

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

By Christopher T. Baer

1894

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- Jan. 1, 1894 Lehigh Valley Railroad formally ceases operating its passenger trains into the Jersey City Terminal of the CNJ and returns to the PRR Jersey City Terminal at Exchange Place, where they will remain until 1913. (NYT)
- Jan. 1, 1894 PRR discontinues operation of portion of Long Beach Railroad between Barnegat City Jct. and Barnegat City, N.J. (Val)
- Jan. 1, 1894 At the insistence of the PW&B on the grounds that it does 40% of the business, the Northern Central Railway sells the PW&B \$500,000 of the stock of the Union Railroad Company of Baltimore. (MB)
- Jan. 1, 1894 Muskegon, Grand Rapids & Indiana Railroad defaults on interest on First Mortgage bonds after Grand Rapids & Indiana Railroad fails to pay. (RyW)
- Jan. 1, 1894 Assistant to First VP, Lines West, at Chicago, Edward B. Wall named Assistant to General Manager at Pittsburgh in charge of the Purchasing Dept., and old post abolished; H.O. Hukill appointed Purchasing Agent of Lines West, replacing William Mullins, deceased; Samuel Prescott Bush (1863-1948), grandfather of Pres. George H.W. Bush, named Superintendent of Motive Power-Southwest System, replacing Edward B. Wall, transferred. (MB, AR)
- Jan. 1, 1894 James McCrea and John E. Davidson elected to the Board of the Terre Haute & Logansport Railroad, giving the PRR two of five seats. (MB)
- Jan. 1, 1894 Henry B. Plant opens the last section of his “West Coast Route” between High Springs on the Savannah, Florida & Western Railway and Archer; secures trackage rights over 19 miles of the Florida Central & Peninsular Railroad between Archer and Morriston; with Plant’s earlier construction, completes a line to Tampa via Dunellon and Croom, bypassing

- Jacksonville. (Hoffman, Turner/Bramson)
- Jan. 1894 CCC&StL Railway (Big Four) discontinues through passenger trains between Chicago and Louisville. (RRGaz)
- Jan. 1894 LS&MS discontinues Nos. 20-51, its fast connection for the *Empire State Express* between Buffalo and Cleveland. (RRGaz)
- Jan. 2, 1894 Lines West VP's James McCrea, John E. Davidson and Joshua T. Brooks elected to Board of Terre Haute & Indianapolis Railroad, cementing PRR control; Joseph Hill's title changed from General Manager to General Superintendent, making Vandalia Line a de facto "System" of Lines West. (RRGaz)
- Jan. 2, 1894 U.S. Circuit Court exonerates Reading receivers in first verdict on Rice Suit, but says McLeod's activities should be investigated. (Rdg AR)
- Jan. 3, 1894 Representatives of the Trunk Lines and the Central Traffic Association meet at the Trunk Line Association offices at New York and try to get a general agreement on eastbound freight rates; severe rate cutting, as some roads are carrying freight below cost. (NYT)
- Jan. 4, 1894 McLeod directors of the New York & New England Railroad approve Thomas C. Platt as permanent receiver. (NYT)
- Jan. 1894 New York & New England Railroad discontinues surveys for the New York, New England & Northern Railroad and withdraws engineer corps from White Plains. (NYT, C&FC)
- c. Jan 5, 1894 PRR suspends Bay Street-13th Street ferry at New York. (HC)
- Jan. 5, 1894 Terre Haute & Indianapolis Railroad appoints N.K. Elliott Superintendent of Main Line Division and Michigan Division with headquarters in Terre Haute, Benjamin McKeen Superintendent; Peoria Division with headquarters at Terre Haute; Col. Joseph Hill from Assistant General Manager to General Superintendent. (Circ - divisions prob. created earlier)
- Jan. 5, 1894 General Freight Agents agree on a plan for eastbound rates in Official Territory. (NYT)
- Jan. 8, 1894 PRR Road Committee hears proposition from Philadelphia Market Company for modifying its agreement of Apr. 1, 1892; discuss PRR leasing certain properties of the Market Company and handling perishables itself. (MB)
- Jan. 8, 1894 South Brooklyn Railroad & Terminal Company applies for a franchise to

extend westward from Logan Street to New York Bay at the 39th Street Ferry, passing under all the intervening streets. (NYT)

- Jan. 8, 1894 Minority stockholders of the New York & Northern Railroad appear in court to oppose the sale to the NYC&HR. (NYT)
- Jan. 8, 1894 N.J. Supreme Court rules that the racetrack law passed last winter is unconstitutional and that all licenses granted by towns under it are void; serves to close all New Jersey racetracks, including Monmouth Park, Linden Park, Elizabeth, Gloucester and Guttenberg; racetrack betting is not legalized again until after World War II; William J. Sewell had planned a new law to exempt “agricultural” races at the state fairs, etc.; Monmouth Park had planned to reorganize as an “Agricultural Society”; Sewell’s plan is supposed to allow the PRR to keep its lucrative racetrack business. (NYT)
- Jan. 9, 1894 General Passenger Agents begin a round of meetings at New York in an attempt to develop a scheme for the permanent maintenance of east and westbound passenger rates. (NYT)
- Jan. 10, 1894 PRR agrees with NYC&HR; PRR to remove rails of its Sugar Camp Branch of Bellefonte & Snow Shoe Branch and Beech Creek Railroad to lay track over it and grant PRR trackage rights to reach certain coke ovens. (MB)
- Jan. 10, 1894 *New York & Florida Special* restored for the season, running three times a week through Apr. 19 without extra fare; two other expresses run via Atlantic Coast Line, plus two Florida trains on the Richmond & Danville route. (RyW, NYT)
- Jan. 10, 1894 Minority stockholders of the New York & New England Railroad protest the choice of Thomas C. Platt as receiver; prefer William T. Hart. (NYT)
- Jan. 13, 1894 New York & Putnam Railroad incorporated in N.Y. as reorganization of the New York & Northern Railway. (NYState)
- Jan. 13, 1894 Philadelphia & Beach Haven Railroad incorporated as reorganization of that part of the Long Beach Railroad between Manahawkin and Beach Haven, N.J. (Val, NJCorp)
- Jan. 13, 1894 General Passenger Agents complete the draft of an agreement on eastbound and westbound rates. (NYT)
- Jan. 15, 1894 NYC&HR Pres. Chauncey M. Depew says the new rate plans will be effective. (NYT)

- Jan. 15, 1894 Columbus, Sandusky & Hocking Railway organized. (GrnBk)
- Jan. 1894 PRR equips its 40 Voluntary Relief Dept. medical examiners with “emergency satchels” to be carried when traveling. (RRGaz)
- Jan. 1894 PRR is surveying for an extension between Brownsville, Pa., and Morgantown, W.Va. (RRGaz)
- Jan. 1894 Western New York & Pennsylvania Railroad suspends service for about one week between Brocton and Corry for reconstruction of trestles between Brocton and Sherman; through trains detour from Buffalo to Erie over the LS&MS and back to Corry on the Philadelphia & Erie Railroad. (RRGaz)
- Jan.? 1894 Lehigh Valley Railroad begins dining car service in connection with new trains between New York and Chicago. (AR, RRGaz - by 2/9)
- Jan. 1894 New Haven contracts with the CNJ to receive about 500 cars of anthracite coal per week transferred by floats to Harlem River. (RRGaz)
- Jan. 1894 B&O establishes weekly tourist sleeping car between Philadelphia and San Francisco via Rock Island, Denver & Rio Grande and Central Pacific. (RRGaz)
- Jan. 16, 1894 William E. Lockwood does his gadfly act at the Lehigh Valley Railroad annual meeting. (RyW)
- Jan. 17, 1894 U.S. Treasury floats \$50 million bond issue to restore gold reserves. (verify)
- Jan. 20, 1894 PRR sells \$5,646,000 of 4% United New Jersey Refunding bonds to Speyer & Co. (MB, RRGaz)
- Jan. 20, 1894 Pres. Cleveland vetoes a bill authorizing the New York & New Jersey Bridge Company to bridge the Hudson River because there is no restriction to a single span, and it also releases any other company, notably the North River Bridge Company, from the ban on building piers in the river. (NYT, RyW, RRGaz)
- Jan. 20, 1894 New Haven admits it has a through traffic contract with the CNJ and will exchange about 500 cars per day; say are to use the train ferry *Cape Charles*, laid up since the sale of the defunct New England Terminal Company. (NYT)
- Jan. 20, 1894 Union County Grand Jury refuses judge’s order to indict seven Republican for granting a license to the Linden Park racetrack last fall. (NYT)

- Jan. 22, 1894 Wilkes-Barre & Eastern Railroad opens for freight service between Stroudsburg and ___. (Mohowski - check AR - prob 1893!!)
- Jan. 22, 1894 PRR Dept. of YMCA Building at 4025-4069 Westminster Avenue in West Philadelphia dedicated with elaborate evening ceremonies; Pres. Roberts remarks, "It is only those who have a high sense of moral responsibility, such as an earnest member of such a group has this has, that can be trusted off duty as well as on duty" ; opened to public next day. (PubLdgr)
- Jan. 23, 1894 U.S. Circuit Court at Boston confirms Thomas C. Platt and Marsden J. Perry of Providence as permanent receivers of New York & New England Railroad over candidates of stockholders; both Platt and Perry were directors under McLeod. (NYT)
- Jan. 23, 1894 Purdue University railroad testing laboratory destroyed by fire; completely rebuilt later in year, including locomotive test plant. (RRGaz)
- Jan. 25, 1894 Presidents and General Managers meeting in New York approve the passenger rate agreement. (NYT)
- Jan. 25, 1894 Wayne McVeagh resigns as Special Solicitor of Lines East following appointment as Ambassador to Italy. (AR)
- Jan. 25, 1894 Philadelphia & Lehigh Valley Railroad dissolved without any construction. (MB)
- Jan. 25, 1894 Annapolis & Baltimore Short Line Railroad sold at foreclosure; reorganized as the Baltimore & Annapolis Short Line Railroad. (Poors)
- Jan. 26, 1894 Presidents and General Managers approve to plan for apportioning eastbound freight. (NYT)
- Jan. 26, 1894 State of Pa. drops case against the Reading Combine on evidence from the Reading that the leases have been broken. (RyW)
- Jan. 28, 1894 PRR and Richmond, Fredericksburg & Potomac Railroad cancel Sunday operation of mail & express train No. 27 between Jersey City and Richmond without notice after 14 years, delaying the distribution of New York Sunday newspapers; said done because RF&P and ACL lost southwestern mail contract to Richmond & Danville Railroad because the R&D offers better service. (NYT)
- Jan. 29, 1894 Barnegat Railroad incorporated to assume ownership of portion of former Long Beach Railroad between Barnegat City Jct. and Barnegat City, whose operation had been abandoned by PRR on Jan. 1. (Val, C&C)

- Jan. 29, 1894 PRR Dept. of YMCA of Philadelphia engages Prof. McVeagh as Physical Director and adds a program of athletics. (Wilson)
- Jan. 30, 1894 PRR begins its winter season of personally-conducted tours; five trips are to run to Florida. (NYT)
- Jan. 30, 1894 National Storage Company authorizes construction of new tugboat to replace *Petrolia*, now about 20 years old. (MB)
- Jan. 30, 1894 New York & Putnam Railroad leased to the NYC&HR. (NYState)
- Jan. 31, 1894 Norfolk & Western Railroad as lessee of Columbus Connecting & Terminal Railroad grants Columbus, Sandusky & Hocking Railway the use of its tracks between the crossing of the Cleveland, Akron & Columbus Railway and the PCC&StL Railway at Columbus. (Church)
- Jan. 31, 1894 Federal Court confirms Thomas C. Platt and William T. Hart as permanent receivers of New York & New England Railroad. (RyW)
- Jan. 31, 1894 Lehigh Valley Railroad agrees with the Cross Creek Coal Company and the Delaware, Susquehanna & Schuylkill Railroad, both controlled by the Coxe family, granting the DS&S the right to run coal in its own trains from Stockton Jct. near Hazleton, the point of connection with the LV, to Perth Amboy, Newark or Constable Jct., its connection with the National Docks Railway, effective July 1. (MB)
- Early 1894 Norwich & New York Transportation Company discontinues that portion of its steamboat service lying between New London and Norwich. (Dunbaugh)
- Feb. 1, 1894 PRR discharges 100 men on Pittsburgh Division because of depression. (RRGaz)
- Feb. 1, 1894 PW&B sells steamboat *Chincoteague* to Delaware, Maryland & Virginia Railroad; used in Franklin City-Chincoteague service. (MB)
- Feb. 1, 1894 J. Elfreth Watkins resigns from PRR to become Director of Dept. of Industrial & Machine Art at the Field Columbian Museum in Chicago; Museum has received photos and documents from PRR's 1893 exhibit, plus the Pangborn collection from B&O and *DeWitt Clinton* replica from NYC&HR. (RRGaz)
- Feb. 1, 1894 Lehigh Valley Railroad withdraws through tariffs on coal to Philadelphia, Reading & New England Railroad and New York & New England Railroad. (RyW)

- Feb. 8, 1894 PRR “vaccination train” leaves Lima, Ohio, with Dr. J.A. Barnfield of the VRD; are to vaccinate all Western Division employees between Crestline and Chicago. (NYT, RRGaz)
- Feb. 8, 1894 Lewistown & Tuscarora Bridge Company dissolved. (MB)
- Feb. 9, 1894 Manahawkin & Long Beach Transportation Company agrees to lease Barnegat Railroad and have use of the Philadelphia & Beach Haven for one year from Mar. 19, 1894. (Val, C&C)
- Feb. 11, 1894 Henry M. Flagler opens Royal Poinciana Hotel at Palm Beach, extending his activities to south Florida. (wiki, Bramson)
- Feb. 12, 1894 At the Philadelphia & Erie Railroad annual meeting, minority stockholders protest the lack of a dividend and accuse the PRR of falsifying earning figures; a shouting match develops between VP John P. Green and accountant David S. Thompson of the brokerage firm of L.H. Taylor & Co.; City of Philadelphia still owns 45,000 shares of P&E (NYT)
- Feb. 14, 1894 PRR Road Committee reverses itself and reports in favor of continuing to operate the Bedford & Bridgeport; Board agrees to operate the Philadelphia & Beach Haven as agent, retroactive to Jan. 1, 1894. (MB)
- Feb. 14, 1894 Banker Thomas Wilde Powell (1818-1897) writes to the PRR Board that he is about to retire from Haseltine, Powell & Co. and will also resign as PRR's London agent. (MB)
- Feb. 15, 1894 Committee of Chamber of Commerce of the State of New York, appointed after no private operators come forward to build subway, reports in favor of the city building the subways on its own credit and leasing them to private operators; produce merchant Alexander E. Orr Chairman. (Hood, RTinNYC)
- Feb. 15, 1894 Norfolk & Western Railroad grants Cleveland, Akron & Columbus Railway trackage rights over its tracks and terminals at Columbus. (Church, MB)
- Feb. 15, 1894 Coal miners’ strike begins in the Massillon District of Ohio. (AR)
- Feb. 1894 LIRR adopts Pintsch gas for lighting passenger cars. (RRGaz)
- Feb. 1894 PRR adopts an 80-lb. rail in 60-foot lengths instead of 30-foot, and with a mitered end.. (RyW)
- Feb. 1894 PRR gross earnings down \$1.1 million from Feb. 1893 or 22%;

NYC&HR's earnings down only \$281,061 or less than 6%; Erie down 26%; shows depression is worst in coal and steel industries. (RyW)

- Feb. 1894 Cleveland, Akron & Columbus Railway is negotiating with the Valley Railway for access to Cleveland; may ally with the B&O, which controls the Valley Railway. (RRGaz)
- Feb. 16, 1894 Exhibition of Long Island Boynton Bicycle Railroad held at Patchogue. (NYT)
- Feb. 17, 1894 Tuckahoe & Cape May Railway sold at foreclosure to Charles S. Thorne of Philadelphia for \$4,000. (Val, Rdg)
- Feb. 17, 1894 Minority stockholders of the Philadelphia & Erie Railroad threaten to sue unless the PRR provides the information they want; company declares its first dividend in 32 years. (NYT)
- Feb. 1894 Installation of automatic couplers and air brakes on all PRR passenger cars and locomotives completed.
- Feb. 19, 1894 New Brunswick Board of Trade protests the PRR's plan to eliminate the swing draw span over the Delaware & Raritan Canal as part of expanding its Raritan River Bridge to four tracks; to be replaced by an arch span with 45-foot clearance which may block masted vessels. (NYT)
- Feb. 19, 1894 PRR denies that it has any interest in the West Virginia Central & Pittsburgh Railway. (NYT)
- Feb. 20, 1894 Meeting of clerical stockholders of the PRR is held at Kellyville, Delaware County, organized by the Rev. Matthew P. O'Brien of the Roman Catholic Church at Kellyville; agree to submit an alternate slate of directors for the next annual meeting because of some unspecified grievance, and call for proxies. (NYT)
- Feb. 21, 1894 William H. Brown named Chief Engineer of the Camden & Atlantic Railroad. (MB)
- Feb. 21, 1894 PW&B Board approves agreement with Baltimore & Potomac Railroad, Claremont Abattoir Company and Union Stock Yards Company. (MB)
- Feb. 24, 1894 Future PRR VP-General Counsel John Dickinson (1894-1952) born at the family estate, "Crossiadore," on the Choptank River near Greensboro, Md., his where family had settled in 1659. (Mutual,)
- Feb. 27, 1894 Elkton & Middletown Railroad Company of Cecil County organized at Elkton; dormant since 1880; was organized after failure to charter Elkton

