

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

July 13, 2009

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1885

- Jan. 1, 1885 New organization on Lines West; Accounting Departments of Pennsylvania Company, PC&StL and CStL&P consolidated at Pittsburgh; accounts of C&P and JM&I consolidated with those of Pennsylvania Company, and offices at Cleveland and Louisville closed. (AR, Guide)
- Jan. 1, 1885 Camden & Atlantic Railroad begins operation of Philadelphia, Marlton & Medford Railroad under agreement of Dec. 26, 1884; begins operation of Kensington & New Jersey Ferry Company under formal agreement of Dec. 26, 1884, replacing direct operation in force since 1880. (Val)
- Jan. 1, 1885 PC&StL Railway agrees with Columbus Coal & Mining Company to build three-mile branch from Franklin, Ohio, to mines. (Church)
- Jan. 1, 1885 Plymouth & Terre Haute RPO extended to South Bend & Terre Haute RPO. (Kay)
- Jan. 1, 1885 In annual message, Pa. Gov. Pattison proposes that all expenses of state government be paid out of taxes on business corporations, which are to be taxed on the basis of paid-in capital, not earnings or dividends. (RyW)
- Jan. 1, 1885 Passenger rate war intensifies; LS&MS, Michigan Central, B&O and Grand Trunk Railway of Canada cut Chicago-New York fare from \$20 to \$14 first class; Grand Trunk offers second class at \$9. (NYT)
- Jan. 1, 1885 W. Bertolet of the Reading appointed Superintendent of the Philadelphia & Atlantic City Railroad. (RyW)
- Jan. 1, 1885 Lines West Auditor of Freight Receipts Albert McElvy, Auditor of Passenger Receipts James P. Farley, and Auditor of Disbursements James Inston moved from Louisville or Cleveland to Pittsburgh. (MB)

- Jan. 1, 1885 Reuben Wells, formerly of JM&I, named General Manager of L&N. (RRG)
- Jan. 1, 1885 Samuel M. Felton, Jr., named VP of New York, Lake Erie & Western Railroad. (Guide)
- Jan. 6, 1885 Trunk Line presidents meet at New York; hear accusations of rate-cutting against B&O, LS&MS, Michigan Central and Grand Trunk Railway of Canada; Nickel Plate and Grand Trunk also cooperate with New York, West Shore & Buffalo Railway and DL&W, which are not members of the passenger pool. (NYT, RRG)
- Jan. 6, 1885 Under court order, Toledo, Cincinnati & St. Louis Railroad reduces service between Toledo and Frankfort, Ind., to a single mixed train; car trust companies demand rolling stock be taken out of service. (RyRegister)
- Jan. 7, 1885 Baltimore & Potomac, PW&B and Alexandria & Washington Railroad agree with Washington, Ohio & Western Railroad (later Washington & Old Dominion Railway); WO&W is to extend from current terminus at Round Hill to intersect with Shenandoah Valley Railroad within two years and become N&W's entry into Washington; B&P and PW&B to purchase \$1.75 million in bonds to finance construction and establish through rates; construction not carried out. (MB, Digest, Harrison)
- Jan. 7, 1885 Railroad coke pool of PRR, B&O and Pittsburgh, McKeesport & Youghiogeny Railroad expires after railroads unable to agree on terms for renewal. (RyW)
- Jan. 7, 1885 East Tennessee, Virginia & Georgia Railroad enters receivership; Henry Fink (1831-1912) named receiver (Harrison, ICC, Lambie)
- Jan. 8, 1885 House passes Reagan Interstate Commerce Bill, 161-75. (NYT)
- Jan. 8, 1885 NYC&HR Pres. James H. Rutter sails from New York on a southern vacation; rumors circulate that Rutter will resign in a dispute with William H. Vanderbilt for favoring a more aggressive fight against the New York, West Shore and Buffalo Railway and continuing to pay larger dividends than warranted by earnings; in fact, Rutter is terminally ill. (NYT)
- Jan. 12, 1885 LIRR runs second experimental piggyback farmers' train from Albertson on Glen Cove Branch to Long Island City; consists of 11 flat cars carrying 22 wagons, 10 box cars for horses, and a baggage car for riders, where Superintendent Isaac D. Barton dispenses refreshments; farmers agree to provide 20 wagons at Albertsons for departures at 3:00 PM Mondays and 9:30 AM Fridays, returning the following days, at \$4 round trip fare. (NYT)
- Jan. 12, 1885 PW&B Board approves Pres. Hinckley's appeal from decree of lower court

granting injunction against stopping B&O cars. (MB)

- Jan. 12, 1885 B&O begins laying track at Washington, Pa., to interfere with proposed connection between the PC&StL Railway and the Waynesburg & Washington Railroad. (RyRegister)
- Jan. 12, 1885 Thomas Clyde (1812-1885), founder of the Clyde Line and ally of PRR in its southern expansion, dies at Philadelphia. (RRGaz)
- Jan. 12, 1885 John B. Jervis (1795-1885), former Chief Engineer of PFW&C and other roads, dies at Rome, N.Y. (RRGaz)
- Jan. 13, 1885 Trainmen begin six-day strike against PFW&C at Fort Wayne over double-heading of freight trains with loss of one conductor and two trainmen per train; PFW&C had been double-heading light locomotives so as to haul more tons per train under prevailing low rates. (RyW)
- Jan. 14, 1885 PRR Board declines request that PRR enter new anthracite coal combination for 1885; Board says neither PRR nor public interest served by restrictive policy. (MB)
- Jan. 14, 1885 New York Board of Railroad Commissioners begins hearings at the Chamber of Commerce offices in New York on complaints by shippers over transfers of freight under the pools; to even pool shipments, freight is often sent via slow, roundabout routes instead of by the one specified by the shipper; Chauncey M. Depew makes statement as counsel for the railroads. (NYT)
- Jan. 15, 1885 NYP&N train ferry *Cape Charles* launched at Harlan & Hollingsworth; carries four passenger cars with bow loading only. (RyW)
- Jan. 15, 1885 J.J. Cisco & Co. fails when Hetty Green (1834-1916), its largest investor, calls in over \$25 million; because of her legendary stinginess and preference for simple, drab black clothes, and perhaps resentment that a woman could be a shrewd and successful stock market operator, Green is known as the "Witch of Wall Street." (Wyckoff)
- Jan. 15, 1885 B&O Pres. Robert Garrett establishes a "School of Technology" for apprentices aged 15-22 at Mount Clare Shops in Baltimore. (RRGaz)
- Jan. 1885? Cincinnati, New Orleans & Texas Pacific Railway, East Tennessee, Virginia & Georgia Railroad, and Savannah, Florida & Western Railway begin operating a seasonal through sleeping car between Cincinnati and Jacksonville via Chattanooga and Jesup. (RRGaz - may have begun late 1884)
- Jan. 1885 Rumors spread that the PRR is planning to parallel the East Pennsylvania and

Lebanon Valley Branches of the Reading between Allentown and Harrisburg. (RRGaz)

- Jan. 1885 Indianapolis & Vincennes Railroad begins extension of Greene County Coal Branch from Island City to Dugger. (RRGaz)
- Jan. 1885 PRR sounds out William H. Vanderbilt on stopping construction of the South Pennsylvania Railroad in return for PRR guaranteeing 1.5% interest on the amount already spent; Vanderbilt refuses and ultimately holds out for 3%. (NYT)
- Jan. 1885 Rumors circulate that William H. Vanderbilt has sold the South Pennsylvania Railroad to PRR. (RRGaz)
- Jan. 1885 Pres. Roberts says that if the Reagan Bill should pass, the PRR will abandon through freight and maintain local rates; through freight is only 13% of the PRR's total. (RyRegister)
- Jan. 1885 PRR VP Frank Thomson has declined the presidency of an unnamed western railroad. (RyW, RRGaz)
- Jan. 16, 1885 Trunk Line presidents meet again to discuss freight rates; George B. Roberts moves to suspend the pool and cease making reports to Commissioner Albert Fink; when his is the only vote in favor, Roberts adjourns the meeting and the PRR delegation walks out; Roberts tells reporters, "I have no doubt the Pennsylvania will be able to make as good rates as anybody"; the PRR has been the mainstay of the pools thus far because its lucrative local traffic is largely immune from competition, and the PRR and Erie have suffered the most in trying to maintain rates; Roberts is supposedly incensed over the recent cuts by the Vanderbilt lines. (NYT)
- Jan. 16, 1885 Judge Nixon approves appeal of the Dinsmore Suit to the U.S. Supreme Court. (NYT)
- Jan. 16, 1885 *Railroad Gazette* reports that the Anglesea Railroad is to be abandoned and taken up. (RRGaz)
- Jan. 17, 1885 PRR cuts emigrant fare from Castle Garden to Chicago, Cincinnati and St. Louis from \$8 to \$1 and withdraws from the emigrant pool; by being allied with the American Line and Red Star Line and handling emigrants through Philadelphia at a differential rate, the PRR had incurred the enmity of the New York shipping lines, which favor the NYC&HR and Erie; the PRR had only 15.5% of the traffic under the pool, vs. 26% each for the New York lines; heretofore, the emigrant trains have been profitable because of minimal service levels; cost of a train for 200 emigrants to Chicago is \$456 vs. \$200 earnings at new rate. (NYT, RyW)

- Jan. 17, 1885 PRR holds official celebration of opening to Reading, Pa. (RyW)
- Jan. 18, 1885 PFW&C brakemen's strike collapses. (RyW)
- Jan. 19?, 1885 PRR cuts its emigrant rate to Cincinnati, Chicago and St. Louis to \$1.00 vs. a regular emigrant fare to Chicago of \$13.00; Chicago grain rate cut from 25 cents to 22 cents. (RRGaz)
- Jan. 19, 1885 At Chicago, all Vanderbilt lines have quit the eastbound grain pool; Albert Fink issues appeal for the federal government to legalize pooling. (NYT)
- Jan. 19, 1885 A.J. Cassatt elected a director of NYP&N. (MB)
- Jan. 19, 1885 Meeting of anthracite coal railroads at New York office of Pennsylvania Coal Company to attempt to divided tonnage; appoint committee to wait on PRR. (NYT)
- Jan. 19, 1885 Courts dismiss last injunction sought by Peoples Railway, a Reading subsidiary, to block PRR from building tracks at Pottsville, Pa. (RRGaz)
- Jan. 19, 1885 Joseph H. Reynolds, General Agent of West Jersey and Camden & Atlantic Express Companies and Assistant General Baggage Agent of Camden & Atlantic and West Jersey Railroads, dies at Camden after 11 years service. (Guide)
- Jan. 20, 1885 Committee from anthracite railroads call on Gen. Isaac J. Wistar, head of the PRR anthracite coal companies, telling him that the failure of the PRR to join will wreck the combination; Wistar refuses to reconsider. (NYT)
- Jan. 21, 1885 Construction resumes on the partially-graded roadbed of the Cedarhurst Railway, now to run from Woodsburgh Station on the LIRR to the Rockaway Hunt Club at Cedarhurst. (Seyfried)
- Jan. 21, 1885 New York, West Shore & Buffalo Railway cuts emigrant rate to \$1 to match PRR. (NYT)
- Jan. 21, 1885 Trunk Line meeting on westbound freight rates held at Albert Fink's office; PRR has been cutting westbound rates. (NYT)
- Jan. 22, 1885 PRR announces it has leased a large tract on Staten Island opposite Perth Amboy for a coal terminal. (NYT)
- Jan. 22, 1885 PFW&C stockholders meet at New York on call of Louis H. Meyer to consider issue of betterment stock paid to PRR; as PRR makes more improvements, its control of the company increases, to detriment of old

stockholders; now propose to settle by exchanging stock for bonds guaranteed by PRR. (NYT)

- Jan. 22, 1885 C. Godfrey Gunther (1822-1885), Pres. of the Brooklyn, Bath & Coney Island Railroad and former Mayor of New York City, dies. (NYState, NYT)
- Jan. 22, 1885 New York, West Shore & Buffalo Railway General Passenger Agent Henry Monett denies it will abandon the \$1 emigrant fare established by the PRR; the PRR publicly admits to cutting westbound freight rates to match other lines. (NYT)
- Jan. 23, 1885 Trunk Line Executive Committee cuts westbound rates from 25 to 18 cents to meet cuts made by DL&W. (RRGaz)
- Jan. 23, 1885 Coke-hauling railroads meet in Philadelphia to form new pool; establish four pools from Coke Region to Pittsburgh, Chicago, Wheeling, and Cleveland-Mahoning Valley; same percentages as old pool: 47% PRR, 33% B&O, 20% Pittsburgh, McKeesport & Youghiogeny Railroad. (RyW)
- Jan. 24, 1885 Committee of three New York merchants makes a final presentation of their grievances on freight service to the New York Railroad Commission; rebut Albert Fink's prior testimony that loss and damage claims are settled promptly and that there is little circuitous routing of freight. (NYT)
- Jan. 25, 1885 PRR's old contract with Pullman's Palace Car Company expires; George M. Pullman uses this as an occasion to demand renegotiation of the 1870 lease of the Central Transportation Company, former operator of Silver Palace cars; succeeds in reducing rental from 12% (\$264,000 per year) to \$66,000. (NYT)
- Jan. 26, 1885 PRR renews contract with Pullman's Palace Car Company rather than operate own its sleeping and parlor cars. (MB)
- Jan. 26, 1885 PW&B Board approves selling wood lands in Richmond County, Va. (MB)
- Jan. 26, 1885 Meeting of anthracite coal railroads hears committee report that PRR refuses to join in any combination; others agree to new combine. (NYT, RyW)
- Jan. 26, 1885 Pusey renamed Clonmel on Pomeroy & Newark Branch. (MB)
- Jan. 28, 1885 Traders & Travelers Union holds its annual meeting in New York and restates its opposition to the pooling of westbound freight. (NYT)
- Jan. 29, 1885 Albert Fink sends an open letter to the New York Railroad Commission on the diversion of freight; says all the cases they have presented involve fast freight lines which have the discretion to set routings as they choose in return for their services as freight forwarders; diversions are necessary to enforce

published rates by routing freight away from lines that are engaged in rate cutting or rebates. (NYT)

- Jan. 30, 1885 PRR and NYC&HR and western connections cut eastbound Chicago-New York fare to \$12 and first class fare to \$14. (RRGaz)
- Jan. 30, 1885 Camden & Atlantic Railroad adopts PRR rule book. (MB)
- Jan. 30, 1885 Chicago & Grand Trunk Railway gives Commissioner Albert Fink 30-days notice of withdrawing from the eastbound freight pool; PRR and LS&MS cut eastbound passenger fares from Chicago; \$12 for first class and \$9 for second class. (NYT)
- Feb. 1, 1885 Atlantic Avenue Railroad Company of Brooklyn leases the South Brooklyn Central Railroad under agreement of Jan. 31, 1885. (NYState)
- Feb. 1, 1885 Philadelphia & Erie Railroad issues \$1.5 million in 4-1/2%, 30-year Debenture Registered bonds to fund unpaid interest on P&E bonds held by PRR; dividend on 8% preferred stock for 1880-1884 to be paid in 19,200 shares of P&E at par. (C&C, MB)
- Feb. 1, 1885 Steubenville paint shop closes and work transferred to new Columbus Shops. (AR)
- Feb. 2, 1885 Cleveland & Marietta Railroad enters receivership after Wheeling & Lake Erie Railroad defaults on interest payments; Phineas Pease appointed receiver by Court of Common Pleas of Washington County; operation by Wheeling & Lake Erie Railroad ends; stock still owned by Commodore C.K. Garrison of New York. (Church, RRGaz)
- Feb. 2, 1885 Beech Creek, Clearfield & South Western Railroad opens from Peale to Phillipsburg, Pa., on the Tyrone & Clearfield Railway in Clearfield Coal Field. (Guide - RRG has finished in 11/84)
- Feb. 3, 1885 Theophilus E. Sickles (1822-1885), former General Superintendent and Consulting Engineer of the Union Pacific Railroad, dies at Philadelphia at 63 as a result of inhaling fumes from a blast in one of the South Pennsylvania Railroad tunnels he was supervising. (RyW, RRGaz)
- Feb. 5, 1885 Robert H. Sayre writes of the death of Theophilus E. Sickles, “ ... bear him no ill will, but am glad he will not bother me any more.” (Sayre Diary)
- Feb. 5, 1885 Reading contracts for Woodruff sleeping cars on its New York-Philadelphia night train. (Rdg)
- Feb. 5, 1885 Vice Chairman S.F. Pierson testifies to the New York Railroad Commission

that the Travelers & Traders Union, which has brought the complaints against the freight pool, had approached him in July 1884 for special rates for its customers in western cities. (NYT)

- Feb. 6, 1885 Trunk Line presidents, including George B. Roberts, Frank Thomson, Horace J. Hayden, John King for the Erie, and Robert Garrett, meet but do not dissolve the association as anticipated; refuse to accept Commissioner Albert Fink's resignation but grant him leave for a much-needed vacation; agree to continue eastbound pool until Apr. 1 until they see what the Grand Trunk Railway of Canada does. (NYT, RRGaz)
- Feb. 6, 1885 Runaway southbound freight train derailed and falls off the Deer Creek trestle on the Cincinnati Northern Railway, killing the fireman. (Hauck)
- Feb. 7, 1885 Eastbound extra freight stopped on Raritan River Bridge at New Brunswick, N.J., rear-ended by fast freight; four oil cars on rear of first train ignite and fall onto the frozen canal and street, setting fires and causing \$600,000 in damages; one crewman killed and one fireman burned to death on the ground. (RRGaz)
- Feb. 7, 1885 Buffalo New York & Philadelphia Railroad stockholders committee issues report calling for them to pay \$2.50 per share or face foreclosure; Dutch bondholders want time for reorganization extended for three years. (RyW)
- Feb. 7, 1885 Phineas Pease, General Manager & receiver of Cleveland & Marietta Railroad appoints new officers, separating it from the Wheeling & Lake Erie Railroad. (Guide)
- Feb. 7, 1885 Dayton & Toledo Railroad incorporated in Ohio as reorganization of portion of Toledo, Cincinnati & St. Louis Railroad between Dayton and Delphos; eventually becomes part of Cincinnati, Hamilton & Dayton Railroad system. (ICC)
- Feb. 9, 1885 Philadelphia & Erie reduces dividend rate on its preferred stock held by PRR from 8% to 7%.
- Feb. 10, 1885 U.S. Circuit Court in Philadelphia denies application of Pennsylvania Schuylkill Valley Railroad to condemn land owned by the Philadelphia & Reading Railroad to enter the city of Reading; refers the matter to the Berks County Court of Common Pleas. (NYT)
- Feb. 10, 1885 Robert M. Shoemaker (1815-1885), former Chief Engineer of Mad River & Lake Erie and Little Miami Railroads, dies at Clifton, Ohio, at age 70. (RRGaz)
- Feb. 13, 1885 Christian E. Spangler (1809-1885), last survivor of original PRR Board of

- Directors, dies at Merchantville, N.J. (RyW)
- Feb. 15, 1885 Philadelphia banker Francis A. Drexel (1824-1885) dies. (RRGaz)
- Feb. 1885 PRR decides to extend Westinghouse system of train air signals to all passenger trains, replacing bell cords. (RRGaz)
- Feb. 1885 Andrew Carnegie and partners reopen the Edgar Thomson Works with labor-saving machinery that eliminates 20% of the skilled work force and reimposes the two-shift, 12-hour day. (Nasaw)
- Feb. 16, 1885 Flemington Railroad & Transportation Company merged into Belvidere-Delaware Railroad under agreement of Jan. 29. (Val)
- Feb. 16, 1885 George J. Magee meets VP Frank Thomson in New York; Thomson wants his to say if Vanderbilt is determined to go on with the South Pennsylvania Railroad and the Beech Creek, Clearfield & South Western Railroad; Vanderbilt then ask Magee to sound out Thomson on what he was willing to pay. (Magee Testimony/RyW)
- Feb. 16, 1885 Lawyer James E. Gowen (1830?-1885), brother of Franklin B. Gowen, dies at Mount Airy in Philadelphia. (RyW)
- Feb. 17, 1885 A.J. Cassatt elected Pres. of NYP&N, replacing William L. Scott. (MB)
- Feb. 17, 1885 Coal lands of Ohio Central Railroad, amounting to 12,000 acres, sold at foreclosure at Columbus for \$200,000 to bondholders. (RyRegister)
- Feb. 18, 1885 Paintersville & Port Perry Railroad incorporated to build from Port Perry to South Pennsylvania Railroad at Stairs Mills in Westmoreland County; reflects victory of the Pittsburgh investors who want to build close to Pittsburgh, vs. the Vanderbilt interests, who want to connect with B&O at Somerset. (B&O Val, Watts)
- Feb. 19, 1885 Pennsylvania Company Finance Committee authorizes Third VP J.N. Du Barry to confer with William R. McKeen re ascertaining the value of Terre Haute & Indianapolis Railroad stock. (MB)
- Feb. 20, 1885 LIRR Board declines to accept resolution of Brooklyn City Council of Aug. 1884 relating to elevated cable railroads. (MB)
- Feb. 20, 1885 Northbound passenger train and southbound freight collide head-on at Four Mile Run near Alexandria, Va., where a short section of single track passes under Alexandria Canal aqueduct; all cars burned by fire from locomotives; 5 crew members killed. (NYT)

- Feb. 21, 1885 Austin Corbin rejects a ruling of the Brooklyn Board of Aldermen that makes the removal of surface tracks on Atlantic Avenue a condition for granting the Brooklyn & Long Island Cable Railway franchise for an elevated railroad. (NYT)
- Feb. 1885 Manual block semaphore signals installed between Camden and Atlantic City via Winslow Jct.
- Feb. 1885 PRR offers unused West Philadelphia ("Centennial") Station as shelter for insane patients rendered homeless by a fire at the Blockley Almshouse. (MB)
- Feb. 1885 VP Frank Thomson contacts George J. Magee of the Beech Creek, Clearfield & South Western Railroad to resume negotiations with Vanderbilt aimed at ending the Trunk Line war. (Schlegel)
- Feb. 1885 Cold winter has stopped work on South Pennsylvania Railroad tunnels; water is needed to run air compressors. (RRGaz)
- Feb. 1885 Norfolk & Western Railroad organizes subsidiary Pocahontas Coal Company to act as selling agent for all coal produced in Pocahontas Field. (Lambie)
- Feb. 25, 1885 East River Tunnel Railroad incorporated in N.Y. by Col. Robert Townsend, C.P. Stratton, et al., to build a tunnel from Long Island City or Ravenswood to Manhattan between 34th & 86th Streets; plan is to connect the LIRR in Queens with the NYC&HR in Manhattan; *Railroad Gazette* says that Austin Corbin is behind the project; not built. (NYState, ElectricRR, RRGaz)
- Feb. 25, 1885 Toledo & Indianapolis Railway sold at foreclosure. (Poors)
- Feb. 26, 1885 Northern Central Railway stockholders approve plan for new Baltimore Union Station. (RyW)
- Feb. 27, 1885 Clearfield & Jefferson Railway incorporated in Pa. to build coal road in Clearfield Coal Field from Irvona to Punxsutawney; Allison White, Pres.; Charles F. Berwind is the largest stockholder. (Val, RyRegister)
- Feb. 27, 1885 Wabash, St. Louis & Pacific Railway cuts the wages of shopmen by 10%; strike begins at Moberly, Mo., and spreads to the Missouri Pacific Railway by Mar. 5; ties up freight but not passenger traffic on the Gould system. (Grant, Ware)
- Feb. 28, 1885 Pullman's Palace Car Company and Central Transportation Company agree to modify the 1870 lease after meetings between George M. Pullman, Pres. George B. Roberts, General Manager Charles E. Pugh, et al.; George M. Pullman succeeds in reducing the rental from 12% on the stock (\$264,000 per year) and 25% of the taxes to \$66,000 and 25% of the taxes; the Central

- Transportation Company has used the rent to pay an 8% annual dividend and pay the rest into a surplus fund that now stands at over \$600,000; the terms of the new lease are to be made public at the PRR annual meeting on Mar. 10. (NYT)
- Feb. 28, 1885 Lackawanna & Pittsburgh Railroad closed down by strike caused by failure of receivers to pay wages in three months. (RyW)
- Feb. 28, 1885 Trustees Philip H. Bruner of Portland, Maine, and John Paton of New York file to foreclose mortgage of Toledo, Peoria & Western Railroad and appoint separate receivers from Wabash, St. Louis & Pacific Railway; Wabash holds majority of First Preferred Income bonds and refuses to surrender lease. (NYT, RyW, RRGaz, Poors)
- Mar. 1, 1885 PRR and B&O begin tidewater coal pool covering bituminous coal shipped at Baltimore, Philadelphia and South Amboy; proceeds to go 55% to PRR and 45% to B&O; collapses by April as fails to include new producers N&W, C&O and Beech Creek and because of oversupply in a depression year. (Lambie)
- Mar. 1, 1885 James McConkey resigns as Superintendent of NYP&N. (MB)
- Mar. 1, 1885 Nickel Plate defaults on Second Mortgage bonds. (Rehor)
- Mar. 2, 1885 In week of Grover Cleveland's inauguration, PRR carries 140,000 passengers to Washington; 220 loaded trains and 110 empties totaling 2,243 cars, plus 315 Pullman sleeping cars and parlors, are handled at B&P Station. (RRGaz)
- Mar 2, 1885 Walter Freeman resigns as Division Freight Agent of United New Jersey Grand Division to serve as soft coal commissioner between PRR and B&O; replaced by E.G. Dixon. (AR)
- Mar. 2, 1885 Former Assistant Secretary of War and Pres. of Reading John Tucker (1812-1885) dies at Philadelphia. (RRGaz)
- Mar. 2, 1885 B&O establishes circulating library for employees at Mount Clare Shops. (RRGaz)
- Mar. 2, 1885 Richmond, Fredericksburg & Potomac Railroad and Chesapeake & Ohio Railway inaugurate seasonal through Pullman sleeping car between Washington and Old Point Comfort, running through early May for the spring resort season. (Guide)
- Mar. 2?, 1885 Vandalia Line cuts the eastbound fare from St. Louis to New York to \$12.00. (RRGaz)

