million long-distance visitors to the Fair, 542,000 used the PFW&C, 186,100 use the PCC&StL, 350,000 used the Michigan Central, 581,500 used the B&O, 295,000 used the Erie, and 270,000 used the LS&MS; however, the earnings from World's Fair traffic has not offset the Lines West loss of freight and passenger traffic caused by the depression. (PCC&StL AR, RyW, Watkins)
- Nov. 15, 1893 Northern Central Railway opens a 2-storey hay warehouse on the south side of Monument Street between Holliday Street & Jones Falls in Baltimore; leased to the Terminal Warehouse of Baltimore City; the Warehouse Company is also building a 6-storey flour and merchandise warehouse on the southwest corner of North & Pleasant Streets. (AR)
- Nov. 1893 All 16 tracks in enlarged Broad Street Station, Philadelphia, now in service; train shed is almost completely covered and head house is at 10 storeys; new "A" Tower placed in service at 17th Street. (RyW); Broad Street has the highest traffic density of any U.S. station from about 1893 to 1933, an average of 33-36 trains per track per day.
- Nov. 1893 PRR is planning a freight pier between Vine & Callowhill Streets for the Mediterranean fruit trade. (RyW)
- Nov. 1893 Passenger cars on Belvidere Division equipped with steam heat, replacing stoves. (Lee)

- Nov. 1893 Third and fourth tracks placed in service between Biddle Street and Canton Jct. and track elevation opens on Union Railroad Company of Baltimore. (Wilson, AR)
- Nov. 1893 PRR arranges with Hamburg-Amerikanische Paketfahrt Aktiengesellschaft to land all immigrants in Philadelphia rather than Baltimore. (RyW, NYT)
- Nov. 1893 New York & Harlem Railroad completes four tracks between Grand Central Station and Woodlawn Jct. (RyW)
- Nov. 1893 New York & New England Railroad and New York, Ontario & Western Railway establish joint tariffs for through traffic via the Poughkeepsie Bridge instead of via the Fishkill-Newburgh ferry. (NYT)
- Nov. 16, 1893 Walhonding Coal Company incorporated in Ohio to hold land in Guernsey and Noble Counties acquired from Cambridge Coal & Transportation Company. (Church, MB)
- Nov. 16, 1893 Freight station for inbound freight opens at 13<sup>th</sup> & Jefferson Streets in Louisville. (AR)
- Nov. 16, 1893 West Shore RR, New York & New England Railroad, CNJ, Reading, LS&MS, and CCC&StL Railway establish West Shore Fast Freight Line. (Rdg)
- Nov. 17, 1893 Wilkes-Barre & Eastern Railroad, controlled by the New York, Susquehanna & Western Railroad, opens for coal and freight traffic between Stroudsburg and the Pittston-Scranton area. (RRGaz, Lucas)
- Nov. 18, 1893 *Columbian Express* No. 25 and *Keystone Express* make last runs between New York and Chicago. (NYT, RyW tt)
- Nov. 18, 1893 Last run of PRR passenger service on the Manistee Branch between Luther and Carey, Mich.; service cut back to Luther. (Guide)
- Nov. 18, 1893 NYC&HR's *Exposition Flyer* Nos. 40-41 makes last run between Chicago and New York on 20:00 schedule; *Chicago Limited* Nos. 1-4 also makes last run. (Guide, RRGaz, NYT)
- Nov. 18, 1893 B&O/Reading *Washington Night Express* night train via Poughkeepsie Bridge route with Boston-Washington sleeping car makes last run; discontinued day train between Washington and Boston and Harrisburg-Boston via L&HR after bankruptcy. (NYT, Guide, B&O Mag, CentMass, Mabee)

- Nov. 18, 1893 N.Y. Supreme Court rules that Gustav Lindenthal's plan for financing the North River Bridge Company constitutes an illegal lottery; plan was to issue \$100 million bonds with a 450 year maturity; certain bonds drawn by lot are to be paid at maturity value, that is \$1,000 for a \$100 investment; issues an injunction against the bond issue. (NYT)
- Nov. 18, 1893 Detectives capture eight tramps at a water station near Canton, Ohio, who have been stealing from trains while they are stopped at the Canton station. (RRGaz)
- Nov. 18, 1893 The four train Brotherhoods and the Order of Railway Telegraphers strike the Lehigh Valley Railroad at 10:00 PM for its refusal to recognize the unions; men were dissatisfied with wages and the company's refusal to receive general committees representing all trades since the end of the Reading lease; 3,222 men strike and leave the service; as all the trainmen walk off, freight service is halted and passenger trains run irregularly. (AR, NYT, RRGaz, Loree)
- Nov. 19, 1893 Cleveland & Marietta Railway opens temporary switchback line over Liberty Hill to replace Tunnel No. 2. (AR, RRGaz)
- Nov. 19, 1893 New Haven revises its New York-Boston service, claiming to save locomotive miles but really to hamstring the trains of the New York & New England Railroad; the 12:00 noon trains via the Boston & Albany and via the NY&NE are consolidated west of Hartford, the B&A train is given parlor cars, and both trains are put on a 6:00 schedule; the 2:00 PM trains via the Shore Line are moved to 3:00 PM and combined with the NY&NE's "White Train" west of New Haven; this extends the running time of the "White Train" from 5:40 back to 6:00; the two sections of the midnight Shore Line train are combined; the schedules are so arranged that travelers have no reason to choose the two remaining NY&NE trains; the New Haven has already taken the profitable overnight Washington train on the steamer *Maryland* route from the NY&NE. (NYT)
- Nov. 19, 1893 New York-New Orleans sleeping car run via Harrisburg, Roanoke and Chattanooga down the Shenandoah Valley is rerouted via the CNJ, Reading and B&O via Washington. (NYT)
- Nov. 19, 1893 Reading and Lehigh Valley Railroad establish through train (?) between Philadelphia and Chicago via Grand Trunk Railway. (Rdg)
- Nov. 19, 1893 Lehigh Valley Railroad strike spreads to Jersey City and is now system-wide; some passenger trains continue to operate subject to delays. (NYT)
- Nov. 20, 1893 PRR Road Committee reports on desirability of abandoning the Pomeroy