- & Southern Railroad; is done to claim \$58,000 county subscription; Jacob Tome, Pres., and Samuel Rea, VP. (Val, RRGaz)
- Feb. 28, 1894 Pres. George B. Roberts presides at a meeting of the Trunk Line Presidents and General Managers; they take no action on restoring eastbound rates, which many lines are cutting. (NYT)
- Feb. 28, 1894 Pennsylvania Company Executive Committee approves lease of dining room at Chicago Union Passenger Station to Union News Company. (MB)
- Feb. 28, 1894 PCC&StL Railway Executive Committee authorizes a 3-mile branch to the Eaton Stone Company at Eaton, Ohio. (MB)
- Feb. 28, 1894 Old Colony Railroad reports that the New Haven has discontinued 66 weekday and 6 Sunday trains since the lease. (NYT)
- Mar. 1, 1894 Western New York & Pennsylvania Railroad cuts wages 10%. (RRGaz)
- Mar. 1, 1894 Terre Haute & Indianapolis Railroad begins operating East St. Louis & Carondelet Railway at cost without agreement. (MB, Church)
- Mar. 1, 1894 Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway opens from Peters Creek Station to terminus (1.23 miles). (Val)
- Mar. 1, 1894 NYC&HR Pres. Chauncey M. Depew says he sees signs of freight traffic increasing. (NYT)
- Mar. 5, 1894 Long Island Electric Railway incorporated to build from Brooklyn city line to Far Rockaway and Hempstead. (MB, NYState)
- Mar. 5, 1894 Queen Anne's Railroad incorporated in Maryland by Baltimore capitalists, including Robert C. Davidson, Pres. of the Baltimore Trust & Guarantee Company, Middendorf, Oliver & Co., William H. Bosley, John S. Gittings, and Bartlett S. Johnson; original plan is to build electric railway lines radiating from Queenstown to the county seats of Caroline and Queen Anne's on the Eastern Shore, including lines from Queenstown to Denton , a branch from Queenstown to Easton and Cambridge, and another through Centreville to Crumpton. (Val, RRGaz)
- Mar. 6, 1894 William H. Brown named Chief Engineer of the West Jersey Railroad. (MB)
- Mar. 8, 1894 Terre Haute & Indianapolis Railroad Executive Committee authorizes purchase of 64 acres from William R. McKeen for a freight yard east of Terre Haute; authorizes a turntable for the Peoria Division. (MB)

- Mar. 10, 1894 Pennsylvania Company sells PRR's interest in the Newport & Cincinnati Bridge Company to the Louisville & Nashville Railroad.
- Mar. 10, 1894 New Haven Board begins meeting at its new office in New Haven instead of in New York. (NYT)
- Mar. 1894 Last of 16 tracks placed in service at Broad Street Station; train shed is now all under roof, and old section of building is being raised two storeys. (AR, RyW)
- Mar. 11, 1894 PRR denies that it has cut rates on iron westbound from Pittsburgh. (NYT)
- Mar. 12, 1894 James Seaman Atterbury, Pittsburgh manufacturer and founder of the Clearfield & Cresson & New York Short Route Railroad, dies. (RyW)
- Mar. 13, 1894 PRR annual meeting held at the Musical Fund Hall; for the fourteenth consecutive year, gadfly William E. Lockwood is again on hand to badger management with motions and questions; Lockwood owns no stock himself but claims to hold proxies for 4,000 shares. (NYT)
- Mar. 13, 1894 Manufacturers Railway incorporated in Ohio to build switching line in Toledo from Olive & Water Streets along Water Street to Monroe Street and to LS&MS. (Church)
- Mar. 13, 1894 New York & New England Railroad annual meeting held at Boston adjourns without taking any action. (NYT)
- Mar. 14, 1894 PRR Board authorizes sale of Princeton & Kingston Branch Turnpike Company to William Gummere, et al., for \$15,000. (NB: not yet approved by UNJ) (MB)
- Mar. 14, 1894 Chicago & South Eastern Railway resumes construction at Anderson, Ind.; to be extended to Muncie. (NYT)
- Mar. 15, 1894 Presidents and Managers agree to fix the eastbound grain rate from Chicago at 20 cents, effective Apr. 1, that is, lowering the rate to equal the cuts made by some lines. (NYT)
- Mar. 15, 1894 Maryland act authorizes the Elkton & Middletown Railroad Company of Cecil County to change its name to the Elkton, Masseys & Middletown Railroad and authorizes it to extend to Masseys via Chesapeake City; if it begins work in 6 months and reaches by Aug. 1, 1896, it can claim the appropriation of \$58,000 in Cecil County bonds; otherwise, the grant will go to the Elkton & Southern Railroad (B&O). (PL, RRGaz)
- Mar. 15, 1894 Columbus, Sandusky & Hocking Railway agrees with Wells, Fargo & Co.

for express business. (Church)

- Mar. 15, 1894 Injunction served on the New Haven against discriminating against the New York & New England Railroad at various junction points in Connecticut. (NYT)
- Mar. 1894 Bondholders reorganization committee of the Baltimore & Eastern Shore Railroad are reported negotiating for the Choptank Steamboat Company as a link to Baltimore. (RyW)
- Mar. 1894 Black Legs Creek Branch of Western Pennsylvania Railroad opens from point 1.25 miles west of Saltsburg to terminus (0.77 mile). (Val)
- Mar. 1894 Chicago General Managers Association decides against any wage cuts for switchmen. (Lindsey)
- Mar. 1894 Sole Class L 2-4-6T "Jumbo" cut up at Meadows Shops. (CCHS - may be Feb)
- Mar. 1894 Columbus Shops have completed cars to replace all the old passenger cars of the Cincinnati & Muskingum Valley Railway Company. (RRGaz)
- Mar. 16, 1894 Mass. Attorney General Knowlton rules that the New Haven's lease of the Old Colony Railroad is legal because they have an indirect physical connection. (NHCorp)
- Mar. 18, 1894 Allan Campbell, (1815-1894) former Chief Engineer and Pres. of New York & Harlem Railroad, dies at New York. (RRGaz)
- Mar. 19, 1894 Old Waiting Room in the 1881 portion of Broad Street Station closes to permit construction of new Main Waiting Room. (RyW)
- Mar. 19, 1894 Pres. Roberts rejects offer of National Storage Company to compromise on tunnel under Waldo Avenue Yard; wants present lawsuits to run their course. (MB)
- Mar. 19, 1894 Manahawken & Long Beach Transportation Company reopens Barnegat Railroad between Barnegat City and Barnegat City Jct. under lease of Feb. 9, 1894; continued on year-to-year basis; uses an 0-4-4T Forney locomotive from the Cape May, Delaware Bay & Sewells Point Railroad, one combine and two coaches painted yellow and known locally as the "Yellow Jacket." (Val, Brinckmann)
- Mar. 19, 1894 Cape May Railroad incorporated in New Jersey as reorganization of Tuckahoe & Cape May Railway; Logan McKnight Bullitt (1862-1921), Pres. (Val, Rdg)

- Mar. 20, 1894 New Women's Waiting Room, Ticket Office, Market Street Entrance Hall, and parts of new Main Waiting Room around south elevator and stair open at Broad Street Station; Women's Waiting Room is decorated in Nova Scotia marble and malachite. (RyW)
- Mar. 20, 1894 In a demonstration of the fight for scarce jobs in the depression, a mob of 300 men from the Altoona Shops march over the "Red Bridge" and drive off immigrants working on the Bellwood Extension of the Altoona & Logan Valley Railroad at 75 cents a day, forcing them to flee for their lives; they then march to the Elizabeth Furnace and beat and drive off 60 Italians and drive all foreigners out of Bellwood; the ranks swollen to 600, they march on the Italian neighborhood in Altoona on 9th Avenue between 7th & 9th Streets, by which time the mob has grown to about 3,000; PRR General Superintendent F.L. Sheppard forces his way to the center of the crowd and announces that no foreigners will be given work; the Altoona & Logan Valley later does the same. (NYT)
- Mar. 20, 1894 Pittsburgh & Eastern Railroad incorporated in Pa. to build 10 miles from Crab Tree in Westmoreland County to Whites Station in Indiana County. (GrnBk, RRGaz)
- Mar. 20, 1894 On a suit brought by Collis P. Huntington, Edmund Zacher is appointed temporary receiver of the Newport News & Mississippi Valley Railroad. (NYT)
- Mar. 21, 1894 At annual meeting of New York & New England Railroad, Pres. McLeod, Samuel Heilner, Frederick H. Prince, Charles A. Prince, Charlemagne Tower, James Armstrong, Henry A. du Pont (1838-1926), Chester W. Chapin and others voted off Board; of the Pennsylvanians, only J.F. Sinnott, Arthur Brock and Spencer Ervin remain; new directors include Charles Francis Adams III (1866-1954), John Kean, Jr., Benjamin F. Tracy, Samuel Thomas, Thomas C. Platt, and John G. Moore of Moore & Schley; A.A. McLeod is not present, and the others make no mention of him. (NYT, RRGaz)
- Mar. 22, 1894 William A. Patton denies that the PRR has any interest in the North River Bridge Company; predicts accurately that, "when the Pennsylvania Railroad enters New York City, it will be underground, not overhead." (NYT)
- Mar. 22, 1894 PRR inaugurates two round trips of parlor cars between Philadelphia and Wilkes-Barre via Reading and Hazleton. (RyW)
- Mar. 22, 1894 Lehigh Valley Railroad reaches a settlement with the National Storage Company for building the Bergen Neck Railway and section no. 4 of the

- Jersey City, Newark & Western Railway; in return, LV will receive half the stock of the National Docks Railway. (MB)
- Mar. 22, 1894 Henry M. Flagler's Jacksonville, St. Augustine & Indian River Railway reaches West Palm Beach. (Bramson)
- Mar. 23, 1894 Manufacturers Railway incorporated in Ohio to build switching line in Toledo. (C&C)
- Mar. 23, 1894 Reading receivers petition the court to cancel the lease of the Susquehanna & Tide Water Canal, which is no longer productive. (NYT)
- Mar. 24, 1894 NYC&HR Pres. Chauncey M. Depew addresses the Trunk Line Association urging immediate action to end the demoralization of rates; they adopt his proposition of a \$10,000 penalty for rate-cutting. (NYT)
- Mar. 25, 1894 Jacob Sechler Coxey (1854-1951), a wealthy quarry owner, leaves Massillon, Ohio, with about 100 unemployed followers to petition Congress for public works spending to relieve the depression.
- Mar. 26, 1894 U.S. Circuit Court issues show cause order against PRR in suit by coal operators R.B. Wigton & Sons, who charge PRR discriminates in favor of Berwind-White Coal Mining Company. (RyW)
- Mar. 26, 1894 B&O runs the first passenger train direct from St. George, Staten Island, to Washington via the Arthur Kill Bridge and Cranford Jct. for a field trip of 100 students of the Staten Island Academy & Latin School. (NYT)
- Mar. 27, 1894 New York & New England Railroad Board reelects all officers except Pres. A.A. McLeod; authorizes VP J.T. Odell to exercise duties of Pres. (NYT, RRGaz)
- Mar. 27, 1894 Trunk Line General Passenger Agents agree to stop payment of commissions and restore old rates on Apr. 1; all roads except the NYO&W are represented. (NYT, RRGaz)
- Mar. 28, 1894 Real Estate Committee reports it has put old General Office Building up for sale with a real estate agent. (MB)
- Mar. 30, 1894 Pres. Cleveland vetoes the Bland Bill, calling for the coining of silver.
- Mar. 30, 1894 Report of special PRR committee on records destruction pending move of General Office to Broad Street Station; says must retain records relating to dividend payments indefinitely and those pertaining to interest payments until both interest and principal paid off; may destroy bank deposit books after one year. (MB)

Mar. 30, 1894 Tracklaying begins on Ebensburg & Black Lick Railroad. (RRGaz)

Mar. 31, 1894 First PRR offices, those of the Auditor of the Empire Line, moved into Broad Street Station building.

Mar. 31, 1894 LIRR announces that if the pending state bill passes cutting passenger fares from 3 cents a mile to 2 cents, it will abolish commutation tickets. (NYT)

Mar. 31, 1894 Columbus, Sandusky & Hocking Railway agrees with Pittsburgh, Akron & Western Railway for connecting track at Chatfield, Ohio. (Church)

Mar. 31, 1894 Trustees of Grand Rapids, Greenville & Bay City Railroad deed property, consisting of an unfinished railroad between Greenville and Rockford, to GR&I. (MB)

Apr. 1, 1894 PRR Dept. of YMCA of Philadelphia absorbs PRR Athletic Society and its athletic field at 52nd Street. (WBWilson)

Apr. 1, 1894 New wage cut takes effect on Lines East; track workers cut to \$1 a day. (CCHS)

Apr. 1, 1894 Financial article in the *New York Times* notes that the PRR's gross earnings have fallen by \$6.5 million in the period July 1893-Feb. 1894, while the NYC&HR's has fallen only \$750,000; however, the PRR's actual earnings are twice those of the NYC&HR; speculates as to whether the NYC&HR has retained traffic by rate-cutting despite Pres. Depew's recent remarks. (NYT)

Apr. 1, 1894 New passenger agreement goes into effect with a \$10,000 penalty for rate-cutting. (NYT)

Apr. 1, 1895 Agnew T. Dice (1862-1932) named Superintendent of Atlantic City Railroad. (Rdg - check date)

Apr. 1, 1894 Edward Barry Wall (1856-1894), Assistant to General Manager of Lines West, dies at Pittsburgh of shock following an operation for appendicitis after 18 years service. (MB, RRGaz)

Apr. 1, 1894 Pennsylvania Company leases Rock Point picnic ground to Miller & Smith for one year. (MB)

Apr. 1, 1894 Pennsylvania Company leases 200 feet of dock at Toledo to Detroit & Cleveland Steam Navigation Company. (MB)

- Apr. 1, 1894 Cleveland, Akron & Columbus Railway discontinues use of PCC&StL freight station at Columbus, Ohio. (AR)
- Apr. 1, 1894 William Oden Hughart (1826-1899) resigns as Pres. of GR&I for health; succeeded by son J. H. B. Hughart (1854-1917). (RRGaz)
- Apr. 1, 1894 W.B. Leeds resigns as Superintendent of Richmond Division to be Pres. of American Tin Plate Company. (RRGaz)
- c. Apr. 1894 New Haven and Boston & Maine refuse to interchange business with Poughkeepsie Bridge Route.
- Apr. 2, 1894 Lehigh Valley Railroad establishes a through overnight train to Chicago with the Grand Trunk Railway; vestibuled consist is made up of a combine-smoker, one coach, two sleeping cars and a diner. (NYT)
- Apr. 2, 1894 United Mine Workers of America begin a nationwide bituminous coal strike. (NYT)
- Apr. 3, 1894 A large number of strikers from the south end of the Connellsville Coke Field pass through Uniontown to stop the Oliver Coke Works. (NYT)
- Apr. 4, 1894 Joseph H. Paddock, 35, Chief Engineer of H.C. Frick Coke Company is beaten and stoned to death at the Davidson Coke Works near Connellsville when cornered by about 200 Hungarian strikers; they are pursued by the sheriff in a running battle in which 11 are killed; about 1,500 immigrant strikers are reported camped near Scottdale. (NYT, Shifflet)
- Apr. 5, 1894 The District Pres. of the United Mine Workers and 137 others are jailed at Connellsville, Pa., following the killing of Joseph H. Paddock. (NYT)
- Apr. 6, 1894 Maryland acts authorize the counties of Caroline, Queen Anne's and Talbot and the towns of Denton, Hillsboro, Centreville, Church Hill, Easton and Trappe to subscribe to the Queen Anne's Railroad and exempt it from county and local taxes for 20 years; Queen Anne's Railroad authorized to extend from Wye Mills through Easton to Trappe. (PL)
- Apr. 6, 1894 Coal miners return to work at Houtzdale, Pa. (NYT)
- Apr. 7, 1894 PRR unveils Broad Street Station terra cotta panels by Karl Bitter in 15th Street arch 50' x 10'-6", the largest terra cotta work yet fired, and on Market Street front with an upright figure with a torch symbolizing progress and enlightenment; was exhibited at the Architectural League during the winter. (RyW, NYT)
- Apr. 7, 1894 Former LIRR Supervisor Frederick W. Dunton, the nephew of Austin

- Corbin, joins the 2-cent fare advocates and posts handbills on LIRR trains denouncing the company. (NYT)
- Apr. 7, 1894 George L. Peck named Superintendent of Richmond Division, replacing W.B. Leeds, resigned. (AR)
- Apr. 9, 1894 PRR hosts six weeks of coupler tests at Altoona under J.M. Wallis, Chairman of Coupler Committee of Master Car Builders' Association. (RRGaz)
- Apr. 10, 1894 Representatives of Cumberland Valley Railroad and Southern Pennsylvania Railway & Mining Company appear in Fulton County Court of Common Pleas to condemn old South Pennsylvania Railroad right of way from Tuscarora Mountain Tunnel to Mt. Dallas as short cut to Broad Top Coal Field. (RyW)
- Apr. 11, 1894 PRR revises organization placing Secretary in charge of all operations of General Office. (MB)
- Apr. 11, 1894 PW&B Board gives Queen Annes & Kent Railroad 30 days notice of terminating its operating agency; adopts change of line between Thurlow and the Delaware state line. (MB)
- Apr. 12, 1894 National convention of the United Mine Workers of America meeting in Columbus calls a strike across the Central Competitive Field demanding the old 79-cent per ton basis at Pittsburgh, which amounts to a 25-50 cent increase. (NYT)
- Apr. 13, 1894 American Railway Union begins a successful 18-day strike against the Great Northern Railway to protest a 10% wage cut, which increases its prestige. (NYT, DAB)
- Apr. 13, 1894 PCC&StL Railway Executive Committee approves the use of the proposed new station at Wheeling by the Ohio River Railroad. (MB)
- Apr. 14, 1894 Albert Netter of Cincinnati, once involved with Henry S. Ives, fails. (NYT)
- Apr. 15, 1894 PRR sells securities of Toledo, Peoria & Western to Pennsylvania Company and one half sold in turn to St. Louis, Keokuk & Northwestern Railway for \$1 million.
- Apr. 15, 1894 N.K. Elliott named General Superintendent of Terre Haute & Indianapolis Railroad, replacing Col. Joseph Hill (1826-1896) retired; Harry I. Miller (1862-1930) named Superintendent of Main Line Division at St. Louis, replacing Elliott; P.A. Bonebrake named Superintendent of Louisville