- Mar. 2, 1885 Reports circulate in Pittsburgh that a syndicate of New York, Philadelphia and Pittsburgh capitalists have purchased the old charter of the Turtle Creek Valley Railroad (incorporated in 1873) to run from Brintons up the valley of Turtle Creek to Saltsburg via Murraysville; can be extended Punxsutawney, where it will connect with the Rochester & Pittsburgh Railroad and the New York, Lake Erie & Western Coal & Railroad Company; is to act as the entry to Pittsburgh for the Rochester & Pittsburgh Railroad. (NYT)
- Mar. 3, 1885 The officers and receivers of the New York, West Shore & Buffalo Railway deny that William H. Vanderbilt has obtained control (NYT)
- Mar. 3, 1885 Lackawanna & Pittsburgh Railroad resumes operation. (RyW)
- Mar. 1885 New ferry house at Jersey City Terminal completed. (AR)
- Mar. 6, 1885 NYC&HR cuts quarterly dividend, payable Apr. 15, from 1.5% in the last two quarters and 2% last year to 1%; stock falls from 90 to 87 at news. (NYT, RRGaz)
- Mar. 7, 1885 Cleveland & Marietta Railroad foreclosure removed from Court of Common Pleas of Washington County to U.S. Circuit Court. (Church)
- Mar. 7, 1885 A committee of New York, West Shore & Buffalo Railway bondholders headed by James B. Colgate and including George M. Pullman, Henry W. Bartol, Henry F. Spaulding and John F. Probst, meets to formulate a reorganization plan; calls for the North River Construction Company to receive second preferred stock for its claims and will levy a 10-20% assessment on the stockholders; the bondholders also resolve to have the Buffalo, New York & Pennsylvania Railroad make improvements to its Buffalo terminal, which the West Shore uses. (NYT)
- Mar. 8, 1885 Northern Central Railway opens new line between Union and Calvert Stations in Baltimore; places new interlocking in service between Biddle & Chase Streets. (AR, RyW)
- Mar. 9, 1885 St. Clair renamed Bradenville on Pittsburgh Division; Kelly renamed Tunnelton and Tunnel Station renamed Bow, both on West Pennsylvania Division. (MB)
- Mar. 9, 1885 Coal strike begins in Pittsburgh District. (RyW)
- Mar. 9, 1885 Rates on eastbound grain and flour from Chicago cut from 25 cents to 20 cents per cwt. on complaint of Michigan Central Railroad. (NYT, RRG)
- Mar. 10, 1885 Former PRR VP Herman J. Lombaert (1816-1885) dies at home in Philadelphia; retired since 1872; insane since 1874. (PubLdgr, Wilson,

Guide)

- Mar. 10, 1885 NYP&N tug *Norfolk* and 12-car car float leave Wilmington, Del., for Cape Charles. (RyW)
- Mar. 11, 1885 PRR Board approves a plan to adjust bonded debt of Shenandoah Valley Railroad owed to PRR and Cumberland Valley for through freight rates. (MB)
- Mar. 11, 1885 Union Terminal Company, which owns West Shore-BNY&P station in Buffalo, evicts West Shore for non-payment and cuts track connection at East Buffalo; readmitted next day. (NYT, RRGaz)
- Mar. 11, 1885 Pennsylvania Company makes contract with Buffalo, New York & Philadelphia Railroad. (MB)
- Mar. 12, 1885 Former PRR VP Herman J. Lombaert interred at Woodlawn Cemetery in Philadelphia. (Guide)
- Mar. 12, 1885 Freight car-float service begins between Cape Charles and Norfolk with tugboat *Norfolk* and Carfloat No. 1, carrying 12 cars; crossing takes 3:30; NYP&N floating equipment has been planned by Philadelphia shipbuilder William B. Reaney. (Hayman, RyW)
- Mar. 12, 1885 Norfolk & Western Railroad opens Lamberts Point coal piers at Norfolk, soon one of largest coal terminals on East Coast. (AR)
- Mar. 15, 1885 Virginia Midland Railway discontinues handling Pullman sleeping cars for Kennesaw Route to New Orleans via Chattanooga between Washington and Lynchburg. (Guide)
- Mar. 15, 1885 New York Board of Railroad Commissioners reports on the complaint of the Traders & Travelers Union upholding their charges about the diversion of westbound freight by the Trunk Line pool; says the commercial supremacy of New York is at stake; proposes new laws to force the fast freight lines to drop clauses giving them the freedom to route freight as they see fit from their contracts. (NYT)
- Mar. 15, 1885 Indianapolis, Bloomington & Western Railway surrenders the lease of the Indianapolis, Decatur & Springfield Railway. (Poors, NYT)
- Mar. 15, 1885 A settlement of the Knights of Labor strikes against the Gould system is reached at St. Louis through the intervention of pro-labor Republican Gov. John A. Martin (1839-1889) of Kansas and ex-Confederate Gen. Gov. John S. Marmaduke (1833-1887) of Missouri; the Gould system withdraws all wage cuts made since Sep. 1884, not merely those of 1885, and a promise not

to discriminate against members of the Knights of Labor; this seemingly easy victory over Jay Gould causes mushroom growth of the Knights of Labor; in fact, Gould was out of the country on vacation and took little part in the strike. (NYT, Grant, Ware)

- Mar. 1885 George J. Magee visits Pres. George B. Roberts and concedes to the PRR's demand for control of the Beech Creek, Clearfield & South Western Railroad if he can keep the Pine Creek Railway; Roberts say it would be better if the PRR take both the Beech Creek and South Pennsylvania Railroads; Magee then meets with the Vanderbilts in New York. (GBR Testimony, NYT)
- Mar. 1885 New York banker J. Pierpont Morgan (1837-1913) arrives in London, where he will consult with his father Junius S. Morgan about restoring order to the Trunk Line situation. (Satterlee, Carosso - but note that NYT reports JPM attending the funeral of his aunt Eliza D. Morgan in New York on Mar. 28!!)
- Mar. 1885 VP Frank Thomson makes first definite offer of settlement to William H. Vanderbilt; PRR will guarantee 4% interest on Beech Creek bonds in return for half its stock; will also take half of South Penn stock and pay the South Pennsylvania Syndicate up to \$90,000 per year; Vanderbilt insists on 3% on South Penn investment or \$150,000 per year; PRR refuses, and negotiations broken off. (Schlegel)
- Mar. 1885 South Pennsylvania Railroad delivers its entire 95,000 shares to the American Construction Company; of this, the construction company retains 18,500 shares and delivers the rest to a syndicate committee of William K. Vanderbilt, H. McK Twombly, Franklin B. Gowen, David Hostetter and H.F. Dimmick; they retain 16,440 shares and deliver the balance, 60,000 shares with a par value of \$3 million, to Twombly for his work in obtaining charters and franchises and organizing the company. (RyW)
- Mar. 1885 PRR has nearly completed 7 parlor cars at Altoona. (RyW)
- Mar. 1885 Susquehanna Canal Company (Reading) protests abandonment of Juniata Canal, citing the original act for the sale of 1857 which required the canals to be maintained as public highways and the potential loss of traffic. (Rdg)
- Mar. 1885 PFW&C now operates freight trains with double-heading, up to 60 cars, with one conductor and three brakemen, saves one conductor and one brakeman over operating as two trains. (RyRegister)
- Mar. 1885 Vandalia Line conducts successful experiments with an electric headlight on locomotive No. 45. (RRGaz)
- Mar. 1885 Employees of Vandalia Lines at Indianapolis have forms a building and loan association. (RyRegister)

- Mar. 16, 1885 Trunk Line general passenger agents vote to raise the eastbound passenger rate from Chicago to \$18.50 first class and \$15.50 second class, effective Mar. 21; unable to get general observance until Mar. 30; PRR cuts fares to protest refusal to recognize the differential for longer lines. (NYT)
- Mar. 16, 1885 Pres. A.B. Hammond named receiver of Indianapolis, Decatur & Springfield Railway, representing Second mortgage bondholders. (NYT, Poors)
- Mar. 16, 1885 B&O inaugurates through service with Shenandoah Valley Railroad via Shenandoah Jct. (RyRegister)
- Mar. 17, 1885 In a press interview, a PRR official states that for all practical purposes, the freight pool is abolished, as it is of no use in controlling rates. (NYT)
- Mar. 17, 1885 NYP&N car ferry *Cape Charles* built by Harlan & Hollingsworth tested at Wilmington, Del., meets specification of 17 MPH in still water. (RyW, EvryEvng)
- Mar. 18, 1885 VP Frank Thomson meets George J. Magee in New York and tells him the PRR would agree to guarantee the Beech Creek, Clearfield & South Western Railroad bonds at 4%. (Magee Testimony/RyW)
- Mar. 18, 1885 New Jersey Tax Act repeals all special exemptions from taxes granted in old railroad charters; instead, all railroads are subjected to four classes of property tax: Class I consists of the main stem up to 100 feet wide; Class II consists of all other railroad property, including yards and terminals; Class III consists of all rolling stock and moveable property; Class IV consists of the franchise; while Classes I, III and IV are taxed by the state, Class II is taxed as a local property tax; as the tax demands of cities and towns grow, this part of the tax becomes particularly onerous to railroads; a State Board of Tax Assessors is created to assess all railroad property. (Lutz)
- Mar. 18, 1885 Philadelphia & Chester County Railroad sold at foreclosure at Philadelphia for \$40,000 to William M. Smith for Second Mortgage bondholders; partly graded between Philadelphia and West Chester, but no track laid; within a month, it is discovered that the \$13,000 of the First Mortgage bonds were issued without the consent of the stockholders, complicating the reorganization. (RRGaz, RyW)
- Mar. 18, 1885 CNJ directors reject Gowen's proposition to pay no dividend in 1885, 2% in 1886, and 3% in 1887; director Samuel Sloan, Pres. of the DL&W, confronts Gowen, saying that the CNJ can do better without the Reading. (NYT)
- Mar. 18, 1885 Central Transportation Company stockholders meet and appoint a committee of five to study Pres. John C. Bingham's recommendation that they approve

the renegotiated lease to Pullman's Palace Car Company; Pullman has offered to buy the company outright by exchanging 4 shares of Central Transportation Company for 1 share of Pullman's Palace Car Company, equal to a payment of one-half par; however, the settlement will transfer all assets, including the very large melon of the \$600,000+ surplus fund to Pullman. (NYT)

- Mar. 18, 1885 Hocking Valley coal strike ends with the defeat of the union; destroys Knights of Labor in that region. (Meyer, Ware)
- Mar. 19, 1885 Robert H. Sayre meets with H. McK. Twombly and Henry F. Dimock at New York; decides to advertise for bids for bridges and viaducts. (Sayre Diary)
- Mar. 20, 1885 Virginia Midland Railway establishes a new sleeping car route between Washington and New Orleans via Lynchburg, Danville, Atlanta, West Point, and Montgomery, which eventually becomes the route of the *Crescent Limited*. (Guide)
- Mar. 21, 1885 Commissioner Albert Fink meets with Pres. George B. Roberts and VP Frank Thomson at the PRR offices in Philadelphia regarding PRR threats to abandon the pool; PRR wants tough penalties for rate-cutting; Fink is to arrange a Trunk Line meeting next week. (NYT)
- Mar. 21, 1885 Robert H. Sayre tries to entice Robert Neilson away from the PRR to work for the Reading, but he demands a guarantee of five years minimum employment. (Sayre Diary)
- Mar. 21, 1885 Englewood Connecting Railway incorporated in Illinois to build connection between PFW&C and CStL&P parallel to 59th Street; construction had been begun by CStL&P, but separate charter was necessary because of legal powers of eminent domain needed to condemn the crossing of the Chicago & Western Indiana Railroad and other lines. (Church)
- Mar. 23, 1885 Trunk Line presidents agree to continue eastbound freight pool for one month through May 1, when a general meeting is to be held at Chicago. (NYT)
- Mar. 23, 1885 Reading & Pottsville Railroad has agreed to enter Pottsville on mountainside instead of on canal towpath, crossing all Reading tracks overhead; Reading drops opposition. (RRGaz)
- Mar. 23, 1885 Pittsburgh & Western Railroad enters receivership; James Callery and John W. Chalfant, receivers. (B&O Val, RRG, RyW)
- Mar. 24, 1885 Hemphill renamed Oakbourne on PW&B Central Division. (MB)
- Mar. 24, 1885 Court of Common Pleas of Jefferson County annuls lease of Cincinnati &

Muskingum Valley Railway to PC&StL. (AR)

- Mar. 25, 1885 PRR Board abolishes post of Assistant to the President, vacant since the death of Strickland Kneass in 1884. (MB)
- Mar. 25, 1885 Pennsylvania Company Executive Committee approves contract to operate New Brighton & New Castle Railroad. (MB)
- Mar. 26, 1885 PRR Board receives letter of thanks for donation of *John Bull* and tender to Smithsonian Institution. (Watkins)
- Mar. 26, 1885 Western Union General Superintendent and telegraph pioneer Gen. Anson Stager (1825-1885) dies at Chicago. (RRGaz)
- Mar. 27, 1885 Robert H. Sayre meets with Twombly, who is anxious about the condition of the Reading and wants Sayre to take the presidency, but Sayre refuses. (Sayre Diary)
- Mar. 28, 1885 Train ferry *Cape Charles* makes first crossing from Cape Charles to Norfolk on NYP&N; loads from bow only and carries four passenger cars; makes two round trips daily; day train carries a parlor car and the night train a sleeping car; advertised as saving 5 hours over the route via Washington and Richmond. (PubLdgr, Hayman)
- Mar. 28, 1885 Colgate Committee of New York, West Shore & Buffalo Railway bondholders issues a circular; proposes the creation of a new committee consisting of Abram S. Hewitt, William Dowd, Robert Harris, Gen. George B. McClellan and Alexander E. Orr, none of whom are interested in the North River Construction Company, the NYO&W, or the West Shore & Ontario Terminal Company, to buy the road at foreclosure in the name of the First Mortgage bondholders, the new company to own the entire line from Weehawken to Buffalo. (NYT)
- Mar. 28, 1885 Darius W. Caldwell named receiver of New York, Chicago & St. Louis Railway (Nickel Plate) on foreclosure of Second mortgage; a friendly receivership engineered by the Vanderbilts. (Guide, Rehor)
- Mar. 29, 1885 Passenger service established between Jersey City and Norfolk using ferry between Norfolk and Cape Charles; day express runs New York to Norfolk in 11:40. (PassDept - verify date - RyW)
- Mar. 30, 1885 Brooklyn Board of Aldermen reverses itself and grants a franchise to the Brooklyn & Long Island Cable Railway. (NYT)
- Mar. 30, 1885 PRR begins operation of own parlor cars between Jersey City and Washington; 9 parlors and 2 smoker-combines built at Altoona Shops to

designs of architect Bruce Price (1845-1903). (AR,)

- Mar. 30, 1885 Eastbound passenger rates to all points from Chicago are restored; \$18 to New York on PRR and NYC&HR, \$16.50 on longer lines; had been as low as \$7 in the morning. (NYT)
- Mar. 31, 1885 Having completed one quarter of the construction work on the South Pennsylvania Railroad, the American Construction Company receives \$4.75 million in SP stock and \$5 million in bonds. (PhilPress)
- Mar. 31, 1885 Shenandoah Valley Railroad enters receivership; Sidney F. Tyler appointed receiver. (CorpHist, RyRegister)
- Apr. 1, 1885 Brooklyn City Commissioners pass resolution approving an elevated cable railroad on Atlantic Avenue from South Ferry to the city line; also from Sands & Washington Streets down Sands Street, Adams Street, Fulton Street, and Boerum Place to Atlantic Avenue; may be four tracks from Flatbush Avenue to city line, three tracks from South Ferry to Flatbush Avenue and double track elsewhere. (MB)
- Apr. 1, 1885 Car service accounts for Lines East centralized in Philadelphia under Superintendent of Transportation and Treasurer. (Guide)
- Apr. 1, 1885 Anchor Line agrees to provide New York, West Shore & Buffalo Railway with terminal facilities at Buffalo and form through route between New England and northern New York to Chicago for five years. (MB)
- Apr. 1, 1885 Pennsylvania Company leases Crestline Hotel and Simbeck (?) House at Alliance. (MB)
- Apr. 1, 1885 NYP&N appoints Henry W. Dunne (1856-1894) Superintendent at Cape Charles, replacing James McConkey, resigned for health; Dunne had worked in PRR Engineering Department and as Superintendent & Engineer of A.J. Cassatt's Lancaster Avenue Improvement Company. (MB, PenEnt)
- Apr. 1, 1885 Pioneer civil engineer James Worrall (1812-1885), who had kept the South Pennsylvania Railroad charter alive for many years, dies at Harrisburg at age 73. (EngrClbPhila)
- Apr. 1, 1885 Pittsburgh & Western Railroad defaults on interest on Pittsburgh, Bradford & Buffalo Railway bonds. (Poors)
- Apr. 1, 1885 General managers and general freight agents meet at Chicago on the question of eastbound rates; adopt the report of a committee of 17 on dividing traffic from east of Milwaukee, Joliet, Streator, Peoria and St. Louis. (NYT)

- Apr. 1, 1885 Chicago & Grand Trunk Railway withdraws from the eastbound Chicago freight pool. (RRGaz)
- Apr. 1, 1885 Melville E. Ingalls addresses meeting of Midwestern railroads in Chicago; says Trunk Line pool is too large and has outlived its usefulness; proposes a pool of only those lines west of Buffalo and Pittsburgh. (RRGaz)
- Apr. 2, 1885 Ice gorge blocks Philadelphia & Erie main line between Queens Run and Glenn Union. (AR)
- Apr. 5, 1885 PRR makes major change in east-west service; *New York & Chicago Limited* schedule cut to 24:00 between New York and Chicago, or average 38.5 MPH, fastest yet offered (check vs. 1875 fast mail), with Pittsburgh-St. Louis connection running through in 29:00 and 21:00 to Cincinnati; cuts 2:35 eastbound and 4:30 westbound over previous time to St. Louis; new *Chicago & Cincinnati Express* added leaving New York at 6:00 PM on 26:30 schedule to Chicago and 21:00 to Cincinnati; *Fast Line* and *Western Express* also speeded up. (RyW, NYT, Guide, RRGaz)
- Apr. 6, 1885 Main line of Philadelphia & Erie Railroad reopens after ice gorge. (AR)
- Apr. 6, 1885 Eastbound grain rate from Chicago restored to 20 cents. (NYT)
- Apr. 7, 1885 South Pennsylvania Railroad cancels contract for Laurel Hill Tunnel; for first time, Robert H. Sayre realizes that Vanderbilt will sell out to the PRR if he can. (Sayre Diary)
- Apr. 7, 1885 Daft Electric Company begins installing third rail electric traction on the Baltimore-Hampden horse car line of the Union Passenger Railway between 40th & Roland and 25th & Oak Streets; has considerable problems getting the electric motors to climb the Huntingdon Avenue grade with a heavy trailer; achieves limited success but abandoned in 1889. (BaltAm, Mfgr&Bldr)
- Apr. 8, 1885 Pennsylvania Company Executive Committee authorizes acquisition of Waynesburg & Washington Railroad. (MB)
- Apr. 8, 1885 Central Transportation Company stockholders' committee meets for three hours to consider Pullman's offer; other options include rejecting the offer, taking back the 119 sleeping cars and trying to offer them for sale or lease to the PRR, and dividing the \$600,000+ surplus fund. (NYT)
- Apr. 9, 1885 Pres. Roberts and Hon. John Scott testify before Pa. Judiciary Committee against new anti-rate-discrimination bill. (RyW)
- Apr. 9, 1885 Rockaway Beach Palace Hotel Company incorporated in N.Y. by New York Woodhaven & Rockaway Railroad Pres. James A. Oakley and others for

- purpose of building and operating hotels at Rockaway Beach; plan to purchase the big hotel, now closed, and open it for next season. (NYT)
- Apr. 10, 1885 Midwestern railroads between Pittsburgh/Buffalo and the Mississippi, plus parts of Kentucky and Tennessee organize Central Passenger Committee. (RyW)
- Apr. 13, 1885 R.T. Brydon appointed PRR Western Passenger Agent at Chicago to take over supervision of western agencies from C.W. Adams, Assistant General Passenger Agent of Pennsylvania Company. (Guide)
- Apr. 13, 1885 New York, West Shore & Buffalo Railway bondholders meet at the Windsor Hotel at New York with William M. Lent as chairman; are split on the proposed reorganization plan; the current plans are denounced as favoring everyone but the First Mortgage bondholders; a new committee is appointed with Lent, Russell Sage, Henry Clews, et al. (NYT)
- Apr. 14, 1885 Martins Creek Railway (Pa.) incorporated to build link from Belvidere-Delaware Railroad to Northampton County slate region. (Val)
- Apr. 15, 1885 Maj. Charles K. Ide (1834-1885), Master of Transportation of PW&B between 1864 and 1881, dies. (Guide)
- Apr. 15, 1885 Portion of the Ohio Central Railroad north of Corning, Ohio, sold at foreclosure. (GrnBk)
- Apr. 1885 William H. Vanderbilt meets with A.J. Drexel and informs him that he is ready to sell out the South Pennsylvania Railroad in the interest of peace; gives Drexel his terms and asks him to deliver them to Pres. Roberts; Vanderbilt wants to receive securities paying 3% interest on the amount of money actually invested; Roberts says he is not anxious to buy "a hole in the ground." (Testimony/RyRegister)
- Apr. 1885 George J. Magee sends a telegram to Pres. Roberts rejecting the PRR terms for taking the Beech Creek, Clearfield & South Western Railroad.; PRR is willing to buy his coal roads but not at full cost (GBR Testimony, NYT, RRGaz)
- Apr. 1885 Stock market bottoms after Panic of 1884. (Wyckoff)
- Apr. 1885 Large number of Buffalo New York & Philadelphia Railroad stockholders have failed to endorse the reorganization plan, and it has been abandoned. (RRGaz)
- Apr. 1885 Pittsburgh & Eastern Railroad incorporated in Pa. to build from Port Perry to Punxsutawney; J.H. Connor of Pittsburgh, Pres. (RyRegister)

- Apr. 1885 Buffalo Soft Coal Pool formed by the Buffalo, New York & Philadelphia Railway, the Allegheny Valley Railroad, the New York, Lake Erie & Western Railroad, and the Rochester & Pittsburgh Railroad; agree to raise the rate to Buffalo from \$1.60 to \$2.40 per ton; James Macfarlane (1819-1885), formerly with the Pennsylvania Geological Survey as umpire. (RyW)
- Apr. 1885 B&O begins operation of buffet-parlor car service. (AR)
- Apr. 1885 Wabash, St. Louis & Pacific Railway begins laying off members of the Knights of Labor. (Ware)
- Apr. 1885 Norman Allen exhibits a working model of a cable-operated monorail elevated railroad at Rockaway Beach. (NYT)
- Apr. 16, 1885 Martins Creek Railway (N.J.) incorporated to build the N.J. half of a bridge leading from the Belvidere Delaware Railroad to a connection with the Northampton County slate region. (Val)
- Apr. 16, 1885 Midwestern railroads between Pittsburgh/Buffalo and the Mississippi form Central Traffic Association for freight traffic at Chicago; will remain in present Trunk Line pool until June 1. (RRGaz)
- Apr. 16, 1885 U.S. Circuit Court orders Wabash, St. Louis & Pacific Railway to surrender the Cairo Division to original owners pending foreclosure. (RRGaz)
- Apr. 17, 1885 Committee of New York merchants meets with NYC&HR officers at Grand Central Depot; NYC&HR pledges it will not assent to first class freight being diverted to rival ports. (NYT)
- Apr. 17, 1885 U.S. Circuit Court orders Wabash, St. Louis & Pacific Railway to surrender the Havana Division to original owners pending foreclosure. (RRGaz)
- Apr. 18, 1885 Broker Henry Clews submits a new reorganization plan to the New York, West Shore & Buffalo Railway bondholders calling for the new issue of \$20 million First Mortgage bonds and buying the terminal bonds at 50 cents on the dollar. (NYT)
- Apr. 20, 1885 Philadelphia bondholders of the New York, West Shore & Buffalo Railway meet; appoint a committee of Frank J. Firth, John L. Lawson and R.H.C. Hill; about \$6 million of the First Mortgage bonds are held in Philadelphia. (NYT)
- Apr. 20, 1885 Central Transportation Company stockholders' meeting rejects the proposed modified lease to Pullman, which would drastically reduce their income, by a vote of 26,027 to 2,055 and elects a new Board opposed to the lease. (RyW, NYT)