& Newark Railroad and of turning the operation of the Bedford & Bridgeport Railway over to the Huntingdon & Broad Top Mountain Railroad & Coal Company. (MB)

- Nov. 20, 1893 Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) placed in hands of trustees; operation by Reading & Columbia Railroad ends; trustees lease equipment from Cornwall & Lebanon Railroad. (Val, Rdg)
- Nov. 21, 1893 Atlantic Avenue Railroad Company of Brooklyn agrees to electrify the South Brooklyn Railroad & Terminal Company with trolley wire. (NYState)
- Nov. 21, 1893 Lehigh Valley Railroad issues a bulletin refusing to deal with the strikers and stating its policy not to deal with any but its own men and to hear demands and grievances by each trade separately and giving an ultimatum to return to work by noon on Nov. 23 or be dismissed. (AR, NYT)
- Nov. 22, 1893 Pres. George B. Roberts accepts an offer to move the PRR's exhibits from the World's Columbian Exposition to the new Chicago Museum of Science & Industry, providing they are exhibited separately and remain the property of the PRR; the arrangement later falls through. (MB)
- Nov. 22, 1893 Lehigh Valley Railroad moves its first freight train from Jersey City since the strike began with police guards; gradually increases the number of trains using strikebreakers; during the strike, union men on the CNJ interfere with and block the movement of LV freight between Roselle and Communipaw when handled by scabs; the LV opens its line across Newark Bay and removes both freight and passenger trains from the CNJ, using its own freight line and sending passengers to Exchange Place over the PRR. (AR, RyW - check NYT - no mention in NYT - according to it did not move pass tr til 1/1; some freight rerouted via Oak Island and East Brills)
- Nov. 23, 1893 Sell-off of PRR stock by English stockholders in reaction to unfavorable report of Oct. earnings; PRR stock falls under par for first time since the Panic. (NYT)
- Nov. 24, 1893 U.S. Circuit Court issues a show-cause order in a new suit brought by the PRR against the National Docks & New Jersey Junction Connecting Railway, returnable on Dec. 5. (NYT)
- Nov. 24, 1893 Jamaica & Brooklyn Road Company (Jamaica Avenue) merged into Brooklyn, Queens & Suburban Railroad Company. (Seyfried)
- Nov. 24, 1893 Camden & Philadelphia Steam Boat Ferry Company Board authorizes

- deeding the Windmill Island canal and Windmill and Smith's Islands to the U.S. Government. (MB)
- Nov. 27?, 1893 All PRR (or Lines West) shops are to decrease expenses by 15% by going to 8-hour days and laying off some workers. (NYT)
- Nov. 27, 1893 Walhonding Coal Company acquires property of Cambridge Coal & Transportation Company; 6,781 acres in Gurnsey and Noble Counties; company is associated with Cleveland & Marietta Railway; acreage increased to 8,249 by 1903. (Church)
- Nov. 27, 1893 Pittsburgh, McKeesport & Youghiogheny Railroad opens Elwell Branch from Whitehall to coal mines. (RRGaz)
- Nov. 27, 1893 Theodore Voorhees appointed General Manager of the Lehigh Valley Railroad. (Guide)
- Nov. 28, 1893 Long Beach Railroad sold at foreclosure in two parcels; reorganized by PRR as Philadelphia & Beach Haven Railroad and Barnegat Railroad. (Val)
- Nov. 28, 1893 First coal train in 10 days arrives in Jersey City over the Lehigh Valley Railroad. (NYT)
- Nov. 28, 1893 New York, Lake Erie & Western Railroad cuts eastbound rates from Chicago to 20 cents per cwt. (NYT)
- Nov. 28, 1893 A friend announces that Austin Corbin and Charles Pratt of LIRR have purchased the charter of the New York & Long Island Bridge Company from Dr. Thomas Rainey; bridge is to run from Long Island City to station at 3rd Avenue & 64th Street; carries four tracks and roadways. (NYT, ASCE, Seyfried)
- Nov. 28, 1893 Ohio Attorney General sues PCC&StL Railway over ownership of track in Eggleston Avenue, Cincinnati; Ohio Supreme Court decides that grant required state approval, and since this was not obtained, track and roadbed are property of Canal Commissioners. (NYT, Church)
- Nov. 29, 1893 West Jersey Railroad exchanges land for right of way with the Seven Mile Beach Company. (MB)
- Nov. 29, 1893 Pennsylvania Steel Company creditors meet and appoint a reorganization committee, including A.J. Cassatt. (RyW)
- Nov. 29, 1893 Lehigh Valley Railroad issues a new ultimatum that strikers return within 48 hours; in return, it promises to take back as many men as it has room

for and agree to grievance committees of its own men for each trade without union recognition; most strikers reject the terms. (NYT)