Division, replacing Harry I. Miller; F.T. Hatch named Superintendent of Michigan Division at Logansport, replacing Elliott; George L. Peck 1858-1932) named Superintendent of the Richmond Division, replacing W.B. Leeds, resigned. (MB, AR)

- Apr. 1894 LIRR contracts for automatic block signals between Long Island City and Jamaica. (RyW)
- Apr. 1894 About 46% of PRR stock is now held abroad compared to about 50% in 1890. (RRGaz)
- Apr. 1894 Pres. George B. Roberts inspects the Philadelphia & Delaware County Railroad. (RRGaz)
- Apr. 1894 American Railway Union begins organizing at the Pullman Works. (Lindsey)
- Apr. 16, 1894 Susquehanna & Tide Water Canal opens for the season. (Rdg)
- Apr. 16, 1894 Millersburgh, Jeromeville & Greenwich Railroad incorporated in Ohio to build from Wooster to point on B&O near Greenwich in interest of H. B. Camp of Akron. (Church)
- Apr. 17, 1894 LIRR announces it will cut its May 1 quarterly dividend from 1¼% to 1% because of the depression and claims arising from recent accidents. (NYT)
- Apr. 17, 1894 William A. Patton elected Pres. of the Queen Anne's & Kent Railroad, replacing Benjamin T. Biggs, deceased; PW&B gives 30 days notice of terminating the operating agreement of Oct. 15, 1881. (MB)
- Apr. 17, 1894 Young Wall Street buccaneer Henry S. Ives (1860-1894) dies of tuberculosis at Asheville, N.C. (NYT)
- Apr. 18, 1894 Pennsylvania Company and St. Louis, Keokuk & Northwestern Railroad (CB&Q system) place joint holdings of stock and bonds of Toledo, Peoria & Western Railway in trust with Farmers Loan & Trust Company for joint operation. (Church)
- Apr. 19, 1894 PRR gives a tour of its new perishables terminal at Jersey City and luncheon on the ferry *New York* to New York commission merchants; is shed 84' x 655' at Bay Street. (RyW, NYT, C&C)
- Apr. 19, 1894 German and Danish lines cut steerage rates to \$18, beginning rate war on North Atlantic, particularly for steerage passengers. (Flayhart)
- Apr. 20, 1894 U.S. Circuit Court at Boston grants New Haven petition to dismiss the

injunction barring discrimination against interchange with the New York & New England Railroad. (NYT)

- Apr. 21, 1894 PRR, Big Four (CCC&StL) and Cincinnati, Hamilton & Dayton Railroad establish a passenger pool between Cincinnati and Chicago. (NYT)
- Apr. 21, 1894 Electric street car line (what co?) opens between Exchange Place, Jersey City, and Newark; makes the run from the Court House in Newark to the PRR ferry in 50 minutes; offers 10-cent fare, including ferry. (NYT, RRGaz - this prob. refers to the Consolidated Traction Company's Turnpike Line via Kearny - no this open 1895 - check StRyJrnl)
- Apr. 21, 1894 Hearing held on PRR's application for writ of certorari to review proceedings in matter of National Docks & New Jersey Junction Connecting Railway tunnel under Waldo Avenue Yard. (MB)
- Apr. 21, 1894 Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company convey Windmill Island Canal to federal government, which plans to remove the island as an impediment to navigation. (Val)
- Apr. 21, 1894 United Mine Workers begins great strike of bituminous coal miners across the Central Competitive Field stretching from Pennsylvania to Illinois; Pocahontas (N&W) and New River (C&O) mines continue at work and greatly increase production; Lines West is forced to buy fuel coal in W.Va. at higher freight rates. (AR, NYT, Snyder)
- Apr. 23, 1894 PRR opens new 665 x 92 perishables terminal at Bay Street, Jersey City, and delivers only less perishable foodstuffs to Pier No. 29 to eliminate crowding; merchants are to run own wagons over ferries; new Bay Street-13th Street ferry serves area of Gansevoort Market; Wallabout Market in Brooklyn to be reached by Annex boats, which will operated all night; Bay Street ferries are to operate alternately to 13th and Debrosses Streets at night for produce deliveries. (RyW)
- Apr. 23, 1894 PRR restores Bay Street-13th Street ferry with *Jersey City* and *John S. Darcy* providing 20-minute service to serve new produce terminal; also establishes ferry service between Bay Street, Jersey City, and Debrosses Street with *Baltimore*; Bay Street-Debrosses Street ferry discontinued later in year. (NB only an announcement will operate - may not have been run at all) (HC)
- Apr. 23, 1894 Shamokin Valley & Pottsville Railroad begins work on branch from Brady, near Shamokin, to Scott Colliery of Union Coal Company. (RRGaz)
- Apr. 23, 1894 Brooklyn Board of Aldermen approves a franchise for the South Brooklyn

- Railroad & Terminal Company's extension to New York Bay near the 39th Street Ferry. (NYT)
- Apr. 23, 1894 Court approves Reading receivers' application to abandon the lease of the Susquehanna & Tide Water Canal. (Poors)
- Apr. 1894 New Cumberland Branch of PCC&StL Railway opens to a point opposite Wellsville. (RRGaz)
- Apr. 24, 1894 Austin Corbin contracts with the Johnson Signal Company for Hall automatic block signals on the LIRR between Long Island City and Jamaica. (NYT)
- Apr. 24, 1894 United Railroads of New Jersey General Superintendent F.W. Jackson visits Elizabeth, N.J., to select the site for the new elevated station. (NYT)
- Apr. 24, 1894 Attack with dynamite made against PRR bridge and track at Watts Station near Marietta, Pa. (RRGaz)
- Apr. 24, 1894 Branch Jct. & Pittsburgh RPO renamed Branch & Pittsburgh RPO; Indiana & Branch Jct. RPO renamed Indiana & Branch RPO on Pittsburgh Division. (Kay)
- Apr. 24, 1894 Pennsylvania Company Executive Committee authorizes additional tracks in Outer Yard at Toledo. (MB)
- Apr. 26, 1894 Pres. George B. Roberts presides at a meeting of the Presidents and General Managers of the Trunk Line Association at New York; the new agreement is ready for signature, but the Wabash Railroad and New York, Lake Erie & Western Railroad hesitate; all agree to sign if the decision is unanimous. (NYT)
- Apr. 27, 1894 PRR and Vanderbilt interests sign a memorandum of agreement to establish stable rates and respect each others territorial rights; each promises not to invade the territory of the other unless joint use of existing facilities proves impractical or enter into traffic alliances with roads that disturb rates; in competitive territory, both systems pledge to maintain rates and offer as similar and uniform a service as possible; differences are to be settled by regular conferences between the presidents; this pact governs PRR-NYC relations for the next 12 years and forms the foundation of the "Community of Interest" of 1899-1906. (MB, Wheeler)
- Apr. 27, 1894 Brookes Mills & Altoona Railroad, Somerset & Bedford Railroad (Osterburg-Ashtola), and Manns Choice & Hyndman Railroad all incorporated in Pa.; are to form a line across the southern part of the state between the B&O's Pittsburgh line passing south of Altoona; George B.

Orlady (1850-1926) of Huntingdon Pres. of all three companies; primary stockholder is Theodore Gerrish of Portland, Maine, who heads a Maine lumbermen's syndicate. (C&C, RRGaz, RyW)

- Apr. 27, 1894 Reading surrenders lease of Susquehanna & Tide Water Canal. (Rdg)
- Apr. 27, 1894 Ohio authorizes abandonment of last 19 miles of Walhonding Canal; berm bank occupied by Toledo, Walhonding Valley & Ohio Railroad.
- Apr. 28, 1894 Wheeling Bridge & Terminal Railway extension opens for freight service from Wheeling to Riverside Iron Works in Benwood. (RRGaz)
- Apr. 28, 1894 About 15,000 men are on strike in the Connellsville Coke Region; all the H.C. Frick Coke Company mines are closed, only Rainey and a few others are working under the protection of deputies. (NYT)
- Apr. 30, 1894 Board of Rulings of the Central Traffic Association grants part of the relief sought by the New York, Lake Erie & Western Railroad; the Erie wants all differentials equal; previously, the DL&W and Lehigh Valley are allowed a \$17 fare to Chicago, the Erie \$18, and the NYC&HR and PRR the standard fare of \$20; the Erie is now allowed to charge \$17, excepts on its best trains, Nos. 5 & 7, which are to charge \$18; West Shore No. 3 and DL&W/Grand Trunk No. 3 are also raised to \$18. (NYT)
- Apr. 30, 1894 Jacob S. Coxey and his "Army" of the unemployed, now about 400, arrive in Washington; Coxey is arrested the next day for trespassing on the Capitol grounds, and his "Army" disperses. (EAH)
- Spring 1894 Fahys & Cook, a manufacturer of watch cases at Sag Harbor, purchases the Montauk Steamboat Company, Limited, from Capt. George C. Gibbs. (Dunbaugh)
- Spring? 1894 West Jersey Railroad relocates right of way through Anglesea. (MB)
- Apr.-May? 1894 Illinois Circuit Court declares the Wabash Railroad's lease of the Eel River Railroad is void and orders the appointment of a receiver. (RRGaz)
- May 1, 1894 Pres. Roberts announces to PRR Board that have reached agreement with NYC&HR for "more harmonious working." (MB)
- May 1, 1894 General Assistant to the Pres. Richard D. Barclay (1836-1908), former confidential secretary to Tom Scott, resigns after 30 years of service. (AR)
- May 1, 1894 PRR leases Piers 2 & 3, North River, N.Y., to Lehigh Valley Railroad. (MB)

May 1, 1894 West Jersey Railroad leases the Excursion House and Sea Breeze Hotel at Cape May to James F. Powell. (MB)

May 1, 1894 *New York Times* reports that a British syndicate has subscribed \$8 million to complete the East River Tunnel, abandoned after the explosion two years ago. (NYT)

May 1, 1894 Baltimore & Faulkner RPO cut to Bowie & Faulkner RPO. (Kay)

May 1, 1894 Nicholas Monserrat resigns as VP & General Manager of Cleveland, Akron & Columbus Railway. (RRGaz)

May 1, 1894 St. Clair, Madison & St. Louis Belt Railroad completed from Henry Street, Alton, to connection with St. Louis, Keokuk & Northwestern Railroad at West Alton, including double track bridge over Mississippi River; operated by Alton Construction Company. (Church, ICC)

May 1, 1894 Great Northern Railway and the American Railway Union settle their strike by arbitration, restoring the 10% wage cut and greatly increasing the prestige of the union; ARU, like other radical unions, is strongest in the West, where conditions are rougher and replacement labor is scarce. (NYT, Lindsey)

May 1, 1894 Monmouth Park Racing Association defaults on bonds. (NYT)

May 2, 1894 First commencement exercises held at PRR YMCA at 41st Street in West Philadelphia. (RyW)

May 2, 1894 Township of Eatontown, N.J., sells the grandstand and other property of Monmouth Park Race Track for taxes. (NYT)

May 4, 1894 Pennsylvania & New Jersey Railroad Company incorporated in New Jersey to build bridge over Delaware River above Philadelphia (the Delair Bridge). (C&C)

May 5, 1894 PW&B declines to operate the Queen Anne's & Kent Railroad. (MB)

May 1894 Fifty PRR crews are idle at Harrisburg because of the coal strike. (RRGaz)

May 7, 1894 Monmouth Park Race Track, Hotel, and contents sold at foreclosure at the Monmouth Park Hotel. (NYT)

May 7, 1894 Queen Anne's Railroad organized at Centreville, Md.; W.H. Bosley of Queenstown, Pres.; John S. Gittings, VP; surveys being run between Queenstown and Centreville by Richard Silvis. (MB, Val, RRGaz)

- May 7, 1894 Bute Run Branch of South-West Pennsylvania Railway (1.16 miles) opens at Vance Mill Jct. to Taylor & Fulton's Coke Works. (Val, AR)
- May 7, 1894 Grievance committee of employees begins waiting on officers of Pullman's Palace Car Company to seek restoration of wages to June 1893 level or cutting rents in company houses. (Rept)
- May 7, 1894 Metropolitan Elevated Railway merged into Manhattan Railway. (NYState)
- May 8, 1894 Pennsylvania & New Jersey Railroad Company incorporated in Pennsylvania. (C&C)
- May 8, 1894 International Navigation Company Board approves \$6 million mortgage bond issue to pay for the new ships *St. Louis*, *St. Paul*, *Kensington* and *Southwark*. (NYT)
- May 1894 Pa. Supreme Court rules that the General Railroad Law does not give the power to build elevated transit lines in the public streets, killing the projects of the Quaker City Elevated Railroad and Northeastern Elevated Railroad; the portion of the Northeastern Elevated begun in Front Street is to be removed. (RRGaz)
- May 9, 1894 PRR declines to operate the Queen Anne's & Kent Railroad. (MB)
- May 9, 1894 Cresson, Clearfield County & New York Short Route Railroad sold at foreclosure to John Scott for PRR for \$1 million. (Val, RyW)
- May 9, 1894 At second grievance meeting, George M. Pullman himself rejects any concessions to employees. (Lindsey)
- May 10, 1894 Columbus, Ohio, freight house and 10 freight cars destroyed by fire starting in a car of naphtha; two clerks killed. (AR, RRGaz)
- May 10, 1894 Three members of Pullman grievance committee are discharged; probably just part of ordinary layoffs, but employees believe it was done for revenge; that evening, Pullman workers vote to strike against the advice of the American Railway Union leaders. (Lindsey)
- May 10, 1894 Lehigh Valley Railroad promises to withdraw low-rate tickets. (NYT)
- May 10, 1894 Indianapolis, Decatur & Western Railway sold at foreclosure a second time. (Poors)
- May 11, 1894 About 80% of employees begin strike against Pullman's Palace Car Company works south of Chicago after wage cut without compensating

cut in rents of company houses; works closed; Columbian Exposition travel had isolated Pullman's Palace Car Company from the first effects of the depression, but in 1894, orders and wages had fallen precipitously. (RyW, Buder)

- May 11, 1894 Bondholders file for a receiver for the Brigantine Beach Railroad. (NYT)
- May 11, 1894 Queen Anne's & Kent Railroad adopts a full slate of PRR officers from the General Manager down. (MB)
- May 11, 1894 About 125 coal operators meet at Pittsburgh; those on the railroads favor a quick settlement, while those on the Monongahela River want to hold out; Western Pennsylvania operators resolve not to be bound by the actions of the operators attending a joint operators-union conference in Cleveland on May 15. (NYT)
- May 12, 1894 Trunk Line presidents sign the eastbound freight pool, retroactive to May 1; the ICC has promised to look the other way. (NYT)
- May 12, 1894 Benjamin Wells (1814-1894), ticket agent of PW&B since 1837, dies at Elkton, Md. (RyW)
- May 12, 1894 Last recorded meeting of the Market Street Underground Railroad. (MB)
- May 13, 1894 Queen Anne's & Kent Railroad (Massey's-Centreville) divorced from Delaware Division and operated by own organization instead of by PW&B; operates only a mixed train instead of separate passenger and freight trains; PRR furnishes equipment, and PW&B takes over operation of Townsend-Massey branch; QA&K still keeps losing \$13,000-\$15,000 a year. (MB, Val)
- May 14, 1894 Ohio passes act to settle dispute between Canal Commission and Board of Public Works and Toledo, Walhonding Valley & Ohio Railroad re occupation of Walhonding Canal right of way by railroad; provides for \$5,000 annual rent and relocation of railroad when necessary for operation of canal. (Church)
- May 15, 1894 N.J. Court of Chancery refuses injunction against West Jersey Railroad interfering with crossing of South Jersey Railroad at Woodbine. (RyW)
- May 1894 PRR standard is 4'-8½" for passenger tracks and 4'-9" for freight tracks; are now reducing to a uniform 4'-8½" except on sharp curves. (RRGaz)
- May 1894 PRR gross earnings down \$1.8 million on Lines East and \$1.09 million on Lines West over May 1893. (RyW)

- May 1894 Bedford & Blair County Railroad contracts for construction between Cessna and Brookes Mills via Osterburg. (RyW)
- May 1894 Engineer of Maintenance of Way Joseph T. Richards develops folding pocket track charts that become a PRR standard. (RRGaz)
- May 1894 Vandalia Lines and Chicago & West Michigan Railroad announce they will operate a through sleeping car between St. Louis and Petoskey this summer season. (RRGaz)
- May 1894 Theodore Voorhees resigns as the General Manager of the Lehigh Valley Railroad, and the post is abolished. (AR)
- May 16, 1894 Eugene V. Debs makes a speech likening George M. Pullman to a slave owner. (Lindsey)
- May 16, 1894 Columbus freight station reopens. (AR)
- May 17, 1894 Pittsburgh & Allegheny Abattoir Company renamed Pittsburgh Provision Company; builds stock yards on Herra Island. (Church)
- May 17, 1894 Pittsburgh & West Brownsville RPO extended to Pittsburgh & Uniontown RPO. (Kay)
- May 17, 1894 Former PRR Superintendent of Motive Power and General Superintendent of the St. Louis, Iron Mountain & Southern Railway Robert E. Ricker (1828-1894) dies at Weeping Water, Neb., while going north on the advice of his physician; he had been forced to retire in June 1893. (RRGaz)
- May 17, 1894 Three-day conference between the United Mine Workers of America and the coal operators at Columbus to settle the coal strike ends in failure; the UMW holds out for a basis of 79 cents in Pennsylvania and 70 cents in Ohio, while the operators will only grant 65 cents and 58 cents. (NYT)
- May 17, 1894 Rainey Coke Company announces that it will discharge all foreign-born strikers and replace them with African Americans being recruited in the South. (NYT)
- May 18, 1894 Pennsylvania, Lehigh & Eastern Railroad sold at foreclosure. (Taber)
- May 18, 1894 Ohio authorizes abandonment of Hocking Valley Canal between Carroll and Nelsonville and occupation by Columbus, Hocking Valley & Athens Railroad. (, Mould)
- May 18, 1894 Heavy rains begin, bringing floods to Conemaugh, Susquehanna and Delaware watersheds; 4.92 inches of rain falls at Altoona. (RRGaz)