- Apr. 20, 1885 American Contract Company complains to the South Pennsylvania Railroad that it has not received any payments yet. (MB)
- Apr. 21, 1885 CStL&P Railroad Executive Committee hears a report from its General Counsel that the Chicago & Western Indiana Railroad has refused to permit the 59th Street connection to cross its main line; this has required the creation of a new company, the Englewood Connecting Railway, to get powers of condemnation. (MB)
- Apr. 21, 1885 Cincinnati & Richmond Railroad organized in interest of CStL&P; Board approves location between Red Bank and Hamilton made by Max J. Becker in 1881; authorizes purchase of right-of-way between Red Bank and Maplewood. (MB, Church)
- Apr. 21, 1885 Anderson, Lebanon & St. Louis Railroad (aka Cleveland, Indiana & St. Louis Railway) sold at foreclosure of First Mortgage to Thomas C. Platt, trustee for bondholders, for \$40,000. (Church)
- Apr. 21, 1885 Robert H. Sayre meets with Twombly and Francis Lynde Stetson in New York and discusses the South Pennsylvania Railroad mortgage; will have to merge the Paintersville & Port Perry Railroad into the South Penn and make it a consolidated mortgage. (Sayre Diary)
- Apr. 22, 1885 Pullman car repair shops at 41st Street on PRR in West Philadelphia burned. (RyW)
- Apr. 23, 1885 Tyrone & Clearfield Railway acquires Derby Branch (Darby Jct.-mines, 1.19 miles) from Ynocencio Casanova and John M. Campbell. (Val)
- Apr. 23, 1885 South Pennsylvania Syndicate meets; Sayre reports he can build with a single track for \$15.2 million but must put under contract at once; notes that Ralph Baggaley, a Syndicate member, has sued for a receiver. (Sayre Diary)
- Apr. 23, 1885 NYC&HR signs a pledge that it will not divert freight from New York; to be placed before PRR on Apr. 25. (NYT)
- Apr. 24, 1885 Full South Pennsylvania Syndicate approves Sayre's report, but Sayre finds out later that Twombly is still pushing the plan to stop at Somerset and connect with the B&O. (Sayre Diary)
- Apr. 24, 1885 American Contract Company approves Sayre's request to substitute the line of the Paintersville & Port Perry Railroad for the original line of the South Pennsylvania Railroad west of Stair's Mill. (MB)
- Apr. 24, 1885 Reports circulate at Buffalo that the NYC&HR and LS&MS will cut the

running time of its fast train by 3:00 eastbound and 2.30 westbound to match the PRR's *New York & Chicago Limited*; are to build a bypass around Buffalo to avoid the stop and congestion; however, the Gardenville Cutoff is not built until the late 1890s. (NYT)

- Apr. 25, 1885 The Windsor Hotel or Lent Committee of New York, West Shore & Buffalo Railway bondholders meet at the Windsor Hotel at New York and conclude that they must abandon their proposed reorganization plan. (NYT)
- Apr. 25, 1885 Lake Erie & Western Railway enters receivership. (Poors)
- Apr. 27, 1885 Members of South Pennsylvania Syndicate meet in Philadelphia; South Pennsylvania Railroad Board approves merger of Paintersville & Port Perry Railroad into South Pennsylvania Railroad and issuance of Consolidated mortgage; ratifies first payment of 95,000 shares and \$5 million in bonds to American Contract Company; Gowen presents contracts with B&O and Gettysburg & Hanover Junction Railroad; Pres. Robert H. Sayre states that road can be completed for amount already subscribed and can be finished by July 1, 1886; work near Shippensburg has been stopped for some time; press notes that talks have been held with the PRR to buy them out, but when PRR refuses, meeting resolves to proceed. (MB, Sayre Diary, RRGaz, RyRegister)
- Apr. 27, 1885 Reading receivers again file in U.S. Circuit Court for an injunction to stop the PRR from crossing its line at Reading; refused. (RRGaz)
- Apr. 27, 1885 CStL&P Railroad Executive Committee authorizes new bridge over the Wabash River at Logansport. (MB)
- Apr. 27, 1885 Special train with PRR and Missouri Pacific Railway officials westbound from St. Louis on St. Louis, Iron Mountain & Southern Railway collides with local head-on on curve; Philip Toland, an engineer in the PRR's Transportation Dept. and nephew of Gen. Isaac J. Wistar, who is riding in cab of special is killed, along with firemen of both trains. (RyW)
- Apr. 30, 1885 Trunk Line heads, including George B. Roberts, Horace J. Hayden, and Samuel Spencer for B&O, meet at Albert Fink's office; approve plan of Central Traffic Association but fail to provide any mechanism for settlements between the Trunk Lines and the Chicago Pool, thereby dissolving the pools; move had been precipitated by withdrawal of Grand Trunk Railway of Canada; new agreements prohibiting diversions of freight mean that settlements between pool roads would have to be made in cash, which has never worked. (RRG, NYT)
- Apr. 30, 1885 Subordinates at Broad Street Station office attend formal farewell meeting for Superintendent of Transportation John T. Reilly. (Guide)

- Spring 1885 High-sulphur petroleum discovered at Lima, Ohio. (Rehor)
- May 1, 1885 John T. Reilly resigns as Superintendent of Transportation because of injuries received in an accident a year ago; replaced by Sutherland M. Prevost with new title of General Superintendent of Transportation; Robert E. Pettit named General Superintendent of PRR Grand Division, replacing Prevost; Joseph Crawford to Superintendent of New York Division, replacing Pettit; A.O. Dayton named Superintendent of West Jersey Railroad and Camden & Atlantic, replacing Crawford; F.D. Nelson to Superintendent of Motive Power of P&E Grand Division, replacing Dayton. (MB, AR)
- May 1, 1885 LIRR begins running freight with its own tugboats and car floats; leases Piers 32 & 33, E.R. (MB)
- May 1, 1885 New freight station opens at Calvert Station, Baltimore, on Northern Central Railway. (AR)
- May 1, 1885 Buffalo, New York & Philadelphia Railroad defaults on First Mortgage bonds. (NYT)
- May 1, 1885 Henry Clews receives a letter from the Philadelphia Committee of the New York, West Shore & Buffalo Railway bondholders requesting information; Clews thinks that the New York bondholders want to throw out the current management. (NYT)
- May 1, 1885 William T. Walters and Benjamin F. Newcomer of Atlantic Coast Line purchase the Richmond, Fredericksburg & Potomac Railroad stock held by the Moncure Robinson family and other Philadelphians and are elected to Board; ends obstructionist tactics against through operation designed to support the Robinson family's Old Bay Line boats. (Mordecai)
- May 1, 1885 Cornelius K. Garrison (1809-1885) dies at his home in New York; had lost heavily in Wheeling & Lake Erie Railroad and Cleveland & Marietta Railroad but still had a substantial fortune and was making plans to remove his property from assignment. (NYT, RRGaz)
- May 2, 1885 Robert H. Sayre meets Twombly at Twombly's new office in New York; Twombly is still unwilling to let the contracts and still wants to stop at Somerset; Twombly is trying to contract the whole South Pennsylvania Railroad line to Smith & Ripley. (Sayre Diary)
- May 3, 1885 B&O inaugurates direct passenger service between Pittsburgh and Cincinnati via Central Ohio Railroad. (RyRegister)
- May 4, 1885 Brooklyn, Bath & Coney Island Railroad sold at foreclosure to George A. Gunther and Electus B. Litchfield for \$25,000. (NYState)

- May 4, 1885 First inspection train runs over the Cedarhurst Railway between Woodsburgh Station on the LIRR and Cedarhurst; service is provided as needed by a horse car, which is stored at the Rockaway Village Railroad car barn in Far Rockaway over the winters. (Seyfried)
- May 4, 1885 Robert H. Sayre asks Frank Thomson if PRR will sell Cumberland Valley Railroad to the South Pennsylvania Railroad; Thomson says he must consult Pres. Roberts. (Sayre Diary)
- May 5, 1885 Robert H. Sayre notes that H.McK. Twombly still refuses to start more work on the South Pennsylvania Railroad. (Sayre Diary)
- May 5, 1885 Perth Amboy Railroad incorporated in N.Y. to build from Tottenville on Staten Island to Perth Amboy; possibly in interest of PRR. (NYState - check NJCorp - RyRegister says is to be alternate ft route to avoid congestion thru Elizabeth and at Harsimus Cove)
- May 6, 1885 Robert H. Sayre meets with George B. Roberts; Roberts naturally refuses to sell the Cumberland Valley Railroad to the South Pennsylvania Railroad, and Sayre finds Roberts “in no humor” to buy the South Penn. (Sayre Diary)
- May 6, 1885 George M. Pullman sends a circular letter to the Central Transportation Company stockholders reminding them that his offer for an exchange of shares will expire on May 18; the *New York Times* notes that, even after allowance is made for the surplus fund, Pullman is actually paying \$605,000 for 119 broken-down sleeping cars, although of course it is to buy out an adverse interest that has been extorting fat dividends from him. (NYT)
- May 6, 1885 Hewitt Committee of New York, West Shore & Buffalo Railway bondholders meets and agrees that its reorganization plan cannot be implemented for lack of support. (NYT)
- May 7, 1885 Philadelphia Select Council debates the B&O freight line to the Delaware River in South Philadelphia, which is already being graded without a city ordinance on private property, but not where it crosses an opened street. (Gibb)
- May 8, 1885 Hewitt Committee of New York, West Shore & Buffalo Railway bondholders meets with a committee representing the terminal bonds, including George F. Baker of the First National Bank of the City of New York and Louis Fitzgerald of the Mercantile Trust Company. (NYT)
- May 8, 1885 Philadelphia bondholders of the New York, West Shore & Buffalo Railway, representing about \$4 million of the \$6 million First Mortgage bonds held in Philadelphia, meet at the Merchants Exchange; hear the report of the

- committee appointed Apr. 20; call for an issue of Second Mortgage Convertible bonds instead of preferred stock. (NYT)
- May 8, 1885 CNJ stockholders fail in attempt to elect new Board over dissatisfaction with Reading lease. (NYT)
- May 8, 1885 Chicago & Western Indiana Railroad opens Dearborn Station in Chicago; with 10 tracks, is then largest in city; head house of a Romanesque revival design by Cyrus L.W. Eidlitz (1853-1921), architect. (DeRouin, Bach? - AR in RyRegister says 5/18? train shed complete in Oct.)
- May 10, 1885 Chicago, St. Louis & Pittsburgh Railroad begins operating a through passenger car between Columbus and Peoria via the Indianapolis, Decatur & Springfield Railway and Peoria, Decatur & Evansville Railway. (RRGaz)
- May 11, 1885 Martins Creek Railroad begins surveys. (RyW)
- May 11, 1885 George M. Pullman meets with the Board of the Central Transportation Company at Philadelphia; Pullman finally makes a new offer to purchase all the Central Transportation Company stock at \$30 per share instead of \$25, which is also rejected. (NYT)
- May 12, 1885 Joint Committee of Philadelphia Select and Common Councils orders City Solicitor to take steps to block construction of Schuylkill River East Side Railroad unless it receives permission from Councils. (Gibb)
- May 12, 1885 E.D. Nelson appointed Superintendent of Motive Power of Northern Central Railway, replacing A.O. Dayton, promoted to Superintendent of Camden & Atlantic Railroad and West Jersey Railroad. (AR)
- May 12, 1885 Colgate Committee of the New York, West Shore & Buffalo Railway bondholders meets to consider accepting the plan of the Hewitt Committee; William S. Lent of the Windsor Hotel Committee also presents their plan which calls for an issue of additional First Mortgage bonds and for the bondholders to surrender three years' interest to fund improvements. (NYT)
- May 12, 1885 Anti- long haul-short haul discrimination bill fails to pass Pennsylvania House by required two-thirds majority, 88-87. (Watkins - verify)
- May 13, 1885 PRR Board orders two car floats for NYP&N built at South Amboy. (MB)
- May 13, 1885 PRR and NYP&N hold two-day press excursion from Philadelphia to Cape Charles and Old Point Comfort. (RyW)
- May 14, 1885 Frank J. Firth, Joseph Wharton, and R.H.C. Hill appointed committee to represent Philadelphia First Mortgage bondholders of New York, West Shore

& Buffalo Railway. (RyW)

- May 14, 1885 Philadelphia & Atlantic City Railroad files revised location of Baltic Avenue Branch in Atlantic City; runs north only as far as Massachusetts Avenue instead of to Inlet; connection turn south into main station as all trains stop there en route. (Rdg)
- May 14, 1885 First section of Brooklyn Elevated Railroad (Fulton Avenue Elevated) opens between Washington & York Streets and Fulton & Alabama Avenues. (NYState)
- May 1885 Economy bottoms out; two-year expansion begins. (NBER)
- May 1885 Altoona Shops completes 150 freight cars equipped with Westinghouse brakes and Janney couplers for NYP&N fast freight service. (RRGaz)
- May 1885 PRR begins testing the Brush storage battery system of electric light for passenger cars in comparison with hydrocarbon vapor; batteries are charged by generators on the train; operates a train of 9 cars between Altoona and Pittsburgh and later between New York and Philadelphia. (RRGaz, RyW, CMP)
- May 1885 Canal Street Branch of River Front Railroad opens between Canal and Laurel Streets in Philadelphia. (Val)
- May 1885 Philadelphia Board of City Trusts grants B&O a right of way through its land in South Philadelphia, including 10 or 12 squares along Oregon Avenue; PRR is adding tracks and throwing up embankments at the points where the two lines cross in South Philadelphia. (RyRegister)
- May 1885 New York and Maryland capitalists are trying to revive the Maryland, Chesapeake & Delaware Bay Railroad, the cross-peninsula line from Kent Island to Lewes. (RyW)
- May 1885 Crestline Hotel, owned by the Larwill Estate and located just west of crossing of PFW&C and Bee Line, destroyed by fire. (MB)
- May 1885 Headquarters of Western Division, PFW&C, moved from Chicago to Fort Wayne. (Guide)
- May 1885 Vandalia Line equips 35 locomotives with electric headlights. (RRGaz)
- May 1885 With New York, West Shore & Buffalo Railway bonds at their lowest point, a large number change hands on the open market; rumors have the PRR as a large purchaser. (NYT)

- May 1885 Former PRR General Freight Agent James McClintock Creighton is elected VP of the Schuylkill River East Side Railroad and Superintendent of the B&O's Baltimore & Philadelphia Division. (RRGaz)
- ca. May 1885 Most Camden & Atlantic trains moved from Coopers Point to Camden & Amboy Terminal at Camden. (NO)
- May 1885 Toledo & Indianapolis Railway reorganized at the Toledo, Columbus & Southern Railway; begins constructing an extension from Findlay to Ridgeway. (Miller)
- May 16, 1885 William H. Vanderbilt sails for Liverpool on the White Star liner *Germanic*, accompanied by his son George W. Vanderbilt and his personal physician; although he gives no reason, the trip is probably only to consult with the Morgans in London. (NYT)
- May 18, 1885 Representatives of the Colgate, Hewitt and Philadelphia Committees of New York, West Shore & Buffalo Railway bondholders meet in New York to try to agree on a compromise reorganization plan that favors the First Mortgage bondholders over the holders of Terminal bonds and the North River Construction Company. (NYT)
- May 18, 1885 Following a New York, West Shore & Buffalo Railway's bondholders meeting, Cyrus W. Field of the bondholders cables banker Junius S. Morgan in London for his advice. (Carosso)
- May 18, 1885 Berks County Court of Common Pleas dissolves injunction blocking PRR from crossing lines of Reading on South Front Street; opens way for PRR to build branch to industries in Front Street, Reading. (RRGaz)
- May 19, 1885 Philadelphia & Atlantic City Railroad contracts with Woodruff Sleeping & Parlor Coach Company to provide parlor car service. (Rdg)
- May 19, 1885 Union Canal Company of Pennsylvania sold at foreclosure to Reading for \$6,000. (RRGaz)
- May 19, 1885 Property owners on Trenton Avenue, Philadelphia, between Lehigh & York Avenues, sue the PRR in the Court of Common Pleas for the nuisance of putting a third track on the Kensington Branch and letting freight cars stand in the street. (PubLdgr)
- May 20, 1885 Lewisburg & Tyrone Railroad opens between Oak Hall and Lemont. (Val, AR - Guide says 5/15?)
- May 20, 1885 G. Clinton Gardner appointed receiver of Buffalo, New York & Philadelphia Railroad under foreclosure of First Mortgage; foreign bondholders appoint

Carl Schurz as agent. (CorpHist, Val, RRG)

- May 20, 1885 South Pennsylvania Railroad stockholders approve merger of Paintersville & Port Perry Railroad; Lyman D. Gilbert, Pres. of Paintersville & Port Perry Railroad, elected to South Pennsylvania Railroad Board; Board approves modification of contract with American Construction Company to cover Paintersville & Port Perry route; this is the last South Pennsylvania Board meeting until 1890. (MB, Sayre Diary)
- May 20, 1885 Junius S. Morgan cables Cyrus W. Field to have the New York, West Shore & Buffalo Railway's bondholders take no action until his son J. Pierpont Morgan and William H. Vanderbilt return to the U.S. next month. (Carosso)
- May 20, 1885 Jeffersonville, Madison & Indianapolis Railroad Board approves agreement with the Pennsylvania Company, and the Louisville, Evansville & St. Louis Railway granting the latter trackage rights from State Street, New Albany, to the Louisville Bridge, including the new New Albany station about to be built and use of the JM&I station in Louisville until the new Union Station is built; Pennsylvania Company is to build a second track from State Street to the "Prison Station" on the bridge approach. (MB)
- May 21, 1885 B&O ordinances introduced in Philadelphia City Councils, one for the Baltimore & Philadelphia Railroad and one for the Schuylkill River East Side Railroad; plan calls for the track to be elevated north of Filbert Street, passing up 24th Street on an elevated structure to a junction with the Reading at Pennsylvania Avenue; also a branch down (unopened) Oregon Avenue to the Delaware River. (PubLdgr, Gibb)
- May 21, 1885 South Pennsylvania Railroad Consolidated mortgage executed at Reading office in Philadelphia. (Sayre Diary)
- May 22, 1885 Darius Ogden Mills, Charles R. Flint and William H. Osborn meet with the Hewitt Committee of New York, West Shore & Buffalo Railroad bondholders in New York; object to giving voting stock to the North River Construction Company, which would allow it to control the new company; Hewitt says that Horace Porter and Edward F. Winslow would not accept such a plan. (NYT)
- May 23, 1885 PRR, which had hitherto stayed out of the passenger rate war, announces it is cutting its westbound rates 25%. (RRGaz)
- May 23, 1885 Jay Gould makes public a series of exchanges with George B. Roberts, J.H. Rutter, John King of B&O and other Trunk Line presidents calling for a conference to stabilize rates; NYC&HR is non-committal; correspondence is turned over to Albert Fink. (NYT)

- May 23, 1885 Trustees of Cadiz Township, who own 1,269 shares of the PC&StL Railway write to Pres. Roberts demanding the cancellation of the lease of the Cincinnati & Muskingum Valley Railway. (MB)
- May 24, 1885 NYC&HR-LS&MS inaugurate *Special South Shore Express* on 25:00 schedule between New York and Chicago, matching PRR's *New York & Chicago Limited*; because of longer route, averages 39.34 MPH vs. 37.33 MPH on PRR; a great advance over previous NYC&HR passenger trains. (Guide, RRGaz)
- May 24, 1885 *Limited Express* makes a fast run between Columbus and Indianapolis over CStL&P in 4:10. (RRGaz)
- May 25, 1885 PRR cuts westbound fares by 25%, effective May 26; Philadelphia-Chicago fare from \$18.75 to \$13.75, although this is still higher than the New York lines that charge \$9.50; says it is not getting its share of westbound business because of rate-cutting by New York lines; B&O cuts Philadelphia rates to match; PRR also cuts running times; Cincinnati-New York to 21:00; NYC&HR cuts same to 23:30; PRR notes it has had to add a extra car to the *New York & Chicago Limited* despite the \$25 fare. (NYT, NYTrib, RRGaz)
- May 25, 1885 Carpenter station renamed Ardara on Pittsburgh Division. (Guide)
- May 26, 1885 PRR contracts with the Inman Line to give it all its European freight, providing it move its dock from Manhattan to Jersey City and name Peter Wright & Sons its New York agents; will save PRR cost of lightering freight to New York; since Liverpool steamers have moved from Jersey City to New York, PRR has favored no specific line. (NYT)
- May 26, 1885 First four refrigerator car loads of southern produce arrives over PRR at Pier 27, N.R., New York. (RyW, Pam)
- May 26, 1885 Trunk Line presidents meet in New York with the former members of the Chicago Pool, who seek help in raising fares; competitive conditions keep the Buffalo-New York fares as low as \$3, and it is possible to travel on Chicago-Buffalo and Buffalo-New York local tickets at less than the long-distance rate. (RRGaz, NYT)
- May 26, 1885 Ohio Superior Court invalidates the contract by which the New York, Lake Erie & Western Railroad has controlled the CH&D system for three years through 17,501 shares of pooled stock placed in a voting trust and held in the name of Hugh J. Jewett in return for an annual 3% dividend guaranteed by the Erie; enjoins Jewett from voting the stock and distribution of stock back to holders of trust certificates; rumors that Pennsylvania Company will now grab the CH&D; in fact, it becomes the prey of Wall Street speculators. (RRGaz, NYT)

- May 27, 1885 Austin Corbin (New York & Manhattan Beach Railway) and Andrew Culver (Prospect Park & Coney Island Railroad) begin operating through trains between Bay Ridge and West Brighton Beach via Parkville Jct.; Erastus Wiman's Staten Island ferries are to provide link between Whitehall Street and Bay Ridge; hourly service between 9:10 AM and 7:10 PM; NY&MB also begins Bay Ridge-Manhattan Beach service for the season. (NYT)
- May 27, 1885 Martins Creek & Stroudsburg Railroad authorizes selling right of way and returning capital to stockholders. (MB)
- May 27, 1885 PRR Board approves advance of \$87,500 to International Navigation Company for Navigation Company to loan Inman Steamship Company to establish a weekly line between Jersey City and Liverpool. (MB)
- May 27, 1885 Inman Line announces it will move to Jersey City. (NYT)
- May 27, 1885 Junius S. Morgan writes to William H. Vanderbilt, then in Ireland, hoping he will have ample time to discuss matters with J. Pierpont Morgan on the Atlantic crossing and urging him to accept any prudent offer the New York, West Shore & Buffalo Railway will make to settle the war. (Carosso)
- May 27, 1885 General Passenger Agents meet and agree to raise the Buffalo-New York fare to \$4.65 and the Chicago-New York fare to \$18.50. (RRGaz)
- May 28, 1885 South Pennsylvania Railroad Executive Committee meets; Sayre fears the company is in danger of dissolution. (Sayre Diary)
- May 29, 1885 Anticipated meeting of Trunk Line heads is not held; Joint Executive Committee and Chicago Committee meet at Albert Fink's office to try to revive Chicago Pool; PRR does not attend; Sir Henry W. Tyler of Grand Trunk does, and now says he supports pooling; Fink orders westbound freight rates cut, 1st class from 50 to 40 cents and 4th class from 25 to 18 cents. (NYT)
- May 29, 1885 Paintersville & Port Perry Railroad merged into South Pennsylvania Railroad under agreement of Apr. 18, 1885. (B&O Val)
- May 29, 1885 William H. Vanderbilt and party embark on the White Star liner *Germanic* at Queenstown (Cobh), Ireland, for New York. (NYT)
- May 29, 1885 The Hewitt Committee of New York, West Shore & Buffalo Railway issues its latest reorganization plan; which is rejected by the bondholders as giving too much to Winslow, Lanier & Co. (NYT)
- May 29, 1885 N.Y. Supreme Court grants preliminary injunction sought by New York &

Sea Beach Railway against Staten Island Rapid Transit Railroad from operating its ferry from Whitehall Street (South Ferry) to the New York & Manhattan Beach/LIRR dock south of 65th Street in Bay Ridge and against SIRT barring Sea Beach boats from landing at Whitehall Street; SIRT had secured exclusive franchise (?) for South Ferry-65th Street ferry; Sea Beach dock was north of 65th Street and would not be served. (NYT)

- May 30, 1885 Hanover Junction, Hanover & Gettysburg Railroad opens extension from Gettysburg to Orrtanna; 8 miles is built on the grade of the old Gettysburg "Tapeworm" Railroad. (Williams, RRGaz)
- May 30, 1885 Samuel N. Pusey (1814-1885), formerly of the firm that became Harlan & Hollingsworth, dies at Wilmington. (RRGaz)
- June 1, 1885 Stockholders vote to revise Trust of 1878; income from investments will continue to be added to principal, but monthly appropriations cut from \$50,000 to 1% of net income. (MB)
- June 1, 1885 PRR introduces the use of air signals on passenger trains, replacing bell cords, system wide. (RyRegister)
- June 1, 1885 Buffalo, New York & Philadelphia Railroad defaults on Second Mortgage bonds, mostly held by citizens of Buffalo who also own First Mortgage bonds. (RyW)
- June 1, 1885 Pennsylvania Company grants Toledo, Ann Arbor & Northern Michigan Railway use of its yard and terminal at Toledo for freight and passengers. (MB)
- June 1, 1885 Pres. Roberts replies to the Trustees of Cadiz Township declining to cancel the PC&StL Railway's lease of the Cincinnati & Muskingum Valley Railway; the minority stockholders then sue to have the lease set aside. (MB)
- June 1, 1885 New York, Chicago & St. Louis Railway (Nickel Plate) defaults on First Mortgage bonds. (RRGaz)
- June 1, 1885 Eastbound grain rates cut from 18 to 15 cents. (RRGaz)
- June 1, 1885 Trans-Allegheny connections of Trunk Lines cut eastbound fares from Chicago to \$17 to meet rate cutting by Nickel Plate; PRR announces it will start a rate war if these cuts go through; PRR has cut fares on limited as well as regular passenger trains. (RRGaz)
- June 1, 1885 Blue Line and Canada Southern Line placed under single management at Rochester, N.Y. (Guide)