- Nov. 30, 1893 Reading ends shipment of anthracite coal from Port Clinton on Schuylkill Canal. (Rdg)
- Dec. 1, 1893 Enoch Lewis (1821-1902) resigns as Purchasing Agent after 43 years of service; replaced by Alfred W. Sumner (1839-1898); Lewis remains a director. (MB)
- Dec. 1, 1893 Creditors of Western New York & Pennsylvania Railroad sign reorganization agreement. (CorpHist)
- Dec. 1, 1893 Pennsylvania Company Executive Committee orders reduction in all unnecessary expenses; 3,000 maintenance of way employees furloughed. (MB, RRGaz)
- Dec. 1, 1893 Isaac D. Barton resigns as General Superintendent of New York & New England Railroad; had followed Austin Corbin and left with him; duties assumed by VP J. T. Odell. (Rdg, Guide)
- Dec. 1, 1893 New York, New England & Northern Railroad makes a construction contract with the Ryan & McDonald Construction Company of Baltimore. (NYT)
- Dec. 1, 1893 Wilkes-Barre & Eastern Railroad opens between Stroudsburg and the north side of the Market Street Bridge in Kingston, across the river from Wilkes-Barre. (ICC, Poors - verify)
- Dec. 1, 1893 New rail pool established with prices fixed at \$24 a ton at Pittsburgh, \$25 a ton at Chicago and \$24.80 at Tidewater. (Warren)
- Dec. 2, 1893 Report Smiths and Windmill Islands in Delaware River removed to 12 feet below low water. (Rdg/circ)
- Dec. 2, 1893 Hartman Bache Du Barry (1832-1893), Engineer of Property at Pittsburgh and brother of the late VP Joseph N. Du Barry, dies at age 60 at Pittsburgh. (RRGaz, ancestry.com)
- Dec. 2, 1893 Lehigh Valley Railroad strikers blame the increasing number of wrecks on inexperienced strikebreakers. (NYT)
- Dec. 2, 1893 Central Traffic Association meets and cuts the eastbound grain rate from 25 cents to 20 cents to match the New York, Lake Erie & Western Railroad. (NYT)
- Dec. 2, 1893 Central Railroad Company of Pennsylvania opens between Bellefonte and

\_\_ (26 mi.). (NYT)

- Dec. 3, 1893 International Navigation Company and Anchor Line director and former head of the Empire Transportation Company Joseph Dilwyn Potts (1829-1893) dies at Milton, Pa. at age 63. (MB)
- Dec. 4, 1893 PRR drops the extra fare from the *Pennsylvania Limited* between Chicago and Pittsburgh to meet competition from the B&O. (RRGaz - or inaugurates new overnight Chi-Pitts train??)
- Dec. 4, 1893 All Trunk Lines have cut their eastbound rates to match the New York, Lake Erie & Western Railroad. (NYT)
- Dec. 5, 1893 Deluxe passenger cars of the London & Northwestern Railway and the Wagner cars of the NYC&HR displayed at the World's Columbian Exposition are returned to Grand Central Station and put on display. (NYT)
- Dec. 6, 1893 *John Bull* leaves Chicago under own power en route to Smithsonian in Washington; arrives Dec. 13. (Watkins says lv. 12/5)
- Dec. 6, 1893 Western New York & Pennsylvania Railroad ceases operating the narrow-gauge line between Bradford and Eldred, Pa., because of the abandonment of the oil industry. (RRGaz)
- Dec. 6, 1893 Lehigh Valley Railroad strike ends. (AR)
- Dec. 7, 1893 Special train carries PRR dignitaries, including Pres. Roberts, H.H. Houston, Clement A. Griscom, William H. Barnes, et al., to Milton, Pa., for funeral of Joseph D. Potts. (RyW)
- Dec. 7, 1893 Lehigh Valley Railroad strikers return to work at Jersey City, but only a quarter are rehired; LV refuses to bargain with the Brotherhood of Locomotive Engineers until 1908. (NYT, PMiddleton)
- Dec. 7, 1893 With the close of the World's Columbian Exposition, Assistant to the Pres. of Lines West Edward B. Wall is transferred from Chicago to Pittsburgh. (RyW)
- Dec. 7, 1893 Rev. David Jewett Waller (1815-1893), former Pres. of the North & West Branch Railway, dies at Bloomsburg, Pa. (NYT)
- Dec. 7, 1893 Orange Belt Railway (narrow gauge) sold at foreclosure; reorganized as the Sanford & St. Petersburg Railway. (ICC)
- Dec. 8, 1893 VP John P. Green announces that the Pennsylvania Company has secured

control of the Toledo, Peoria & Western Railway in connection with CB&Q; agreement stipulates that TP&W will only handle local traffic. (NYT, Stringham)

- Dec. 9, 1893 Last day of operation of narrow gauge Kendall & Eldred Railroad between Eldred and Tarport, Pa.; abandoned by Western New York & Pennsylvania Railroad. (Stout, Corp Hist)
- Dec. 10, 1893 Col. John B. Palmer, last Pres. of the Southern Railway Security Company, dies at Lake Maitland, Fla. (RRGaz)
- Dec. 11, 1893 In report to Board, PRR Road Committee reverses itself and recommends continued operation of Pomeroy & Newark Railroad. (MB)
- Dec. 11, 1893 Lehigh Valley Railroad resumes through sleeping car service discontinued in strike. (NYT)
- Dec. 11, 1893 Jacksonville, St. Augustine & Indian River Railway extended from Melbourne to Sebastian, Fla. (Guide)
- Dec. 12, 1893 Cleveland & Marietta Railway Board hears a report on Tunnel No. 2; is too hot to work in at the top, complicated by frequent slides and cave-ins; order all work suspended until Max J. Becker can examine it. (MB)
- Dec. 12, 1893 Isaac L. Rice (1850-1915) sues Reading in U.S. Circuit Court, charging fraud by McLeod and bad management on part of the receivers. (Rdg AR, NYT)
- Dec. 12, 1893 Metropolitan Street Railway incorporated in N.Y. by the merger of three street railway companies; is to serve as the vehicle for combining all the street railway lines in Manhattan. (NYState)
- Dec. 13, 1893 Because of continuing depression and loss of traffic, PRR orders extreme economy in all departments and layoff of all unnecessary workers. (MB)
- Dec. 13, 1893 PRR Board rules that it is inexpedient to abandon the Pomeroy & Newark Railroad; approves sale of additional 6,182 acres of worthless land covered by Grand Rapids & Indiana land mortgage in Macosta, Newaygo, Osceola, Wexford, Kalkaska and Grand Traverse Counties. (MB)
- Dec. 13, 1893 Central Traffic Association meets in Chicago; New York, Lake Erie & Western Railroad makes a further cut on eastbound grain to 17½ cents; CTA matches and cuts rate on live hogs to 20 cents, but agrees that rates will be restored to their pre-Nov. 28 level on Jan. 1. (NYT)
- Dec. 14, 1893 Northern Central Railway Board orders all departments to economize.