- May 1894 Depression reduces number of trains passing Atglen to 120, down from 220 in Nov. 1893. (CCHS)
- May 21, 1894 Major flood in the Allegheny-Conemaugh, Susquehanna and Delaware-Schuylkill watersheds, the worst since June 1889; 25'-6" at Harrisburg; all Pennsylvania Canal Company lines damaged; West Branch Division Canal from Loyalsock Creek down to Muncy Cross Cut is not repaired and abandoned for navigation; three spans of Lewisburg Bridge washed out; numerous washouts on Philadelphia & Erie Grand Division east of St. Marys; Susquehanna & Tide Water Canal (Columbia-Havre-de-Grace) heavily damaged and put out of service, although some traffic uses the lower end until about 1900; lumber boom at Williamsport gives way, releasing \$1 million worth of lumber; Conemaugh roundhouse undermined and all locomotives removed; 6 feet of water in B&O's Fairmount Tunnel at Philadelphia. (AR, NYT, Scriven)
- May 21, 1894 Johnstown under water; Northern Central Railway cut at Elmira; Camden & Atlantic Railroad flooded in meadows between Absecon and Atlantic City. (RRGaz)
- May 22, 1894 N.Y. Gov. Roswell P. Flower (1835-1899) signs Rapid Transit Act of 1894 based on bill drawn up by Chamber of Commerce of the State of New York; replaces Commissioners of Rapid Transit of 1891 law with new Board of Rapid Transit Railroad Commissioners consisting of mayor, comptroller, Pres. of Chamber of Commerce, and Seth Low (1850-1916), William Steinway (1836-1896), John Claflin, Alexander E. Orr (1831-1914) and John H. Starin (1825-1909); subways are to be built by city at cost of less than \$50 million and leased to private operators. (Hood, RTinNYC)
- May 23, 1894 Pittsburgh Division main line reopens after floods. (RRGaz)
- May 23, 1894 New York, Susquehanna & Western Railroad opens its own tidewater coal terminal at Edgewater, N.J., reached by a tunnel through Bergen Hill. (Lucas)
- May 24, 1894 PRR Board elected to Ashebourne, Cheltenham & Philadelphia Railroad, and Samuel Rea elected Pres., probably to keep charter out of the hands of the Reading; nothing else is done. (MB)
- May 24, 1894 Miners and deputies battle at the Washington Coal Company works at Stickle Hollow near Uniontown; 56 strikers arrested. (NYT)
- May 25, 1894 Cape May, Delaware Bay & Sewell's Point Railroad files map for line from Sewell's Point Hotel to steamboat landing. (NJCorp)

- May 25, 1894 Coal strike spreads to Connellsville Coke Region dominated by H.C. Frick Coke Company. (Snyder - see above)
- May 27, 1894 PRR cuts running time of *Pennsylvania Limited* between New York and Chicago from 26:00 to 24:00; made possible by block signal and interlocking systems. (NYT)
- May 27, 1894 NYC&HR puts on 24:00 Chicago train, the *Day Express*; Michigan Central Railroad cuts the westbound *North Shore Limited* by one hour to 25:00 and eastbound by two hours to 25:00. (NYTrib, NYT, RRGaz)
- May 28, 1894 PRR orders Altoona Shops to run full time. (NYT)
- May 29, 1894 Edwin J. Berwind, J.L. Mitchell of Tyrone, and J.C. Scott of Philadelphia, representing the Central Pennsylvania coal operators, call on Gov. Robert Pattison for a long meeting; Pattison then telegraphs the UMW leaders that the operators are willing to offer the highest wages in the Central Competitive Field. (NYT)
- May 30, 1894 Columbus, Hocking Valley & Toledo Railway signs agreement with PRR and Toledo & Ohio Central Railway for "LM" Interlocking at crossing of Little Miami and T&OC on the west side of Columbus. (Miller)
- May 30, 1894 Dayton & Cincinnati Terminal Railroad incorporated in Ohio in interest of Cincinnati, Jackson & Mackinaw Railway to build from Court Street, Cincinnati, to Dayton, including a 7,000-foot tunnel in the Deer Creek valley to serve as an entrance to the city for several railroads from the north. (GrnBk, Hauck)
- June 1, 1894 Delegation of Chicago Civic Federation calls on Pullman officials to arbitrate, but are refused. (RyW)
- June 1, 1894 In return for the Legislature withdrawing its proposed 2-cent fare bill, the LIRR cuts its excursion rate from 3 cents a mile to 2½ cents; rapid transit line fares in Brooklyn are cut from 15 cents to 10 cents, and the 34th Street ferry is cut from 3 cents to 2½ cents; the LIRR also introduces a 10-trip ticket at 2 cents a mile. (NYT)
- June 1, 1894 PCC&StL Railway implements a modification of the system of employee discipline developed by George Brown (1840-1916) of the Fall Brook Railway (the "Brown System"); each employee has a "permanent record" in a book showing infractions with penalties but also credits for good work; discipline is based on balance of account, not individual suspensions; a positive balance is rewarded with days off, a negative one with being docked in pay; the accumulation of too many negative

“Brownie points” results in dismissal. (RRGaz)

- June 2, 1894 Engineer of Maintenance of Way Joseph T. Richards reads paper of PRR response to the Johnstown Flood at meeting of Engineers' Club of Philadelphia. (RyW)
- June 2, 1894 Boston Elevated Railway Company incorporated in Mass. (Moody's)
- June 2, 1894 Gov. Matthews of Indiana dispatches nine companies of militia with artillery and a Gatling gun to suppress striking miners who have massed at Cannelsburg and torn up the Evansville & Terre Haute Railroad; they leave Indianapolis at 5:30 PM on a special PRR train, arriving next morning. (NYT)
- June 2, 1894 The use of imported strikebreakers is increasingly effective in the Pennsylvania Coke Region. (NYT)
- June 3, 1894 Norfolk & Western Railroad Pres. Frederick J. Kimball telegraphs Ohio Gov. William McKinley demanding that westbound trains of Pocahontas coal be protected in Ohio, where striking miners in the southeast have been stopping trains; N&W is placing armed guards on all westbound trains. (NYT)
- June 4, 1894 Nicholas Monsarrat resigns as VP and director of the Cleveland, Akron & Columbus Railway; replaced by William Chisholm of Cleveland; General Office moved from Columbus to Cleveland. (MB)
- June 4, 1894 Wilkes-Barre & Eastern Railroad opens for passenger service between Stroudsburg and Kingston, on the north bank of Susquehanna River opposite Wilkes-Barre; a short portion of right-of-way and the Susquehanna River bridge are later occupied by the Wilkes-Barre Connecting Railroad. (RyW, Lucas, Mohowski)
- June 5, 1894 Lancaster & Reading Narrow Gauge Railroad sold at foreclosure at Philadelphia to Lancaster banker Charles H. Locher for the bondholders for \$300,000, after one trustee defeats Reading's proposal to reduce bond interest to 5%; the PRR, Reading and B&O are all represented at the sale, and Locher is considered friendly to the PRR. (RRGaz, Val, NYT)
- June 1894 Coal strike eliminates most traffic from Trenton Cutoff, leading to rumors that it may be closed. (CCHS)
- June 1894 PRR has 18,000 idle freight cars stored on PRR Grand Division. (Snyder)
- June 7, 1894 Congress authorizes New York & New Jersey Bridge Company to build span across the Hudson at New York City between 59th & 69th Streets; a

board headed by Charles W. Raymond (1842-1913) of the Corps of Engineers is to rule on plan and fix the dimensions of the span. (Rept, NYT)

- June 7, 1894 Engineer of Vanadalia coal train killed by stone thrown by strikers at Knightsville, Ind. (RRGaz)
- June 8, 1894 New York City Board of Rapid Transit Railroad Commissioners organized; Alexander E. Orr, Pres. (RTinNYC)
- June 8, 1894 Merchants Warehouse Company informs PRR that its 18th & Market Street warehouse is inadequate and recommends building a larger one at Beach & Shackamaxon Streets. (MB)
- June 8, 1894 Strikers soap rails to stop a Cleveland & Pittsburgh Railroad coal train at Salineville, Ohio, and dump coal on the ground. (RRGaz)
- June 9, 1894 First 8 miles of Ebensburg & Black Lick Railroad open and first coal shipped from Wagner Mine. (RRGaz)
- June 9, 1894 Reorganization plan for the Pennsylvania Steel Company and Maryland Steel Company of Baltimore County signed; calls for the issue of \$1.5 million in preferred stock. (BethStl, NC MB)
- June 9, 1894 Mob of strikers from Frick's Trotter Works gathers at the PRR station at New Haven; take four scabs from the Valley Works prisoner as they leave a train; sheriff's deputies follow them to Lemont. (NYT)
- June 10, 1894 A new Johnson Railroad Signal Company interlocking machine is cut in at Grand Central Station over 24 hours starting at 11:00 PM on June 9, replacing the old 108-lever Saxby & Farmer machine. (RRGaz)
- June 10, 1894 Seven deputies confront 300 strikers at the No. 3 Works of the McClure Coke Company near Lemont; 3 killed. (NYT)
- June 11, 1894 South Jersey Railroad signs merger agreement with Cape May Railroad. (MB)
- June 11, 1894 New Haven cuts its annual dividend from 10% to 8%. (NYT)
- June 11, 1894 United Mine Workers settle the bituminous coal strike by accepting a lower wage of 69 cents per ton basis at Pittsburgh and the ability to employ their own checkweighmen; coal going east from Pittsburgh is to pay the same wage as the Westmoreland Coal Company and Penn Gas Coal Company; contract is to be effective June 18; some districts, including Central Pennsylvania, Ohio and the Coke Region, remain out;

- mines at Philipsburg, Pa., reopen; the defeat cripples the union. (NYT, RRGaz, McDonald)
- June 12, 1894 Pennsylvania Canal reopens between Nanticoke and Columbia after flood.
- June 12, 1894 Southern Pennsylvania Railway & Mining Company acquires 51 miles of right-of-way of old South Pennsylvania Railroad between Carlisle and Mt. Dallas by condemnation; no actual work done; was have to been used to create a new line between Harrisburg and Bedford. (Watts, B&O Val)
- June 12, 1894 Central Pennsylvania coal operators meet with representatives of their miners at Altoona without officials of the United Mine Workers of America. (NYT)
- June 12, 1894 First annual convention of the American Railway Union begins in Chicago; it now claims 125,000 members and votes to recognize dual membership with the Knights of Labor, which has revived under General Master Workman James Sovereign. (NYT, Lindsey)
- June 12, 1894 North Jersey Street Railway Company incorporated for the purpose of building and consolidating electric trolley routes in the greater Newark-Jersey City area. (NJCorp)
- June 13, 1894 PRR Board authorizes straightening of line at Mineral Point on Pittsburgh Division. (MB)
- June 13, 1894 Pres. Cleveland appoints a Board of Engineers to review the plans of the New York & New Jersey Bridge Company, including Prof. W.H. Burr of Columbia College, George S. Morrison, Louis Gustave Frederic Bouscaren (1840-1904) of Cincinnati, Theodore Cooper of New York, and Maj. Charles W. Raymond of the Army Engineers. (NYT)
- June 14, 1894 James Anderson Wright (1815-1894), partner in shipping firm of Peter Wright & Sons and former Pres. of International Navigation Company, dies of a stroke at Germantown. (RyW)
- June 15, 1894 George M. Pullman refuses demand of an American Railway Union committee to arbitrate strike; ironically, by refusing to evict strikers because of potential adverse publicity, the company provides the strikers with their greatest amount of support in the form of free housing. (RyW, Buder)
- June 15, 1894 Richmond & Danville Railroad sold at foreclosure. (Harrison)
- June 1894 Judge Howard Carrow of Camden named receiver of Brigantine Beach Railroad. (RRGaz)

- June 1894 Pennsylvania Midland Railroad is under construction between Cessna and Imler, Pa. (RRGaz)
- June 1894 Pennsylvania Company employs R.W. Hutchinson as Florist at Sewickley, Pa., where it has large greenhouses, and is beautifying station grounds over the whole Northwest System; have recently installed a keystone and flag in plantings at Sewickley station, a shield at Alliance, the station name at Mansfield, and a large keystone at Archer Avenue in Chicago. (RyW, RRGaz)
- June 1894 Cleveland, Akron & Columbus Railway contracts with Norfolk & Western Railroad for a joint freight terminal and yard at Columbus; tries to become independent of PRR. (AR)
- June 1894 At an ASCE meeting in Niagara Falls, John P. O'Donnell of Great Britain speaks on block signals and calls the NYC&HR the best-signaled railroad in the world; it uses the lock-and-block Sykes system. (NYT)
- June 1894 New Haven contracts for building four tracks on its Harlem River Branch. (RyW)
- June 1894 New Haven begins running New York-Boston fast freight in 10:00. (RRGaz)
- June 1894 Post-Panic contraction ends; 18-month expansion begins. (NBER)
- June 16, 1894 Central Stock Yards & Transit Company facility at 6th Street at Harsimus Cove catches fire at 5:12 PM and burns with over \$800,000 damages; 5,500 live sheep, 550 beef carcasses are burnt, and the cattle transfer boat *Burlington* burns to the water's edge; the boats *Newark*, *John Stevens* and *Refrigerator* are dragged to safety by tugboats; the adjoining Berwind-White Coal Mining Company pier and coal barge *Maria Hoffman* are also damaged. (NYT, RRGaz)
- June 16, 1894 Reading World's Fair "Columbia" type 2-4-2 No. 694 runs Camden to Atlantic City with 10 cars at 55 MPH. (RRGaz)
- June 18, 1894 Longport-Ocean City Steamboat Company organized to operate in connection with West Jersey & Seashore Railroad trolley cars. (Butler - check NJCorp)
- June 18, 1894 New York Rapid Transit Commission organized; Lewis L. Delafield appointed Secretary and William Barclay Parsons (1859-1932) Chief Engineer. (NYT)

June 18, 1894 Richmond & Danville Railroad sold at foreclosure; Southern Railway Company organized and eventually reconstitutes most of the old Richmond & West Point Terminal Railway & Warehouse Company/Richmond & Danville system. (Harrison, ICC)

June 18, 1894 Nicholas Monsarrat named receiver of the Valley Railway. (Miller, RRGaz - check)

June 18, 1894 Coal mine settlement goes into effect; the miners have lost \$12.5 million in wages; only about half the coal mines in the Pittsburgh District have resumed. (NYT)

June 19, 1894 City of Steubenville accepts \$50,000 for its 1,275 shares in PCC&StL. (Church)

June 20, 1894 Situation finally returns to normal at bituminous coal mines in eastern Ohio and Pennsylvania. (AR)

June 20, 1894 Old Colony Steamboat Company places new steamer *Priscilla* on the Fall River Line. (Dunbaugh)

June 21, 1894 Juniata Division Canal reopens between Duncan's Island and Millerstown rope ferry.