- June 1, 1885 Amalgamated Association of Iron & Steel Workers begins its first strike since 1882; 8 companies in the Pittsburgh area have already signed with the union. (RyW)
- June 1, 1885 Strike closes nail mills at Wheeling for balance of the year. (AR)
- June 2, 1885 John McDonald (1815-1885), former employee of Bingham & Dock and Emigrant Agent of PRR, dies at Staten Island, N.Y. (Guide)
- June 3, 1885 PRR reduces fare on *New York & Chicago Limited* from \$30 to \$25; is \$10 higher than regular fare, \$5 for deluxe service and \$5 for double berths. (RyW)
- June 3, 1885 St. Agnes station renamed Loudon Park on Baltimore & Potomac Railroad. (MB)
- June 3, 1885 U.S. Circuit Court issues decree of foreclosure against Illinois Midland Railway, splitting it into its predecessor companies, the Paris & Decatur, Paris & Terre Haute and Paris, Atlanta & Decatur Railroads. (Church)
- June 5, 1885 New York, West Shore & Buffalo Railway bondholders form a new compromise committee including S.S. Sands representing the Astor interest; J.N. Hutchinson for the Philadelphia interests, William Lummis, John N.A. Griswold, John N.A. Griswold, Oliver Harriman, et al. (NYT)
- June 5, 1885 Receiver G. Clinton Gardner of Buffalo, New York & Philadelphia Railroad holds conference in Buffalo with representatives of Second Mortgage bondholders in order to find some way to pay the overdue interest; holders of prior BNY&P bonds threaten a separate foreclosure of the Buffalo Division, which would cut off the Pittsburgh Division and dismember the company. (RRGaz, NYT, RyRegister)
- June 5, 1885 PC&StL Railway Executive Committee approves building a connection with the Cleveland & Pittsburgh Division of the Pennsylvania Company at the west end of the Steubenville Bridge (Mingo Jct.). (MB)
- June 5, 1885 Ohio Superior Court allows Hugh J. Jewett to remove suit over control of Cincinnati, Hamilton & Dayton Railroad to U.S. Circuit Court. (RRGaz)
- June 7, 1885 William H. Vanderbilt and party arrive at New York on the White Star liner *Germanic*, as does banker J. Pierpont Morgan; the Morgans are determined to halt the slide in value of NYC&HR shares by ending the war with the PRR; Morgan begins talks with NYC&HR officials and then with Frank Thomson; Thomson balks at allowing Vanderbilt to get his money back; NYC&HR disclaims any responsibility for what Vanderbilt has done with his own money. (NYT, NYTrib/JPM, Carosso, Satterlee)

- June 8, 1885 Ralph Baggaley, who has taken a \$1.1 million share in the South Pennsylvania Syndicate, on which he has paid in 20%, files in the N.Y. Superior Court for a temporary receiver for South Pennsylvania Railroad and injunction against it and American Construction Company to stop work pending resolution of his suit against them and William H. Vanderbilt on grounds the issue of bonds violates Pennsylvania Constitution provisions against stock watering, the South Penn planning to issue \$40 million in securities on a road worth \$15 million; says the syndicate's action in advancing money to the American Construction Company before it executes a mortgage and issues securities to the Syndicate is irresponsible; court refuses a temporary injunction. (NYT, RyW)
- June 8, 1885 Interviewed on the Baggaley suit, Dr. David Hostetter thinks it can only be a PRR plot and that Vanderbilt may simply withdraw from the Syndicate. (NYT)
- June 8, 1885 N.Y. Supreme Court makes injunction vs. Staten Island Rapid Transit Railroad permanent; holds franchise is only good to 65th Street itself and cannot land at New York & Manhattan Beach/LIRR dock south of 65th Street. (NYT)
- June 8, 1885 Vanderbilt lines cut the eastbound St. Louis-New York fare to \$14. (NYT)
- June 9, 1885 Trunk Lines fail to reach agreement on restoring rates. (RyW)
- June 10, 1885 Mortgage trustees repossess Toledo, Peoria & Western Railroad from Wabash receivers; make verbal agreement for use of Peoria & Pekin Union Railway between Peoria and Hollis. (Church)
- June 10, 1885 Philadelphia City Engineer Samuel L. Smedley reports to City Councils on the B&O plans; objects to the elevated in 24th Street as blocking access to Fairmount Park; the road should be built on the line of 25th Street with a tunnel under Fairmount between Callowhill Street & Fairmount Avenue. (Gibb)
- June 10, 1885 New York, West Shore & Buffalo Railway continues westbound freight pool, after threatening to withdraw on June 12; then extends membership on month-to-month basis. (RRGaz)
- June 10, 1885 Frederick Taylor, Cashier of the Continental Bank, publishes a circular to the new New York, West Shore & Buffalo Railway committee, promising to work with them for foreclosure. (NYT)
- June 11, 1885 Philadelphia area New York, West Shore & Buffalo Railway bondholders meet; call for foreclosure and repurchase rather than turning bonds over to a

trust company, as called for in the New York plan; the *New York Times* reports that the Winslow-Pullman-Porter faction is trying to get A.J. Cassatt appointed receiver of the West Shore. (NYT)

- June 12, 1885 *Railroad Gazette* reports that Philadelphians are increasing their holdings of New York, West Shore & Buffalo Railway bonds; rumors it may pass to the PRR. (RRGaz)
- June 12, 1885 NYC&HR Pres. James H. Rutter (1836-1885) dies at his country home at Irvington, N.Y. of complications of diabetes after an illness of six weeks; his wife, Sarah P. Rutter, an invalid, who had suffered a complete nervous breakdown in caring for him since 1881, has been unconscious with what is described as an inflammation of the brain since June 10. (Guide, NYT, NYTrib)
- June 12, 1885 Officers of Central Transportation Company discover large fraudulent over-issue of 2,951 shares by former Secretary-Treasurer Joseph F. Cottringer, who had issued shares in small lots and pocketed about \$100,000 since 1873, which he used in unsuccessful speculations in the stock market; Cottringer is arrested in Bushkill, Pa., on June 15; company's stock drops from \$28.50 to \$4.75. (NYT)
- June 12, 1885 Pennsylvania Company agrees with Dugger & Neal Coal Company to extend Green County Coal Branch of Indianapolis & Vincennes Railroad 7.25 miles to Dugger. (Church)
- June 13, 1885 Freight trainmen of Buffalo, New York & Philadelphia Railroad at Stoneboro strike for back wages and against 25% pay cut. (RRGaz)
- June 14, 1885 Sarah P. Rutter (1838?-1885), wife of the late NYC&HR Pres. James H. Rutter, dies without learning of her husband's death. (NYT)
- June 15, 1885 Reading ends legal opposition to Reading & Pottsville and Pottsville & Mahanoy Railroads and withdraws 16 different lawsuits. (RyW)
- June 15, 1885 Horace Porter and George M. Pullman visit Philadelphia and meet with A.J. Cassatt to persuade him to become receiver of New York, West Shore & Buffalo Railway; Cassatt is said to refuse unless \$12 million made available for working capital and he has the support of the PRR; bondholders consider Cassatt a tool of the Winslow-Porter-Pullman faction.; reason for Cassatt's refusal later stated to be the refusal of Pullman, Woerishoffer, et al., to raise additional working capital. (NYT)
- June 15, 1885 Joseph F. Cottringer, former Secretary-Treasurer of the Central Railroad Transportation Company, is returned to Philadelphia from Monroe County, Pa., under arrest; committed to Moyamensing Prison; he is later sentenced to

four years in jail. (NYT)

- June 1885 PRR monthly earnings lower than any time since June 1879. (RRGaz)
- June 1885 Alexandria & Fredericksburg Railway is surveying branch from North Alexandria to Mount Vernon for tourist business. (RRGaz)
- June 1885 NYP&N obliged to employ an additional steamer and barge to cope with heavy freight traffic; delivers up to 60 cars of produce a day to PRR at Delmar. (RyW)
- June 1885 First Class Q (later A1, A2, and A2a) 0-4-0, No. 189, built at Altoona. (Lovell)
- June 1885 J. Elfreth Watkins appointed honorary curator of steam transportation at Smithsonian Institution's National Museum. (RRGaz, Guide)
- June? 1885 Camden & Atlantic Railroad begins operating express trains from Camden & Amboy/West Jersey Station at Federal Street, Camden. (AR)
- June 1885 Receiver of Wabash, St. Louis & Pacific Railway sues to block crossing by the PRR's Englewood Connecting Railway at Chicago. (RRGaz)
- June 16, 1885 Wilcox Railroad incorporated in Pa. to build a short branch off the Philadelphia & Erie Railroad. (PaState)
- June 16, 1885 Wabash, St. Louis & Pacific Railway closes its shops at Fort Wayne, Springfield, Decatur and Moberly for two days without notice; Knights of Labor locals declare a lockout; after two days, the Wabash begins new hires or demanding that the old men quit the Knights of Labor in order to get their jobs back; the General Executive Board refuses to back the strike, as it has no money. (NYTrib, Ware)
- June 17, 1885 A.J. Cassatt publicly declines to be receiver of New York, West Shore & Buffalo Railway; episode is later revealed to be a market operation by a pool led by Charles F. Woerishoffer, Addison Cammack, Charles J. Osborn and Cassatt; suggestion of possible West Shore-PRR alliance causes West Shore bonds to rise from 30 to 38½; at which point pool sells \$1.5-2 million bonds. (NYT)
- June 17, 1885 Chauncey Mitchell Depew (1834-1928) elected Pres. of NYC&HR, replacing James H. Rutter, deceased; a glib orator and popular speaker, Depew begins repairing the damage caused by Vanderbilt's "public be damned" gaffe; he is also more agreeable to selling out the South Pennsylvania Railroad providing the NYC&HR can get the West Shore; Horace J. Hayden replaces Depew as Second VP. (RRG, DAB, Schlegel)

- June 17, 1885 Double funeral of Mr. & Mrs. James H. Rutter held at St. Thomas's Episcopal Church in New York; Jay Gould and William H. Vanderbilt are among the many railroad leaders attending; George B. Roberts and A. J. Cassatt attend for the PRR. (NYTrib, NYT)
- June 17, 1885 Irving A. Stearns appointed Manager of all PRR anthracite coal companies, replacing C.B. Rossel, resigned. (MB)
- June 17, 1885 Engineering panel of City Engineer Samuel L. Smedley, B&O engineer H.T. Douglass and independent John A. Wilson reports to the City Councils on the B&O's line; call for depressing the line west of the PW&B to avoid grade crossings and a slight revision of the tunnel line under Fairmount to connect with the Reading between Girard Avenue & Poplar Street. (Gibb)
- June 1885 New NYC&HR Pres. Chauncey M. Depew mentions to A.J. Cassatt after a pooling meeting, that the South Pennsylvania Syndicate people are looking to sell out; Cassatt refers Depew to Pres. George B. Roberts; Depew then begins talks with Pres. Roberts regarding getting control of the West Shore. (AJC Testimony, GBR Testimony, NYT, RyW)
- June 19, 1885 William J. Craig resigns as receiver of Toledo, Cincinnati & St. Louis Railroad in disgust over deadlock of reorganization plans. (C&FC, RyRegister)
- June 20, 1885 N.Y. Superior Court hears Ralph Baggaley's suit for a receiver for South Pennsylvania Railroad. (Sayre Diary)
- June 20, 1885 Chartiers Connecting Railroad connected to Waynesburg & Washington Railroad at Washington, Pa., [after Chartiers acquires stock control of W&W - Koehler says control in July]; connection is built at night under the B&O trestle at West Maiden Street before that road can get an injunction. (Church, Koehler - see below!! - Koehler also says no direct connection across Main Street until Dec. 1899 - RyW says connection completed in early 9/85)
- June 20, 1885 Samuel Jeanes (1809-1894) and other small stockholders of PC&StL Railway sue in Court of Common Pleas of Jefferson County to cancel lease of Cincinnati & Muskingum Valley Railway after years of operating losses on grounds it is wasting their assets; preliminary injunction prevents PC&StL from making advances to pay July 1 interest. (Church, AR)
- June 21, 1885 Camden, Gloucester & Mount Ephraim Railway standard-gauged; Reading begins running all trains into CG&ME's Kaighn's Point Terminal and abandons the old Philadelphia & Atlantic City Railroad terminal at Bulson Street and the Bulson Street ferry. (RRGaz, Boyer)

- June 21, 1885 New York, West Shore & Buffalo Railway and New York, Ontario & Western Railway withdraw all trains from PRR's Exchange Place Jersey City Terminal and run all trains to Weehawken; secure own downtown ferry between Weehawken and Jay Street; through parlor cars from Washington, Philadelphia and Long Branch to Saratoga continue but coach passengers transferred from Exchange Place to Weehawken by Annex ferries; PRR's Annex ferries run between Weehawken and Brooklyn touching at Exchange Place. (RyW, NYT, Guide)
- June 22, 1885 Over the next two days, New York, West Shore & Buffalo Railway bonds fall to 34 after being boomed up to 38.5 last week by the operations of Charles Woershoffer, A.J. Cassatt, Addison Cammack and Charles J. Osborn. (NYT)
- June 22, 1885 PC&StL Railway Executive Committee authorizes removing the old tracks at Gould Tunnel. (MB)
- June 23, 1885 Reading abandons its ferry to Bulson Street, Camden, and provides transfer to Kaighns Point terminal of Camden, Gloucester & Mount Ephraim Railway. (Coxey)
- June 23, 1885 Atlantic Coast Line and Piedmont Air Line sign new pooling contract, this time including Seaboard Air Line; on the same date, a secret agreement divides traffic: ACL gets traffic between the Northeast and Charleston; Piedmont Air Line gets traffic between the Northeast and Augusta, Atlanta and Macon; traffic to Columbia, S.C., may go either way, and Aiken resort traffic is to be pooled; New Orleans traffic may go either by Piedmont Air Line or Plant System. (Hoffman)
- June 24, 1885 Philadelphia Select Council passes the B&O ordinances. (Gibb)
- June 26, 1885 Island Heights Railroad merged into Philadelphia & Long Branch Railroad under agreement of June 19, 1885. (C&C)
- June 26, 1885 New York, Pittsburgh & Chicago Railway enters receivership on suit of General Freight & Passenger Agent H.T. Hanna for \$1,000 owed him; J.T. Mansfield appointed receive; Pres. Negley has been unable to complete the line between New Lisbon and Marion, Ohio; road is graded from the connection with the PFW&C at New Galilee to Wampum, the projected connection with the Pittsburgh & Western Railroad and from Rodgerville to New Lisbon. (ICC, RyRegister, RyW)
- June 26, 1885 Hamilton McK. Twombly discusses Robert H. Sayre's taking the presidency of the Reading. (Sayre Diary)
- June 27, 1885 Cincinnati Northern Railway sold at foreclosure to J.N. Kinney, et al., for

\$200,000; includes the unused graded right of way from Dodds to Waynesville but not control of Spring Grove, Avondale & Cincinnati Railway, which is thus cancelled. (Church, Hauck, RRGaz)

- June 29, 1885 Philadelphia Common Council passes B&O ordinances, providing Philadelphia fares to western points are always lower than the New York fare by the amount of local rates between New York and Philadelphia. (RRGaz, Gibb)
- June 29, 1885 Toledo & Ohio Central Railway incorporated in Ohio Charles J. Canda, et al., as the reorganization of the portion of the Ohio Central Railroad north of Corning. (GrnBk, Miller)
- June 20, 1885 Philadelphia Traction Company inaugurates cable car service on Market Street line from Front Street to 41st Street. (Cox)
- June 30, 1885 Trunk Line managers agree to extend westbound freight pool until Aug. 1. (RRGaz)
- June 30, 1885 PRR stockholders vote to modify the Trust of 1878; the income of the fund is to continue being added to the principal but the monthly appropriation of \$50,000 is to be cut to 1% of the net income before dividends. (AR)
- June 30, 1885 PRR loans NYP&N \$105,000. (MB)
- June 30, 1885 N.Y. Supreme Court issues a show cause order in the foreclosure of the New York, West Shore & Buffalo Railway and sets a deadline of July 18 for filing motions. (NYT)
- July 1, 1885 Richard D. Barclay, for PW&B, purchases control of Delaware, Maryland & Virginia Railroad, operating between Harrington, Del., and Franklin City, Va., from the Old Dominion Steamship Company and Nathaniel L. McCready, along with the small steamboat *Widgeon* operating between Franklin City and Chincoteague Island; becomes part of Delaware Division. (Digest, AR)
- July 1, 1885 American Racing Association opens a new race track and clubhouse on the grounds of the Rockaway Hunt Club in Cedarhurst; reached by the Cedarhurst Railway from Woodsburgh Station on the LIRR. (Seyfried)
- July 1, 1885 Buffalo, New York & Philadelphia Railroad defaults on First Mortgage bonds. (RRGaz)
- July 1, 1885 Anchor Line imposes 10% across-the-board wage and salary cut. (MB)
- July 1, 1885 NYC&HR declares quarterly dividend of only ½%. (RRGaz)

- July 1, 1885 East St. Louis Connecting Railway leases Venice & Carondelet Railway. (Church)
- July 1, 1885 Wiggins Ferry Company leases the Madison County Ferry Company and guarantees its bonds and those of its associated Venice & Carondelet Railway and Illinois & St. Louis Railroad & Coal Company. (RyRegister)
- July 1, 1885 Missouri, Iowa & Nebraska Railroad (Keokuk-Van Wert) enters receivership, ending the lease to the Wabash, St. Louis & Western Railway and the car ferry connection with Toledo, Peoria & Western Railroad at Warsaw. (Poors, Stringham)
- July 1, 1885 Central Traffic Association meets at Niagara Falls; votes to restore eastbound rates to 20 cents, effective July 13, but no permanent agreement possible until West Shore-South Pennsylvania war settled. (NYT)
- July 2, 1885 Property of former Philadelphia & Chester County Railroad conveyed to Joseph M. Gazzam and Charles C. Dodge, trustees. (Val)
- July 2, 1885 A correspondent of the *New York Times* reports from Philadelphia that the reason A.J. Cassatt declined to be receiver of the New York, West Shore & Buffalo Railway was that Drexel & Co. advised him that William H. Vanderbilt had been buying West Shore receivers' certificates and would soon control the company; in return for Cassatt's withdrawal, Vanderbilt will end his support for the South Pennsylvania Railroad and Beech Creek, Clearfield & South Western Railroad. (NYT)
- July 2, 1885 A PRR official denies rumors tying A.J. Cassatt's refusal to be West Shore receiver with a supposed deal with William H. Vanderbilt; says Cassatt never formally agreed to take the post, and that Charles Woerishoffer and George M. Pullman had refused his condition that the bondholders put up money to redeem the receivers' certificates. (NYT)
- July 2, 1885 South Pennsylvania Syndicate meets and discusses Smith & Ripley contract but fails to approve it. (Sayre Diary)
- July 2, 1885 Representatives of Vandalia Line, CCC&I ("Bee Line"), Ohio & Mississippi Railway and Wabash, St. Louis & Pacific Railway meet at St. Louis and agree to raise eastbound passenger fare from \$12-14 to \$20. (RyW)
- July 3, 1885 Front Street Branch of Pennsylvania Schuylkill Valley Railroad opens from Court Street to 6th Street in Reading (0.86 mile). (Val)
- July 3, 1885 Downingtown & New Holland RPO established. (Kay)

- July 3, 1885 Mayor William B. Smith signs B&O ordinances authorizing construction of Baltimore & Philadelphia and Schuylkill River East Side Railroads in city. (Digest)
- July 3, 1885 John McNulta appointed receiver of the Toledo, Cincinnati & St. Louis Railroad, in place of William J. Craig, resigned; his appointment is opposed by the Quigley committee of bondholders. (NYT)
- July 5, 1885 PRR establishes through cars between Cleveland and St. Louis via Akron and Columbus. (Guide)
- July 5, 1885 One-car special carrying the Sunday edition of the *New York World* runs from New York to Boston via New York & New England Railroad in record 5:07. (RRGaz)
- July 6, 1885 Meeting in New York between PRR and NYC&HR to negotiate settlement of South Penn-West Shore war. (RRGaz)
- July 6, 1885 Harrisburg & Potomac Railroad Board approves a proposition of the Hanover Junction, Hanover & Gettysburg Railroad to build its York Springs Branch to connect with the Hanover system with money to be provided by the Baltimore & Hanover Railroad and to build from Bowmansdale to Whitehall Jct. on the South Pennsylvania Railroad on the east. (MB)
- July 7, 1885 J. Pierpont Morgan makes his first visit to George B. Roberts at Philadelphia to push for swap of New York, West Shore & Buffalo Railway for the South Pennsylvania Railroad, PRR to take South Penn by paying 3% bonds; Roberts is agreeable to having NYC&HR take the West Shore but still refuses Vanderbilt's demand for 3% per year on the South Penn; Roberts is still wary of having PRR seem to buy off a rival company, which violates the state constitution. (Schlegel, RRG, NYTrib/JPM)
- July 7, 1885 Midland Railway incorporated in Indiana as reorganization of Anderson, Lebanon & St. Louis Railroad. (Church)
- July 8, 1885 Price of PRR stock on Philadelphia Exchange rises from 47¼ to 49 on rumors of a settlement with Vanderbilt. (NYT)
- July 8, 1885 Philadelphia New York, West Shore & Buffalo Railway First Mortgage bondholders committee presents its reorganization plan. (RyW)
- July 8, 1885 LIRR and Atlantic Avenue Railroad of Brooklyn sign agreement for joint construction of Brooklyn & Long Island Cable Railway elevated line on Atlantic Avenue. (NYT)
- July 8, 1885 Col. Ezra Miller (1812-1885), inventor of Miller coupler and platform, dies at

Mahwah, N.J., at age 73. (RRGaz, AmScssflMen)

- July 9, 1885 Fast run on the New York, West Shore & Buffalo Railway with Rogers 4-4-0 No. 45 with 68" drivers hauling a baggage car, West Shore office car No. 90 and B&O office car No. 711 with a total weight of 155 tons; runs Niagara Falls-Weehawken in 9:20 carrying officials of the West Shore, B&O, Grand Trunk Railway of Canada, and Wabash; reaches 84 MPH between Palmyra and Newark. (RRGaz)
- July 9, 1885 J.Pierpont Morgan cables his father Junius S. Morgan in London that negotiations with the PRR are still pending but that he feels more confident of success. (Carosso)
- July 10, 1885 J. Pierpont Morgan hosts a meeting between George B. Roberts and Frank Thomson of the PRR and Pres. Chauncey M. Depew of the NYC&HR on his yacht the *Corsair*; Morgan and Depew board in Manhattan and cross to Jersey City to pick up Roberts and Thomson; at 10:00 AM they begin sailing up the Hudson to Garrison, then back down to Sandy Hook; Depew does most of the talking, and Roberts remains silent until disembarking at 7:00 PM, when he shakes Morgan's hand and agrees to the deal; the PRR is to acquire the South Pennsylvania Railroad and a partial interest in the Beech Creek, Clearfield & South Western Railroad through the Pennsylvania Company or other PRR subsidiary, while NYC&HR acquires the West Shore; Roberts agrees to Morgan's condition that the bonds to be issued to the South Penn holders carry the PRR's guarantee; Roberts finally agrees to Vanderbilt's demand for 3% interest on South Penn, but demands 60% of the stock, not merely that held by Vanderbilt. (Schlegel, Carosso, NYTrib/JPM, Satterlee)
- July 10, 1885 Edward C. Knight informs Robert H. Sayre that he has heard that the PRR has bought the South Pennsylvania Railroad; Sayre replies that there is no truth to most of the reports but that negotiations are underway. (Sayre Diary)
- July 10, 1885 Joseph T. Richards promoted from Assistant to Chief Engineer to new post of Assistant Chief Engineer. (AR)
- July 10, 1885 New organization in Freight Dept.; John S. Wilson named General Freight Traffic Agent as department head, reporting to Second VP Frank Thomson; Assistant General Freight Agent John Whittaker appointed new post of Local Freight Agent; George B. Edwards promoted from Eastern Manager of the Union Line to new post of Through Freight Agent; William H. Joyce from District Freight Agent of the Northern Central to new post of Coal Freight Agent; future VP John B. Thayer promoted to Chief Clerk of the Freight Dept. (AR, MB, Guide, RRGaz)
- July 10, 1885 CNJ applies to U.S. Circuit Court to annul the lease to the Reading on the