(MB)

- Dec. 15, 1893 Arbitrators announce that Philadelphia Belt Line Railroad is owner of switches leading to line-side industries. (Rdg)
- Dec. 15, 1893 Western New York & Pennsylvania Railroad train No. 16, bound from Buffalo to Mayville, falls through a bridge 3 miles west of Dunkirk, N.Y.; 5 killed. (NYT)
- Dec. 15, 1893 PCC&StL Railway Executive Committee calls for reducing expenses. (MB)
- Dec. 15, 1893 Spans of Louisville & Jeffersonville Bridge (NYC/C&O) under construction fall into the Ohio River with 52 men; 21 killed; first incomplete span and falsework fall at 10:00 AM; second falls at 8:00 PM; Phoenix Bridge Company, contractor. (RRGaz)
- Dec. 1893 Iron work of the old Broad Street Station train shed is now stored at the Pavonia Shops in Camden; it is to be re-erected at a rebuilt 12-track Camden Terminal next year; however, because of the depression, it is not used until 1900-1901. (RyW)
- Dec. 1893 Baltimore & Eastern Shore Railroad completes breakwater on the north side of the pier at Claiborne. (RRGaz)
- Dec. 1893 Work resumes on extension of Ebensburg & Black Lick Railroad. (RRGaz)
- Dec.? 1893 Dutch investment trust blocks the Cleveland, Akron & Columbus Railway's issue of \$4 million in bonds, which had been approved by the stockholders by only 25 votes. (RRGaz)
- Dec.? 1893 Cleveland & Marietta Railway abandons the plan of retimbering the Kimbolton Tunnel after advancing 400 feet and now plans to build an entirely new tunnel. (RRGaz)
- Dec. 1893 Fulton County Court denies application for a receiver for the Eel River Railroad. (RRGaz)
- Dec. 16, 1893 Lebanon & Reading Railroad dissolved. (MB)
- Dec. 16, 1893 Lehigh Valley Railroad passenger trains resume operation into PRR's Jersey City Terminal from West Newark Jct. instead of CNJ terminal. (LV rec. - about same time LV begins running ft. trains over own lines instead of over CNJ between Roselle and Communipaw; uses National Docks Railway east of Constable Jct., requiring a backup move to reach the

Jersey City yard - Baird - NYT says reroute 1/1 - verify LV MB?)

- Dec. 16, 1893 Collis P. Huntington sells the Chesapeake, Ohio & Southwestern Railroad system (Louisville-Memphis and branches), his last railroad property east of the Mississippi, to the Illinois Central Railroad for \$5 million, ending his transcontinental ambitions. (NYT)
- Dec. 18, 1893 N.J. Vice Chancellor Pitney denies the PRR permission to remove its suit against the National Docks & New Jersey Junction Connecting Railway from the state to the federal courts. (NYT)
- Dec. 18, 1893 PRR cuts the time of all section men to 8 hours and \$0.96 per day; size of track crews reduced. (NYT)
- Dec. 18, 1893 Western Pennsylvania Railroad purchases the Avonmore Branch, running from 5.7 miles west of Saltsburg to terminus (2.11 miles), from the Avonmore Land & Improvement Company. (Val)
- Dec. 18, 1893 Pennsylvania Company agrees with South Linton Coal Company to extend spur from Green County Coal Branch of Indianapolis & Vincennes Railroad near South Linton, Ind., to new coal mines. (Church)
- Dec. 18, 1893 Congressional conference committee agrees on a federal charter for the New York & New Jersey Bridge Company, including a pier in the river; it also gives the same right to the North River Bridge Company. (RRGaz)
- Dec. 18, 1893 Former Reading Pres. George de Benneville Keim (1832-1893) dies at Philadelphia. (RRGaz)
- Dec. 19, 1893 John E. Davidson elected Pres. of Waynesburg & Washington Railroad, replacing George B. Roberts, resigned. (MB)
- Dec. 19, 1893 Pennsylvania Company Executive Committee authorizes double track between Fairview and Bucyrus, Ohio. (MB)
- Dec. 1893 Jersey City-Memphis and Jersey City-New Orleans sleepers via Cincinnati and L&N discontinued; Jersey City-Memphis sleeper via Harrisburg and Roanoke shifted to B&O. (PassDept)
- Dec. 20, 1893 PRR Special Solicitor Wayne McVeagh appointed Ambassador to Italy. (ExBio)
- Dec. 21, 1893 Trunk Line Association agrees to restore eastbound rates to their pre-Nov. 28 level on Jan. 1, 1894. (NYT)
- Dec. 22, 1893 PRR refuses to accept results of Philadelphia Belt Line Railroad

arbitration. (Rdg)