June 21, 1894 Coal strike ends in southeastern Ohio. (C&M AR)

June 22, 1894 American Railway Union delegation calls on Pullman and states ARU will begin nationwide stoppage of all Pullman cars on June 26 unless the company agrees to arbitrate. (RyW)

June 22, 1894 American Railway Union committee recommends a boycott of all Pullman cars and extending the strike to the St. Louis and Ludlow, Ky., shops unless Pullman responds to grievances by noon on June 26. (Lindsey)

June 23, 1894 American Railway Union convention adjourns. (Lindsey)

June 23, 1894 Cape May Railroad opens with excursion between Tuckahoe and Cape May, N.J., giving PRR its first competition for Cape May resort traffic; opens with excursion in two sections of 11 and 7 cars. (RyW, NYT)

June 23, 1894 Reading 2-4-2 No. 694 runs Camden to Atlantic City with 11 cars at 54.36 MPH. (RRGaz)

June 25, 1894 PRR Road Committee report to Board in favor of Merchants Warehouse Company's proposal to build new warehouse at Beach & Shackamaxon Streets. (MB)

- June 25, 1894 South Jersey Railroad absorbs Cape May Railroad under agreement of June 11, 1894; begins freight service, Tuckahoe to Cape May. (Val, Rdg)
- June 25, 1894 Most workers at Pullman plants at St. Louis and Ludlow, Ky., walk out. (RyW)
- June 25, 1894 General Managers Association of railroads entering Chicago meet to plan response to Pullman strike; adopt resolution that boycott and sympathy strike are unwarranted as the complaints against Pullman have nothing to do with the railroads. (RyW, Lindsey)
- June 25, 1894 Egisto P. Fabbri (1828-1894), retired Morgan partner, dies at home in Florence, Italy. (RyW)
- June 26, 1894 American Railway Union, an industrial union led by Eugene V. Debs, begins boycott of all railroads carrying Pullman cars to force arbitration of the Pullman strike; strategy is for switchmen to be fired for cutting out or refusing to couple Pullmans and then rest of ARU members to walk off in protest; while there is strike activity in ARU strongholds in the West, the nerve center of the strike remains at Chicago; in the first days, the ARU concentrates its effort against the Illinois Central, Chicago & North Western, Burlington and Santa Fe railroads; the Brotherhoods, which see the ARU as a threat that could draw away their own members and upset their relations with the railroads, generally remain aloof from the strike; the ARU is also unable to organize Pullman's Wilmington Shops, which remain open. (Lindsey, AR)
- June 26, 1894 General Managers Association, in public letter, announce they will resist the boycott of Pullman cars; by refusing to consent to the removal of Pullman cars from trains on pretext of upholding contracts with Pullman, railroads lure the strikers into stopping the mails. (Lindsey)
- June 27, 1894 Approximately 475 PRR employees in Chicago area join the American Railway Union strike. (Watkins)
- June 27, 1894 PRR Board grants Pres. Roberts leave for much-needed summer vacation in Europe. (MB)
- June 27, 1894 PRR inaugurates *Philadelphia & London Limited* at request of International Navigation Company; patterned after successful boat trains between Southampton and London; all-first class train operates on Wednesdays for persons booked on American Line or Red Star Line and their guests only; boats are to leave New York on Wednesdays around 11:00 AM-12:30 PM regardless of tide; passengers are taken directly from Cortlandt Street to nearby docks, eliminating the need to spend the night

in New York; first trip leaves Broad Street at 8:00 AM, consisting of a baggage car and coach and the Pullmans *Nemausa* and *Godiva*; connects with 11:00 AM sailing of *Paris* of the American Line and 12:30 PM sailing of *Friesland* of Red Star Line; passengers include Charles F. Berwind and family; train apparently operates into early 1900s during summer vacation season as convenience for PRR officers and other wealthy Philadelphians, probably running as an extra. (RyW)

- June 27, 1894 PRR runs its annual press excursion for newspapermen from points between Washington and Philadelphia to Cape May; stay through June 30. (NYT)
- June 27, 1894 New American Line steamer *Kensington* placed on Liverpool-Philadelphia run. (Flayhart)
- June 27, 1894 W.O. Johnson, a Chicago lawyer, appointed receiver of Eel River Railroad. (RyW - verify)
- June 27, 1894 First test of GE electric locomotive No. 1 on Baltimore Belt Line. (GE Review)
- June 27, 1894 First coal dumper to the design of the McMyler Car Dumping Machine Company of Cleveland placed in service at Ashtabula on LS&MS for Pickands, Mather & Co.; unlike later rotary dump version, cars run one at a time onto a track pivoted like a seesaw and are tipped so that the coal slides out the end. (RRGaz)
- June 27, 1894 General Managers Association appoints John M. Egan of the Chicago Great Western Railway to coordinate anti-strike activity on a daily basis; he sets up an office on June 28; also activates recruitment of strikebreakers in eastern cities. (Lindsey)
- June 28, 1894 In midst of labor unrest, Congress establishes Labor Day as a national holiday.
- June 28, 1894 George M. Pullman and family leave Chicago for his summer home at Elberon, N.J.; they later go to the Thousand Islands in New York State. (Lindsey)
- June 28, 1894 PCC&StL Railway Executive Committee authorizes the relocation of the Pittsburgh, Wheeling & Kentucky Railroad at Riverside Iron Works, Wheeling. (MB)
- June 29, 1894 The Trunk Line Association considers the percentages on the New York-Buffalo passenger business and appoints J.F. Goddard as arbitrator. (NYT)

- June 29, 1894 American Railway Union announces that it is extending its boycott to all railroads that are members of the Chicago General Managers Association, on the grounds that the Association has been organized for the sole purpose of crushing the ARU; General Managers Association publicly announces it will blacklist any strikers. (NYT, Lindsey)
- June 29, 1894 Pres. Debs addresses employees of Chicago, Rock Island & Pacific Railway at Blue Island, where about two thirds of the employees have struck and blocked tracks; announces American Railway Union will tie up all railroads entering Chicago; PCC&StL starts bringing in replacement workers. (Lindsey, RRGaz)
- June 29, 1894 Strikers stop an eastbound PRR passenger train carrying Pullman cars at Riverdale on the Pan-Handle line, beyond the normal limit of Chicago police escorts; finally arrives in Chicago 5 hours-35 minutes late in early morning of June 30. (Watkins)
- June 29, 1894 Strike ends at the Rochester & Pittsburgh Coal & Iron Company in the Punxsutawney area with the miners accepting 40 cents per ton. (NYT)
- June 30, 1894 Attorney General Richard Olney (1835-1917), a conservative railroad lawyer from Boston who regards the strike as a domestic insurrection, appoints Edwin Walker, General Counsel for the Chicago, Milwaukee & St. Paul Railway, as special U.S. attorney in Chicago to prosecute the strikers. (Lindsey)
- June 30, 1894 George M. Pullman and his family leave Chicago secretly for Long Branch in an anonymous special car attached to a PRR train. (Buder)
- June 30, 1894 South Jersey Railroad opens for revenue service between Tuckahoe and Cape May. (RRGaz)
- June 30, 1894 Philadelphia & Delaware County Railroad opens between Fernwood and Newtown Square, Pa.; operated by PW&B under agreement of June 29, 1894; stations at Pembroke, Wycombe, Garrett Road, West Chester Turnpike, Grassland, Cooperstown Road, Fox Croft, The Hunt, and Newtown Square. (PWB, Val - RyW, RRG, AR all have revenue 7/3)
- June 30, 1894 Pittsburgh & Allegheny Drove Yard Company and Emil Winter Company deed stockyards on Herra Island to Pittsburgh Provision Company under agreement of Apr. 17, 1894, by which Emil Winter, C.S. Wright and J.D. Callery agree to subscribe \$175,000 to Pittsburgh Provision Company. (Church)
- June 30, 1894 Strikers and sympathizers continue blockade and harassment of PRR freight and passenger trains at Riverdale. (Watkins)

- June 30, 1894 Rumors that American Railway Union organizers have arrived in Jersey City. (NYT)
- June 30, 1894 Coal strike ends in Clearfield District. (RyW)
- July 1, 1894 Organizers of American Railway Union, having established a branch in Philadelphia with 275 employees of the PRR and B&O, attempt organizing drive among PRR switchmen and trainmen, hoping to extend strike east of Chicago; being watched by police detectives. (NYT)
- July 1, 1894 PFW&C suspends freight traffic at Chicago. (AR)
- July 1, 1894 Chicago, Rock Island & Pacific Railway suspends all train service at Chicago; tracks obstructed at Blue Island and Riverdale. (Lindsey)
- July 1, 1894 Strike spreads to Cincinnati; at night, attempts are made to block PRR passenger trains at Indianapolis. (AR)
- July 1, 1894 Tuckerton Railroad gives PRR one month's notice of cancelling its 1886 operating contract because PRR has given some of the business to the Manahawkin & Beach Haven Transportation Company. (Brinckmann)
- July 1, 1894 Toledo, Peoria & Western Railway defaults on First Mortgage bonds. (RRGaz)
- July 2, 1894 General Managers Association decides to embargo freight at Chicago and gradually reduce passenger service; freight transfers between railroads cease. (Lindsey, AR)
- July 2, 1894 Attorney General Richard Olney obtains from Judges William A. Woods and Peter Grosscup of the U.S. Court in Illinois a sweeping injunction against the American Railway Union under the Sherman Antitrust Act as a conspiracy in restraint of trade for interfering with interstate commerce and the mails; first use of a federal injunction to break a strike, prevents ARU from trespassing on property of 22 railroads, obstructing tracks, inducing men to quit, or encouraging such activity; marshals read injunction to strikers at Blue Island with no effect; use this as a pretext to call in federal troops; other injunctions issued in other parts of the country. (Lindsey, RRGaz)
- July 2, 1894 American Railway Union had intended to issue ultimatum to PRR to drop Pullman cars or be struck; was also date for striking at Pittsburgh. (NYT)
- July 2, 1894 Most PRR yardmen at Indianapolis strike and are replaced by new men; 24 men strike at Cincinnati; yardmen strike at Logansport for about 12

hours. (AR)

- July 2, 1894 In U.S. Senate, Sen. Wilkinson Call (1834-1910) of Florida introduces a resolution for an investigation of the Pullman Strike; Populist Sen. James Henderson Kyle (1854-1901) of South Dakota introduces a resolution that no federal warrant be issued to any person obstructing trains unless actually interfering with mail, and stopping Pullman cars not to be an offense. (RyW)
- July 2, 1894 Brooks Mills & Altoona Railroad, Bedford & Somerset Railroad, Bedford & Blair County Railroad, and Manns Choice & Hyndman Railroad merge to form Pennsylvania Midland Railroad under agreement of June 9, 1894; George B. Orlady, Pres.; Theodore Gerrish is major stockholder; is to run Hyndman to Altoona with branches to Ashtola, the Cessna ore mines, and Bedford; work begun but not completed. (C&C, RRGaz)
- July 2, 1894 Union Railroad Company incorporated in Pa.; is owned by Carnegie Steel Company, Ltd.. (?) for the purpose of connecting all its plants in the Pittsburgh area. (Moody's)
- July 3, 1894 South Jersey Railroad begins full summer service to Washington Street Station at Cape May. (MB, tt.)
- July 3, 1894 Pullman closes Ludlow, Ky., shops. (RyW)
- July 3, 1894 Cresson & Irvona Railroad incorporated in Pa. as reorganization of Cresson & Clearfield County & New York Short Route Railroad; controlled by PRR. (Val)
- July 3, 1894 Pres. Cleveland orders federal troops at Fort Sheridan under command of Col. Crofton into Chicago to open the railroads and enforce the injunction without a call from Gov. John Peter Altgeld (1847-1902) or first trying the militia; at this point, little or no violence had occurred; Altgeld, a champion of the poor and working class, was detested by the middle and upper classes for pardoning the surviving Haymarket anarchists. (Lindsey)
- July 3, 1894 Railroad strike at Chicago has interrupted the flow of meat to east coast cities, raising fears of a meat famine. (NYT)
- July 4, 1894 Army troops under Col. Crofton arrive in Chicago at 12:30 AM; at urging of railroads' agent John Egan, all infantry is stationed at Blue Island and cavalry and artillery at Stock Yards; Gen. Nelson A. Miles (1839-1925), commanding the Dept. of Missouri arrives around noon; Miles calls for more troops. (Lindsey)
- July 4, 1894 Chicago Union Stockyards blockaded; in evening, crowds begin tipping

over freight cars to block tracks; some cars looted; most violence, like that of 1877, is spontaneous and often the work of rowdy youths, criminals and other non-railroaders. (Lindsey)

- July 4, 1894 U.S. marshals subdue strike at Indianapolis. (RRGaz)
- July 1894 PRR yields to consignees' pressure and agrees to resume delivering southern fruits and vegetables at New York piers instead of at Bay Street, Jersey City. (NYT)
- July 5, 1894 In the morning, Chicago, Rock Island & Pacific Railway officials complain to Democratic Mayor John P. Hopkins (1858-1918), a supporter of the Pullman workers, that their tracks are blocked; Hopkins finds people tipping over freight cars; increases city police force to 3,500 by calling in substitutes; Mayor Hopkins calls on Gov. Altgeld to send the First Regiment of militia to Chicago; both Hopkins and Altgeld want local men to control the situation, not federal troops; Gen. Miles discovers that 13 railroads have ceased service and 10 others are operating only passenger trains. (Lindsey)
- July 5, 1894 Gov. Altgeld protests to Pres. Cleveland that sending Army troops without his request is unconstitutional. (RyW)
- July 5, 1894 Eugene V. Debs asks for arbitration of the Pullman Strike, in return for which, the ARU will end the boycott. (Buder)
- July 5, 1894 Crowds stop and derail a PFW&C passenger train at 40th Street. (RRGaz)
- July 5, 1894 Sympathy strike begins among Lines West employees at Cleveland; a strike attempt at Fort Wayne proves ineffective. (AR)
- July 5, 1894 In evening, fire of unknown origin destroys seven buildings remaining from the Columbian Exposition in Jackson Park. (Lindsey)
- July 5, 1894 PRR and City of New York settle on rebuilding the Debrosses Street ferry house in order to widen West Street to 250 feet. (NYT)
- July 6, 1894 In morning, acting on complaint of Illinois Central Railroad that 48 cars have been burned overnight, Mayor Hopkins calls for five more regiments of militia; eventually militia units total 42,43 men or about 80% of the state's forces. (Lindsey)
- July 6, 1894 PRR barricaded at 49th Street in Chicago and two eastbound passenger trains stoned before being forced to return to Chicago; U.S. deputy marshals kill two rioters on Illinois Central at Kensington; in evening, mob of about 4,000 fires the 59th Street yard of the PCC&StL, destroying

729 freight cars and 4 miles of track; about \$340,000 of railroad property destroyed in worst day of strike. (Watkins, AR, RRGaz, Lindsey)

- July 6, 1894 PRR Board holds its last meeting in the old Board Room at South 4th Street; approves loan of PRR exhibit from World's Columbian Exposition to new Field Columbian Museum, providing it is exhibited separately and remains the property of PRR. (MB)
- July 6, 1894 Dutch stockholders, representing 90,000 of total 117,000 shares of Western New York & Pennsylvania Railroad, have signed reorganization agreement and paid assessments. (NYT)
- July 7, 1894 Committee of General Managers Association waits on Mayor Hopkins to request a unified command for the Army, militia and police; Army units begin escorting trains from each of the Chicago terminals; in the afternoon, militia is stoned while protecting a Grand Trunk Railway work train at 49th & Loomis; men open fire killing 2 and wounding 20; this is the turning point of the strike. (Lindsey, RRGaz)
- July 7, 1894 PRR manages to run some passenger trains at Chicago with troop protection but stops running them after dark; other roads run no freight and only some passenger and mail trains. (Watkins, NYT)
- July 7, 1894 Mobs stop all rail traffic at the important junction of Hammond, Ind. (Lindsey)
- July 7, 1894 Eugene V. Debs and James Sovereign, head of the Knights of Labor, protest to Pres. Cleveland. (Lindsey)
- July 7, 1894 Pres. Eugene V. Debs orders American Railway Union to strike the PRR and B&O at Baltimore, but James Russell, Secretary of the Baltimore branch, refuses to obey the order. (NYT)
- July 7, 1894 PRR sends orders to Jersey City yards to accept no freight from New York for points west of Pittsburgh. (NYT)
- July 7, 1894 Reading 2-4-2 No. 694 runs Camden to Atlantic City with 8 cars at 57.9 MPH; maximum speed 75 MPH. (RRGaz)
- July 7, 1894 East Tennessee, Virginia & Georgia Railway sold to Southern Railway. (Harrison)
- July 8, 1894 Local labor leaders call for a general strike at Chicago unless Pullman agrees to arbitration. (Buder)
- July 8, 1894 Pres. Cleveland issues a proclamation ordering all disorderly persons to

- disband by noon on July 9 or face the use of Army troops. (Lindsey)
- July 8, 1894 PCC&StL blocked at 22nd Street; PFW&C begins moving some perishables; 23 roads in partial operation. (RRGaz)
- July 8, 1894 Army and militia units from Chicago arrive at Hammond; troops open fire indiscriminately. (Lindsey)
- July 8, 1894 Union meeting held at Uhlich's Hall running through night; issues call for general strike if Pullman does not capitulate by July 10; Pullman again refuses, but only a small number of other workers join the strike. (Lindsey)
- July 8, 1894 Baltimore American Railway Union local refuses to follow Debs's order and strike the PRR and B&O there. (NYT)
- July 9, 1894 Pres. Cleveland extends deadline until 3:00 PM on July 10. (RyW)
- July 9, 1894 PRR restores freight service out of Chicago; sporadic violence and looting continues; PRR has a total of 237 strikers on Chicago Division, of whom 29 are rehired; 44 on Indianapolis Division, 28 in Cincinnati yards, 19 at Logansport; 6 on Louisville Division; men at Columbus refuse to join strike. (AR, Watkins)
- July 9, 1894 Pullman's Palace Car Company again refuses calls to arbitrate original strike. (RyW)
- July 9, 1894 New 10-story office wing of Broad Street Station occupied; general offices officially transferred from 233 South 4th Street; last offices transferred except for Treasury Dept.; Board Room is on the second office floor with the office of the Pres. and Second VP; offices of First and Third VP and Treasurer are on the first floor; General Passenger Agent and Advertising Dept. are on the fourth floor, and Comptroller on the fifth floor. (AR, RyW)
- July 10, 1894 Federal grand jury indicts Eugene V. Debs and three other American Railway Union officers for conspiracy for blocking mails; arrested and released on \$10,000 bail each; militia breaks blockade at Union Stock Yards and first train dispatched; Illinois Central Railroad resumes suburban service; last Army contingents arrive in Chicago, bringing total to 1,936; most passenger and suburban service back to normal. (Lindsey, RRGaz)
- July 10, 1894 Unpaid Italian tracklayers of South Jersey Railroad attempt to derail the morning express, on which their supervisor was supposed to be riding, at Dennisville; five arrested. (RyW)

- July 1894 PRR's Indianapolis Shops have repaired test locomotive *Schenectady* and returned it to the new Purdue locomotive test plant. (RRGaz)
- July 11, 1894 Ravenswood gas tunnel holed through between Queens and Manhattan; first under-river tunnel in New York area; engineer Charles Mattathias Jacobs (1850-1919) goes on to build Hudson & Manhattan and PRR tunnels. (NYT)
- July 11, 1894 General strike at Chicago fizzles with only 25,000 walking out for one day. (Buder)
- July 12, 1894 Meeting of national labor leaders convened by Samuel Gompers held at the Briggs House in Chicago; Debs offers to call off the strike if American Railway Union members can keep their jobs and asks Gompers to deliver this message personally to the General Managers' Association; if this is rejected asks that a general strike be called; not wishing to be caught in Debs's fall, the conference adjourns with a call for no sympathy strikes. (Lindsey, Buder)
- July 12, 1894 Lines West strike at Cleveland ends. (AR)
- July 13, 1894 Eugene V. Debs issues statement for American Railway Union to end strike providing are restored to old jobs, which is delivered to the General Managers by Mayor Hopkins instead of Gompers; General Managers' Association refuses to deal. (RyW, Buder)
- July 14, 1894 PRR runs free picnic specials to Kane for employees of Renovo Shops, who have been reduced to 6-hour days. (RyW)
- July 15, 1894 Strike ends at Cincinnati; Little Miami Railroad was not affected. (AR)
- July 1894 Smoke Run Branch of Tyrone & Clearfield Railway (0.99 mile) opens from Smoke Run Jct. to coal mines. (Val)
- July 1894 Dutch stockholders of Western New York & Pennsylvania Railroad, who own 90,000 of 117,000 shares, have assented to reorganization plan. (RyW)
- July 1894 Pennsylvania Midland Railroad is under construction near Bedford County line and at Snowdens Gap in Allegheny Mountain. (RyW)
- July 1894 Rails being removed from abandoned Kendall & Eldred Branch between Tarport and Eldred, Pa. (RRGaz)
- July 1894 American Line cuts steorage rates to \$8.64 one way and \$18.64 round trip. (Flayhart)

July 1894 Southern Central Railroad enters receivership. (LV AR)

July 16, 1894 New York & East River Gas Company tunnel, drilled under supervision of Charles M. Jacobs, finally opened with press tour after headings joined. (RyW)

July 16, 1894 Ludlow, Ky., plant of Pullman's Palace Car Company reopens. (RyW)

July 17, 1894 Eugene V. Debs and two other officials arrested for contempt of court for violating injunction; this time, they refuse bail. (Lindsey)

July 17, 1894 West Branch Canal reopens between Northumberland and Muncy Dam; portion above Muncy Cross Cut restored for feeder purposes only and abandoned for navigation.

