

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

By Christopher T. Baer

1890

August 2011 Edition

- Jan. 1, 1890 Hickey & Pearsall begin operating Rockaway Village Railroad under a three-year lease. (NYState)
- Jan. 1, 1890 Lehigh & Hudson River Railway begins operating freight and passenger train through over PRR between Belvidere Junction and Phillipsburg from Greycourt, N.Y. (Lee)
- Jan. 1, 1890 Northern Central Railway leases the full operation of its Baltimore grain elevators to the Baltimore Elevator Company. (MB)
- ca. Jan. 1, 1890 Pennsylvania, Poughkeepsie & Boston Railroad opens over its entire length with revenue passenger between Campbell Hall, N.Y., and Slatington, Pa., on the Lehigh Valley Railroad. (LNE, LV AR)
- Jan. 1, 1890 Baltimore & Eastern Shore Railroad opens between Easton and St. Michaels, Md.; stations at Riverside, Royal Oak, Kirkham, Bloomfield, Easton. (Guide? - Sta fm RRG - verify date - prob. 12/89)
- Jan. 1, 1890 A.C. Hippey named Superintendent of Altoona Division, replacing J.B. Hutchinson, who is named Superintendent of West Pennsylvania Division, replacing A.P. Kirtland, resigned; L.H. Barker named Engineer of Maintenance of Way of Philadelphia & Erie Grand Division and Northern Central Railway; Kirtland and Division Engineer Thomas H. Dobson were accused of using company property for their own benefit, but the charges were not substantiated. (AR, NYT)
- Jan. 1, 1890 Cumberland Valley contracts to operate Cumberland Valley & Martinsburg Railroad under a 99-year lease, retroactive to Feb. 10, 1888. (C&C)
- Jan. 1, 1890 William H. Blood named Superintendent of Atlantic City Railroad;

- Samuel M. Garwood promoted to General Manager. (Guide, RyW)
- Jan. 1, 1890 Pennsylvania Company at Nypano Railroad agree for an interlocking at the crossing in Warren, Ohio. (MB)
- Jan. 1, 1890 B&O runs first inspection train over Arthur Kill Bridge from St. George to Cranford, N.J., and return. (NYT)
- Jan. 1, 1890 Columbus, Shawnee & Hocking Railway purchases Columbus & Eastern Railway (Columbus-Cannelville) and Shawnee & Muskingum River Railway (Shawnee-Malta and mine branch). (GrnBk)
- Jan. 1, 1890 Cleveland, Cincinnati, Chicago & St. Louis Railway (“Big Four”) begins operating the Cairo, Vincennes & Chicago Railway (Tilton to Cairo), making it a part of the Big Four system. (GrnBk)
- Jan. 1, 1890 Grand Rapids Car Service Association organized; cuts detentions from 5 days to 1.16 days. (GTC MB)
- Jan. 1, 1890 Buffalo Car Service Association organized; cuts detentions from 3.88 days to 1.78 days. (GTC MB)
- Jan. 1, 1890 Erie Car Service Association organized; cuts detentions from 2.72 days to 2.2 days. (GTC MB)
- Jan. 2, 1890 Philadelphia Select Council passes Reading Terminal ordinance. (RyW)
- Jan. 2, 1890 Delaware Supreme Court awards Elizabeth B. McComb, widow of Henry S. McComb \$2,204,100 in judgement against Southern Railroad Association, recovering principal and interest on McComb’s 900 Mississippi Central bonds guaranteed by SRRA. (RyW, NYT)
- Jan. 3, 1890 Pres. Roberts meets with New Brunswick, N.J., citizens, who are pushing for abolition of grade crossings; fail to agree on PRR’s plan which cuts through the center of town; Roberts threatens to build a bypass line and turn New Brunswick into a local station unless plans are approved. (NYT)
- Jan. 4, 1890 New blowout occurs in the Hudson Tunnel Railway tunnel at New York, which is still using simple air pressure; no fatalities, but the company decides to adopt the Greathead Shield developed in Great Britain by Sir James Henry Greathead (1844-1896) in 1880 for the Tower Subway in London. (RRGaz)
- Jan. 4, 1890 Elizabeth B. McComb wins a second case in the Delaware Supreme Court against the Southern Railroad Association for 160 Mississippi Central bonds (\$431,120) guaranteed by the Southern Railroad Association.