- grounds that the rent is in default and the property is deteriorating. (C&FC)
- July 10, 1885 South Pennsylvania Syndicate members pay what will be their last installment. (NYT)
- July 10, 1885 Dr. Rufus H. Gilbert (1832-1885), developer of New York's Sixth Avenue Elevated, dies at New York. (RRGaz)
- July 11, 1885 Pennsylvania Company contracts with the City of Steubenville re vacating streets and other work to connect Cleveland & Pittsburgh Railroad and PC&StL Railway at west end of Steubenville Bridge. (MB)
- July 11, 1885 Midland Railway (Ind.) organized; Anderson-Noblesville line built by predecessor Anderson, Lebanon & St. Louis Railroad. (Church)
- July 11, 1885 Samuel B. Dick of Meadville appointed receiver of New York, Pennsylvania & Ohio Railroad in Pennsylvania on suit of James McHenry; company opposes move in court. (RyRegister)
- July 13, 1885 Eastbound grain rate raised to 20 cents, but railroads unable to maintain it; because of fall-off in traffic continue charging about 12 cents. (NYT)
- July 13, 1885 New York, Lake Erie & Western Railroad inaugurates the *Chicago & St. Louis Limited*, a 28:00 through train to Chicago, to compete with the PRR and NYC&HR; also carries cars for St. Louis and Cleveland. (NYT, RRGaz)
- July 14, 1885 Austin Corbin elected Pres. of Brooklyn & Long Island Cable Railway; William Richardson VP; are to apply to build from South Ferry to LIRR station of Atlantic Avenue, Adams Street and Boerum Place; LIRR makes agreement with Brooklyn & Long Island Cable Railway and Atlantic Avenue Railroad Company of Brooklyn. (NYT, MB)
- July 14, 1885 Fire destroys platforms and sheds and damages Powelton Avenue station in West Philadelphia; rebuilt later in year. (AR)
- July 14, 1885 Cincinnati, Lebanon & Northern Railway incorporated in Ohio as reorganization of Cincinnati Northern Railway; road is finished from Cincinnati to Dodds; section from Dodds to Waynesville has been lying unfinished for over five years; road is 3'-0" gauge with 35-lb. iron rail and light trestles; Oak Street Tunnel is unarched, and have to stop using it until retimbered. (Church, RRGaz, AR)
- July 14, 1885 Mackinaw City & Kalamazoo RPO extended to Mackinaw City & Fort Wayne RPO. (Kay)
- July 14, 1885 Papers are full of rumors of South Pennsylvania Railroad sale. (Sayre Diary)

- July 14, 1885 PFW&C and C&NW Railway grant Chicago & Evanston Railroad (later Milwaukee Road) right to connect to their joint track at Kinzie Street, Chicago, after lawsuit to uphold right granted to C&E by 1883 ordinance. (Church)
- July 14, 1885 Tests run with Daft Electric Company locomotive powered by storage batteries between Huntingdon Avenue and Oak Street on the Union Passenger Railway at Baltimore. (BaltAm)
- July 15, 1885 First group of employees transferred from Steubenville Shops to Columbus. (RyW)
- July 15, 1885 New York, West Shore & Buffalo Railway announces \$439,874 first quarter operating loss. (NYT)
- July 15, 1885 Frank J. Firth, Joseph Wharton, and R.H.C. Hill, the Philadelphia Committee of New York, West Shore & Buffalo Railway bondholders, write to John A. Stewart of the United States Trust Company, the trustee of the West Shore First Mortgage and plaintiff in the foreclosure suit, urging them to push for a speedy foreclosure. (NYT)
- July 15, 1885 N.Y. Superior Court denies injunction sought by Ralph Baggaley to force Vanderbilt and the others to stop work on the South Pennsylvania Railroad for lack of evidence. (NYT, RRGaz)
- July 15, 1885 General Passenger Agents meeting at New York discuss the desirability of restoring the Trunk Line Pool but agree that it is impracticable. (NYT)
- July 1885 Because of the rate wars, the PRR posts gross earnings of \$3,735,639 for June 1885, the lowest since 1880, and net earnings of \$909,437, the lowest since 1879, if the loss from Lines West is included, the net earnings are only \$608,689. (RRGaz)
- July 1885 This month, 860,075 passengers arrive and depart Broad Street Station; over 200,000 more than in July 1884. (RyW)
- July 1885 NYC&HR stock advances 10 points on word of settlement of South Pennsylvania Railroad affair. (RRGaz)
- July ? 1885 NYC&HR opens Annex on east side of Grand Central Depot for arriving trains; shed is 110 x 695. (RRGaz, RyW)
- July 1885 PRR's Pittsburgh-Walls (Pitcairn) locals now carry 10,910 passengers per day, of whom 3,670 ride on commutation tickets. (RRGaz)

- July 1885 PC&StL Railway begins to purchase Waynesburg & Washington Railroad bonds and stocks. (Koehler)
- July 1885 Midland Railway (Indiana) lays a track at Anderson between the stations of the Chicago, St. Louis & Pittsburgh Railroad and the CCC&I Railway; the CCC&I then sues, claiming the track is on its property. (RRGaz)
- July 1885 Fast mail train on the Vandalia Line, running 11-13 cars, is now hauled by one of 5 locomotives with 63-inch drivers originally built for livestock trains. (RRGaz)
- July 1885 Mrs. Lavinia Thomson, widow of J. Edgar Thomson, who runs the orphanage established under his will, has taken the orphans to her summer cottage at Elberon, N.J. (RyW)
- July 16, 1885 Hamilton McK. Twombly informs Robert H. Sayre for the first time that the South Pennsylvania Railroad will probably be sold. (Sayre Diary)
- July 17, 1885 Hamilton McK. Twombly and George J. Magee meet with Pres. Roberts and VP Thomson at Thomson's Merion home "Corkerhill"; secure a promise that all South Pennsylvania Syndicate members will receive the same terms as Vanderbilt; PRR says it will be satisfied with a 60% interest in the South Penn but will take the whole if the other Syndicate members offer their shares; suggests South Pennsylvania be purchased at 3% interest through the Bedford & Bridgeport Railroad, which will circumvent the prohibition in Pennsylvania's constitution against a lease to a parallel line; Roberts now demands 75% of Beech Creek, Clearfield & South Western Railroad in return for increasing interest rate from 3% to 4%; compromise at 60%; Roberts agrees that the coal traffic of the Beech Creek will continue to go via the NYC&HR and Pine Creek Railway; in the evening, Twombly meets E.C. Knight at the Union League; Knight in turn informs the Reading; PRR is determined to have the Beech Creek to retain control of the Clearfield Coal Field; Beech Creek has much superior grades, and four locomotives are required on the Tyrone & Clearfield Railway to do the work of one on the Beech Creek. (NYT, Schlegel)
- July 17, 1885 West Jersey Railroad extends double track seven miles from Franklinville to Iona, 25.4 miles from Camden. (AR)
- July 17, 1885 Chartiers Connecting Railroad completed from Chartiers Railway at Chestnut Street as far as B&O trestle in Washington, Pa. (Church)
- July 17, 1885 Cincinnati, Lebanon & Northern Railway organized at Cincinnati; George Hafer, Pres.; John Flack Winslow, Secretary; Winslow is the dominant interest; Albert Netter is excluded from the new company; Harry I. Miller appointed Superintendent & Chief Engineer. (MB, Hauck, RyRegister)

- July 18, 1885 William H. Vanderbilt arrives at Saratoga for the season. (RyW)
- July 18, 1885 Franklin B. Gowen's nephew Francis I. Gowen (1855-1927) meets with Vanderbilt at Saratoga and learns that the South Pennsylvania sale is a done deal and the Reading will have no say in the matter; Twombly also informs Reading Pres. Keim. (Schlegel, NYT)
- July 18, 1885 Ashbel Green files a demurrer with the N.Y. Supreme Court protesting the foreclosure of the New York, West Shore & Buffalo Railway until the demands of the North River Construction Company are met; Green argues that the delivery of the road by the North River Construction Company was fraudulent and invalid, and that the property still belongs to the North River Construction Company. (NYT)
- July 18, 1885 PW&B Board approves plan for New Castle Cut Off and Shellpot Branch. (MB)
- July 18, 1885 Philadelphia Midland Railroad organized as reorganization of Philadelphia & Chester County Railroad; Dr. Erwin Agnew elected Pres.; Joseph Gazzam a director. (MB)
- July 18, 1885 Henry S. Ives (1860-1894), a young Wall Street wheeler-dealer, who has most recently worked a corner in the Mutual Union Telegraph Company, and his partner George H. Stayner (1841?-1914) get control of the Mineral Range Railroad on the Upper Peninsula of Michigan and are elected to the Board; Stayner is elected Pres. and Ives VP; they then sell \$450,000 of its bonds at 75 (vs. a market price of 130-146) and \$272,000 in stock to Henry S. Ives & Co. and use it to fund other raids. (NYT, Poors)
- July 19, 1885 Interviewed by the press at Saratoga, William H. Vanderbilt denies any knowledge of peace negotiations with PRR or any intent to sell out the South Pennsylvania Syndicate; says NYC&HR can afford to buy the West Shore. (RyW)
- July 20, 1885 Robert H. Sayre finds circular from Drexel, Morgan & Co. at the South Pennsylvania office; Twombly informs him that the PRR has made an offer that the Syndicate will probably accept. (Sayre Diary)
- July 20, 1885 Gen. George J. Magee issues circular to the Beech Creek, Clearfield & South Western Railroad stockholders; notes PRR has offered to buy 60% of Beech Creek stock payable in bonds with a guarantee of 4% interest on the bonds equal to the cost of construction of \$5 million; PRR is to make a favorable traffic contract with the Clearfield Bituminous Coal Company; Beech Creek stockholders are to get 70% of their holdings in bonds and 40% in stock of the reorganized Beech Creek company and 40% in the stock of the Clearfield

Bituminous Coal Company; the PRR is not to issue any stock or bonds to William H. Vanderbilt. (RyW, RRGaz)

- July 20, 1885 Bergen Neck Railway incorporated in N.J. in interest of National Docks Railway and National Storage Company to build south to the Standard Oil refineries and other industries at Constable Hook, Bayonne. (Baird)
- July 20, 1885 Kill Von Kull Railway incorporated in N.J. in interest of National Docks Railway and National Storage Company to build south to Kill Von Kull in Bayonne. (Baird)
- July 20, 1885 Railroad entrepreneur and Brooklyn real estate mogul Edwin C. Litchfield (1815-1885) dies at Aix-les-Bains, France, where he had been living in poor health. (NYT)
- July 21, 1885 Philadelphia *Times* reports that the PRR-NYC&HR deal is nearly consummated; Wall Street rumors have PRR and its friends in Philadelphia tuning over a large quantity of West Shore securities to William H. Vanderbilt. (NYT)
- July 21, 1885 Robert H. Sayre begins telling South Pennsylvania Railroad engineer corps to go slow on work. (Sayre Diary)
- July 21, 1885 Trial of the New York, West Shore & Buffalo Railway foreclosure suit begins at Newburgh, N.Y.; rumors floated in Philadelphia that the friends of the PRR have turned over a large amount of West Shore securities to William H. Vanderbilt. (NYT)
- July 21, 1885 Reading Pres. Keim travels to New York for CNJ Board meeting; B&O VP John King presents the B&O's proposal for B&O control of CNJ; Reading is said to have lost \$4 million on the CNJ lease, including \$2 million in buying CNJ stock on margin and \$1.8 million in operating losses. (NYT)
- July 21, 1885 Trunk Line meeting held in New York. (NYT)
- July 22, 1885 Long Beach Railroad lets first contracts for a railroad from Manahawkin on the Tuckerton Railroad to Barnegat City, N.J. (Brinckmann)
- July 22, 1885 Bellefonte, Nittany & Lemont Railroad opens between Bellefonte and Lemont, connecting with Lewisburg & Tyrone from Montandon Jct.; operated by PRR as part of Eastern Division of Philadelphia & Erie Railroad. (Val, AR)
- July 22, 1885 Robert H. Sayre tells the *Philadelphia Times* that the South Pennsylvania deal was the work of the Syndicate, not the company, and that the installment due on July 10 has been paid. (NYT)

- July 22, 1885 Former Erie Pres. and Oil Region entrepreneur Peter H. Watson (1819-1885) dies at New York City. (RyW)
- July 23, 1885 Indianapolis & Madison RPO discontinued. (Kay)
- July 23, 1885 Former Pres. Ulysses S. Grant (1822-1885) dies after a long struggle with throat cancer at Mount McGregor in the Adirondacks, four days after completing the memoirs that will restore his family's finances after the Grant & Ward debacle of 1884. (Trager)
- July 24, 1885 Hamilton McK. Twombly makes formal presentation of sale terms to a meeting of South Pennsylvania Syndicate at his office in New York without identifying the purchaser; offers to take up 3% of paid in subscriptions; Sayre notes, "not a harmonious meeting"; Gowen and Carnegie, both in Europe, fail to respond; only Baggaley and Hostetter object; Twombly is surprised at the strength of the opposition; Pres. Roberts promises Thomas Carnegie that he will pay the cost and interest for Carnegie's South Penn stock; Carnegie then agrees, but his decision remains secret; the terms of the Beech Creek, Clearfield & South Western deal are also announced to its backers; the PRR supposedly agrees to Vanderbilt's stipulation that they not undercut the Reading in the Schuylkill Valley. (Sayre Diary, Nasaw, Schlegel, RyW, Watts, RyRegister)
- July 24, 1885 Philadelphia Board of Port Wardens approves the Schuylkill River East Side Railroad's swing bridge over the Schuylkill River, the last obstacle in the B&O's entrance to Philadelphia. (PubLdgr)
- July 25, 1885 Brooklyn & Long Island Cable Railway breaks ground for elevated railroad at Boerum Place & Schermerhorn Street. (NYT)
- July 25, 1885 Drexel, Morgan & Co. issues a circular to New York, West Shore & Buffalo Railway First Mortgage bondholders outlining plan to reorganize company and sell it to NYC&HR; Drexel, Morgan & Co. and Winslow, Lanier & Co. have now acquired control of \$20 million in West Shore First Mortgage bonds despite the efforts of the Philadelphia bondholders. (RyW)
- July 25, 1885 *Railway World* reports that the friends of the NYC&HR have acquired a large amount of West Shore bonds and have secured a "call" on the entire North River Construction Company. (RyW)
- July 25, 1885 Philadelphia members of South Pennsylvania Syndicate, plus Dr. Hostetter, meet in Reading Pres. Keim's office in Philadelphia. (NYT)
- July 25, 1885 Henry Martin and Franklin D. Locke file in U.S. Circuit Court in Erie for foreclosure and sale of Buffalo, New York & Philadelphia Railroad and

transfer of property to bondholders' representatives. (NYT)

- July 25, 1885 Pioneer civil engineer Samuel Wright Mifflin (1805-1885), who helped supervise the construction of Horseshoe Curve and the Allegheny Tunnel, dies at Wayne, Pa.; his family farm at Wrightsville was also a "station" on the Underground Railroad before the Civil War. (RRGaz, PubLdgr)
- July 25, 1885 Knights of Labor on the Missouri, Kansas & Texas Railway Missouri Pacific Railway and Texas & Pacific Railway call for the Governors of Missouri, Kansas, Illinois and Indiana to intervene in the Gould Strike. (Ware)
- July 26, 1885 First 1.26 miles of Enterprise Railroad opens between Coalport and East Trenton, N.J. along north bank of Delaware & Raritan Canal. (Lee/StGaz)
- July 27, 1885 Press reports from Chicago say that the PRR is about to raise the emigrant rate from \$1, where it has been for a year, to \$13; the PRR has taken most of the business and hauls 135,253 emigrants in 1885, vs. 33,127 in 1884; at times it carries as many as 800-1,600 emigrants in a single train. (NYT, RyRegister, AR, NYTrib)
- July 27, 1885 TH&I establishes interchange with B&O at La Paz Jct., Ind. (Guide)
- July 27, 1885 Reading Board meeting debates the South Pennsylvania Railroad situation but takes no action other than issuing a condemnation that is delivered to William H. Vanderbilt next day. (NYT)
- July 27, 1885 Drexel, Morgan & Co. issues circular to West Shore bondholders with terms of sale to NYC&HR; the reorganized company is to have \$50 million in 4% bonds, half of which are to be issued to the old First Mortgage bondholders at 50 cents on the dollar and the other half to be issued for improvements; \$10 million in stock is to be owned by the NYC&HR; the Vanderbilt-Morgan syndicate will buy the North River Construction Company stock at 20-30, the floating debt at 50, and the terminal bonds at 60. (NYT)
- July 28, 1885 Philadelphia West Shore bondholders wire their opposition to the terms in Drexel, Morgan's circular. (NYT)
- July 28, 1885 Beech Creek, Clearfield & South Western Railroad stockholders, meeting in Philadelphia, reject terms of sale to PRR and appoint an investigating committee; Vanderbilt owns about 60% of stock, which not coincidentally is amount to be purchased by PRR; a Beech Creek supporter is quoted as saying, "The Pennsylvania Company controls the State of Pennsylvania, and now they want the earth." (RyW, RyRegister)
- July 28, 1885 Robert H. Sayre writes, "the course taken by Vanderbilt in regards to his Pennsylvania enterprises has disgusted me." (Sayre Diary)

- July 28, 1885 Delaware, Maryland & Virginia Railroad Board meets at the Old Dominion Steamship Company office in New York; John M. Robinson, Thomas Baumgardner and all the other old directors resign, and an all-PRR Board is elected; Isaac Hinckley replaces Nathaniel L. McCready as Pres.; Frank Thomson elected VP. (MB)
- July 28, 1885 Trunk Line Executive Committee continues westbound freight pool until Sep. 1. (RRGaz)
- July 28, 1885 B&O cuts emigrant rate to Chicago to \$1. (NYT)
- July 29, 1885 NYP&N places its second tugboat, *Portsmouth*, in service. (MB)
- July 29, 1885 Dr. Hostetter goes to Saratoga to meet with William H. Vanderbilt. (RyW)
- July 29, 1885 Chautauqua Lake Railway incorporated in N.Y. to build around Chautauqua Lake on both sides from Jamestown to Mayville and Chautauqua Assembly grounds. (NYState, Poors)
- July 30, 1885 N.Y. Supreme Court overrules Ashbel Green's demurrer to the New York, West Shore & Buffalo Railway foreclosure suit, allowing the reorganization to proceed. (NYT)
- July 30, 1885 Beech Creek, Clearfield & South Western Railroad stockholders meet in New York; Philadelphia members of South Pennsylvania Syndicate receive cables from Franklin B. Gowen and Andrew Carnegie objecting to the abandonment of the South Penn. (NYT)
- July 30, 1885 After the stressful rush of arranging the terms of the South Penn-West Shore deal, J. Pierpont Morgan takes a brief vacation, while his partner J. Hood Wright arranges the details of the New York, West Shore & Buffalo Railway foreclosure sale. (Carosso)
- July 31, 1885 Old Dominion Steamship Company vessels make last runs between Lewes, Del., and New York, ending service begun in 1874. (NYTrib)
- July 31, 1885 Opponents of South Pennsylvania Railroad sale representing \$4 million in stock meet in Philadelphia; hear report of Henry Lewis and vote to refuse Vanderbilt's terms. (NYT)
- July 31, 1885 William M. Lent of the New York, West Shore & Buffalo Railway bondholders voices his objections to the Drexel, Morgan & Co. plan, particularly that both the bondholders' principal and interest will be greatly reduced. (NYT)

- July 31, 1885 Editorial in *Railroad Gazette* suggest that it would have been better had the NYC&HR settled for a regular 6% dividend and returned some of the money to the public in the form of lower rates; it earned 10% on its cost in 1883, and this large profit tempts competitors to seek a share of its traffic; NYC&HR is capitalized at \$30 million above its cost, although this is down from \$52 million above cost in 1870. (RRGaz)
- Aug. 1, 1885 Delaware, Maryland & Virginia Railroad appoints PW&B as agent to operate its lines, retroactive to July 1; becomes part of the Delaware Division. (Val, RRGaz)
- Aug. 1, 1885 South Pennsylvania Syndicate appoints a committee headed by Henry Lewis to meet with William H. Vanderbilt; Robert H. Sayre meets with H.McK. Twombly and Henry F. Dimock and agrees to slow down work. (NYT, Sayre Diary)
- Aug. 1, 1885 Buffalo, New York & Philadelphia Railroad defaults on Warren & Franklin Railway mortgage; defaulted coupons are purchased by Philadelphia & Erie Railroad under 1869 agreement. (RRGaz, RyRegister)
- Aug. 1, 1885 CNJ defaults on First Mortgage bond interest. (RyRegister)
- Aug. 1, 1885 New Pennsylvania law goes into effect prohibiting boys under 14 from working inside coal mines and under 12 from working in coal breakers; affects some 10,000 child workers, who are replaced with Slavic immigrants, mostly Poles, at low wages. (RyW)
- Aug. 1, 1885 Robert Curtis (1835-1887) named Master Mechanic at new PC&StL Columbus Shops on the east side of the city, transferring from the old Pan Handle Shops. (RyW)
- Aug. 1, 1885 Cincinnati, Lebanon & Northern Railway takes possession of property from receiver of former Cincinnati Northern Railway. (Hauck)
- Aug. 1, 1885 Richmond & Danville Railroad, Atlantic Coast Line and Seaboard Air Line systems agree to form the "Associated Railways of Virginia & the Carolinas," pool traffic, and end mutual competition. (Klein)
- Aug. 2, 1885 Austin Corbin acquires the Long Beach Hotel on Long Island from Drexel, Morgan & Co. (NYTrib)
- Aug. 3, 1885 Pres. George B. Roberts leaves Saratoga, having finished discussions of the South Pennsylvania Railroad and Beech Creek deals. (GBR/RyRegister)
- Aug. 3, 1885 Chauncey M. Depew and Hamilton McK. Twombly meet with Drexel, Morgan & Co. at New York and express satisfaction with the progress being

- made on the South Pennsylvania Railroad deal. (NYT)
- Aug. 3, 1885 Tornado destroys PRR Camden, N.J., roundhouse, which is rebuilt later in year. (AR)
- Aug. 3, 1885 Beech Creek, Clearfield & South Western Railroad stockholders meet again in Philadelphia and reject PRR terms. (NYT, RyRegister)
- Aug. 3, 1885 Reading files its answers in the suit brought by the CNJ to break the lease. (NYT)
- Aug. 4, 1885 B&O VP John King is invited to meet with PRR officials in Philadelphia; PRR proposes to carry their traffic at acceptable rates to and from New York if B&O abandons extending north of Philadelphia; King refuses; PRR has cut excursion rate on Pennsylvania Schuylkill Valley Railroad to put pressure on Reading not to aid B&O. (NYT)
- Aug. 4, 1885 Hamilton McK. Twombly fails to appear in Philadelphia as expected to conclude the Beech Creek and South Pennsylvania agreements. (NYT)
- Aug. 4, 1885 South Pennsylvania Railroad Chief Engineer Robert H. Sayre begins traveling along the line from west to east and advises subcontractors to cut back until the fate of the line is settled; begins paying them off; says there is a 90% chance project will be abandoned. (Sayre Diary, RyW)
- Aug. 4, 1885 Representative of Buffalo, New York & Pennsylvania Railroad says reorganization is proceeding; common stock is to be assessed \$6 instead of \$10, and preferred stock \$4 instead of \$6; says PRR will route more traffic over BNY&P. (NYT)
- Aug. 4, 1885 Cincinnati, Lebanon & Northern Railway Board orders construction of new freight and passenger stations at Court Street, Cincinnati. (MB)
- Aug. 5, 1885 Pres. George B. Roberts gives his final terms for the South Penn-Beech Creek agreement to J. Pierpont Morgan, including that the sale include all the stock of the American Construction Company; the PRR is to deliver to Morgan for the South Pennsylvania Syndicate \$5.6 million 3% debentures of the Bedford & Bridgeport Railroad with interest guaranteed by the PRR in return for a majority of the South Penn securities. (MB, NYTrib/JPM/GBR)
- Aug. 5, 1885 South Pennsylvania Railroad Pres. Robert H. Sayre holds a meeting of the contractors at Somerset; indicates indirectly that work should stop; as members of syndicate are now feuding, no one wants to take responsibility for issuing a stop order. (RRGaz)
- Aug. 5, 1885 A PRR official is quoted as saying that Dr. Hostetter and Ralph Baggaley,

together controlling about \$2.5 million in shares, are the only real opposition to the South Pennsylvania Railroad sale. (RRGaz)

- Aug. 5, 1885 Daft Electric Company begins test of electric motors with third rail power as far as Wyath's Switch on the Union Passenger Railway at Baltimore. (BaltAm)
- Aug. 6, 1885 Brooklyn Court issues a temporary injunction against the construction of the Brooklyn & Long Island Cable Railway elevated railroad on complaint of Congregation Beth Israel. (NYT)
- Aug. 6, 1885 PRR signs through traffic agreement with Cresson & Clearfield County & New York Short Route Railroad; PRR also agrees to purchase its securities; C&CC&NYSR fails to ratify. (MB)
- Aug. 6, 1885 PRR steamboat *Richard Stockton* makes its regular Thursday excursion trip up the Hudson from Jersey City to Newburgh; connecting train leaves Broad Street Station at 6:51 AM and returns at night. (PubLdgr)
- Aug. 7, 1885 South Pennsylvania Railroad stops all work at the west end of Kittatinny Mountain Tunnel. (RyW)
- Aug. 8, 1885 Huge state funeral held for ex-Pres. Ulysses S. Grant in New York City, the largest the city has yet seen; many special trains run by all lines leading into the city. (Rdg)
- Aug. 8, 1885 Daft Electric Company motors run all day to Wyath's Switch on the Union Passenger Railway at Baltimore. (BaltAm)
- Aug. 8, 1885 First International Railway Congress convenes in Brussels in connection with the Universal Exposition at Antwerp to mark 50th anniversary of Belgian railways. (RRGaz)
- Aug. 10, 1885 Beech Creek, Clearfield & South Western Railroad opens between Munson's, seven miles east of Phillipsburg, and Gazzam in heart of Clearfield coal field in face of PRR harassment; old line to Phillipsburg becomes a branch. (Guide, RRH)
- Aug. 10, 1885 General Passenger Agents meet at Chicago; B&O states it will resume placing tickets with commission offices, claiming other railroads are selling tickets over the telephone. (NYT)
- Aug. 11, 1885 Drexel, Morgan & Co. issues circular announcing that they have the assent of a majority of West Shore bondholders to the sale to the NYC&HR, and their offer to exchange securities will end Aug. 25. (RyW)