- Dec. 23, 1893 Atchison, Topeka & Santa Fe Railroad enters receivership. (NYT)
- Dec. 24, 1893 Richmond & Danville Railroad begins through service between Washington and Tampa via Columbia, S.C., and Savannah in connection with the Florida Central & Peninsular Railroad; Post Office has transferred the Great Southern Fast Mail to the R&D; Florida express (*New York & Florida Short Line Limited?* Nos. 31-32?) leaves New York at 4:30 PM; R&D Nos. 35-36 renamed the *Great Southern Fast Mail*, leaving New York at 12:15 AM and Washington at 11:00 AM with through cars to New Orleans and Tampa. (NYT)
- Dec. 25, 1893 Bay Street-13th Street ferry reduced to hourly service weekdays only with *Jersey City*. (HC)
- Dec. 25, 1893 Benjamin T. Biggs (1821-1893), Pres. of Queen Anne's & Kent Railroad since 1874, dies. (MB)
- Dec. 27, 1893 Lebanon & Reading Railroad dissolved. (MB - see above - verify PaCorps??)
- Dec. 27, 1893 New York & New England Railroad director's group headed by Frederick H. Prince (1859-1953) files for a receiver in U.S. Court at Albany just minutes before a special stockholders meeting was to vote on lease of New York, New England & Northern Railroad, as the company is unable to meet its Jan. 1 interest payments; Thomas C. Platt (1833-1910), Pres. of the United States Express Company and Republican Party boss of New York State, appointed temporary receiver in New York State; William T. Hart is names temporary receiver for Connecticut by the U.S. District Court at New Haven at the request of the Second Mortgage bondholders; rumors that Prince, Spencer Ervin and Grant B. Schley have abandoned McLeod; at the annual meeting McLeod's proposed lease of New York, New England & Northern Railroad fails to get two-thirds majority, but polls remain open until Jan. 2, when it passes. (RRGaz, NYT, Baehr, RyW)
- Dec. 27, 1893 South Brooklyn Central Railroad merged into Atlantic Avenue Railroad Company of Brooklyn. (NYState)
- Dec. 27, 1893 New American Line steamship *Southwark* placed in service on Philadelphia-Liverpool run; three times larger than original American Line steamers of 1873; first American Line steamship to have only accommodations for second class and steerage. (Flayhart)
- Dec. 28, 1893 American Line (International Navigation Company) occupies new Pier 14



at foot of Vesey Street just north of PRR's Cortlandt Street ferry terminal, replacing the old docks at Jersey City and Christopher Street; pier is 720 x 125, largest in New York, with second floor passenger loading; Red Star Line occupies adjoining Pier 15. (Flayhart)

- Dec. 28, 1893 PRR, Reading and City of Philadelphia agree for depressing Reading crossing of PRR under main line of the Connecting Railway at North Penn Jct. (RyW)
- Dec. 28, 1893 New York & Northern Railway (Putnam Branch) sold at foreclosure at Yonkers to J. Pierpont Morgan for \$1 million. (RRGaz)
- Dec. 28, 1893 Ohio Southern Rail\_\_ opens between Springfield and Lima, Ohio; later part of the main line of the Detroit, Toledo & Ironton Railroad. (Meints)
- Dec. 29, 1893 Long Beach Railroad reorganized at Toms River as Philadelphia & Beach Haven Railroad; owned and operated by PRR. (Val)
- Dec. 29, 1893 U.S. Court at Boston appoints William T. Hart and Marsden J. Perry (1850-1935) of Providence co-receivers of the New York & New England Railroad in Massachusetts and Rhode Island, although Thomas C. Platt opposes having co-receivers. (NYT)
- Dec. 30, 1893 New pier for the American Line opens on the Hudson River between Dey and Fulton Streets, within easy walking distance of the PRR's Cortlandt Street ferry terminal; 720 x 125, 120 feet longer than any New York City pier yet built. (NYT)
- Dec. 30, 1893 Manahawkin & Long Beach Transportation Company incorporated in N.J. by local residents to operate over former PRR spur to Barnegat City, which PRR wished to abandon. (Brinckmann)
- Dec. 30, 1893 Sandusky & Columbus Short Line Railway merged with Columbus, Shawnee & Hocking Railway under an agreement of Nov. 17, 1893, to form the Columbus, Sandusky & Hocking Railway. (Church, GrnBk)
- Dec. 30, 1893 Maryland Steel Company of Baltimore County closes Bessemer and rail mill departments for lack of orders. (RRGaz)
- Dec. 30, 1893 U.S. gold reserves at only \$80 million, down from \$100 million in Apr. 1893. (EAH)
- Dec. 31, 1893 Former Brooklyn streetcar operator "Deacon" William Richardson (1822-1893) dies of a cerebral hemorrhage at Brooklyn. (NYT)
- Dec. 31, 1893 Northern Central Railway abandons its lease of Patterson's Wharf in

- Baltimore because of difficult access. (AR)
- 1893 PRR stock price bottoms at 46½ in the wake of the Panic of 1893; this is the last time it bottoms below par until 1918. (MB)
- 1893 Peak year for locomotive construction at Altoona with Altoona Machine Shops and Juniata Shops producing a total of 244 engines. (altoonaworks.info)
- 1893 Future Pres. W. W. Atterbury named Master Mechanic at Fort Wayne. (PRRBio)
- 1893 Axel S. Vogt and L. F. Loree of the PRR and Lines West serve with S. R. Harned, mechanical engineer of the Michigan Industrial Works in judging exhibits of wrecking trains and tools at the World's Columbian Exposition; the typical crane is a short, light pillar crane; this leads to the development of the heavy, modern type of railroad wrecking crane. (Loree)
- 1893 Freight shipments eastbound from Chicago are: LS&MS - 18%; Michigan Central - 12.9%; PFW&C - 13%; PCC&StL - 11.4%; Erie - 11%; B&O - 5.7%; CCC&StL - 3.8%. (RRGaz)
- 1893 Coal from the newly-acquired Cleveland & Marietta Railway creates a big upsurge in traffic on the Toledo, Walhonding Valley & Ohio Railroad. (AR)
- 1893 PRR adopts 100-lb. rail as standard. (WHWilson)
- 1893 PRR turns over to the Master Car Builder's Association a brake-testing facility at Altoona. (Aldrich)
- 1893 G. W. Rhodes of the Burlington chairs an MCB committee that sponsors coupler tests at the PRR's Altoona testing lab. (Aldrich)
- 1893 Because of the depression, PRR's coal traffic is down 28.49%; Connellsville coke traffic is down 27.64%. (AR)
- 1893 PRR establishes new sleeping car line and through coach between Chicago and Wheeling for World's Fair traffic. (AR)
- 1893 PRR establishes parlor car lines between Chicago and Indianapolis and between Chicago and Springfield, Ohio, for World's Fair traffic. (AR)
- 1893 PRR begins operating Nos. 3-10 in separate Louisville, Cincinnati and Columbus-Chicago sections instead of combining them at Logansport;