(NYT)

- Jan. 5, 1890 Railroad bridge opens across the St. Johns River at Jacksonville, Fla., permitting through cars to run as far south as St. Augustine; through Boston-Jacksonville sleeping car inaugurated via Newburgh ferry, running on No. 12-27 *Fast Mail*; northbound run originates in Tampa. (Guide - FEC has 1/20!!)
- Jan. 6, 1890 Raritan River Railroad extends passenger service from South River to Milltown. (Deibert)
- Jan. 6, 1890 Elmira & Williamsport RPO and Williamsport & Baltimore RPO combined to Elmira & Baltimore RPO. (Kay)
- Jan. 6, 1890 Terre Haute & Indianapolis Railroad Board approves settlement with Cincinnati, Hamilton & Dayton Railroad dated Dec. 14, 1889; CH&D buys TH&I's remaining claims against Henry S. Ives & Co., with a face value of \$2 million, for \$262,500; confirms TH&I's title to 2,600 shares of treasury stock looted by Ives and since recovered; CH&D returns a further 1,000 shares it has recovered. (MB, Wallis)
- Jan. 6, 1890 John G. Williams elected General Manager as well as VP of the Terre Haute & Indianapolis Railroad. (MB)
- Jan. 6, 1890 B&O leases the Baltimore Belt Railroad. (B&O Val)
- Jan. 7, 1890 Reporter "Nellie Bly" (Elizabeth Cochrane) leaves Yokohama, Japan, for San Francisco on the *Oceanic* in her race around the world. (Trager)
- Jan. 8, 1890 Reading Board refuses to declare interest on First Preference Income bonds, creating a row against Pres. Corbin by brokers and speculators who have received the bonds; they blame Corbin for the Reading's declining traffic and earnings and charge he does not devote enough time to Reading affairs and favors the CNJ. (NYT)
- Jan. 8, 1890 Wheeling Bridge & Terminal Railway stockholders approve three additional branches: first, from the Whittaker Iron Company by a tunnel through Chapline Hill, crossing the B&O at grade and joining the Pittsburgh, Wheeling & Kentucky Railroad and the Ohio River Railroad at 33rd Street & Alley B; second, from the south portal of the Chapline Hill Tunnel to the southern boundary of Wheeling; third, from the second line at Walnut Street to a point between Woods & Jacob Streets. (MB)
- Jan. 9, 1890 PC&StL Railway Executive Committee authorizes a new yard and relocation of the main tracks at Columbus, Ohio. (MB)

- Jan. 9, 1890 John G. Williams (1849-) elected General Manager as well as VP of Terre Haute & Indianapolis Railroad, replacing William Riley McKeen, who remains Pres. (Rdg, Guide)
- Jan. 9, 1890 Oliver P. Scaife, et al., agree at Cleveland to sell the Valley Railway of Ohio to the B&O; Thomas M. King of the B&O is elected Pres. of the Valley Railway. (NYT)
- Jan.10, 1890 PRR files answers to the charges of the New York Board of Trade & Transportation that the PRR discriminates unjustly against New York City; says its special rates with the International Navigation Company are necessary to meet competition from the Grand Trunk Railway of Canada. (NYT)
- Jan. 10, 1890 West Jersey Railroad orders its men to remove the crossing installed by the Philadelphia & Sea Shore Railway north of Cape May Court House. (CMayCoGaz)
- Jan. 10, 1890 Attorneys for the stockholders and junior bondholders of the Reading, led by Spencer Ervin, file in court to block the voting trust from reelecting Austin Corbin Pres. at the next annual meeting; claim Corbin favors the CNJ, which he also controls, and has deliberately allowed it to divert coal traffic from the Reading. (NYT)
- Jan. 11, 1890 Pittsburgh & Western Railway Pres. Henry W. Oliver makes new traffic contract with the B&O; P&W is to get all traffic between the B&O's Pittsburgh Division and Cleveland and the Great Lakes. (NYT)
- Jan. 12, 1890 Lehigh & Hudson River Railway begins operating through passenger cars between Phillipsburg and Albany and Hartford. (Lee)
- Jan. 13, 1890 New York & Long Island Railroad Board adopts revised route locating its crosstown tunnel under 42nd Street from the NYC&HR to the East River and a connection with the LIRR in Long Island City with a surface spur to a pier at the foot of West 41st Street; property owners had objected to the earlier location under 38th Street. (NYState, ElectricRR)
- Jan. 13, 1890 Fire destroys grain elevator No. 3 at Canton, Baltimore, along with British steamship *Sacrobasco* tied up alongside; 3 killed. (AR, RRGaz, Wilson)
- Jan. 13, 1890 *New York & Florida Special* resumes operation three times a week; extended to St. Augustine after completion of St. Johns River Bridge at Jacksonville. (Guide)
- Jan. 13, 1890 Joseph M. Gazzam elected Pres. of Wilkes-Barre & Western Railway; S.H. Hicks to General Manager as well as Superintendent. (Rdg)