- Aug. 12, 1885 Banker Henry Seligman notes that the South Penn-West Shore settlement has lifted the prices of all railroad securities and creates hope that the Trunk Line wars and the effects of the Panic of 1884 are ending. (Carosso)
- Aug. 12, 1885 Stockholders vote to dissolve Pennsylvania & Martins Creek Railroad, as the Bangor & Portland Railway has been built in the same territory and signed a traffic contract with PRR. (RyW, RRGaz)
- Aug. 13, 1885 Last South Pennsylvania Railroad workers withdrawn; leaves 80 miles of heaviest work 85% graded, 61% of tunneling completed, and 26 bridge piers built from west bank of Susquehanna River; about \$7 million spent. (Watts - no, contracts not closed until 9/85)
- Aug. 13, 1885 Central Traffic Association meets in New York; says cutting by St. Louis lines threatens eastbound freight rate settlement. (NYT)
- Aug. 13, 1885 Frederick Taylor of the Windsor Hotel Committee issues a circular urging his supporters among the New York, West Shore & Buffalo Railway bondholders to join the Drexel, Morgan & Co. plan. (NYT)
- Aug. 13, 1885 Court dismisses receiver of New York, Pennsylvania & Ohio Railroad. (RyRegister)
- Aug. 14, 1885 Central Traffic Association meets for what is its first real business meeting; Orlando Smith of the Cincinnati, Washington & Baltimore Railroad (B&O) is elected refund commissioner; votes to restore eastbound rates to 20 cents effective Aug. 17. (RRGaz)
- Aug. 14, 1885 General Executive Board of the Knights of Labor meets at St. Louis and orders a strike against the Wabash, St. Louis & Pacific Railway after firing of Knights continue. (Ware, Grant)
- c. Aug. 15, 1885 J. Pierpont Morgan notifies Pres. George B. Roberts of his acceptance of the PRR's terms. (RyW/GBR)
- Aug. 15, 1885 New York, Pittsburgh & Chicago Railway sold at foreclosure to trustees for bondholders. (ICC)
- Aug. 15, 1885 Wilson W. Morrison (1821-1885), an early civil engineer on the North Branch Extension Canal, Allegheny Portage Railroad, and Sunbury & Erie Railroad, and son of William Morrison, the founder of Lock Haven, dies at Lock Haven. (RRGaz, RyW)
- Aug. 1885 Pres. Roberts and William H. Vanderbilt are supposedly working to pressure Robert Garrett to give up building to New York as part of the general settlement of the Trunk Line wars. (NYT)

- Aug. 1885 Eastbound grain rate from Chicago falls as low as 5 cents. (NYT)
- Aug. 1885 Work begins on extending Anglesea Railroad from Anglesea to Holly Beach. (RyW, RRGaz)
- Aug. 1885 Committee of Philadelphia West Shore bondholders issues circular noting that new bonds will sell at 80-100 as opposed to 42-43 for present bonds; advise accepting Drexel, Morgan & Co's offer. (RyW)
- Aug. 1885 Steubenville car shops close and work transferred to new Columbus Shops.
- Aug. 1885 Writs dissolve two injunctions blocking the Englewood Connecting Railway from crossing the Chicago & Western Indiana Railroad. (RRGaz)
- Aug. 1885 PRR Treasurer John D. Taylor suffers a stroke at Cape May. (PubLdgr)
- Aug. 1885 NYC&HR earnings for the year have dropped 12.4%, net earnings 16.5%, and surplus 43.1%; dividend has been cut from 6% in the first three quarters of 1884 to 3% in 1885. (RRGaz)
- Aug. 1885 North River Construction Company creditors agree to accept 50 cents on the dollar. (RRGaz)
- Aug. 16, 1885 NYC&HR and New York, West Shore & Buffalo Railway stop issuing 1 cent per mile tickets in New York State and restore passenger fares to 2 cents a mile. (NYT, RyW)
- Aug. 16, 1885 A crowd of Sunday sightseers watches the Daft Electric Company motor *Faraday* haul a heavy trailer up the Huntingdon Avenue grade to Hampden on the Union Passenger Railway at Baltimore. (BaltAm)
- Aug. 17, 1885 PW&B steamer *Samuel M. Felton* is rocked by an explosion, supposedly of dynamite, shortly after leaving Chestnut Street pier; one fatally injured; PW&B drops Philadelphia-Wilmington boat service; boat is rebuilt in 1889 as Baltimore excursion steamer *Tolchester*. (PubLdgr, Stanton)
- Aug. 18, 1885 Philadelphia Midland Railroad incorporated in Pa. as reorganization of Philadelphia & Chester County Railroad. (Val)
- Aug. 18, 1885 Knights of Labor General Executive Board meeting in St. Louis orders a strike against not only the Wabash, St. Louis & Pacific Railway but the whole Gould system; by the next day, it is apparent that the strike is a failure, although there are walkouts on the Missouri Pacific Railway and the Missouri, Kansas & Texas Railway. (RRGaz, NYTrib)

- Aug. 19, 1885 All general passenger agents except those of the PRR meet at New York but fail to agree on differentials. (RRGaz)
- Aug. 19, 1885 Jay Gould returns to New York in time to be present at the Knights of Labor confrontation. (NYTrib)
- Aug. 19, 1885 Daft Electric Company motors begin running on regular schedule on the Hampden line of the Union Passenger Railway at Baltimore. (BaltAm)
- Aug. 20, 1885 Drexel, Morgan & Co. completes the preparation of the papers for the purchase of the South Pennsylvania Railroad from the Syndicate members; J.P. Morgan has agreed to be the intermediate purchaser in his own name and guarantee the Syndicate members against any additional calls from whomever he transfers the property to. (JPM/NYTrib)
- Aug. 20, 1885 Daniel Johnson Morrell (1821-1885), manager of the Cambria Iron Company, dies at Johnstown. (RyW)
- Aug. 21, 1885 Railroad general passenger agents meet with no PRR representatives present; agree to advance westbound rates, New York to Chicago to \$14. (NYT)
- Aug. 21, 1885 George M. Pullman publishes an open letter to Central Transportation Company Pres. John S. Stevens saying that he will cancel the lease and return the company's cars; the old Silver Palace cars are actually obsolete and decrepit, and the Central Transportation Company doesn't want them and has no place to put them. (NYT)
- Aug. 22, 1885 Andrew Carnegie arrives in New York on the Cunard liner *Etruria*; refuses to talk about the South Pennsylvania deal. (NYT)
- Aug. 22, 1885 U.S. Circuit Court stays foreclosure sale of Illinois Midland Railway to allow appeal to U.S. Supreme Court. (Church)
- Aug. 22, 1885 Drexel, Morgan & Co. issues a card reminding the New York, West Shore & Buffalo Railway bondholders that its offer for depositing bonds under the plan expires at the end of business on Aug. 25. (NYT)
- Aug. 23, 1885 South Penn-West Shore papers signed by Pres. Roberts after church at Saratoga, having been signed previously by NYC&HR parties in N.Y.; he supposedly tells a friend that no good will come of using Sunday for such a purpose; payment for the South Pennsylvania Syndicate is to be in \$5.6 million Debenture bonds of the Bedford & Bridgeport Railroad a PRR branch that connects with, but does not parallel, the South Pennsylvania and thus circumvents the state ban on leasing or acquiring parallel, competing lines (NYTrib/JPM, NYT, Schlegel)

- Aug. 24, 1885 Bedford & Bridgeport Railroad Board authorizes the issue of \$5.6 million in 3%, 999-year debentures for the purpose of aiding connecting lines; the PRR Board agrees to guarantee the interest. (RyW/GBR)
- Aug. 24, 1885 John P. Green delivers \$5.6 million Bedford & Bridgeport Railroad bonds and a letter from William Thaw of the Pennsylvania Company to J. Pierpont Morgan in New York, closing the South Pennsylvania Railroad deal, although South Penn Syndicate members have not signed, and the deal is only on Twombly's word to deliver; the interest guarantee is by the Pennsylvania Company rather than the PRR, as a further attempt to circumvent the constitutional prohibitions, and the Pennsylvania Company is to get all the stock of the American Construction Company; Morgan continues to hold the bonds as a guarantee. (NYTrib/JPM, RRG/JPG)
- Aug. 24, 1885 Terrence V. Powderly and other Knights of Labor leaders arrive in New York from Washington seeking a meeting with the Wabash management; Wabash VP Amos L. Hopkins says he was given no notice of the strike or the meeting. (NYTrib)
- Aug. 24, 1885 Pioneer PRR civil engineer Courtland D. Howell (1814?-1885), dies at Philadelphia. (RRGaz)
- Aug. 25, 1885 PRR releases its July earnings figures: gross earnings of Lines East are down by \$303,980 from July 1884; expenses are down \$72,913, and net earnings are down by \$231,067; the loss on Lines West for the first 7 months of the year has increased from \$300,485 in 1884 to \$1,013,645 in 1885. (NYTrib)
- Aug. 25, 1885 J. Pierpont Morgan stands behind the marble counter at Drexel, Morgan & Co. all day receiving the deposit of New York, West Shore & Buffalo Railway bonds; announce that holders of \$47.6 million have deposited their bonds; will begin exchanging bonds on Aug. 27. (NYT, RRGaz)
- Aug. 25, 1885 Pennsylvania Attorney General Lewis C. Cassidy files two suits in Dauphin County Court of Common Pleas to block the sale of the Beech Creek, Clearfield & South Western Railroad and South Pennsylvania Railroad to the PRR under state law blocking leases between competing railroad lines; secures preliminary injunction; the move is good election-year politics for the Democrats; Reading members of South Penn Syndicate and Dr. David Hostetter issue letter of protest to William H. Vanderbilt. (RRGaz, RyW, NYT)
- Aug. 25, 1885 Chautauqua Lake Railway organized to build from Jamestown to Mayville and around the lake; no common interest with Buffalo, New York & Philadelphia Railroad; financed by local and Boston capital; pioneer bicycle manufacturer Albert A. Pope (1843-1909) of Boston, Pres. (RyW, Poors)

- Aug. 25, 1885 W.T. Morris appointed Superintendent of Bellaire, Zanesville & Cincinnati Railway, replacing W.R. Crumpton, resigned; post of General Manager abolished. (Guide)
- Aug. 25, 1885 Toledo & Ohio Central Railway lease to the Columbus & Eastern Railroad the joint use of its Columbus Branch of Toledo & Ohio Central Railway running between Alum Creek Jct. (Columbus) and Hadley Jct.(Thurston) to Columbus; connects with PC&StL Railway 3 miles east of the city and uses trackage rights over it. (GrnBk)
- Aug. 25, 1885 Daft Electric Company motors *Morse* and *Faraday* operate all day to and from Hampden, each drawing a large Catonsville car; draws Sunday crowd of over 1,000 riders who experience the novelty of electric traction; daredevils entertain the crowds by taking shocks from the third rail. (BaltAm)
- Aug. 25, 1885 Edward D. Adams of Winslow, Lanier & Co. exercises an option on the NYO&W Railway, dispelling rumors that it was about to fall into the Vanderbilt camp. (NYT)
- Aug. 26, 1885 Chauncey M. Depew arrives in Saratoga and takes a carriage ride with William H. Vanderbilt; Vanderbilt, George B. Roberts and John P. Green have been in Saratoga for some days; J. Pierpont Morgan and Frank Thomson are expected to arrive soon. (NYTrib)
- Aug. 26, 1885 Morgan's lawyer Francis Lynde Stetson and others confer with Pres. Roberts at Saratoga to discuss modifying the agreements in light of Attorney-General Cassidy's lawsuits. (GBR/RyRegister)
- Aug. 26, 1885 Chartiers Connecting Railroad opens to connection from Chartiers Railway at Chestnut Street to Waynesburg & Washington at Main Street, Washington, after injunction to alter B&O trestle for crossing; operated by PC&StL. (Church, C&C - Koehler has first loco 8/6!!)
- Aug. 26, 1885 New Pullman buffet sleeping car *Ticinus*, one of three for overnight Boston-Washington service, displayed at Boston. (RRGaz)
- Aug. 26, 1885 General Executive Board of the Knights of Labor meets with Wabash VP Amos L. Hopkins and General Manager A.A. Talmadge at the Wabash offices in New York; Jay Gould, Missouri Pacific VP H.M. Hoxie and other officials are present by invitation; the KofL demands the firing of all new men hired since June 16; Talmadge repeats his claim that he issued no order discriminating against the Knights; Gould takes a large part in the discussions and claims to be in favor of cooperation in labor relations and promises to use his influence to have the Wabash hear any grievances, although he has no intention of recognizing the Knights as a bargaining agent. (NYTrib, Ware, Klein)

- Aug. 27, 1885 Interviewed at Saratoga, NYC&HR Pres. Chauncey M. Depew calls Cassidy's lawsuit "political hysteria"; Depew also meets with J.P. Morgan about the South Pennsylvania agreement. (RyW, RyRegister)
- Aug. 27, 1885 New line with 3rd track opens at Gap, Pa.; grade reduced from 49 feet per mile to 29 feet per mile; new interlocking towers open at east and west ends of middle track. (AR)
- Aug. 27, 1885 Long Island City & Manhattan Beach Railroad, New York, Bay Ridge & Jamaica Railroad, and New York & Manhattan Beach Railway merged to form New York, Brooklyn & Manhattan Beach Railway under agreement of July 17, 1885. (Val, C&C)
- Aug. 27, 1885 Central Transportation Company replies to George M. Pullman saying that they are willing to accept \$66,000 per year in the form of 5% interest on new bonds as rent but demanding the payment of the \$1.420,000 principal up front in cash so that they can liquidate the company at 40% on the stock. (NYT)
- Aug. 28, 1885 Sheriff Mumma of Dauphin County serves the injunction against the South Pennsylvania and Beech Creek sales at the PRR offices in Philadelphia. (NYTrib)
- Aug. 28, 1885 In an interview, Andrew Carnegie supports Vanderbilt's decision to sell the South Pennsylvania Railroad. (RyW)
- Aug. 28, 1885 Eastbound grain rate falls from 20 cents to 15 cents, which is below the cost of service. (NYT, RRGaz)
- Aug. 29, 1885 Pres. George B. Roberts, in a press interview upon his return from Saratoga, calls Cassidy's lawsuits a "cheap bid for political effect" and blames them for sabotaging a general settlement of the railroad wars; calls the South Pennsylvania Railroad "a number of holes in the earth," not a competing railroad; Dr. Hostetter receives a cable from Franklin B. Gowen denouncing the sale. (NYT, RyW)
- Aug. 29, 1885 New York, Pittsburgh & Chicago Railway conveyed to trustees; consists of railroad from Rogers, Ohio, to Cannelton Jct., Pa. (9.4 miles), plus operation of the part of the former Darlington Cannel Coal Railroad between Cannelton Jct. and New Galilee. (ICC)
- Aug. 29, 1885 Eastbound grain rates fall to 12.5 cents. (NYT)
- Aug.? 1885 NYC&HR opens Annex with 5 tracks on the east side of Grand Central Depot for arriving trains, and original train shed used only for departing

trains. (RyRegister - verify, see 7/85 - Trager, Schlichting says 7 tracks)

- Aug. 30, 1885 Daft Electric Company motor *Faraday* burns out trying to climb the grade at 4:30 PM, and line is forced to revert to horse operation; electric operation finally ends in 1889. (BaltAm, Mfgr&Blr)
- Aug. 31, 1885 William H. Vanderbilt denies he has also sold the Pittsburgh & Lake Erie Railroad. (NYT)
- Aug. 31, 1885 Pennsylvania Company Executive Committee authorizes construction of new freight house at Erie on Erie & Pittsburgh Railroad. (MB)
- Aug. 31, 1885 Daft Electric Company locomotive begins tests on Ninth Avenue Elevated in New York; makes 20 MPH. (NYT, Condit)
- Sep. 1, 1885 Ocean City Railroad merged into West Jersey Railroad under agreement of Aug. 27, 1885. (Val)
- Sep. 1, 1885 Ridgway & Clearfield Railroad extension opens from Brockwayville to Falls Creek on Low Grade Line; forms shortcut for coal shipments. (Val, AR)
- Sep. 1, 1885 PRR cuts shops from 9 to 8 hours and no Saturday work because of poor business. (CCHS)
- Sep. 1, 1885 Representatives of Chicago roads meet but are unable to agree on eastbound rates. (NYT)
- Sep. 2, 1885 *New York Times* reports that George M. Pullman is trying to buy up the stock of the Central Transportation Company to get its \$600,000 surplus fund and clear title to the sleeping car franchise on the PRR; is offering \$30 per share. (NYT)
- Sep. 3, 1885 *New York Times* reports that most South Pennsylvania Railroad contractors have made assignments back to the American Construction Company. (NYT)
- Sep. 3, 1885 PRR contracts with Tipton Run Coal Company to build the Tipton Railroad, a four-mile mine branch north of Altoona. (MB)
- Sep. 3, 1885 Terrence V. Powderly and Frederick Turner of the Knights of Labor meet with Wabash, St. Louis & Pacific Railway General Manager A.A. Talmadge in St. Louis, who agrees to take back the discharged men but without recognition of the union; strike is called off and touted as a big Knights of Labor victory in which they forced Jay Gould to back down, which was not the case; KofL membership soars from 110,000 in July to 730,000 in July 1886; most of these new members are Protestant, at odds with the Catholic leadership, and also more militant. (NYTrib, Ware, Grant)

- Sep. 4, 1885 *Railroad Gazette* reports that Andrew Carnegie has joined William H. Vanderbilt in accepting the sale of the South Pennsylvania Railroad, leaving the Reading and Dr. Hostetter as leaders of the opposition. (RRGaz)
- Sep. 5, 1885 Tipton Railroad incorporated in Pa. (Val)
- Sep. 7, 1885 Pittsburgh, Steubenville & Wheeling RPO established. (Kay)
- Sep. 8, 1885 Preliminary hearing on suits of Commonwealth vs. PRR to block the South Pennsylvania Railroad and Beech Creek, Clearfield & South Western Railroad sales; defendants ask for a 20-day postponement. (RyW, Schlegel)
- Sep. 8, 1885 Pres. Roberts and senior operating officers leave Philadelphia on annual fall inspection; plan to cut expenses all over the system. (RyW)
- Sep. 8, 1885 Northbound train with a group of ministers going to a church conference collides head-on with a southbound train carrying families to a Sunday school picnic at Rock Point on a curve one mile south of Middlesex, Pa., on the Erie & Pittsburgh Railroad; 2 killed. (NYT)
- Sep. 9, 1885 Charles Moran, trustee of Cincinnati & Muskingum Valley Railway First Mortgage bonds, files in U.S. Circuit Court to foreclose mortgage and have lease to PC&StL Railway declared valid and compel it to operate the C&MV and pay interest. (Church, AR)
- Sep. 9, 1885 National Federation of Miners & Mine Laborers organized at Indianapolis to compete with the Knights of Labor. (Ware)
- Sep. 10, 1885 Formal celebration opens the Stewartstown Railroad from New Freedom on Northern Central Railway, to Stewartstown. (BaltAm, ICC)
- Sep. 1885 New Camden Terminal (ferry house and train shed) opens at foot of Bridge Street.
- Sep. 11, 1885 PRR parks freight cars and locomotives on the site of a proposed B&O crossing at Moore Street in South Philadelphia. (NYTrib)
- Sep. 11, 1885 East heading of South Pennsylvania Railroad's Kittatinny Mountain Tunnel reaches the center of the mountain, leaving only 570 feet to go. (RyW)
- Sep. 11, 1885 CStL&P opens 2.34 mile branch (Englewood Connecting Railway) from 59th Street, Chicago, linking PFW&C and CStL&P lines. (AR, Val)
- Sep. 13, 1885 New "JM" Interlocking placed in service at Centre Street Jct., Newark, N.J. (PRRFAX)

- Sep. 15, 1885 Schuylkill River East Side Railroad sues PRR, charging it with blocking construction in South Philadelphia by changing the grade of its existing tracks. (Gibb)
- Sep. 15, 1885 Central Transportation Company stockholders vote to divide the \$600,000 surplus fund as a dividend of \$12 per share and to reduce the par value of the stock to \$38 per share; the action is later challenged in the courts and tied up in litigation for years; on the recommendation of William E. Lockwood, who opposes Pullman, the stockholders vote to accept the 1874 Pennsylvania Constitution. (NYT)
- Sep. 15, 1885 Master Car Builders Association begins trials of 42 types of automatic couplers at Buffalo; Executive Committee making tests includes John W. Cloud of PRR and E.B. Wall of PC&StL Railway. (RRGaz)
- Sep. 1885 Jackson & Sharp Company of Wilmington, Del., is building the private car *Long Island* for Austin Corbin. (RyW)
- Sep. 1885 Works of Hudson Tunnel Railway are dilapidated and deserted except for watchmen; tunnels have flooded. (NYT)
- Sep. 1885 PRR has cut time in all shops to 8 hours a day, 5 days a week. (RRGaz)
- Sep. 1885 Majority of South Pennsylvania Syndicate signs agreement to deliver their shares to Drexel, Morgan & Co., including William H. Vanderbilt, James B. Colgate & Co., John D. Rockefeller, William Rockefeller, Darius Ogden Mills, Stephen B. Elkins, Oliver H. Payne and William C. Whitney, but not Carnegie, Hostetter or Gowen. (NYTrib/JPM)
- Sep. 1885 Cleveland & Marietta Railroad is replacing iron with steel rails. (RRGaz)
- Sep. 1885 B&O adds a physical testing laboratory at Mount Clare Shops. (AR)
- Sep. 1885 Eastbound grain rate falls to 10-11 cents. (RRGaz)
- Sep. 16, 1885 Robert H. Sayre notes that some contractors are still on South Pennsylvania Railroad, but little work is being done; PRR is waiting on court decision; according to George B. Roberts, almost no work has been done on the first 30 miles, except for the piers of the Susquehanna River Bridge, and little or no work on the western 30 miles from Chestnut Ridge to Port Perry. (Sayre Diary, RyW/GBR)
- Sep. 17, 1885 PRR counter sues B&O to block it from crossing PRR at grade within Philadelphia. (RRGaz, Gibb)

- Sep. 17, 1885 MCB coupler tests conclude; six link-and-pin and six vertical-plane types, including the Janney, chosen for further testing. (RRGaz)
- Sep. 18, 1885 Procter & Gamble and other stockholders of the Cincinnati, Hamilton & Dayton Railroad sue to compel the New York, Lake Erie & Western Railroad and Hugh J. Jewett to return the 17,501 shares held in the voting trust. (RRGaz)
- Sep. 20, 1885 Robert Garrett returns to U.S. on *Etruria*; refuses interviews. (BaltAm, RRGaz)
- Sep. 21, 1885 Pennsylvania Company Executive Committee authorizes terminating 1882 contract with Cleveland & Marietta Railroad to use tracks between Canal Dover and Zoar for non-payment of rent. (MB)
- Sep. 21, 1885 Future PRR VP Ethelbert Walton Smith (1885-) born at Clarksburg, W.Va.; son of Mortimer Wilson Smith (1841-1923) and Lucy Muse Fletcher (d. 1886). (PR)
- Sep. 22, 1885 Pres. Roberts chairs new Trunk Line meeting at Albert Fink's office in New York; Chauncey M. Depew attends for first time, but DL&W boycotts the meeting; agree to advance westbound rates on Oct. 5 from 15 to 20 cents for 5th class and 40 to 60 cents for 1st class; also ask the Central Traffic Association to advance eastbound grain rates to 20 cents. (NYT, RyW, RRGaz)
- Sep. 22, 1885 Central Traffic Association meets at New York at the request of the Trunk Lines. (RRGaz)
- Sep. 22, 1885 Baltimore & Philadelphia Railroad sues PW&B to remove objections to its overhead bridge near 57th Street; B&P wants intermediate supports on centerline of PW&B right-of-way. (Gibb)
- Sep. 23, 1885 PRR releases figures showing that its net earnings have decreased \$502,495 in Aug. and \$2,325,945 for first eight months of 1885 vs. 1884 figures. (NYT)
- Sep. 23, 1885 Philadelphia & Reading and Philadelphia & Reading Coal & Iron Company file suit in Dauphin County Court of Common Pleas to force South Pennsylvania Railroad to complete its line and abide by its through traffic contracts or reimburse Reading for \$180,000 spent on building a connection at Harrisburg. (RyW, NYT)
- Sep. 23, 1885 Beech Creek, Clearfield & South Western Railroad stockholders, meeting in New York, denounce Vanderbilt's selling them out. (NYT)
- Sep. 23, 1885 Grand Rapids, Indiana & Manistee Railroad incorporated in Mich. to build

between Milton Jct. and Manistee; \$27,000 stock taken by Grand Rapids & Indiana Railroad; no work done; 13 miles from Milton Jct. to Cary has been built by the GR&I. (Church, RRGaz)