also begins operating No. 19 in separate Louisville-Chicago and Cincinnati-Chicago sections. (AR)

- 1893 PRR establishes new section of train Nos. 20-21 between Chicago and Columbus connecting with St. Louis trains Nos. 20-21. (AR)
- 1893 PRR establishes new Chicago-Louisville and Chicago-Cincinnati trains. (AR)
- 1893 GR&I agrees to pay its bond interest in scrip until 1900. (RyW - get date from C&FC?)
- 1893 Francis Nelson ("Frank") Barksdale (1855-1916) named head of the PRR's Advertising Dept. (AltoMirror - verify - no, 1890)
- 1893 Future Advertising Agent E. S. Stewart (1868- ) joins the PRR as a stenographer in the Advertising Dept. (PRRBio)
- 1893 By now, the traffic in southern fruits and vegetables to northern cities has expanded to the Carolinas, Georgia and Florida; handled by PRR at Pier 38, N.R., and by Old Dominion Steamship Company. (NYT)
- 1893 Charles M. Jacobs reports to Austin Corbin on plan for 8x10 tunnel under East River from Long Island City to 34th Street for purpose of transferring baggage; would be too costly in light of possible earnings. (ASCE)
- 1893 Charles M. Jacobs and J. Vipond Davies form engineering partnership of Jacobs & Davies. (NCAB)
- 1893 South Brooklyn Railroad & Terminal Company completes railroad from the foot of 38<sup>th</sup> Street on New York Bay to 38<sup>th</sup> Street & 9<sup>th</sup> Avenue; leased by the Brooklyn, Bath & West End Railroad. (NYState)
- 1893 Hudson Tunnel Construction Company dissolved. (NJCorp)
- 1893 PRR completes a new electric light plant at Washington Street, Jersey City, and abandons the old plant at Greene & Montgomery Streets. (AR)
- 1893 Temporary station built at Elizabeth, N.J., as part of track elevation. (AR)
- 1893 New 90,000-ton coal storage plant opens at South Amboy. (AR - Dodge catalog has 1892!)
- 1893 NY&LB establishes a station at Bradley Beach, N.J., just south of Ocean Grove; it is on land leased for 99 years from the Ocean Grove Camp Meeting Association with the same restriction prohibiting stopping trains

- on Sundays, a situation that continues until 1911. (Gibbons - no stop in tt)
- 1893 New station opens at Princeton Jct., N.J. (AR)
- 1893 Twenty miles of double track completed on Trenton Cutoff between White Marsh Jct. and Langhorne, completing the double-tracking of the line. (AR)
- 1893 New stations built at Flourtown Road and Langhorne on the Trenton Cutoff. (AR)
- 1893 Iron bridges on Filbert Street Extension between 21<sup>st</sup> and 23<sup>rd</sup> Streets replaced with brick arches, forming what is later known as the "Chinese Wall." (AR)
- 1893 Camden & Atlantic Railroad removes rails from Mays Landing & Egg Harbor City Railroad after buying stock. (AR)
- 1893 West Jersey Railroad opens third track between Haddon Avenue Jct. and Van Hook Street in Camden, as well as middle tracks at Woodbury and Glassboro. (AR)
- 1893 West Jersey Railroad completes new brick station at Pearl Street, Bridgeton. (AR)
- 1893 Theodore N. Ely buys "Wyndham" a country house built in 1797 on Morris & Lombart Roads in Bryn Mawr; after Ely's death, becomes the property of Bryn Mawr College in 1926. (Morrison)
- 1893 PRR buys control of Ashbourne, Cheltenham & Philadelphia Railroad to keep out of hands of Reading and kill project. (MB)
- 1893 Four-track system opens Berwyn-Green Tree, Ship Road-Downingtown, Thorndale-Coatesville, and Irishtown Road-Mill Creek on Philadelphia Division. (AR)
- 1893 Third track opens Atglen-Gap, Bird-in-Hand-Mill Creek, Mountville-Columbia on Philadelphia Division. (AR)
- 1893 Twelve miles of double track completed on Harrisburg & Lancaster line: Dillerville-"KP" Tower, Big Chickies-Little Chickies, Florin-Rheems, and Hillside-"NA" Tower. (AR)
- 1893 New station built at Malvern. (AR)
- 1893 Three-span stone arch bridge built over Conewago Creek on the