- Jan. 13, 1890 PRR begins negotiating to try to purchase the American Midland Railway, which is completed between Findlay and Ottawa, Ohio, and graded to Fort Wayne; with a new line from Crestline to Findlay is to serve as a short-cut for the PFW&C main line between Crestline and Fort Wayne. (NYT)
- Jan. 13, 1890 Martinsburg & Potomac Railroad (Va.) signs an agreement to merge into the Cumberland Valley & Martinsburg Railroad; agreement not filed until July 2, 1902. (Val)
- Jan. 13, 1890 In the morning, the Philadelphia Court of Common Pleas refuses a preliminary injunction to bar the voting trust from re-electing Pres. Austin Corbin; at the Reading annual meeting; Morgan representative George F. Baer beats down a stockholders' revolt led by Isaac L. Rice, Alfred Sully, the Poughkeepsie Bridge group, et al., against the voting trust; object to Corbin's ties to CNJ through Maxwell & Graves; rival ticket headed by Thomas Dolan for Pres. and Henry C. Gibson, Isaac L. Rice, William Potter and Effingham B. Morris allowed only 10 votes, as the injunction blocks them from voting their own stock. (Rdg, NYT, RyW)
- Jan. 13, 1890 Stockholders of the South Pennsylvania Railroad hold their first meeting since 1885; Board is reduced from 12 to 6 directors. (MB)
- Jan. 13, 1890 Edward Lewis (1834-1890), Engineer of Bridges & Buildings for the Allegheny Valley Railroad, dies suddenly at Kennerdell while being conveyed home on a special train to South Oil City after being injured on the job. (RyRegister)
- Jan. 14, 1890 East River Railway incorporated in N.Y. to build tunnel from 7th Street in Brooklyn to Broome Street in Manhattan; it then contracts with the Henning Gravity Tunnel (Company?), which uses momentum to carry the car two-thirds of the way up the opposite slope, where it engages a cable to haul it the rest of the way. (NYState, NYT)
- Jan. 14, 1890 PFW&C Railway Executive Committee approves the following betterments for 1890: double-tracking, Woodland-Beloit, Robinson-Bucyrus, Lafayette-Lima, 5.8 miles west of Elida, and Sheffield-Fields. (MB)
- Jan. 15, 1890 Passaic Branch of Waverly & Passaic Railroad opens from Waverly to Hamburg Jct. (2.12 miles), serving an industrial area on the east side of Newark, N.J. (AR, C&C)
- Jan. 15, 1890 Bryn Mawr Hotel Company incorporated in Pa. by local business leaders for the purpose of building a new hotel on the site of the one burned in 1887. (Harding - check PaCorps)

- Jan. 1890 New York & Long Island Railroad organized. (RyW)
- Jan. 1890 Baltimore & Eastern Shore Railroad lets contract for connection with Baltimore & Annapollis Short Line on the Western Shore. (RRGaz)
- Jan. 1890 Shultz & Hoyt open a large tannery at Instanter on the Johnsonburg Railroad. (Leeson)
- Jan. 1890 Gosport Branch of Indianapolis & Vincennes Railroad opens between Corrinne and North Bedford, Ind. (4.3 miles). (Val, Church - see Apr - AR has 12/31/89! for first 3.26 miles)
- Jan. 1890 Terre Haute & Indianapolis Railroad takes over Indiana & Lake Michigan Railway; rails down to St. Joseph but not open. (AR)
- Jan. 1890 Vandalia Line to equip 14 locomotives with electric headlights. (RRGaz)
- Jan. 1890 Wheeling & Lake Erie Railway secures ordinance from the City of Steubenville granting it a right of way along the river outside of the Cleveland & Pittsburgh Railroad. (RyRegister)
- Jan. 16, 1890 Philadelphia ordinance authorizes construction of Reading Terminal and elevated track connections. (Digest)
- Jan. 17, 1890 PRR begins running a through coach and parlor car between Jersey City and Atlantic City via Trenton and Camden to cultivate growing winter resort traffic. (NYT - is announcement of something to happen then - PassDept & Guide shows as first 2/15 - by 6/28 Camden stop is at 10th St., bypassing terminal)
- Jan. 17, 1890 Trunk Line presidents meet; vote to eliminate second class tourist cars effective Apr. 1; appoint committee to confer with DL&W to try to get it back in emigrant pool. (NYT)
- Jan. 17, 1890 Rep. Elijah Morse (1841-1898) of Mass. speaks in favor of his two bills, one to abolish the ICC altogether and one to abolish the long haul-short haul clause. (NYT)
- Jan. 18, 1890 J. H. Markely, former Superintendent of West Jersey Express Company and PRR traveling passenger agent for New England, dies at Boston of pneumonia. (Guide)
- Jan. 1890 Influenza strikes PRR trainmen at Pittsburgh, forcing an embargo on eastbound freight. (RRGaz)