July 17, 1894 Robert Pitcairn, in interview with *Pittsburgh Post*, notes that the Billings syndicate controlling the [Pittsburgh, Lisbon & Western] intends to build to Butler to connect with Pittsburgh, Shenango & Lake Erie Railroad. (RyW)

July 18, 1894 Lines West traffic at Chicago has returned to normal. (AR)

July 18, 1894 Pres. George B. Roberts sails for Europe on a summer vacation. (NYT)

July 18, 1894 Pullman's Palace Car Company advertises for workers to reopen the Pullman plant without union men. (RyW)

July 18, 1894 PFW&C Railway director William Hooper dies at Greenwich, Conn. (MB)

July 19, 1894 New York syndicate headed by John Ennis Searles (1840-1908), Pres. of the Western National Bank of New York and Secretary of the American Sugar Refining Company (aka, the Sugar Trust), closes a contract to buy the Baltimore & Eastern Shore Railroad, the Choptank Steamboat Company, the Eastern Shore Steamboat Company, and the Maryland Steamboat Company. (NYT - check BaltAm)

July 21, 1894 Federal troops leave Chicago; additional American Railway Union officials arrested; total damage to PRR property \$750,000. (RRGaz,)

July 21, 1894 Atlantic City Street Railway Company incorporated in N.J. (NJCorp)

July 22, 1894 Atlantic City Railroad places block signals in service between West Collingswood and Atlantic City. (Rdg)

- July 23, 1894 Terre Haute & Indianapolis Railroad declines request of Chicago & South Eastern Railroad for trackage rights between Waveland Jct. and Sand Creek. (MB)
- July 25, 1894 Contempt of court trials postponed on supposed illness of District Attorney Edwin Walker; actually to drag out proceedings and keep Debs hamstrung by the injunction until the American Railway Union collapses; Debs and others are released on bail. (Lindsey)
- July 25, 1894 Chautauqua Lake Railway sold at foreclosure to representatives of Henry W. Cannon of New York City for \$100,000. (NYT)
- July 26, 1894 Last offices transferred to Broad Street Station, total of 1,334 employees.
- July 26, 1894 Ohio Canal Commission makes agreement with Toledo, Walhonding Valley & Ohio Railroad embodying terms of act of May 14, 1894. (Church)
- July 26, 1894 Responding to labor demands for action under the 1888 arbitration act, Pres. Cleveland appoints a commission to investigate the Pullman Strike on the Illinois Central and Rock Island Railroads; consists of Commissioner of Labor Carroll D. Wright (1840-1909), John D. Kernan of Utica and Nicholas E. Worthington of Peoria. (Rept)
- July 28, 1894 Atlantic Avenue Railroad Company of Brooklyn sues the LIRR for violating its lease of the Atlantic Avenue track; wants the number of trains serving Flatbush Avenue to be equal to that servicing Long Island City; objects to Brooklyn passengers having to change at Jamaica and the LIRR operating the trains of the New York & Rockaway Beach Railway into Flatbush Avenue. (NYT)
- July 28, 1894 Track of PCC&StL at Chicago dynamited. (RRGaz)
- July 28, 1894 Middletown & Cincinnati Railway enters receivership; Frank M. Hamilton, receiver. (Church)
- July 30, 1894 Several railroads file damage claims against the City of Chicago over strike damage. (RyW)
- July 31, 1894 George W. Layng (1840?-1894), freight agent of PRR and Columbus, Hocking Valley & Toledo Railway, dies at Toledo; brother of former Lines West official J.D. Layng. (RRGaz)
- July 31, 1894 Otto Kuhler (1894-1977), future illustrator of railroad subjects and designer of low-budget streamliners for the B&O, Lehigh Valley, and other railroads, born at Remscheid, Germany. (WwasW)

- Aug. 1, 1894 Federal grand jury indicts five more American Railway Union officials for contempt of court for violating injunction; Clarence Darrow (1857-1938), lately a lawyer for the Chicago & North Western Railway, joins the defense team; his impassioned defense of Debs catapults Darrow into the front rank of labor lawyers. (Lindsey)
- Aug. 1, 1894 Tuckerton Railroad stops providing engines and crews for through service to Philadelphia & Beach Haven Railroad; PRR trains run through between Camden and Manahawkin on trackage rights from the Tuckerton; all service east of Manahawkin is provided by Manahawkin & Long Beach Transportation Company. (ICC, Brinckmann)
- Aug. 1, 1894 Western Freight Association puts new car mileage rate of 0.5 cents per mile in effect; declines to change it at the urging of the Eastern Railroads. (NYT)
- Aug. 1, 1894 Southern Railway begins operating the former East Tennessee, Virginia & Georgia Railway system. (Harrison)
- Aug. 2, 1894 Pullman plant reopens; gradually returns to full strength with about two-thirds old employees. (RyW)
- Aug. 2, 1894 American Railway Union convention meeting in Chicago allows locals to call off the strike, admitting defeat; total loss to Chicago railroads is \$5.36 million, of which only \$700,000 is from destruction of property; railroad employees lose \$1.4 million in wages. (Lindsey)
- Aug. 4, 1894 Gen. John Stockton Irick (1811-1894), organizer and Pres. of Camden & Burlington County Railroad and Vincentown Branch Railroad, dies at Vincnetown on his 83rd birthday. (RRGaz, RyW)
- Aug. 4, 1894 Reading extends sleeping car line from Williamsport to Du Bois via Beech Creek Railroad and Buffalo, Rochester & Pittsburgh Railway. (Rdg)
- Aug. 5, 1894 LIRR offers to buy the rights of the Atlantic Avenue Railroad Company of Brooklyn, guaranteeing \$60,000 per year instead of \$10,000 as under present contract, and build a four-track depressed line. (NYT)
- Aug. 6, 1894 Terre Haute & Indianapolis Railroad grants Chicago & Eastern Illinois Railroad use of new Terre Haute station. (Church)
- Aug. 7, 1894 Last state militia withdrawn from Chicago. (Lindsey)
- Aug. 9, 1894 PRR handles record traffic of 15,400 passengers to seaside resorts, including 1,800 Pittsburgh to Atlantic City and Asbury Park in 28 sleeping cars, 1,400 Philadelphia/Wilmington to Tolchester Beach, 3,500

Philadelphia-Ocean Grove, 5,600 Philadelphia-Atlantic City, 600 from Philadelphia on a cruise up the Hudson, 600 Philadelphia-Rehoboth Beach, and 600 Philadelphia-Browns Mills. (RRGaz)

- Aug. 11, 1894 Illinois Attorney General Maurice T. Maloney begins *quo warranto* proceedings against Pullman's Palace Car Company for exceeding its charter by operating a company town; the state is finally upheld on appeal in Oct. 1898, and the company sells the last town land in Oct. 1907. (NYT, Lindsey)
- Aug. 11, 1894 Last run of NYC&HR 24-hour *New York & Chicago Limited* westbound and *North Shore Limited* No. 20 eastbound. (RRGaz)
- Aug. 14, 1894 Most Pullman strikers return to work and turn in their ARU cards; about 1,000 remain on strike. (Buder)
- Aug. 14, 1894 Bowie & Faulkner RPO extended back to Baltimore & Faulkner RPO. (Kay)
- Aug. 14, 1894 Ohio Board of Public Works executes agreement with Toledo, Walhonding Valley & Ohio Railroad embodying terms of act of May 14, 1894. (Church)
- Aug. 15, 1894 N.Y. Supreme Court rules in favor of the LIRR in suit brought by the Atlantic Avenue Railroad Company of Brooklyn; refuses injunction to bar LIRR trains from operating between Woodhaven and Flatbush Avenue. (NYT)
- Aug. 15, 1894 Terre Haute & Indianapolis Railroad grants Evansville & Terre Haute Railroad and Evansville & Indianapolis Railroad use of new Terre Haute station. (Church)
- Aug. 15, 1894 U.S. Strike Commission begins public hearings on Pullman Strike at Chicago. (Buder)
- Aug. 1894 PRR freight movement through Columbia, Pa., is the second highest monthly record, exceeded only by Mar. 1893; 2,120 trains eastbound and 944 westbound, totaling 129,091 cars. (RRGaz)
- Aug. 1894 Elkton, Masseys & Middletown Railroad locates a line from Elkton to Chesapeake City. (RRGaz)
- Aug. 1894 Pittsburgh Division Superintendent Robert Pitcairn posts special police on all freight trains to arrest tramps stealing rides. (RRGaz)
- Aug. 1894 Private car of Pres. Porfirio Diaz of Mexico is rebuilt at Altoona Shops.

(NYT)

- Aug. 1894 NYC&HR said to be planning a connection from Mahaffey on the Beech Creek Railroad to the Pittsburgh, McKeesport & Youghioghney Railroad, creating a direct line to Pittsburgh via Saltsburg and Latrobe. (RRGaz)
- Aug.? 1894 General Electric Company completes an experimental 40-ton electric locomotive at its Lynn Works. (RRGaz)
- Aug. 1894 NYC&HR places its 1895 fuel contract for 500,000 tons of coal delivered at Buffalo at \$1.38 per ton; to be provided by Buffalo, Rochester & Pittsburgh Railway and Western New York & Pennsylvania Railroad. (NYT)
- Aug. 1894 Andrew Carnegie purchases a half-interest in the Oliver Mining Company, with iron ore mines in the Mesabi Range, from Henry W. Oliver; done to outflank John D. Rockefeller, who has been acquiring the bulk of the ore deposits and ore-hauling railroads and building a fleet of 56 ore-carrying steamships of unprecedented size; Carnegie quickly raises his stake by another 30%. (Nasaw)
- Aug. 16, 1894 Pres. Cleveland travels from Washington to Jersey City in Pres. Roberts's private car; boards lighthouse tender *John D. Rodgers* and later transfers to E.C. Benedict's yacht *Oneida* in East River; Cleveland is ostensibly traveling to his summer home at Buzzard's Bay, Mass., for "recuperation from malaria." (NYT)
- Aug. 17, 1894 Six LIRR firemen are arrested at Long Island City for using bituminous coal in an anti-smoke crusade. (NYT)
- Aug. 17, 1894 PFW&C sets record movement of 3,075 cars per day at Allegheny Yard. (RyW)
- Aug. 20, 1894 Ground broken for New York & Long Island Bridge at 64th Street; some work done on foundations for piers. (RRGaz)
- Aug. 20, 1894 Cumberland Valley Railroad secures condemnation by eminent domain of portion of old South Pennsylvania Railroad between Harrisburg and Riverton, including the Susquehanna River bridge piers, from the Court of Common Pleas of Cumberland County for \$2,650. (RRGaz, B&O Val)
- Aug. 22, 1894 Francis I. Gowen appointed receiver of South Jersey Railroad on suit of Harlan & Hollingsworth in U.S. Circuit Court; is a friendly receivership to avoid an appointment by the N.J. Court of Chancery; Italian tracklayers, who are owed \$12,000 in back pay are furious; Court of Chancery had also required that company build a bridge over the West Jersey Railroad at

- Woodbine, which the South Jersey could not afford. (MB, RyW, NYT)
- Aug. 22, 1894 Pres. Cleveland returns to Washington in Pres. Roberts's private car attached to the *Congressional Limited*. (NYT)
- Aug. 23, 1894 Trunk Line meeting in New York is unable to reach any solution to rate-cutting; 4 or 6 of the 10 lines east from Chicago are cutting rates. (NYT)
- Aug. 23, 1894 Corps of Engineers reports on New York & New Jersey Bridge Company's bridge; to be located at 59th Street with cantilever span of 2000 feet; also consider suspension bridge as an alternative. (Rept.)
- Aug. 23, 1894 Act of Congress incorporates the Washington, Alexandria & Mount Vernon Electric Railway in D.C. and allows it to extend into the city. (Poors)
- Aug. 24, 1894 New York & New England Railroad VP J.T. Odell denies rumors that his road will enter New York via Austin Corbin's East River Bridge. (NYT)
- Aug. 26, 1894 Henry W. Dunne (1856-1894), Superintendent of NYP&N, dies at Philadelphia. (MB)
- Aug. 26, 1894 John Newell (1830-1894), Pres. of LS&MS and Pittsburgh & Lake Erie Railroad, dies at Youngstown. (RyW)
- Aug. 26-7, 1894 Atlantic Coast Line runs special train of two sleeping cars, two coaches and a baggage car for the Knights of Pythias from Jacksonville to Washington, 780 miles in 15:49; 2:41 faster than best previous time; 96 miles run in 93 minutes. (Guide)
- Aug. 27, 1894 George M. Pullman testifies before U.S. Strike Commission. (Buder)
- Aug. 27, 1894 Terre Haute & Indianapolis Railroad Executive Committee votes to relocate the office of the Superintendent of the Main Line Division from the Howard Building to the new St. Louis Union Station. (MB)
- Aug. 28, 1894 Wilson-Gorman Tariff becomes law without Pres. Cleveland's signature; reduces average duty to 39.9% from 49.5% under McKinley Tariff of 1890. (EAH)
- Aug. 28, 1894 Pennsylvania Midland Railroad begins track-laying at Cessna. (RRGaz)
- Aug. 29, 1894 Baltimore & Eastern Shore Railroad sold at foreclosure at Salisbury for \$400,000 to Nicholas P. Bond for bondholders; syndicate headed by John E. Searles of New York has already bought majority of the three steamboat lines. (Val, RRGaz)

- Aug. 29, 1894 Pres. Cleveland again leaves Washington in Pres. Roberts's private car for a vacation at "Gray Gables" at Buzzards Bay. (NYT)
- Aug. 29, 1894 Henry P. Scott of Wilmington banking house of Elliott, Johnson & Co. closes purchase of Maryland Steamboat Company, Choptank Steamboat Company and Eastern Shore Steamboat Company to be consolidated with Baltimore & Eastern Shore Railroad; total 15 steamboats and 112 wharf properties. (RyW)
- Aug.30, 1894 Baltimore, Chesapeake & Atlantic Railway incorporated as reorganization of Baltimore & Eastern Shore Railroad; John E. Searles, Secretary of the American Sugar Refining Company (aka the "Sugar Trust"), elected Pres.; other major directors are William F. Havemeyer of the Bank of North America, J.S. Ricker of Portland, Maine, Pres. of the Baltimore & Annapolis Short Line, and Nicholas P. Bond of the Baltimore house of Morrison, Nuuikhuysen & Bond; acquires property of Baltimore & Eastern Shore for \$1.5 million in preferred stock and \$1 million common. (MB, Val, RyW)
- Aug. 31, 1894 Secretary of War David S. Lamont (1851-1905) makes public a report of engineers on the New York & New Jersey Bridge Company; calls for not less than 2,000-foot clear span; a cantilever bridge of that size with a pier in the river is feasible, but one of 3,100-foot span without a pier is too expensive at \$51 million; a 3,100-foot suspension span would be feasible at \$35,4 million. (RyW)
- Aug. 31, 1894 Baltimore, Chesapeake & Atlantic Railway acquires stocks of Maryland Steamboat Company of Baltimore City, Choptank Steamboat Company of Baltimore City and Eastern Shore Steamboat Company of Baltimore City for \$1.25 million in bonds; includes boats *Cambridge, Avalon, Ida, Chowan, Joppa, Tivoli, Enoch Pratt, Kent, Tred Avon, Choptank, Pocomoke, Eastern Shore, Tangier, Maggie and Helen*. (MB)
- Sep. 1, 1894 Grand opening celebration for new St. Louis Union Station; train shed 630' long by 606' wide covers 30 tracks in 5 spans; costs \$6.5 million; Terre Haute & Indianapolis Railroad obtains running rights over Terminal Railroad Association of St. Louis into new station; while Broad Street Station is much busier, most of the long distance trains at St. Louis are bunched in the morning and evening, before and after business hours, necessitating the larger number of tracks. (Church, Jackson, Guide)
- Sep. 1, 1894 Terminal Railroad Association of St. Louis grants running rights into new St. Louis Union Station to Terre Haute & Indianapolis, Chicago & Alton, Missouri, Kansas & Texas, St. Louis & San Francisco, Illinois Central and Mobile & Ohio Railroads and Southern Railway. (Church)