- Philadelphia Division. (AR)
- 1893 Mount Carbon Shops open on Schuylkill Division.
- 1893 New station built at New Boston, Pa. (AR)
- 1893 Fourth track completed between Grays Ferry and Paschall on Maryland Division. (AR)
- 1893 New block tower built at Moore's on the PW&B. (AR)
- 1893 Lamokin Tower relocated. (AR)
- 1893 PW&B relocates Woodburn Tower and installs a new interlocking machine. (AR)
- 1893 New passenger shelters built at Holly Oak, Del., and Primos, Pa., on the PW&B. (AR)
- 1893 New stations built at Delmar and Rehoboth on the Delaware Railroad. (AR)
- 1893 Delaware, Maryland & Virginia Railroad replaces the steamboat *Widgeon* on the Franklin City-Chincoteague ferry with the *Little Agnes* for passengers and the *Chincoteague* for freight. (Keystone)
- 1893 NYP&N lays a submarine cable between Cape Charles and Cape Henry across the mouth of Chesapeake Bay. (C&C)
- 1893 PW&B completes the line relocation between Patuxent and Arundel. (AR - remove from 1892)
- 1893 PW&B builds block towers at Fulton Jct. (Baltimore), Patapsco, Navy Yard and at the north and south ends of the Long Bridge. (AR)
- 1893 Northbound freight yard completed at Anacostia, D.C. (AR)
- 1893 PW&B builds new station at La Plata, Md. (AR)
- 1893 New station built at Accotink, Va., on the Washington Southern Railway. (AR)
- 1893 Double track completed between Falls and Goldsboro (2.68 miles) on the Baltimore Division. (AR)
- 1893 Pennsylvania Canal Company ships a few cargoes to Havre-de-grace for

- first time since 1889 flood. (AR)
- 1893 New passenger and freight stations built at Bridgeport (Lemoyne) on the Cumberland Valley Railroad. (C&C)
- 1893 Honey Pot Yard extended on the Wilkes-Barre Branch. (AR)
- 1893 Junction of the North & West Branch and Sunbury, Hazleton & Wilkes-Barre at Catawissa is moved 0.2 mile westward to prevent coal trains from having to block the Reading crossing. (AR)
- 1893 New brick station, 72 x 30, built on the Northern Central Railway at Shamokin, Pa. (AR)
- 1893 Extensive changes made in Northumberland Yard. (C&C)
- 1893 New “    ” Interlocking built at the west end of double track near Bald Eagle Bridge. (AR)
- 1893 Lewistown & Tuscarora toll bridge abandoned. (Cards)
- 1893 W.L. Scott & Co. opens coal storage plant at Williamsport for anthracite coal being shipped to Great Lakes. (AR)
- 1893 Mont Alto Furnace closes following death of George Weistling. (Watts - verify AI&SI)
- 1893 Third track opens Lewistown Jct.-Granville Bridge and Mayes Bridge-Longfellow on Middle Division. (AR)
- 1893 Fourth track opens Cove-Cove Forge, Bixlers-Granville Bridge and Mayes Bridge-Manayunk on Middle Division. (AR)
- 1893 New station built at Cove on the Middle Division. (AR)
- 1893 Moshannon & Clearfield Branch of Tyrone & Clearfield Railway extended 1.07 miles. (Val)
- 1893 Main line of Cambria & Clearfield extended from La Jose Jct. to McGees (5.9 miles); Sterling Branch (1.86 miles) opens from near Spangler to coal mines. (Val)
- 1893 New stations built at Cherry Tree, Carrolltown Road, Barnesboro and Johnsonburg, Pa. (AR)
- 1893 Trestle over Belle Valley Gorge on the Philadelphia & Erie Railroad near

- Erie replaced by a fill. (C&C)
- 1893 Four-track system opens Cresson-Lilly and Radebaugh-Manor on Pittsburgh Division. (AR)
- 1893 Sonman Branch opens from Bens Creek Branch near Portage to terminus (0.86 miles) on Pittsburgh Division. (Val)
- 1893 Lyons Run Branch (0.4 mi.) opens between Saunders and end of track off Turtle Creek Valley Branch. (AR)
- 1893 Turtle Creek Branch renamed Wilmerding Branch on Pittsburgh Division. (Val)
- 1893 Hempfield Branch of South-West Pennsylvania Railway extended 0.94 mile to m.p. 8.64. (Val)
- 1893 Homer & Cherry Tree Branch (later Yellow Creek Branch) opens from Homer & Cherry Tree Jct. to terminus (0.45 mile) on Conemaugh Division. (Val)
- 1893 Tracks of Allegheny Valley Railroad extended and rearranged between 43<sup>rd</sup> & 48<sup>th</sup> Streets, Pittsburgh. (Wilson)
- 1893 New passenger and freight station built and Bradford, Pa., and new freight house at Titusville on the WNY&P Railroad. (C&C)
- 1893 Third and fourth tracks opens between Broadhead Cut and Mansfield Yard and between Colliers Yard and New Cumberland Jct. on PCC&StL. (AR)
- 1893 PCC&StL and Pittsburgh & Lake Erie obtain joint control of Pittsburgh, Chartiers & Youghiogeny; has lower grades than PCC&StL line. (Watkins says 1892! or 1/93? q.v.)
- 1893 Pittsburgh, Chartiers & Youghiogeny Railway opens a connection with the Chartiers Branch of the PCC&StL Railway near Woodville. (C&C)
- 1893 Third track opens between Oakdale and Midway on PCC&StL. (AR)
- 1893 New Cumberland Branch of PCC&StL opens between Globe and Kenilworth, W.Va. (6.9 miles). (C&C - see above)
- 1893 Double track opens between Cadiz and Bowerston, Ohio on PCC&StL. (AR)
- 1893 Cleveland, Akron & Columbus Railway completes replacement of iron