- Jan. 20, 1890 Washington Southern Railway incorporated in Va. in the interest of PRR for the purpose of merging the Alexandria & Fredericksburg Railway and Alexandria & Washington Railway. (ICC, Harrison)
- Jan. 20, 1890 Richmond & Alleghany Railroad merged into Chesapeake & Ohio Railway. (C&O), giving the latter a line with continuous descending grade from Clifton Forge to Richmond. (Bias, ICC)
- Jan. 21, 1890 Lines West Executive Committee approves enlargement of Conway Yard with three westbound receiving tracks. (Conway Yd)
- Jan. 21, 1890 PFW&C Board approves betterments for 1890: second track, Woodland-Beloit, Robinson-Bucyrus, Lafayette-Lima, Sheffield-Fields, and 5.8 miles west of Elida. (MB)
- Jan. 21, 1890 Westinghouse Electric & Manufacturing Company announces it will leave central Pittsburgh because of lack of room for expansion and develop a new works and town about 12 miles to the east on the PRR main line. (NYT)
- Jan. 22, 1890 Ashebourne, Cheltenham & Philadelphia Railroad incorporated in Pa. to build from Ashebourne on the Reading to Cheltenham on the Philadelphia, Newtown & New York. (MB)
- Jan. 22, 1890 PRR agrees to operate portion of Bald Eagle Valley Railroad between Bellefonte and Lamont as agent, retroactive to Aug. 1, 1889. (Val)
- Jan. 22, 1890 Pennsylvania Company agrees with St. Louis Merchants Bridge Terminal Railway for connection between proposed Merchants Bridge and Vandalia Line at East St. Louis. (MB)
- Jan. 22, 1890 Central Construction Company resumes narrow gauge service over the Lackawanna & Southwestern Railroad between (Olean and Angelica?) for the first time since the strike. (RRH 92)
- Jan. 23, 1890 Atchison, Topeka & Santa Fe Railroad claims a speed record carrying "Nellie Bly" between La Junta, Colo., and Chicago; average speed 78.1 MPH.
- Jan. 1890 New York City Council approves plan of PRR and CNJ to build footbridges over West Street at their Cortlandt and Liberty Street ferry terminals. (NYT)
- Jan. 25, 1890 Reporter "Nellie Bly" (Elizabeth Cochrane) arrives at PRR's Jersey City Terminal at 3:51 PM, having traveled from Chicago via Columbus in a special train chartered by *World* publisher Joseph Pulitzer, completing

around-the-world race in 72 days, 6 hours, 10 minutes, 58 seconds; while crossing the ferry, all ships whistles are sounded and cannon fired at the Battery and Fort Greene. (RRGaz, HistPitts, CMayCoGaz)