- Sep. 24, 1885 South Pennsylvania Syndicate meets at Twombly's office in New York; no announcement made; takes no action and calls in no further installments, forcing halt to work. (RyW, Sayre Diary)
- Sep. 25, 1885 Pres. Roberts meets with Pres. Keim of the Reading at the PRR office to discuss the South Pennsylvania Railroad matter; later Roberts meets with B&O VP John King and counsel John K. Cowan, leading to rumors of a settlement that the B&O will not build east of Philadelphia. (RyRegister)
- Sep. 25, 1885 PRR tests a new locomotive invented by ___ Coventry of Chicago on run between Jersey City and Philadelphia; has return flue in boiler with stack back near cab so that hot gases stay in boiler longer and more particulates are precipitated; inventor claims 15% savings in operating costs; locomotive returns to Meadows Shops on Sep. 26. (NYT)
- Sep. 25, 1885 Future VP Benjamin McKeen (1864-1947), son of William Riley McKeen, joins the Terre Haute & Indianapolis Railroad after graduating from Rose Polytechnic Institute in Terre Haute.
- Sep. 26, 1885 Joseph M. Wilson (1838-1902) resigns as PRR Engineer of Bridges & Buildings effective Jan. 1, 1886, to devote full time to private practice with Wilson Brothers & Co. (MB)
- Sep. 27, 1885 *New York Times* reports that the B&O and Reading will accept the PRR's offer to throw over the Reading an amount of traffic equal to that lost by leaving the B&O traffic on the PRR east of Philadelphia. (NYT)
- Sep. 28, 1885 Pres. George B. Roberts and Reading Pres. George deB. Keim deny rumors of any traffic alliance or deal with the B&O. (NYT)
- Sep. 28, 1885 CStL&P deeds 59th Street Branch to Englewood Connecting Railway in return for all stock; operated by CStL&P. (Church)
- Sep. 28, 1885 Dr. Garrett B. Linderman (1829-1885), General Superintendent of the Bethlehem Iron Company, bank president, coal operator and Lehigh Valley Railroad director, dies at South Bethlehem. (MB, NYT)
- Sep. 29, 1885 Trial of Commonwealth vs. PRR to block South Pennsylvania and Beach Creek sale begins at Harrisburg; preliminary injunctions continued, and an examiner appointed to take testimony; John Scott, Wayne MacVeagh and James A. Logan appear for the PRR, Sen. S.R. Peale for the Beech Creek, and Lyman D. Gilbert of Harrisburg for the South Penn. (RyW, Schlegel)

- Sep. 29, 1885 South Brooklyn & Flatbush Railroad incorporated. (NYState)
- Sep. 29, 1885 Cincinnati & Muskingum Valley Railway Pres. Thomas D. Messler orders company lawyers to take no further action to defend company in suit brought by Samuel Jeans to void lease to PC&StL Railway. (MB, AR)
- Sep. 29, 1885 Former banker and Lines West entrepreneur Benjamin E. Smith is judged insane by an Ohio court and sent to an asylum; his breakdown is blamed on financial losses in building the failed hotel at Rockaway Beach and on losses on stocks during the Panic of 1884; however, Smith's health had begun to fail by at least 1883, and he may be suffering from dementia; Smith no longer recognizes his own wife. (NYT, RRGaz)
- Sep. 30, 1885 Drexel, Morgan & Co. announces that North River Construction Company stockholders have agreed to settle for \$25-30. (NYT)
- Oct. 1, 1885 LIRR leases New York, Brooklyn & Manhattan Beach Railway and its leased lines retroactive to May 1, 1882, and guarantees their bonds. (MB, Val)
- Oct. 1, 1885 Rumors in Philadelphia say that all Pittsburgh interests have accepted the South Pennsylvania Railroad deal, which is probably untrue. (NYT)
- Oct. 1, 1885 Buffalo New York & Philadelphia Railroad defaults on Oil Creek Railroad First Mortgage bonds. (RRGaz)
- Oct. 1, 1885 Trunk Lines meet at New York with representatives of the DL&W, Lehigh Valley Railroad, and New York, West Shore & Buffalo Railway; Samuel Spencer represents the B&O; agree to maintain eastbound rates. (RyW, RRGaz)
- Oct.1, 1885 Eastbound grain rates raised from 15 cents to 20 cents after Vanderbilt lines give in. (NYT, RRGaz)
- Oct. 1, 1885 N.Y. Supreme Court issues decree of sale against New York, West Shore & Buffalo Railway. (NYT)
- Oct. 2, 1885 Pres. George B. Roberts and Franklin B. Gowen give depositions in the South Pennsylvania Railroad trial. (NYT)
- Oct. 1885 First Class R (H3) 2-8-0, No. 400, built at Altoona to design of John B. Collin; first PRR locomotive with a square Belpaire firebox, which becomes the PRR standard; firebox was invented by Belgian mechanical engineer Alfred Jules Belpaire (1820-1893). (PRRTHS)

- Oct. 3, 1885 South Pennsylvania Railroad contractors settle with American Construction Company and are told to stop work on the tunnels. (RyW)
- Oct. 4, 1885 Operation of Annex ferries discontinued between Exchange Place and Weehawken, and through checking of baggage between PRR and West Shore or NYO&W ends; through parlor cars between PRR and West Shore points discontinued for season. (Guide)
- Oct. 5, 1885 South Pennsylvania Railroad contractors pay off and dismiss most hands. (RyW)
- Oct. 5, 1885 Westbound freight rates raised. (RRGaz)
- Oct. 6, 1885 Robert H. Sayre travels to Philadelphia at request of Attorney-General Cassidy to testify in state's lawsuit against the South Pennsylvania Railroad lease. (Sayre Diary)
- Oct. 7, 1885 Davis Island Dam and Lock, first element in federal improvement of Ohio River, opens below Pittsburgh signaling revival of waterway competition with railroads. (RyW)
- Oct. 8, 1885 Andrew Carnegie testifies at South Pennsylvania Railroad trial; blames New York investors, particularly Darius Ogden Mills, for wanting to sell out because they were tired of paying assessments; Dr. David Hostetter also testifies. (NYT)
- Oct. 8, 1885 Stockton Hotel & Improvement Company dissolved. (MB)
- Oct. 9, 1885 A.J. Drexel and Hamilton McK Twombly testify in the South Pennsylvania Railroad suit at Philadelphia. (NYT, RyRegister)
- Oct. 9, 1885 First flag stop semaphore signal installed at Fitler's, Pa., on New York Division.
- Oct. 10, 1885 Major change of organization on Lines West; Office of General Manager of Lines West created with appointment of James McCrea as General Manager of all three companies, having supervision of the Transportation, Passenger, Freight, Engineering, Motive Power and Purchasing Depts.; position of Manager of PC&StL and CStL&P, held by McCrea, abolished; William A. Baldwin remains Manager of the Pennsylvania Company; post of General Superintendent of Pennsylvania Company abolished, and John Thomas named Superintendent of Cleveland & Pittsburgh Division; John F. Miller promoted to new position of General Superintendent of PC&StL/CStL&P at Columbus. (MB)
- Oct. 12, 1885 M.W. Mansfield named Superintendent of the Indianapolis & Vincennes

- Railroad, replacing James J. Turner, named Superintendent of Eastern Division of CStL&P at Richmond in place of John F. Miller, promoted; Charles Watts remains Superintendent of the CStL&P Western Division at Bradford. (MB, AR)
- Oct. 12, 1885 Early civil and mining engineer James Macfarlane (1819-1885) dies at Towanda, Pa. (RyW)
- Oct. 12, 1885 Ground broken for Annapolis & Baltimore Short Line Railroad. (RyW)
- Oct. 13, 1885 J.Pierpont Morgan's deposition is taken in his lawyer's New York office by Pa. Attorney General Cassidy for his account of the South Pennsylvania transaction; Pres. Roberts and attorneys for PRR and Beech Creek Railroad also present; Morgan says that the following South Pennsylvania stockholders have turned in their shares: William H. Vanderbilt \$5 million, J.B. Colgate & Co., \$650,000, Darius Ogden Mills \$500,000, John D. Rockefeller \$300,000, William Rockefeller \$100,000 (the Rockefellers had purchased the original subscription of Henry W. Oliver), Stephen B. Elkins \$75,000, H.F. Dimock \$50,000, E.A. Weeks \$50,000, and Francis Lynde Stetson \$5,000; Morgan refuses to testify about the West Shore but says "I am content" at the dual settlement. (NYTrib, NYT, RRGaz, RyRegister)
- Oct. 13, 1885 William Thaw testifies in the South Pennsylvania Railroad case at Philadelphia; the Commonwealth then rests its case. (RyRegister)
- Oct. 15, 1885 Last South Pennsylvania Railroad forces withdrawn. (NYT)
- Oct. 15, 1885 Defense testimony in South Pennsylvania Railroad case begins with additional evidence from Pres. Roberts; says that the South Penn runs through an unpopulated territory; maximum grade on western slope is 109 feet per mile vs. 52 feet per mile on PRR; on eastern slope, PRR is a continuous ascending grade, while South Penn is undulating; William M. Cooper, an old resident, and James A Wright, engineer, testify as to the barren nature of the country along the South Pennsylvania Railroad. (RyRegister)
- Oct. 15, 1885 Former Columbus, Ohio, banker and railroad entrepreneur Benjamin E. Smith (-1885) dies in an Ohio insane asylum. (RRGaz)
- Oct. 15, 1885 Eastbound Chicago freight rates restored to 20 cent basis; causes decrease in eastbound shipments; for last two weeks PRR's two lines have taken 41.2% of eastbound business at Chicago; other roads cry foul, but VP J.N. McCullough denies PRR is doing anything unfair. (NYT)
- Oct. 1885 Enterprise Branch completed at Trenton,, N.J., extending eastward along the west bank of the D&R Canal from the Coalport bridge. (Val)

- Oct. 1885 Union Switch & Signal Company recently completes a 26-lever “__” interlocking at Hillen Jct. in Baltimore, a 36-lever “__” at Bridgeport (Lemoyne), a 9-lever “__” at Centre Street, Newark, a 2-lever “__” at Sunbury on the Northern Central Railway, . (RRGaz, RyW)
- Oct. 1885 Midland Railway completed between Noblesville and Westfield, Ind. (Church, RRGaz)
- Oct. 1885 R.K. Dow, a retired millionaire of Claremont, N.H., calls attention of his friend Alfred Sully (1841-1909) to the fact that Reading securities are now under priced and that by buying at a low price, they might make speculative gains in the reorganization. (NYT)
- Oct. 16, 1885 Rochester & Pittsburgh Railroad sold at foreclosure to Adrian Iselin for \$1.1 million; Pennsylvania stockholders threaten to block the transfer of property in Pennsylvania to a non-Pennsylvania company. (ICC, RRGaz)
- Oct. 17, 1885 Philadelphia Court of Common Pleas bars PW&B from interfering or altering B&O overhead bridge near 57th Street. (RyW, Gibb)
- Oct. 17, 1885 Ground broken for the Chautauqua Lake Railway. (RRGaz)
- Oct. 18, 1885 Westbound 8:15 PM Washington express rear-ends an emigrant train carrying Norwegian and German immigrants that has stopped at the main line coaling station at Meadows, N.J.; cabin car on rear of emigrant train thrown onto eastbound track, where it derails Lehigh Valley passenger train No. 194; wreck takes place in heavy fog; is blamed on operator at Marion Tower who admitted the express to the same block and on the flagman for failing to protect the emigrant train; 9 killed; 14 seriously injured. (NYT)
- Oct. 19, 1885 Ellsworth & Co. renamed J.W. Ellsworth & Co. to avoid confusion with an Ellsworth Coal Company at Chicago. (Guide)
- Oct. 20, 1885 Pennsylvania, Slatington & New England Railroad enters receivership. (RyW)
- Oct. 21, 1885 Separate trustees take possession of the Indianapolis, Peru & Chicago Railway, formerly part of the Wabash system. (RRGaz)
- Oct. 22, 1885 Portion of the Ohio Central Railroad south of Corning, Ohio, sold at foreclosure to bondholders for \$600,000. (GrnBk, RyRegister)
- Oct. 23, 1885 Arguments in Pennsylvania’s South Pennsylvania and Beech Creek suits begins at Harrisburg. (RyW)

- Oct. 23, 1885 At Trunk Line meeting, B&O refuses to join any advance of rates or renewal of pooling agreements unless it is treated as a New York line. (NYTrib)
- Oct. 23, 1885 Pittsburgh & State Line Railroad incorporated in Pa. by Adrian Iselin for the purpose of holding the property of the former Rochester & Pittsburgh Railroad in Pennsylvania. (ICC)
- Oct. 24, 1885 Testimony concludes in South Pennsylvania and Beech Creek, Clearfield & South Western suits. (NYT)
- Oct. 26, 1885 Lackawanna & Pittsburgh Railroad resumes operation; reduces standard-gauge service between Wayland Jct. and Belfast Jct. and between Angelica and Swains to twice a month, running on the 5th and 19th; narrow-gauge service between Angelica and Olean runs daily. (RRGaz, RRH 92)
- Oct. 28, 1885 Sea View Hotel Company Board votes to buy Atlantic City Excursion House of West Jersey & Atlantic Railroad. (MB)
- Oct. 28, 1885 Buffalo, Rochester & Pittsburgh Railroad incorporated in N.Y. by Adrian Iselin as a reorganization of the portion of the former Rochester & Pittsburgh Railroad in N.Y.; it continues to operated the Pennsylvania portion as the Pittsburgh & State Line Railroad without formal agreement. (ICC)
- Oct. 29, 1885 Reading & Pottsville Railroad merged into Pennsylvania Schuylkill Valley Railroad under agreement of Oct. 7. (Val)
- Oct. 29, 1885 Terre Haute & South Eastern Railroad grants Terre Haute & Indianapolis Railroad and Evansville & Terre Haute Railroad use of its tracks in 1st and Water Streets in Terre Haute. (Church)
- Oct. 29, 1885 Atlantic Coast Line, Seaboard & Roanoke Railroad, and five steamship lines agree to joint operation for freight; at this time, most freight from the South is delivered to ships at Hampton Roads and not moved by rail via Richmond and Washington. (Hoffman)
- Nov. 1, 1885 South Pennsylvania Railroad engineer corps dismissed; last issue of their newsletter *South Penn Transit* printed with a black border. (RRGaz)
- Nov. 1, 1885 Vandalia Line transports Thomas Orchestra from St. Louis to New York in 5-car special train in 30:00. (RyW)
- Nov. 1, 1885 Red Line, White Line and Midland Line fast freight lines consolidated at Buffalo under G.B. Sherman; North Shore and Merchants Despatch Lines will be consolidated with them later. (RRGaz, RyRegister)
- Nov. 2, 1885 PRR directors return from annual inspection trip and cut the semi-annual

dividend from 3% to 2% at the insistence of Pres. Roberts, making 5% for the year, compared to 7% in 1884 and 8.5% in 1882-1883; stock falls from 56-1/8 to 53-3/8. (NYT, RRGaz)

- Nov. 2, 1885 PRR makes first donation of \$1,000 to Altoona Mechanics Library. (MB)
- Nov. 2, 1885 American Construction Company orders its Harrisburg office closed. (RyW)
- Nov. 2, 1885 CStL&P Railroad signs agreement with the Chicago & North Western Railway settling their old property exchange at Chicago. (MB)
- Nov. 2, 1885 Cary W. Ahl (1811-1885), Pres. of the Harrisburg & Potomac Railroad, dies. (MB)
- Nov. 4, 1885 James F. Joy leaves the Board of the Eel River Railroad. (MB)
- Nov. 5, 1885 Franklin B. Gowen asserts that stock of American Construction Company belongs to members of South Pennsylvania Syndicate. (Sayre Diary)
- Nov. 5, 1885 Beech Creek, Clearfield & South Western Railroad stockholders meet at Grand Central Depot; Pres. Magee reports that \$1.3 million borrowed to build extension comes due on Dec. 31; PRR is offering \$5 million in 4% guaranteed bonds. (RyW)
- Nov. 5, 1885 Trunk Line presidents meet at New York, except for B&O, which is represented by VP Samuel Spencer; Albert Fink presents a plan for a revived Trunk Line Executive Committee with each Trunk Line to be responsible for the actions of its connections in the Midwest. (NYT)
- Nov. 6, 1885 Reading, B&O and Baltimore & Philadelphia Railroad sign agreement for joint lease of Schuylkill River East Side Railroad and traffic contract granting B&O use of Bound Brook Route. (Rdg)
- Nov. 6, 1885 Trunk Line presidents approve general pooling contract submitted by Albert Fink promising an end to the rate war; Robert Garrett agrees for freight only and with qualifications for passenger service because PRR has cut off his access to New York; Lehigh Valley Railroad refuses to sign. (RyW, NYT, RRGaz)
- Nov. 6, 1885 Pennsylvania Company Executive Committee authorizes new passenger and freight stations at Martins Ferry, Ohio. (MB)
- Nov. 7, 1885 Canadian Pacific Railway, first Canadian transcontinental railroad, completed to Port Moody, B.C. (AAR)
- Nov. 8, 1885 Queens Run renamed Eagleton on Eastern Division, Philadelphia & Erie

Railroad. (Guide)

- Nov. 9, 1885 PRR Road Committee tables proposals to change name of Wayne to Ithon and Elm to Peshurst on Main Line. (MB)
- Nov. 9, 1885 Montandon & Spring Mills RPO extended to Montandon & Bellefonte RPO. (Kay)
- Nov. 9, 1885 Franklin B. Gowen issues a circular denouncing the reorganization plans, announcing his candidacy for the Reading presidency and soliciting proxies. (Schlegel)
- Nov. 10, 1885 Trunk Line Executive Committee votes to admit B&O to new passenger pool on same terms as other lines. (NYT)
- Nov. 10, 1885 Annapolis & Elk Ridge Railroad sold at foreclosure to bondholders. (RyW)
- Nov. 11, 1885 Retired Wall Street broker and CStL&P Railroad director Charles J. Osborn (1839?-1885) dies at New York of heart failure and Bright's Disease. (NYTrib)
- Nov. 12, 1885 Property owner George Schafer applies for injunction to stop construction of the Brooklyn & Long Island Cable Railway's elevated line in Boerum Place, Brooklyn. (NYT)
- Nov. 12, 1885 Robert H. Sayre meets with Henry F. Dimock in New York, who tells him that William H. Vanderbilt made a mistake in not finishing the South Pennsylvania Railroad and has treated fellow syndicate members badly; Sayre also sees H.McK. Twombly, who wants him to be a candidate for Pres. of the Reading vs. Franklin B. Gowen. (Sayre Diary)
- Nov. 15, 1885 L&N begins operating its first regular Cincinnati-Jacksonville sleeper via Montgomery and Albany, replacing Louisville-Jacksonville car; Cincinnati, New Orleans & Texas Pacific Railway also operates sleepers between Cincinnati and Jacksonville via Atlanta-Jesup and Atlanta-Albany (NB CNO&TP est. first between 7/81 and 12/83. (Key, Guide)
- Nov. 1885 Altoona Shops resume operation on Saturdays. (RyW)
- Nov. 1885 *Warren Journal* of Belvidere, N.J., notes all PRR passenger cars are now painted Tuscan red. (Lee)
- Nov. 1885 Greene County Coal Branch of the Indianapolis & Vincennes Railroad extended from Island City to Linton (2.0 miles). (RRGaz)
- Nov. 1885 Baltimore & Philadelphia Railroad issues \$4.5 million in 40-year, 4% bonds

to meet the rising costs of its line to Philadelphia. (Gibb)

- Nov. 1885 R.K. Dow, Alfred Sully, and Sully's friend and mentor Austin Corbin begin buying Reading bonds of all classes as they are being dumped on the market by Philadelphians, buying at least \$2.5 million worth with the aim of influencing the reorganization. (NYT)
- Nov. 1885 United States Rolling Stock Company, formed in 1871 to build cars for the Atlantic & Great Western, completes a new large plant in the Calumet District southeast of Chicago at a point named for its president, Adolfo Hegewisch. (Young, RyW)
- Nov. 16, 1885 Last rail laid on extension of Wheeling & Lake Erie Railroad extension from Valley Jct. to Bowerston on the PC&StL Railway. (RyRegister)
- Nov. 17, 1885 Ohio Superior Court rules that the placing of the \$21 million stock of the Cincinnati, Hamilton & Dayton Railroad in a voting trust controlled by Hugh J. Jewett is illegal; orders the trust dissolved and releases the New York, Lake Erie & Western Railway from guaranteeing a 6% dividend. (RRGaz, RyRegister)
- Nov. 17, 1885 Former Wabash Pres. and Congressman Azariah Boody (1821-1885) dies at New York City. (RRGaz)
- Nov. 18, 1885 Trunk Lines advance westbound rate to from 15 cents per cwt. to 20 cents for 5th class, and from 60 cents to 75 cents for 1st class. (NYT)
- Nov. 18, 1885 Wharton Barker makes proposal to buy all the stock of the Philadelphia Midland Railroad for the Schuylkill River East Side Railroad (B&O) for \$450,000 in stock of the consolidated company. (MB)
- Nov. 19, 1885 Robert Garrett meets with Pres. Roberts in Philadelphia; PRR offers B&O at 10-year trackage rights agreement between Philadelphia and New York, which Garrett refuses; Garrett demands restoration of through car and train basis of 1884, which PRR refuses. (NYT)
- Nov. 19, 1885 Town meeting at Wayne, Pa., rejects PRR proposal to change the station name to Ithon. (MB)
- Nov. 19, 1885 Pennsylvania Schuylkill Valley Railroad rails reach Hamburg, Pa. (RyW)
- Nov. 19, 1885 Agreement between Youngstown & State Line Railroad and Pittsburgh, Cleveland & Toledo Railroad for joint use of road to be built by Youngstown & State Line to Valley Mills at Youngstown or beyond. (MB)
- Nov. 19, 1885 Pittsburgh, Marion & Chicago Railroad incorporated as reorganization of the

- Ohio portion of the New York, Pittsburgh & Chicago Railway; New Lisbon lawyer Nathan Bayless Billingsley (1852?-1928), Pres. (ICC, Cole)
- Nov. 19, 1885 Philadelphia *Times* reports that Franklin B. Gowen won't be reelected Pres. of Reading in Jan. 1886, having lost the confidence of William H. Vanderbilt. (NYT)
- Nov. 20, 1885 Robert Garrett returns to Baltimore and signs the passenger pool agreement on condition that the B&O is given a share of the New York passenger business. (NYT)
- Nov. 20, 1885 Milton & North Mountain Railroad incorporated in Pa. to build from Milton to Millville. (Val)
- Nov. 20, 1885 Pennsylvania Company Executive Committee approves contract for LS&MS to build an interlocking protecting the crossing at Ashtabula. (MB)
- Nov. 20, 1885 State of Massachusetts sells its New York & New England Railroad Second Mortgage bonds to Lee, Higginson & Co., representing a syndicate of Massachusetts and Connecticut capitalists sympathetic to the present management, at 90; rejects bid of 95½ from Russell Sage and Cyrus W. Field. (NYT)
- Nov. 21, 1885 B&O men elected to Board of Staten Island Rapid Transit Railroad; SIRT is project of Erastus Wiman, a local real estate developer, whose offer of the railroad had been turned down by PRR, Lehigh Valley and Reading; B&O hopes to make Staten Island its main New York terminal; in fact, there is no land available on the waterfront closer to Manhattan; plans to use train ferries similar to the *Canton* between Staten Island and New York; SIRT approves lease to B&O; CNJ had rejected B&O traffic contract in its dispute with Reading, so B&O plans to build its own line east of Bound Brook. (AR, RyW, NYT)
- Nov. 21, 1885 Philadelphia Midland Railroad accepts Wharton Barker's offer to buy all stock providing that he also pays all expenses incurred by the company so far; Barker refuses to agree to these terms. (MB)
- Nov. 23, 1885 Robert H. Sayre gives notice to Hamilton McK. Twombly that he will resign as Pres. & Chief Engineer of South Pennsylvania Railroad effective Nov. 30; Pres. Elisha P. Wilbur has offered Sayre offices of Second VP of the Lehigh Valley Railroad and General Manager of Bethlehem Iron Company. (Sayre Diary)
- Nov. 23, 1885 New York Supreme Court issues injunction against NYC&HR guaranteeing and leasing New York, West Shore & Buffalo Railway on suit of small NY stockholder. (NYT)

- Nov. 23, 1885 Trunk Lines advance eastbound rate for Chicago grain from 20 cents to 25 cents; are to advance emigrant rate to \$20 to Chicago. (RyW, RRGaz)
- Nov. 24, 1885 In suit brought by Samuel Jeanes and other PC&StL Railway minority stockholders after years of operating losses, Jefferson County Court of Common Pleas voids its lease of Cincinnati & Muskingum Valley Railway effective Jan. 1, 1886; PC&StL relieved of paying interest on C&MV bonds. (MB, Church)
- Nov. 24, 1885 General Manager Charles E. Pugh reports to PRR Board with draft plan for a relief dept. for sick and injured employees. (MB)
- Nov. 24, 1885 Lines West General Manager James McCrea reports to CStL&P Executive Committee that he has enlarged the 16th Street Yard at Chicago. (MB)
- Nov. 24, 1885 New York, West Shore & Buffalo Railway sold at foreclosure at Newburgh, N.Y., to J.P. Morgan, Ashbel Green and Chauncey M. Depew for \$22 million. (RyW)
- Nov. 24, 1885 New York & New England Railroad Board meets and votes to apply for discharge of the receiver. (NYT)
- Nov. 25, 1885 Brooklyn, Bath & West End Railroad incorporated in N.Y. by Electus B. Litchfield and George A. Allen of Brooklyn and Jay Cooke, et al., of Philadelphia as reorganization of the Brooklyn, Bath & Coney Island Railroad. (NYState)
- Nov. 25, 1885 On return to New York, Cyrus W. Field resigns as a director of the New York & New England Railroad. (NYT)
- Nov. 25, 1885 Oregon Short Line and Oregon Railway & Navigation Company completed, linking Union Pacific at Ogden, Utah, with Pacific Northwest. (AAR)
- Nov. 26, 1885 Ohio Central Railroad bridge over the Ohio River at Point Pleasant opens for revenue traffic. (RyRegister)
- Nov. 27, 1885 Glenwood renamed Westmont on Camden & Atlantic Railroad. (MB)
- Nov. 27, 1885 Martins Creek & Stroudsburg Railroad dissolved without any construction. (MB)
- Nov. 28, 1885 Lehigh Valley Railroad Board discusses whether to build from Hazleton to New Boston Jct. and give PRR joint use of the line; Robert H. Sayre is opposed. (Sayre Diary)