- Sep. 1, 1894 Willard Thomson (1837-1917) named General Manager of Baltimore, Chesapeake & Atlantic Railway; Albert J. Benjamin Superintendent of Railway Division. (MB)
- Sep. 2, 1894 St. Louis Union Station opens for revenue service; St. Louis, Vandalia & Terre Haute No. 2 *Fast Mail* is first train to enter station.
- Sep. 2, 1894 Manchester & Augusta Railroad opens to Denmark, S.C.; creates new line for Atlantic Coast Line from Florence to Aiken, Augusta and Macon, Ga.; through New York-Macon sleeping car line established. (Guide)
- Sep. 3, 1894 Darius W. Caldwell is named General Manager of the LS&MS in place of John A. Newell, deceased. (NYT)
- Sep. 5, 1894 Contempt of court trial of *U.S.A. v. Debs, et al.*, resumes. (Lindsey)
- Sep. 5, 1894 PCC&StL Railway Board authorizes proceeding with the construction of a new station at Wheeling, first authorizes by the Pittsburgh, Wheeling & Kentucky Railroad on Mar. 8, 1890. (MB)
- Sep. 1894 Chicago & South Eastern Railway opens extension from Waveland to Bridgeton, Ind. (RRGaz)
- Sep. 8, 1894 Susquehanna & Tide Water Canal reopens with repair funds provided by Pennsylvania Canal Company to allow 58 company boats to return from tidewater. (AR)
- Sep. 9, 1894 New compartment sleeping cars with two drawing rooms and seven staterooms, each with private lavatory, placed on *New York & Chicago Limited/Pennsylvania Limited*. (NYT, Guide)
- Sep. 10, 1894 PRR and CB&Q each elect two representatives to Toledo, Peoria & Western Railway Board. (RRG)
- Sep. 12, 1894 PRR holds first Board meeting in new Board Room at Broad Street Station. (MB)
- Sep. 12, 1894 Johnsonburg Railroad agrees with Henry Bayard & Co. to build Straight Creek Branch, to be operated by them upon completion. (Val)
- Sep. 12, 1894 PCC&StL Railway Board awards bonuses totaling \$6,350 to 100 employees who remained loyal to the company during the Chicago Strike, including the Master Mechanic at Logansport, and the station master at Louisville. (MB)

- Sep. 15, 1894 After advice of counsel, a group of Johnstown businessmen abandons plan to sue the South Fork Fishing Club for damages caused by the Johnstown Flood. (RRGaz)
- Sep. 15, 1894 W.F. Brunner named Assistant General Passenger Agent of Vandalia Line, replacing J.M. Chesbrough, resigned to be General Passenger Agent of Baltimore & Ohio Southwestern Railway. (Guide)
- Sep. 15, 1894 Pres. George B. Roberts sails from Europe on his return to Philadelphia. (NYT)
- Sep. 1894 Kensington & Tacony Railroad extended from Frankford Creek to Frankford Street (1.16 miles) in North Philadelphia. (Val)
- Sep. 1894 PRR freight passing Columbia, Pa., for the month is 2,097 trains of 65,094 cars eastbound and 960 trains of 62,791 cars westbound for a total of 127,885 cars. (RRGaz)
- Sep. 1894 Terminal Warehouse Company of Baltimore City opens a 6-storey flour and merchandise warehouse at North & Pleasant Streets. (RRGaz)
- Sep. 1894 Elkton, Masseys & Middletown Railroad begins work at Elkton on the last day to qualify for the \$58,000 subsidy. (RRGaz)
- Sep. 16, 1894 Last narrow-gauge train operates over Cincinnati, Lebanon & Northern Railway between Cincinnati and Lebanon; road standard-gauged in 12 hours; third rail left in place for narrow gauge commuter train between Cincinnati and Blue Ash. (RRGaz, Church, Hauck)
- Sep. 17, 1894 New restaurant and main dining room open at Broad Street Station; operated by Michael Riley who began with a small eating bar in the old 11th & Market Street Station in 1856. (RyW)
- Sep. 17, 1894 Cincinnati, Lebanon & Northern Railway reopens for full regular service between Cincinnati and Lebanon as a standard-gauge railroad. (Guide)
- Sep. 18, 1894 Secretary of War David S. Lamont approves the plan of PRR's Delair Bridge; designed by Chief Engineer William H. Brown. (NYT, RRGaz)
- Sep. 19, 1894 PRR orders Amboy Division to increase work time at shops from 8 hours a day 5 days a week to 8 hours a day 6 days a week. (NYT)
- Sep. 21, 1894 Pennsylvania Company Executive Committee authorizes cash awards totaling \$3,525 to 58 engine & train employees for loyalty during Pullman Strike. (MB)

- Sep. 22, 1894 Dresden & Morrow RPO extended to Trinway & Morrow RPO. (Kay)
- Sep. 24, 1894 Terre Haute & Indianapolis Railroad authorizes cutoff at Cutler, Ind., on the Michigan Division. (MB)
- Sep. 26, 1894 Philadelphia, Bala & Narberth Railway incorporated to hold streetcar franchise from 52nd & Elm Streets to Narberth via Bryn Mawr Avenue, Bala Avenue, Manayunk Road, Meeting House Road, Montgomery Avenue and Old Gulph Road; done by PRR to preempt actual construction of competing trolley lines. (MB)
- Sep. 26, 1894 U.S. Strike Commission concludes hearings on Pullman Strike in Washington; American Railway Union and Knights of Labor witnesses have called for nationalization of railroads. (Lindsey)
- Sep. 28, 1894 Last run of passenger service between Atco and Williamstown Jct. on Atlantic City Railroad. (Guide)
- Sep. 30, 1894 Running time of PRR *Chicago & St. Louis Express* leaving New York at 2:00 PM shortened to arrive at St. Louis at 7:00 PM. (NYT)
- Sep. 30, 1894 CCC&StL Railway (Big Four) inaugurates *Knickerbocker Special* No. 10 as deluxe train eastbound between St. Louis and Cleveland, connecting with the *New York & Chicago Limited* for New York. (RRGaz, Guide)
- Fall 1894 Syndicate led by Calvin S. Brice, Samuel Thomas, Nelson Robinson and John G. Moore acquire control of Cincinnati, Jackson & Mackinaw Railway; already control the Lake Erie & Western Railroad. (Hauck - by 10/13 RRG)
- Oct. 1894 PRR completes private telephone and telegraph lines linking Broad Street Station with city ticket offices and Dock Street freight station. (RyW)
- Oct. 1894 J. Elfreth Watkins resigns from the Field Columbian Museum in Chicago to be the "historian" for the PRR; Watkins is to edit a 50th anniversary history of the company under the general supervision of Theodore N. Ely; Samuel Harden Church (1858-1943), car accountant of the Pennsylvania Company and future Secretary of Lines West, is to collect the Lines West material. (RRGaz)
- Oct. 1894 PRR cuts the time of No. 20, Cincinnati-New York, to 21:00 to meet NYC&HR competition. (RRGaz)
- Oct. 5, 1894 PCC&StL Railway Executive Committee authorizes a new station at Piqua, Ohio. (MB)

- Oct. 7, 1894 DL&W and Nickel Plate inaugurate a through vestibuled passenger train between New York and Chicago; runs with Pullman or Wagner cars on alternate days. (NYT)
- Oct. 8, 1894 PRR Road Committee orders General Office Dept. and General Manager to investigate the consequences of accepting the Saturday Half Holiday Act. (MB)
- Oct. 8, 1894 David M. Watt named Superintendent of West Pennsylvania Division, replacing James Reed, reassigned; D.H. Lovell named Superintendent of Monongahela Division, replacing Watt; Frank F. Robb named Superintendent of Cambria & Clearfield Division, replacing Lovell; Victor Wierman (1855-) named Superintendent of Bedford Division, replacing Robb. (AR)
- Oct. 8, 1894 New York & Sea Beach Railway makes successful bid on the South Ferry-Bay Ridge ferry franchise. (NYT)
- Oct. 8, 1894 Western Immigration Clearing House notifies the Trunk Line Passenger Association that it will abrogate their agreement effective Jan. 1, after the Trunk Lines assume control of the division of the Ellis Island business. (NYT)
- Oct. 9, 1894 New Brunswick Mayor Van Cleef vetoes a plan to vacate part of Somerset Street as part of PRR's building 4 tracks through the city. (NYT)
- Oct. 9, 1894 United New Jersey Executive Committee approves sale of remaining portion of Princeton & Kingston Branch Turnpike Company (Trenton-Princeton). (MB)
- Oct. 9-10, 1894 Hurricane moving up the coast from N.C. strikes the Delmarva and N.J. coasts. (Schwartz)
- Oct. 11, 1894 Jamestown & Lake Erie Railroad incorporated in N.Y. as reorganization of Chautauqua Lake Railway; is to be extended from Jamestown to Ellicott on Dunkirk, Allegheny Valley & Pittsburgh on the south and from Mayville through Westfield to Barcelona on Lake Erie on the north; old Mayville Extension branch to Chautauqua Assembly grounds is still out of service for passengers. (NYState, RyW)
- Oct. 11, 1894 PFW&C Railway Board approves interlocking at the north end of Union Station at Chicago; Henry B. Miner elected a director, replacing William Hooper, deceased. (MB)
- Oct. 12, 1894 A party of government officials leaves Washington in two private cars on the PRR for a celebration at the old Holland Land Company office at

Batavia, N.Y. (NYT)

- Oct. 12, 1894 Northbound Adams Express Company car No. 214 on an Atlantic Coast Line train is attacked and robbed of \$150,000 by a gang of 7 men near Quantico, Va.; the car is riddled with bullets, and one robber blasts a hole in the door with a stick of dynamite; the thieves then uncouple the engine and ride it to the Potomac River, where they escape by boat to Maryland; they set the locomotive with its throttle open running north to Quantico, where yardmen switch it onto a yard track, and it plows into freight cars; the express car arrives in Jersey City next morning. (NYT)
- Oct. 15, 1894 Brooklyn, New York & Jersey City Terminal Railway applies to Brooklyn Board of Alderman for a franchise for an underground railroad from Flatbush Avenue to Manhattan; a resolution is offered but no action taken. (NYState, NYT)
- Oct. 15, 1894 Toledo & Ohio Central Railway discontinues use of PCC&StL terminals at Columbus after opening its own. (AR)
- Oct. 15, 1894 Pres. Roberts and other officials leave Philadelphia on annual fall inspection tour. (NYT)
- Oct. 1894 First caisson sunk for Austin Corbin's East River Bridge on the west side of Blackwell's Island. (NYT)
- Oct. 1894 Work begins on Delair Bridge (Pennsylvania & New Jersey Railroad).
- Oct. 17, 1894 B&O cuts its semiannual dividend from 2½% to 2%; stock drops 5 points. (NYT)
- Oct. 19, 1894 Lancaster & Reading Narrow Gauge Railroad reorganized under same name; Charles H. Locher, Pres. (Val, RRGaz)
- Oct. 20, 1894 Baltimore & Eastern Shore Railroad Company property deeded to Baltimore, Chesapeake & Atlantic Railway Company. (B&K)
- Oct. 20, 1894 Maryland Steamboat Company and Eastern Shore Steamboat Company, operating steamboat lines between Baltimore and Eastern Shore points, deed all property to Baltimore, Chesapeake & Atlantic Railway. (memo)
- Oct. 20, 1894 Middletown & Cincinnati Railway sold at foreclosure at Lebanon to Congressman Paul J. Sorg (1840-1902), the principal stockholder, et al., for \$335,000. (Church, RRGaz)
- Oct. 20, 1894 Terre Haute & Indianapolis Railroad Executive Committee approves a contract with the Illinois Central Railroad for the Terre Haute & Peoria

Railroad to use IC tracks between Illinois Midland Jct. and Maroa; approves sale to William R. McKeen of a half interest in the new grain elevator at Terre Haute. (MB)

- Oct. 22, 1894 Ebensburg & Black Lick Railroad opens between from Ebensburg to Black Lick Creek 3,000 feet east of Vintondale (12.15 mi.), and along with what later became the Shumans Run Branch, (0.85 mi.) from end of track to Black Lick coal mines; operated by PRR as part of Cambria & Clearfield Division; stations at Evans Run, Nantyglo, Twin Rocks and Vintondale. (Val, RRGaz)
- Oct. 23, 1894 Switchmen's Union of North America adopts its first constitution at Kansas City. (Constit)
- Oct. 25, 1894 B. Dawson Coleman elected Pres. of Cornwall & Lebanon Railroad, replacing Archibald Rogers, resigned. (Guide)
- Oct. 27, 1894 Officers return to Philadelphia from annual inspection of 3,000 miles; have decided to increase standard rail from 85 lbs. to 100 lbs. to be effective next year with all new rail laid between Jersey City and Pittsburgh. (RyW)
- Oct. 29, 1894 Buffalo & Susquehanna Railroad opens from Keating Summit on the Western New York & Pennsylvania Railroad and Ansonia on the Fall Brook Railway. (NYT)
- Oct. 30, 1894 Former Lines West official and Nickel Plate Pres. Darius W. Caldwell elected Pres. of LS&MS, replacing John A. Newell. (NYT, RRGaz)
- Nov. 1, 1894 PRR's downtown New York ticket office moved from 113 Broadway to the Trinity Building at 111 Broadway; other offices are located at the Astor House and 433 Broadway. (NYT)
- Nov. 1, 1894 Clock 8 feet in diameter placed in operation on first floor facade of Broad Street Station south of Filbert Street. (RyW)
- Nov. 1, 1894 Ridgway & Clearfield Railroad leased to PRR.
- Nov. 1, 1894 McKeesport & Bessemer Railroad, Monongahela River & Streets Run Railroad, and Brownsville & State Line Railroad merged into Pittsburgh, Virginia & Charleston Railway under agreement of Sep. 26, 1894. (Val)
- Nov. 1, 1894 Lehigh Valley Railroad transfers the leases of the Hazleton Nos. 1, 3, 5 & 6 and South Sugar Loaf Collieries from A. Pardee & Co. to the Lehigh Valley Coal Company, and the lease of J.C. Haydon & Co. of the Spring Mountain Coal Company at Jeanesville to the Lehigh Valley Coal

Company. (AR)

- Nov. 5, 1894 General Manager Sutherland M. Prevost's special train leaves Jersey City with the idea of making Pittsburgh in 8:30; actual time 9:38 because of engine failure; four-car train runs via Trenton Cutoff. (Snyder, RRGaz)
- Nov. 5, 1894 Prof. Emory R. Johnson gives first of six lecture courses at PRR YMCA in West Philadelphia. (Circ)
- Nov. 6, 1894 Republicans recapture both houses of Congress after Democrats split over the currency question. (EAH)
- Nov. 9, 1894 Northern Central Railway accepts the gift of a crayon portrait of its late Treasurer John S. Leib from his widow to hang in the Treasurer's office. (MB)
- Nov. 10, 1894 Queen Anne's Railroad increases its stock from \$500,000 to \$800,000 and issues \$800,000 in bonds. (MB)
- Nov. 12, 1894 Commission reports on the investigation of the Pullman Strike; entirely sympathetic to labor, although deplors violence and futile strike tactics; condemns George M. Pullman for refusing to recognize the union or bargain with his employees and operating a company town and the General Managers Association for operating without authority; calls for legal recognition of unions and a permanent federal commission to regulate labor relations; sets monetary loss at \$7.1 million; 12 killed, 765 arrested; 1,936 U.S. troops, 400 state militia, 5,000 deputy marshals and 250 deputy sheriffs employed, along with the entire 3,000-man Chicago police force. (Rept, NYT, RRGaz)
- Nov. 12, 1894 Mrs. Grover Cleveland christens the International Navigation Company liner *St. Louis* at Cramp's shipyard; the Clevelands, Clement A. Griscom and other officials arrive on a special PRR train. (NYT)
- Nov. 13, 1894 Treasury sells \$50 million in bonds to restore gold reserves.
- Nov. 14, 1894 PRR Board declines to accept provisions of Saturday Half-Holiday Act, and General Office personnel will work full Saturdays for the present.; approves plan of new Delair Bridge over Delaware River; commissions a portrait of late VP Joseph N. Du Barry. (MB)
- Nov. 14, 1894 PRR Board grants Lehigh Valley Railroad right to run passenger trains over PRR between its Jersey City Terminal and West Newark Jct. effective Jan. 1, 1895. (returned to PRR ca. 1/1/94). (MB)
- Nov. 14, 1894 PCC&StL Railway and Louisville Bridge Company enter a memo of

understanding with the Louisville, Evansville & St. Louis Consolidated Railroad and the Louisville, New Albany & Chicago Railway to waive half the rental for the use of tracks between New Albany and Louisville in return for traffic for the Southern Railway and points beyond Louisville over the Louisville Bridge; the LE&StL had complained that the Kentucky & Indiana Bridge is cheaper. (Church)