- Jan. 25, 1890 United Mine Workers of America (UMW) organized at Columbus, Ohio, by the merger of the Knights of Labor District Assembly 135 with the National Progressive Union of Miners and Mine Laborers, AFL; the UMW is an industrial union unaffiliated with either the KofL or the AFL; the National Progressive Union represents about 10,000 men but has only \$139 in its treasury; the KofL has about 15,000 members, mostly in the Coke Field of Pennsylvania. (McDonald, Ware, Evans)
- Jan. 26, 1890 Bryn Mawr Hotel Company accepts a design for a five-storey brick building by Furness, Evans & Co. (Harding)
- Jan. 27, 1890 CStL&P Railroad acquires property of Kokomo Belt Railroad by deed under agreement of Mar. 9, 1889; reclassified as a side track. (Church)
- Jan. 27, 1890 Engineer John A. Wilson informs Henry Clay Frick of a plan to build the Pittsburgh & Eastern Railroad from the Beech Creek Railroad to Kittanning on the Allegheny Valley Railroad with a branch into the coal fields via Indiana and Saltsburg to Latrobe and possibly through the Coke Region to Connellsville; Wilson notes that the PRR is running surveys with the idea of blocking it; the line is never built in this form. (Warren)
- Jan. 27, 1890 The Mineral Range Railroad of Michigan, the first victim of Henry S. Ives' manipulations, secures a judgement against the defunct firm of Henry S. Ives & Co. for \$450,984 in the Brooklyn Supreme Court, but the court can find no assets to attach. (NYT)
- Jan. 28, 1890 Newry Railroad Company dissolved. (MB)
- Jan. 28, 1890 PRR Board elected to McKeesport & Bessemer Railroad after PRR purchases charter. (RyW, NYT)
- Jan. 28, 1890 Frank J. Jones elected Pres. of Little Miami Railroad, replacing Henry Hanna, resigned; serves until death on June 6, 1927. (MB)
- Jan. 28, 1890 Gustav Lindenthal first appears before the House Committee on Commerce to seek a federal charter and appropriation for his North River Bridge; its center span is to be 2,850 feet with 10 railroad tracks. (NYT, Rept)
- Jan. 29, 1890 Mineral Range Railroad files in Cincinnati for a receiver to be appointed for the assets of Henry S. Ives & Co. in place of the assignee William N. Cromwell. (NYT)

- Jan. 31, 1890 Pennsylvania Company Executive Committee authorizes improvements at Erie docks, including new slips and enlarging Dock No. 2; authorizes enlarging Conway Yard by 56% to 1,188 cars. (MB)
- Early 1890 Lines West Third VP Thomas D. Messler resumes work after his stroke in 1889, but his health is permanently broken. (StdHstPitts)
- Early 1890 Altoona Shops rebuild several Pullman cars with open observation platforms and lounge section with bay windows. (Watkins - verify)
- Early 1890 Austin Corbin of LIRR and Reading engages British tunnel expert Charles Mattathias Jacobs (1850-1919) to investigate building a tunnel from LIRR's Flatbush Avenue Terminal under Lower Manhattan to CNJ's Jersey City Terminal; later, Corbin switches the plan to run to the PRR terminal as having more traffic potential. (ASCE)
- Early 1890 A small group of wealthy Philadelphia coaching enthusiasts form the Four-in-Hand Club with A. J. Cassatt as Pres.; its members must be able to drive a coach-and-four with 7 passengers; it holds an annual parade in Fairmount Park. (Sheridan)
- Early 1890 Senate committee chaired by George Gordon Vest (1830-1904) of Missouri delivers a report on the alleged "beef trust" of packing houses. (CHTaylor - verify)
- Feb. 1, 1890 PRR begins providing a stenographer with typewriter for business travelers on the *New York & Chicago Limited/Pennsylvania Limited*; also posts stock market quotations; future Assistant Secretary Harry T. Wilkins (1869-) is among the stenographers assigned to the train. (RyW, NYT, PRRBio)
- Feb. 1, 1890 PRR submits plan for Jersey City track elevation to Mayor Orestes Cleveland. (NYT)
- Feb. 1, 1890 Benjamin F. Jones (1824-1903) of Jones & Laughlins Limited and William H. Kemble of Philadelphia, representing Income bondholders, sue in U.S. Circuit Court at Pittsburgh for immediate foreclosure sale of Allegheny Valley Railroad. (NYT)
- Feb. 1, 1890 Pennsylvania Company Executive Committee authorizes extension of Dock No. 5 at Ashtabula Harbor by 305 feet; completed later in the year. (MB, AR)
- Feb. 1, 1890 Mahoning & Shenango Valley Car Service Association organized at Youngstown; cuts detentions from 5 days to 1.81 days. (GTC MB)