- rail in main line with steel. (C&C)
- 1893?? Erie & Western Transportation Company acquires Canal & Lake Steamboat Company operating "Western States Line" of propellers on Erie Canal.
- 1893 New station built at Beaver Falls, Pa., on the Eastern Division. (Keystone)
- 1893 Pennsylvania Company completes double track between Canton and Orrville and completes realignment between East Palestine and New Waterford on the Eastern Division of the PFW&C; entire division is now double track. (AR, C&C)
- 1893 Pennsylvania Company completes double track between Bucyrus and Robinson and between Clarke and Wheeler on the Western Division of the PFW&C. (AR)
- 1893 New similar stations built at Van Wert, Ohio, and Warsaw, Ind., on the PFW&C main line. (Keystone)
- 1893 Pennsylvania Company builds interlockings at Bucyrus, Clarke Jct. and Grand Crossing on the Western Division of the PFW&C. (AR)
- 1893 PFW&C builds connection to Illinois Central Railroad at Grand Crossing south of Chicago so PRR can run trains direct to World's Fair grounds. (AR)
- 1893 Third track completed on the Western Division, PFW&C, between Park Manor and Stony Avenue, Chicago. (AR)
- 1893 Pennsylvania Company installs interlockings at Van Buren Street and Madison Street, controlling access to Chicago Union Passenger Depot. (AR, DeRouin - AR has Madison St. only)
- 1893 Pennsylvania Company builds a new brick freight station, 60 x 290, at Van Buren Street, Chicago. (AR)
- 1893 PCC&StL Railway enlarges Louisville freight house. (AR)
- 1893 Double-tracking completed between Logansport and Anoka Jct. (AR)
- 1893 Cincinnati, Richmond & Fort Wayne Railroad completes the replacement of iron rail in its main line with 60-lb. steel rail. (C&C)
- 1893 State Line & Indiana City Railway opens extension from East Chicago to Clarke Jct. on B&O; operated jointly with parallel track of Chicago & Calumet Terminal Railway (later B&O Chicago Terminal Railroad) under



- an agreement of June 30, 1892. (Church, C&C)
- 1893 Installation of steel rail completed on Cleveland, Akron & Columbus between Hudson and Columbus, Ohio, and on Cincinnati, Richmond & Fort Wayne.
- 1893 New joint station built at Piqua, Ohio. (Trostel/PennsyWest)
- 1893 Pres. Roberts orders J. Elfreth Watkins to produce a 50th anniversary history of the PRR.
- 1893 Mackinac Transportation Company replaces car ferry *St. Ignace* with *Sainte Marie*. (MichRRs - prob in late June or July)
- 1893 Reading receivers refuse to support McLeod's purchases of B&M and NY&NE stock; brokers then sell; Reading takes loss of \$918,008 on B&M and \$553,996 on NY&NE and has to buy back \$1.8 million of its own securities held by Ervin & Co. as collateral. (Rdg AR - verify MB??)
- ca. 1893 New Haven acquires all floating equipment of New England Terminal Company, consisting of train ferries *Cape Charles* (6 cars) and *Express* (10 cars). (NH AR - may have been last 1/4 1892)
- ca. 1893 New Haven completes double-tracking between New Haven and New London, including a new alignment between New Haven and East Haven. (AR)
- 1893 Ex-Camden & Amboy steamer *Richard Stockton* traded to John Dialogue in part payment for new PRR vessel. (Stanton)
- 1893 Photographer William H. Rau makes second tour over PRR lines. (RRH)
- 1893 Laboratory for air brake tests established at Altoona. (NRHS - verify)
- 1893? Erie & Western Transportation Company acquires Canal & Lake Steamboat Company operating freight propellers on Erie Canal. (Cards - verify)
- 1893 Erie & Brooklyn Annex Company dissolved. (NJCorp)
- 1893 D. D. Withers, A. J. Cassatt, August Belmont, James Gordon Bennett, et al., sell Monmouth Park Race Track to A.F. Wolcott and John A. Morris. (NYT)
- 1893 Terminal Railroad Association of St. Louis acquires all stock of St. Louis Terminal Railway ("Inner Belt"). (Church)

- 1893 Frank Brown (1869-1937), son of Chief Engineer William Henry Brown (1836-1910), named Assistant Engineer of the Middle Division. (CInl&RevFmlsPa)
- 1893 George H. Daniels of NYC&HR begins publishing *Four-Track Series* of tourist booklets; No. 1 is *The Luxury of Modern Railway Travel*. (RLIN)
- 1893 West Shore Railroad moves its downtown ferry terminal from Jay Street to Franklin Street. (StmbtBll - prob. Jan. - verify NYT)
- 1893 Henry B. Plant opens another section of his West Coast Route between Juliette on the Silver Springs, Ocala & Gulf Railroad and Morriston, Fla. (Turner/Bramson)
- 1893? Henry B. Plant obtains control of Orange Belt Railway, running south from Sanford, which has reached and developed St. Petersburg, Fla. (Hoffman - prob 1894-95 after reorg as Sanford & St. Petersburg Railway)
- 1893 Lake Roland Electric Railway Company opens Guilford Avenue elevated trolley line in Baltimore, which is built over the street tracks of the Northern Central Railway. (Nixon)
- 1893 Baltimore & Lehigh Railroad enters receivership before it can undertake standard-gauging or any of its expansion plans. (Hilton - verify Poors)
- 1893 Despite the depression, Carnegie, as the low-cost producer, increases its share of the U.S. rail market to a new high of 21.47%. (Warren)
- 1893 Henry W. Oliver's Oliver Iron & Steel Company enters receivership; the Panic nearly destroys Oliver's iron and steel empire. (Paskoff ed.)
- 1893 The meat-packers establish an improved pooling system, called the "Veeder Pools" from pool manager Henry Veeder; the representatives of the companies meet every Tuesday afternoon; the country is divided into zones. (FoodInvestigation)
- 1893 Massachusetts establishes the first state highway department. (Locklin)