- Nov. 28, 1885 Philadelphia *Times* breaks the story that the present Beach Creek, Clearfield & South Western Railroad stockholders are planning to reorganize it and put it on a sounder footing; have appointed a reorganization committee of William K. Vanderbilt, George F. Baer, Joseph M. Gazzam, C.C. Clark and C. Jervis Langdon. (NYT)
- Nov. 28, 1885 Trunk Line Executive Committee orders westbound passenger fares restored to tariff of Feb. 1884; \$20 New York-Chicago first class and \$13 second class. (NYT)
- Nov. 28, 1885 B&O notifies Albert Fink that it will not join the Trunk Line Pool unless there is some action to give it a percentage of New York passengers. (RyW)
- Nov. 29, 1885 Joliet Crossing renamed Hartsdale on CStL&P. (Guide)
- Nov. 30, 1885 Philadelphia, Newtown Square & Chester Railroad incorporated in Pa. in interest of B&O to take the place of the Philadelphia Midland Railroad. (RyW)
- Nov. 30, 1885 Roselle & South Plainfield Railway incorporated in N.J. to extend Lehigh Valley Railroad from South Plainfield to a connection with the CNJ near Roselle. (Baird)
- Dec. 1, 1885 Chartiers Railway acquires control of Waynesburg & Washington Railroad, a narrow-gauge line built in 1877.
- Dec. 1, 1885 Manor Branch opens between Manor and Claridge (4.82 miles) on Pittsburgh Division. (AR, Val)
- Dec. 1, 1885 Frank G. Darlington appointed Superintendent of Cincinnati & Muskingum Valley Railway, replacing W.F. Black, transferred to Superintendent of Jeffersonville, Madison & Indianapolis Railroad to replace E.W. McKenna, resigned. (MB, RyW)
- Dec. 1, 1885 B&O runs fast special train for Pres. Cleveland and Cabinet to attend the funeral of VP Thomas Andrews Hendricks (1819-1885) at Indianapolis; arrives before PRR special train carrying members of Congress, which had left Washington 4:30 earlier. (NYT)
- Dec. 1, 1885 Trunk Lines set New York-Chicago fare at \$21. (RyW)
- Dec. 1, 1885 New Trunk Line westbound passenger pool raises Baltimore-Chicago fare from \$13 to \$17.50; PRR loses 90% of its business, as the B&O continues to offer the old rate. (NYT)
- Dec. 2, 1885 Lehigh Valley Railroad Board discusses moves by PRR to get control of

anthracite coal properties in the Hazleton area, which it considers its turf.
(Sayre Diary)

- Dec. 2, 1885 Future Passenger Traffic Manager Samuel Moody (1851-1927) joins Lines West as a traveling ticket seller. (PaNews)
- Dec. 1885 Buffalo, New York & Philadelphia Railroad pays Oct. 1 coupons of Oil Creek Railroad First Mortgage bonds. (RRGaz)
- Dec. 1885 Schuylkill River East Side Railroad refuses offer to merge with Philadelphia Midland Railroad for \$450,000 and finish it. (RyW, RyRegister)
- Dec. 3, 1885 Brookville Railroad incorporated to build from Brookville on Low Grade Line to sawmill of Carrier, Vershine & Co. (RyW)
- Dec. 4, 1885 PRR Board debates and adopts plan for sick-and-death benefits on Lines East to compensate for employees' difficulties in securing commercial insurance coverage; to be managed by a Superintendent subject to an Advisory Committee. (MB)
- Dec. 4, 1885 CNJ transfers its rights to securities of Philadelphia & Atlantic City Railroad to Reading; William Massey receives \$541,175 in P&AC bonds for his claims. (Rdg)
- Dec. 4, 1885 New York, West Shore & Buffalo Railway stockholders withdraw their suit against the lease to the NYC&HR after reaching a settlement. (NYT)
- Dec. 4, 1885 Sinnemahoning Valley Railroad opens from Keating Summit on Buffalo, New York & Philadelphia Railroad to Austin, for lumber traffic. (RyW)
- Dec. 4, 1885 B&O begins surveying a direct route from Akron to Chicago Jct. (Willard). (RyW)
- Dec. 4, 1885 Emigrant rate to Chicago raised to \$8. (NYT)
- Dec. 4, 1885 William H. Vanderbilt and his youngest son George Washington Vanderbilt (1862-1914) visit the old family homestead on Staten Island which has just been deeded to George; also inspect the new Vanderbilt Mausoleum designed by the family architect Richard Morris Hunt (1827-1895), which is under construction in the Moravian Cemetery. (NYT)
- Dec. 5, 1885 CNJ transfers its rights in Williamstown & Delaware River Railroad to Reading. (Rdg)
- Dec. 5, 1885 New York, West Shore & Buffalo Railway reorganized as West Shore Railroad under control of NYC&HR; leased to NYC&H effective Jan. 1,

1886; James D. Layng retained as General Manager. (GrnBk, Guide)

- Dec. 5, 1885 Pennsylvania Company agrees with Johnston & Clement to establish a stop at Park Manor, Chicago, east of Englewood; they to build the station. (MB)
- Dec. 7, 1885 Southbound *Congressional Express* established; renamed *Congressional Limited Express* on Dec. 20, 1885; all-Pullman extra fare southbound only; train was established at request of congressmen and government officials to improve travel. (PassDept,)
- Dec. 7, 1885 Pennsylvania Schuylkill Valley Railroad opens between Reading and Hamburg, Pa.; stations at Temple, Leesport, Shoemakersville and Hamburg (AR, Val, RyW)
- Dec. 7, 1885 Cincinnati, Lebanon & Northern Railway opens new passenger and freight stations on the north side of Court Street in Cincinnati, replacing old station at the southeast corner of Court Street & Broadway, about a half-block to the west; also rebuilds yard at Court Street. (AR/MB, Hauck)
- Dec. 8, 1885 William H. Vanderbilt (1821-1885) drops dead of a stroke while in a private meeting with B&O Pres. Robert Garrett in the library of his 5th Avenue mansion; the shock is supposed to be a contributing factor in Garrett's subsequent mental collapse; anti-PRR alliance of NYC&HR, B&O, and Reading begins to unravel. (NYT)
- Dec. 8, 1885 B&O begins for surveying Philadelphia, Newtown Square & Chester Railroad to West Chester. (RyW)
- Dec. 8, 1885 Lehigh Valley Railroad elects Robert H. Sayre, who returns to the management, to new post of Second VP; adopts location for an extension from Hazleton to Delano and a branch to Silver Brook. (MB)
- Dec. 9, 1885 Atlantic Avenue Railroad Company of Brooklyn leases all the horse car lines of the Prospect Park & Coney Island Railroad, effective Dec. 10; lines are 1) Fulton Ferry to Greenwood Cemetery via Front, Washington, Concord & Navy Streets, Park Avenue, Vanderbilt Avenue, Prospect Park Plaza & 9th Avenue; 2) Hamilton Avenue Ferry to 9th Avenue via 15th Street; 3) Vanderbilt Avenue to Broadway via Park Avenue; 4) Hamilton Avenue Ferry to South Ferry via Hicks Street & Atlantic Avenue; 5) Washington to Concord Streets via Water & Bridge Streets; 6) Concord Street to Washington Street via Gold & Front Streets. (NYState)
- Dec. 9, 1885 PRR donates \$250 to PRR Employees Circulating Library & Reading Room at Broad Street Station. (MB)
- Dec. 9, 1885 NYP&N Board approves contract with Harlan & Hollingsworth for new

steamboat *Old Point Comfort*. (MB)

- Dec. 10, 1885 U.S. Circuit Court appoints Allen T. Wikoff receiver of Cleveland & Marietta Railroad, removing old receiver Gen. Phineas Pease, for making discriminatory rates to Standard Oil Company, even though he restored company to profitability; accusations were made by long-time Standard foe George Rice. (Church, NYT, RyW, RRG)
- Dec. 10, 1885 William H. Vanderbilt is interred alongside his parents and aunt in the old Vanderbilt vault in the Moravian Cemetery on Staten Island, pending completion of the new family mausoleum, which he had visited the week before; pallbearers include Chauncey M. Depew, J. Pierpont Morgan, William L. Scott, Darius Ogden Mills and George J. Magee. (NYT)
- Dec. 10, 1885 Thomas W. Ahl replaces his late father Cary W. Ahl as Pres. of the Harrisburg & Potomac Railroad. (MB)
- Dec. 11, 1885 Franklin B. Gowen makes his last appearance on the stage of the Academy of Music, giving a long address in his campaign to regain the Reading presidency. (Schlegel)
- Dec. 12, 1885 William H. Vanderbilt's will is filed for probate; reverses the Commodore's policy of not breaking up the family fortune and divides the bulk of it between his two oldest sons, Cornelius (1843-1899) and William Kissam Vanderbilt (1849-1920), who each receive \$65 million; they and brothers Frederick William (1856-1938) and George Washington (1862-1914) and their sisters each receive \$5 million plus the income from a \$5 million trust fund; as the new head of the family, Cornelius receives an additional \$2 million, and his oldest son William H. Vanderbilt II \$1 million; a colorless workaholic, Cornelius assumes a major role at the NYC&HR and his easygoing brother William a lesser one; often driven by domineering, status-conscious wives, the third and fourth generations of the family dissipate the huge Vanderbilt fortune in acts of conspicuous consumption and the luxuries of the idle rich. (NYT, Vndrblt)
- Dec. 14, 1885 Six representatives of Lehigh Coal & Navigation Company elected to Lehigh & Hudson River Railway Board, and Joseph S. Harris of LC&N made VP. (NYT)
- Dec. 15, 1885 New Columbus Shops completely opened; old Steubenville Shops and Columbus Shops of CStL&P abandoned; CStL&P locomotives begin using PC&StL roundhouse at Columbus. (AR)
- Dec. 15, 1885 Buffalo-New York eastbound rates raised from \$6.50 to \$9.25; New York-Chicago westbound rate raised to \$13. (NYT)

- Dec. 1885 Long Island Rail Road Employees' Mutual Relief Association founded; men contribute \$0.50-\$1.00 per month and company contributes \$10,000 per year. (RRGaz)
- Dec. 1885 PRR has maintained regular fares between Philadelphia, Baltimore and Washington and western points while the B&O charges \$3.00-4.50 less to protect its New York-Chicago fare. (RRGaz)
- Dec. 1885 PRR is testing locomotive built by Lehigh Valley Railroad at Bethlehem to design of George L. Strong on its New York Division; has twin tubular firebox eliminating all flat surfaces. (RyW)
- Dec. 1885 National Storage Company begins construction of Bergen Neck Railway and Kill van Kull Railway, running south parallel to the CNJ main line to reach the Standard Oil Company refinery and other industries in Bayonne. (MB)
- Dec. 1885 PRR acquires Philadelphia Midland Railroad (the future Newtown Square Branch) to keep it out of the hands of the B&O. (RyRegister)
- Dec. 1885 Tipton Railroad completed from Tipton to terminus (3.55 miles); PRR refuses to operate until frost is out of the ground in spring of 1886. (Val)
- Dec.? 1885 Evan J. Henry sues in county court to force PC&StL Railway to continue the lease of Cincinnati & Muskingum Valley Railway. (AR - verify)
- Dec.? 1885 Ohio Supreme Court throws out suit of Pennsylvania Company vs. the Cleveland, Akron & Columbus Railroad on a technicality that the Penna Co. did not file a printed record of the testimony within 60 days of taking an appeal; this ends the legal obstructions that have blocked the reorganization of the Cleveland, Mount Vernon & Delaware Railroad. (RyRegister - may be 11/85?)
- Dec. 1885 George H. Daniels becomes Commissioner of the Central Passenger Committee. (RyRegister)
- Dec. 16, 1885 Erastus Wiman celebrates his alliance with a lavish banquet for Robert Garrett and 226 guests at the new Brighton Hotel on Staten Island; on arrival by boat, the guests are greeted by a huge fireworks display; the following 12-course meal takes over four hours. (NYT, RyW)
- Dec. 16, 1885 Texas & Pacific Railway enters receivership. (NYT)
- Dec. 17, 1885 Trunk Lines meet and vote to revive the Chicago eastbound freight pool effective Jan. 1, 1886; livestock rate to be 25 cents. (NYT)
- Dec. 18, 1885 Cave-in sends water from a settling basin flooding into No. 1 Slope of

- Susquehanna Coal Company at Nanticoke; 18 miners killed. (NYT)
- Dec. 18, 1885 Toledo, Peoria & Western Railway and Wabash, St. Louis & Pacific Railway agree for joint operation of line from Hamilton to Keokuk Bridge, Ill.; Wabash grants TP&W trackage rights between Elvaston and Hamilton and between Fairbury and Forrest, Ill. (Church)
- Dec. 18, 1885 Ohio River Railroad syndicate votes to extend from Parkersburg, W.Va., to Point Pleasant. (NYT)
- Dec. 19, 1885 Schuylkill River East Side Railroad agrees with PW&B to pass under its track by tunnel at Grays Ferry. (Digest)
- Dec. 19, 1885 NYP&N places second car float in service. (MB)
- Dec. 19, 1885 Freight Traffic Association of the Middle States, encompassing railroads from New York to Virginia, adopts constitution at New York City. (RyW)
- Dec. 20, 1885 *Congressional Express* renamed *Congressional Limited Express*; southbound is all-Pullman with extra fare. (PassDept)
- Dec. 21, 1885 Chicago committee fails to settle the eastbound passenger rate because of the PRR and Grand Trunk Railway of Canada grabbing for business from the western railroads. (NYT)
- Dec. 21, 1885 Beech Creek, Clearfield & South Western Railroad opens branch from Clearfield Jct. to Clearfield. (Guide - RRGaz has completed in 8/85)
- Dec. 1885 Cincinnati, Lebanon & Northern Railway opens permanent Cincinnati station at Broadway and Court Streets.
- Dec. 22, 1885 Former Camden & Amboy locomotive *John Bull* placed on exhibit in the National Museum of the Smithsonian Institution. (RyRegister, White)
- Dec. 23, 1885 PRR Board appoints Belvidere Division Supt. John Alexander Anderson (1829-1917) to be Superintendent of Relief Dept. effective Jan. 1, 1886; Holmes D. Ely to be Assistant Superintendent; votes Anderson a \$1,000 bonus for his work in developing the plan of the Relief Dept. (MB)
- Dec. 24, 1885 Martins Creek Railroad opens for revenue service; a bridge across the Delaware River connecting to Belvidere Division with the Bangor & Portland Railway for access to the Northampton County slate region. (Val, AR, Lee)
- Dec. 24, 1885 Portion of New York, Pittsburgh & Chicago Railway in Ohio, state line to Rogers, conveyed to Pittsburgh, Marion & Chicago Railroad. (ICC)

- Dec. 24, 1885 PC&StL Railway Executive Committee authorizes double-tracking on the Columbus & Newark Division between Caldwell and Big Walnut, the cost to be shared 50/50 with the B&O. (MB)
- Dec. 28, 1885 Bangor & Portland Railway extension opens between Martins Creek and Nazareth Jct. in cement region. (Lee)
- Dec. 29, 1885 PRR men elected to Board of incomplete Philadelphia Midland Railroad, and William H. Barnes elected Pres., to keep it out of the hands of the B&O or other rival railroads. (MB)
- Dec. 29, 1885 PC&StL Railway Executive Committee authorizes canceling the lease of the Cincinnati & Muskingum Valley Railway effective Jan. 1. (MB)
- Dec. 29, 1885 Receiver Charles P. Clark (1836-1901) elected Pres. of New York & New England Railroad. (RyW)
- Dec. 29, 1885 All Trunk Lines except the B&O perfect arrangements for an emigrant clearing house and a new emigrant pool at an \$8 basis; will establish a joint agency at Castle Garden on Jan. 1. (NYT)
- Dec. 30, 1885 Court turns over old Cleveland, Mount Vernon & Delaware Railroad to purchasing trustees J.M. Adams of Cleveland and J.A. Horsey of New York. (RyRegister)
- Dec. 30, 1885 Toledo, Cincinnati & St. Louis Railroad main line between Toledo and St. Louis sold at foreclosure in two separate divisions to Sylvester H. Kneeland of New York; he outbids the Austin Corbin syndicate for the eastern portion between Toledo and Kokomo; reorganized as the Toledo, St. Louis & Kansas City Railroad, popularly called the "Clover Leaf," in June 1886; later standard-gauged and becomes part of Toledo, St. Louis & Western Railroad and eventually the Nickel Plate system. (RyW, C&C, Hauck)
- Dec. 31, 1885 PC&StL Railway Executive Committee authorizes construction of new blacksmith shop and boiler shop at Columbus. (MB)
- Dec. 31, 1885 NYC&HR, New York & Harlem Railroad and New Haven sign supplemental agreement for the management of Grand Central Depot, including the new Annex for inbound trains; bar horse cars from Grand Central Depot. (NYState)
- Dec. 31, 1885 New Haven opens new New York City freight station at Pier 50, East River, served by car floats from Harlem River and abandons old station in the block bounded by Centre, Franklin, White & Elm Streets and horse power on 4th Avenue and Bowery. (Stokes, RRH)

- Dec. 31, 1885 Cleveland, Akron & Columbus Railway incorporated in Ohio as reorganization of Cleveland, Mt. Vernon & Delaware Railroad; Nicholas Monserrat (1839-1910), Pres. & General Manager; includes unused roadbed of old Springfield, Mt. Vernon & Pittsburgh Railroad between Centerburg and Delaware. (Church, C&C, Guide)
- Dec. 31, 1885 Standard Oil millionaire Henry Morrison Flagler (1830-1913) reopens the Jacksonville, St. Augustine & Halifax River Railway between the south bank of the St. Johns River near Jacksonville and St. Augustine, which he had purchased and converted from narrow to standard gauge; marks beginning of Florida resort service to points below Jacksonville. (Bramson)
- 1885 PRR gross earnings fall 8.38% from 1884 and net earnings by 22.12% because of depression, rate wars and construction of parallel lines; PRR dividend cut from 7% to 5%; PRR stock price bottoms at 45-1/2. (AR, B&K)
- 1885 Net loss of Lines West increases to \$1,092,973 because of rate wars on long-distance traffic, though tonnage increases by 1.54 million tons; Northwest System particularly hard hit; net earnings of Lines East decrease by \$12.04 million, but they remain in the black because of huge non-competitive local traffic. (AR)
- 1885 PRR emigrant traffic surges from 33,127 to 135,253, most of it long-distance through the port of New York. (AR)
- 1885 PRR issues \$3.96 million in Collateral Trust bonds to refund real estate mortgages with higher interest and to pay for expansion.
- 1885 John S. Wilson, General Freight Agent of PRR, and F. Harriott of B&O call William C. Bullitt (1856-1914) of Pocahontas Coal Company to meet in Wilson's office; threaten rate war if N&W goes into the tidewater coal trade. (Lambie)
- 1885 Lenor Fresnel Loree (1858-1940) appointed Engineer of Maintenance of Way on Western Division of CStL&P. (AR)
- 1885 Class PF, first PRR steam-heated passenger car, introduced.
- 1885 Track elevation in Jersey City commenced. (C&C)
- 1885 Electric lighting plant placed in service at Jersey City station. (AR)
- 1885 New pier built at York Street, Jersey City, south of the PRR terminal at Exchange Place, for International Navigation Company (Red Star Line) and Nederlandsch-Amerikaansche Stoomvaart Maatschappij, N.V. (Holland

- American Line). (AR)
- 1885 Four-track system completed between Jersey City and Trenton, except through cities of Newark, Elizabeth, New Brunswick and Trenton.
- 1885 New stations built at Rahway, Woodbridge, Frankford Road, Engleside on the New York Division, and Merchantville and Helmetta on the Amboy Division. (AR)
- 1885 New coaling station built at Millham Jct. near Trenton on the New York Division. (AR)
- 1885 Turntable built at Martins Creek Jct. on the Belvidere Division. (AR)
- 1885 West Jersey Railroad buys street cars for use on "Pleasure Railroad" between Sea Isle City and Townsends Inlet. (AR)
- 1885 PRR begins sending freight from west of Mantua Jct. ("ZOO") to points south of Bordentown on Amboy Division via Trenton instead of by car float from foot of Washington Avenue to Camden. (AR)
- 1885 New connection built at Powelton Ave. between Junction Railroad and Filbert Street Elevated line for use of through New York-Washington trains. (AR - RyW has late 12/85, prob open early 1886)
- 1885 PW&B replaces bell cord signals on passenger trains with air signals. (Wilson)
- 1885 Four-stall engine house built at Port Deposit, Md., to replace one burned. (AR)
- 1885 Because of the opening of Mount Royal Avenue in Baltimore, Northern Central Railway transfers the Bolton property, bounded by Dolphin Street, Cathedral Street, Preston Street, and Foster Alley to the City; in return receives property bounded by Oliver Street, Maryland Avenue, Jones Falls, North Avenue, Dolphin Street and Cathedral Street for new Bolton Freight Yard. (AR)
- 1885 Shops and headquarters of Delaware Division moved to Clayton. (Hayman)
- 1885 Northern Central Railway builds new engine house at Hillen Jct. in Baltimore. (AR)
- 1885 Pennsylvania Schuylkill Valley Railroad buys the old Centre Turnpike from the Taggart and Priestley families of Northumberland to eliminate claims for crossings; unused parts are deeded to the townships in 1885-86. (SchCoHS 2)

- 1885 New 4-track stone arch bridge opens over Little Chiquies Creek on the Philadelphia Division. (AR)
- 1885 Four-track system opens between Steelton and Harrisburg on Philadelphia Division; new “__” Tower built at Steelton. (AR)
- 1885 New iron train shed, 90' x 420', built at Harrisburg station. (AR)
- 1885 Northern Central Railway builds new interlocking tower at crossing of Cumberland Valley Railroad at Bridgeport (Lemoyne). (AR)
- 1885 Northern Central Railway builds new stations at New Freedom, Pa., and Phelps Jct., N.Y. (AR)
- 1885 Northern Central Railway obtains trackage rights over Reading's Carbon Run Branch near Shamokin to reach the new Neilson Shaft Colliery of Langdon & Co.; new interlocking built at intersection at Carbon Run Jct. (AR)
- 1885 New stations built at Spring Grove, Lucyville, Fern Glen, Centre Hall, Linden Hall, Lemont and Hays, Pa.; shelters built at Gowen and Derringer on Sunbury Division. (AR)
- 1885 0.85 miles of double track build on the Philadelphia & Erie Grand Division for the use of the Buffalo, New York & Philadelphia Railroad. (AR)
- 1885 New joint freight transfer station built at Corry, Pa., with the New York, Pennsylvania & Ohio Railroad. (AR)
- 1885 Tyrone & Clearfield Railway extends Mapleton Branch No. 1 0.99 mile. (Val)
- 1885 Tyrone & Clearfield Railway slightly extends Coal Run Branch. (Val)
- 1885 Altoona Mechanics Library moved into the Logan House. (Loeb)
- 1885 Texas Branch of South-West Pennsylvania Railway extended 1.24 miles. (Val)
- 1885 Pennsylvania Company decides to operate four track system under construction between Allegheny and Rochester with two northernmost tracks for passenger trains and two on south for freight; residential areas are on the hill and industrial sites between the railroad and the river. (CE)
- 1885 New York, Pittsburgh & Chicago Railway opens between Cannelton Jct., Pa., and Rogers, Ohio. (Cards - PL&W)

- 1885 Hanna Mining Company, a subsidiary of M.A. Hanna & Co. of Cleveland, opens its first coal dock at Ashtabula. (HMCo)
- 1885 New freight station opens at Wheeling. (AR)
- 1885 Osceola Branch of Grand Rapids & Indiana Railroad opens from Osceola Jct. to Olga. (7.03 miles). (Church, C&C)
- 1885 Toledo, Ann Arbor & North Michigan Railway reaches Durand, Mich. (MichRRs)
- 1885 CStL&P Railroad extends 16th Street Yard at Chicago. (AR)
- 1885 Cincinnati, Lebanon & Northern Railway begins installing 40-lb. steel rail. (AR/MB)
- 1885 Greene County Coal Branch of Indianapolis & Vincennes Railroad opens between South Linton and Dugger (11.88 miles). (Val)
- 1885 With loss of Toledo, Peoria & Western Railroad, Wabash, St. Louis & Pacific Railway ceases operating over CStL&P between Logansport and Effner. (Church, AR)
- 1885 PRR adopts 75-lb. rail standard section.
- 1885 Reading passenger receipts down 7.4% from 1884 because of PRR competition. (Rdg AR)
- 1885 Steamboat *Joppa* built by Harlan & Hollingsworth for Maryland Steamboat Company's Choptank River service. (Stanton)
- 1885 Jacob H. Schiff (1847-1920) becomes senior partner of banking house of Kuhn, Loeb & Co. (DAB)
- 1885 Lake Carriers Association organized at Buffalo. (EncycClevelandHist)