- Nov. 14, 1894 Terre Haute & Peoria Railroad obtains trackage rights over Illinois Central Railroad between Illinois Midland Jct. and Maroa, Ill. (Church)
- Nov. 1894 Total of 3,022 freight trains totaling 124,477 cars pass Columbia, Pa., increase of 11,433 cars from Nov. 1893. (RyW)
- Nov. 1894 About 40 PRR accountants are meeting at Altoona to consider adopting ICC accounting rules. (NYT)
- Nov. 1894 International Navigation Company changes Red Star Line steamships from beige funnel with black top and red star to old Inman Line colors of black with white band; Belgian interest in Red Star Line diminishes. (Flayhart)
- Nov. 1894 Alfred Walter elected Pres. of the Delaware, Susquehanna & Schuylkill Railroad, replacing Eckley B. Coxe, resigned. (NYT)
- Nov. 16, 1894 Former PRR director Samuel Jeanes (1809-1894) dies; his brother Joseph Jeanes (1806-1894) dies two days later. (FrndsIntllgncr)
- Nov. 18, 1894 Reading cuts the time of its best New York-Philadelphia trains to 2:00 flat; PRR puts on a new fast train between New York and Washington. (RRGaz)
- Nov. 18, 1894 New PRR timetable; diverts much freight to and from Chicago to the Pan Handle route and freeing the PFW&C for fast passenger and freight service; 12 PFW&C engineers downgraded to firemen. (NYT)
- Nov. 18, 1894 PRR and Southern Railway inaugurate the *New York & Florida Short Line Limited* with deluxe accommodations; compartment cars added to the *Washington & Southwestern Limited* to New Orleans. (NYT)
- Nov. 20, 1894 Seaboard Steam Coal Association dissolves with recommendation that railroads themselves work to maintain prices. (Lambie)
- Nov. 22, 1894 Mackinaw City & Fort Wayne RPO extended to Mackinac & Fort Wayne RPO. (Kay)
- Nov. 22, 1894 William Thompson Walters (1820-1894), director of Baltimore &

- Potomac Railroad and founder and former head of Atlantic Coast Line, dies. (MB)
- Nov. 23, 1894 George B. Roberts, Joseph S. Harris, Elisha P. Wilbur and J. Rogers Maxwell meet at Reading Terminal to discuss the depression in the anthracite coal trade. (NYT)
- Nov. 23, 1894 Cleveland, Columbus, Cincinnati & Indianapolis Railway grants Columbus, Sandusky & Hocking Railway the use of its tracks between 5th Avenue and Union Depot at Columbus. (Church)
- Nov. 25, 1894 PRR restores local passenger service between Harrisburg and Marysville via Lemoyne and Enola. (Guide)
- Nov. 25, 1894 PCC&StL abandons Nimick station near Pittsburgh because of trolley competition. (RRGaz)
- Nov. 25, 1894 Beech Creek Railroad opens between Mahaffey and Patton, Pa. (Guide)
- Nov. 26, 1894 Second caisson for Austin Corbin's East River Bridge sunken at the east side of Blackwell's Island; bridge is to carry four railroad tracks and roadways; is a cantilever bridge somewhat similar to the later Queensboro Bridge; a 12-track elevated terminal is to be located between 2nd & 3rd Avenues; Charles M. Jacobs, consulting engineer. (NYT)
- Nov. 26, 1894 PRR Road Committee reviews Samuel Rea's report on the Roxborough Railroad; rescinds its action of Dec. 14, 1892, stopping work on project. (MB)
- Nov. 26, 1894 Passenger service first shown on extension of Black Lick Branch from Ebensburg to Vintondale. (Guide)
- Nov. 26, 1894 Hempfield Branch of South-West Pennsylvania Railway extended to Herminie (0.5 mile); passenger service extended from Madison to Herminie. (Guide, Val)
- Nov. 26, 1894 Bellaire, Zanesville & Cincinnati Railway agrees with B&O for it to lay third rail between Mill Run and Zanesville for use of OR&W; Central Ohio Railroad, as Reorganized, grants BZ&C 1.24 miles of trackage rights between Mill Run and Zanesville. (B&O Val, ICC)
- Nov. 28, 1894 Pres. Roberts informs Board that earnings of Grand Rapids & Indiana Railroad have fallen greatly since 1892 and it is now in default on 5%, 6%, and part of First Mortgage bonds; recommends that PRR begin foreclosure proceedings. (MB)

- Nov. 30, 1894 Locomotive engineer W.W. "Uncle Billy" Patterson dies at West Philadelphia after 43 years of service; came from the Western Division when the PRR purchased the Philadelphia & Columbia Railroad in 1857. (NYT)
- Dec. 1, 1894 New organization in Freight Dept.; duties of Assistant General Freight Agent split into local traffic (Charles A. Chipley) and through traffic (John B. Thayer, Jr.); future VP George D. Dixon (1857-1937) named General Freight Agent at Baltimore, replacing Thayer, where he becomes a mentor to Julien L. Eysmans (1874-1943) and Robert C. Wright (1869-1924). (MB, PR)
- Dec. 1, 1894 Henry Wood appointed Manager of South Jersey Railroad and posts of General Manager, General Superintendent and General Freight & Passenger Agent abolished. (Guide)
- Dec. 1, 1894 Queen Anne's Railroad issues \$800,000 in First Mortgage bonds. (MB)
- Dec. 1, 1894 Baltimore, Chesapeake & Atlantic Railway Company begins operation of property of former Baltimore & Eastern Shore Railroad and steamboat lines. (GO, Guide)
- Dec. 1, 1894 Lehigh Valley Railroad abrogates contract with the NYC&HR for running trains between Geneva and Lyons. (AR)
- Dec. 1, 1894 Cincinnati, Jackson & Mackinaw Railway defaults; enters receivership; ending an attempt to buy the Cincinnati, Lebanon & Northern Railway; CL&N Pres. George Hafer had demanded \$1.25 million. (Poors, Hauck)
- Dec. 2, 1894 Chautauqua Lake Jct. renamed Jamestown Railway Jct. on Western New York & Pennsylvania Railroad. (Guide)
- Dec. 4, 1894 Baltimore & Potomac Railroad Pres. Oden Bowie (1826-1894) dies at the family estate "Fairview" in Prince Georges County, Md. (MB)
- Dec. 5, 1894 PRR men elected to Board of abandoned Mays Landing & Egg Harbor City Railroad. (MB)
- Dec. 7, 1894 Dayton & Cincinnati Terminal Railroad renamed Cincinnati Northern Railroad. (GrnBk)
- Dec. 1894 Scott Branch opens between Brady and Scott Breaker at Kulpmont, Pa. (2.95 miles), on Shamokin Division. (Val)
- Dec. 10, 1894 *Colonial Flyer* (southbound) and *Boston Flyer* (northbound) inaugurated over PRR/L&HR/New Haven route. (Lee/Belvidere Apollo - not shown in

Guide, is date of L&HR tt change but only through train is No. 4-7 and no through cars shown)

- Dec. 12, 1894 PRR takes old South 4th Street Office Building off the market. (Watkins)
- Dec. 12, 1894 PRR agrees to operate Ebensburg & Black Lick Railroad, retroactive to Oct. 22, 1894.
- Dec. 13, 1894 Fireman F.B. Fogle, 24, is blown out of the cab of the second section of the *Atlantic Express* by a gust of wind and killed, while the train is running at 35 MPH near New Florence, Pa. (NYT)
- Dec. 14, 1894 Eugene V. Debs and other American Railway Union officials found guilty on all charges of contempt of court; Debs sentenced to six months, and eight other ARU officials given three months. (RRGaz, Lindsey)
- Dec. 14, 1894 Pennsylvania, Poughkeepsie & Boston Railroad sold at foreclosure at Columbia, N.J. (RRGaz)
- Dec. 15, 1894 Princeton & Kingston Branch Turnpike Company, Reorganized, formed to operate remainder of turnpike between Trenton and Princeton; owned by United New Jersey Railroad & Canal Company. (MB, NJCorp)
- Dec. 1894 Secretary of War David S. Lamont informs the New York & New Jersey Bridge Company that it must build a suspension bridge or a cantilever bridge without a pier in the river. (RyW)
- Dec. 1894 PRR is reported as considering electrifying the Camden & Atlantic Railroad. (RRGaz)
- Dec. 1894 Elkton, Masseys & Middletown Railroad has graded from the PW&B main line as far as the Elk River and secured the rest of the right-of-way to Chesapeake City and Middletown. (RRGaz)
- Dec. 1894 Coal Pit Run Branch of Ebensburg & Black Lick Railroad (0.85 mile) opens at Twin Rocks. (Val)
- Dec. 1894 PRR begins extension of Turtle Creek Branch that now runs from Walls to Wilmerding. (RyW)
- Dec. 17, 1894 R.H. Nicholas appointed Superintendent of NYP&N, replacing H.W. Dunne, deceased. (Guide)
- Dec. 18, 1894 Continental Improvement Company and Grand Rapids & Indiana agree for PRR to purchase the outstanding Land Grant bonds.

- Dec. 18, 1894 U.S. Circuit Court upholds the Central Transportation Company in its suit against Pullman's Palace Car Company, overturning the ruling to the state court; appoints a special master to assess damages against Pullman's Palace Car Company; awards nearly \$3 million to the Central Transportation Company. (NYT)
- Dec. 1894 Report of West Jersey Railroad Superintendent A.O. Dayton to General Manager Pugh rejects a proposal to electrify one or both routes between Camden and Atlantic City on grounds of no cost savings; soon after, PRR decides on an experimental electrification on the Burlington & Mount Holly Branch.
- Dec. 1894 Lambertville Shops restored to full time. (Lee)
- Dec. 1894 Worst freeze in a century hits Florida with temperatures of 14E at Jacksonville and 30E at West Palm Beach. (Grunwald)
- Dec. 20, 1894 Former investor in Lines West companies William David Judson (1813?-1894) dies at New York in his 82nd year. (NYT)
- Dec. 21, 1894 John Wanamaker declines the request of New York stockholders who are opposed to the Morgan voting trust to run for Pres. of the Reading against Joseph S. Harris; notes he is no longer financially interested in the Reading. (NYT)
- Dec. 22, 1894 U.S. Circuit Court rules New York City owns old Piers No. 39 & 40, N.R., at Debrosses Street and United New Jersey Railroad & Canal Company only owns wharfage and craneage rights. (RyW)
- Dec. 22, 1894 Burlington & Mount Holly Traction Railroad Company incorporated to operate electrified service on PRR's Mount Holly Branch and in Burlington. (ETFrancis/Marker)
- Dec. 24, 1894 Banker and former Buffalo, New York & Philadelphia Railway official Archer N. Martin (1845?-1894) dies in his 49th year. (NYT)
- Dec. 24, 1894 Thomas J. Nixon, former Superintendent of Cincinnati, Richmond & Fort Wayne Railroad, dies at Richmond, Ind., over 70 years of age. (RRGaz)
- Dec. 26, 1894 Middletown & Cincinnati Railroad incorporated as reorganization of Middletown & Cincinnati Railway; Congressman Paul J. Sorg, Pres.. (Church, RRGaz)
- Dec. 26, 1894 St. Louis Merchants Bridge Terminal Railway grants trackage rights over elevated railroad between Wright Street and Union Station to CB&Q and Missouri, Kansas & Texas Railway. (Church)

- Dec. 28, 1894 *Railroad Gazette* reports that the Pennsylvania Midland Railroad is completed nearly to Osterburg and trains run daily from Cessna. (RRGaz)
- Dec. 28, 1894 Retired PRR General Superintendent Robert Ellmaker Pettit (1846-1894) dies at Philadelphia; in part the result of traveling 700 miles on foot during a tour of Japan and Korea in 1891. (Wilson)
- Dec. 1894 B&O completes the purchase of the Monongahela River Railroad (Fairmont-Clarksburg). (NYT)
- Dec. 31, 1894 Masonry contract for Delair Bridge awarded to Drake & Stratton Company, Ltd. (Wilson)
- Dec., 31, 1894 Contractors give up contract for building Pennsylvania Midland Railroad; 20 miles graded and 7 miles of track laid between Cessna and Brookes Mills. (RRGaz)
- Dec. 31, 1894 Trunk Lines agree on new rates for westbound passengers, effective Jan. 1. (NYT)
- Dec. 31, 1894 Earle-Olcott Committee meets at New York and finally announces that its plan for the reorganization of the Reading has failed of support among the junior bondholders and stockholders. (NYT)
- 1894 Because of the depression, PRR system gross income falls \$16 million; company saves \$13 million in expenses; net income down \$2 million; Lines East gross income falls from \$66.37 million in 1893 to \$58.7 million in 1894; Lines East net income falls from \$9.4 million to \$9.38 million. (AR)
- 1894 Lines West passenger traffic is down by 2,25 million or one-seventh. (AR)
- 1894 Westinghouse high-speed air brake applied to *Congressional Limited*.
- 1894 Test of high-speed "PM" Westinghouse air brakes held at Ship Road on PRR's Philadelphia Division. (WABCO)
- 1894 Assistant Mechanical Engineer William F. Kiesel, Jr., patents improved scoop for taking water from tank pans.
- 1894 PCC&StL establishes coal economy premiums on several divisions. (AR)
- 1894 Charles M. Jacobs runs studies for Austin Corbin for connecting Blackwells Island Bridge at 64th Street with either North River Bridge at 23rd Street or New York & New Jersey Bridge Company at 59th Street;

- unable to cross 5th Avenue with elevated road; devises plan for subway; Blackwells Island Bridge franchise is controlled by Dr. Thomas Rainey. (ASCE)
- 1894 New York Connecting Railroad Board adopts route from a point east of the Harlem River to Long Island. (SRea)
- 1894 New swing bridge opens over Hackensack River on freight line at Jersey City. (AR)
- 1894 Coal shipping trestle on Pier C at South Amboy rebuilt. (AR)
- 1894 PRR completes a new passenger car yard at Powelton in West Philadelphia. (AR)
- 1894 Camden & Atlantic Railroad buys stock of Mays Landing & Egg Harbor City Railroad for \$20,000; ML&EHC has refused to cancel lease, although Camden & Atlantic has abandoned service in 1882; bought company to end dispute; ML&EHC dissolved. (AR)
- 1894 Camden & Atlantic Railroad builds block signal towers at Kirkwood, Atco, Ancora and Winslow Jct. (AR)
- 1894 West Jersey Railroad opens new interlocking tower at Newfield Jct.
- 1894 PW&B builds a passenger shelter at Secane, Pa. (AR)
- 1894 Canton Coal Pier No. 3 at Baltimore rebuilt after being demolished by a storm in Aug. 1893. (AR)
- 1894 Long Bridge strengthened. (AR)
- 1894 New interlocking tower built at Virginia Midland Crossing just south of Alexandria, Va., on Washington Southern Railway. (AR)
- 1894 Delamarva fruit crops fail, cutting earnings of the Weems Steamboat Company of Baltimore City and the Delmarva railroads. (MB)
- 1894 Line relocation completed between the Bird-in-Hand and the Big Conestoga Bridge east of Lancaster. (AR)
- 1894 New station built at Conowingo, Pa., on the Philadelphia Division. (AR)
- c. 1894 East Lebanon Branch of Cornwall & Lebanon Railroad extended from 4th Street to 5th Avenue in Lebanon, Pa. (Val)

- 1894 PRR builds a double-track iron Pratt truss over the east channel of the North Branch of Susquehanna River between Sunbury and Northumberland, replacing a Howe truss bridge. (AR, C&C)
- 1894 Bald Eagle Valley Railroad abandons 0.6 miles of Sugar Camp Branch. (C&C)
- 1894 New car shop for Western Pennsylvania Division opens at Allegheny; old shops at Blairsville closed. (AR)
- 1894 South-West Pennsylvania Railway extended 0.29 mile to connection with B&O at Fairchance. (AR, Val)
- 1894 New station built at East Pittsburgh on the Pittsburgh Division. (AR)
- 1894 PRR builds three miles of second track through Monongahela City on the Monongahela Division. (AR)
- 1894 Allegheny Valley Railway completes rock cut at Blacks Run and eliminates last section of single track between Pittsburgh and Valley Camp, 20 miles. (Wilson)
- 1894 Double track completed on the PFW&C Orrville to Massillon & Cleveland Jct., Millbrook to Loudonville, and State Line to Leetonia. (AR)
- 1894 Traffic from PCC&StL previously sent via Cleveland, Akron & Columbus Railway is now routed over Cleveland & Marietta Railway and Cleveland & Pittsburgh Railroad via Newcomerstown. (AR)
- 1894 PRR begins shipping coal from the Norfolk & Western Railroad through Sandusky, Ohio; coal is loaded in vessels by stevedores with wheelbarrows. (Mutual)
- 1894 Pennsylvania Company and Chicago, Burlington & Quincy Railroad acquire joint control of Toledo, Peoria & Western Railway.
- 1894 GR&I abandons Deer Lake Spur (6.96 miles). (C&C)
- 1894 GR&I purchases Herrick Branch running 5.39 miles east from Lake City. (C&C)
- 1894 GR&I opens Veneer Spur between Veneer Jct. and terminus (1.69 miles). (C&C)
- 1894 Village of Michilimackinac renamed Mackinaw City, Mich.
- 1894 After fire, PCC&StL Railway rebuilds and revises 59th Street Yard at

- Chicago; begins servicing locomotives at 55th Street on PFW&C. (AR)
- 1894 Pennsylvania Company installs interlocking at the north end of Chicago Union Passenger Station. (MB)
- 1894 Commercial Club of Indianapolis appoints commission to work with city for track elevation, particularly at Union Station. (Hetherington)
- 1894 Lehigh Valley Railroad inaugurates an overnight train entirely of express cars between Jersey City and Buffalo for the United States Express Company. (AR)
- 1894 Lehigh Valley Railroad establishes an interchange with the Western New York & Pennsylvania Railroad at Wadsworth, N.Y. (AR)
- 1894 CCC&StL Railway (Big Four) inaugurates *White City Special* between Cincinnati and Chicago on 8:20 schedule. (RyW 1905 - verify - Sanders has 8/30/96)
- 1894 Lackawanna Iron & Steel Company acquires a share in the Cornwall Ore Bank Company. (BethStl)
- 1894 United Mine Workers lose the bituminous coal strike and disappear as a national force until revived in 1898. (Ware)
- 1894 Northern Steamship Company, the subsidiary of James J. Hill's Great Northern Railway, begins passenger service between Buffalo and Duluth with two large steel ships, the *North Land* and *North West*. (Barnett)