- Feb. 3, 1890 Announcement made that New York & New England Railroad will secure access to New York City over New York & Northern Railroad from Brewster and Ninth Avenue Elevated of Manhattan Railway. (NYT)
- Feb. 3, 1890 New York Elevated Railroad merged into Manhattan Railway. (NYState)
- Feb. 3, 1890 Fire ravages the home of Secretary of the Navy Benjamin Franklin Tracy (1830-1915) in Washington; Secretary Tracy is overcome by smoke and burned but dragged to safety; his wife falls to her death from an upstairs window while trying to escape before a ladder can reach her, and their youngest daughter and a maid are suffocated and burned to death; son Frank B. Tracy is at the family farm at Owego, N.Y. (NYT)
- Feb. 3, 1890 Supreme Court justices and other dignitaries arrive at Jersey City at 8:15 PM on a special PRR train from Washington to attend a huge celebration of the centennial of the organization of the federal judiciary; the festivities are marred by the tragedy suffered by Secretary of the Navy Tracy, who was to have attended. (NYT)
- Feb. 4, 1890 Frank B. Tracy arrives in Washington on a special PRR train at 1:30 AM; Tracy traveled from Owego to Manunka Chunk, N.J., via the DL&W main line, from which a PRR locomotive and car conveyed him non-stop to Washington in 6:20. (NYT, RyRegister)
- Feb. 4, 1890 Tuckahoe & Cape May Railway incorporated in New Jersey under articles of association drawn up Aug. 8, 1889. (Val, Rdg)
- Feb. 4, 1890 Town meeting held in Philadelphia in favor of Reading Terminal being located on Market Street and of an independent Philadelphia Belt Line along the waterfront. (NYT)
- Feb. 4, 1890 PC&StL Railway committee reports 2-1 in favor of merger with Chicago, St. Louis & Pittsburgh Railroad; William H. Barnes and Wistar Morris in favor; Robert Sherrard, Jr., opposed; CStL&P Railroad committee also reports in favor of the merger. (MB)
- Feb. 4, 1890 Cincinnati, Hamilton & Dayton Railroad formally cancels its lease of the Cincinnati, Richmond & Chicago Railroad. (Church)
- Feb. 4, 1890 *New York Times* reports that a syndicate led by Postmaster-General John Wanamaker, Standard Oil partner J__ Worden (William G. Warden?), Thomas Dolan, and the William L. Elkins-P.A.B. Widener-W.W.Gibbs group that controls the United Gas Improvement Company and the Poughkeepsie Bridge system has bought a majority (400,000 shares) of Reading on the open market; they intend to sue Pres. Corbin for wasting

the company's assets. (NYT, RyRegister)

- Feb. 4, 1890 Central New England & Western Railroad executes a new lease of the Hartford & Connecticut Western Railroad, effective Aug. 30, 1890. (NH AR, NHC Corp, ICC)
- Feb. 1890 Contract let for connecting terminal between Baltimore & Eastern Shore Railroad and Annapolis & Baltimore Short Line Railroad. (RyRegister)
- Feb. 5, 1890 Lehigh Valley Railroad buys tract of land on the Delaware River and the Aramingo Canal near Cramp's shipyard in the Richmond section of Philadelphia as a city terminal. (NYT)
- Feb. 6, 1890 Chauncey M. Depew reports to Trunk Line Presidents that DL&W will accept arbitration of the Castle Garden situation. (NYT)
- Feb. 6, 1890 Circuit Court of Baltimore begins hearing suit by former members of the Baltimore & Ohio Relief Association for a receiver and equitable division of its assets; some 900 members have not joined the new, non-compulsory B&O Relief Dept. and want their money back. (NYT)
- Feb. 7, 1890 Pennsylvania Canal Company Board formally abandons the Wiconisco Canal. (MB, AR)
- Feb. 7, 1890 Mineral Railroad & Mining Company extends its leases of the coal lands of the PRR and Northern Central Railway to the year 2862. (MB)
- Feb. 7, 1890 Reading lets contract for new bridge across the Susquehanna River at Harrisburg, adjacent to the unfinished South Pennsylvania Railroad bridge piers, to make connection with the Harrisburg & Potomac Railroad. (NYT)
- Feb. 8, 1890 Brooklyn Rapid Transit Commission hears protests from Atlantic Avenue property owners who want the LIRR and streetcar tracks depressed below grade. (NYT)
- Feb. 9, 1890 William Jarvis McAlpine (1812-1890), former civil engineer, New York State Engineer and New York Railroad Commissioner, dies at New Brighton, Staten Island. (RRGaz)
- Feb. 10, 1890 Northern Central Railway Board authorizes purchasing the Wiconisco Canal from the Pennsylvania Canal Company for less than \$30,000; Pres. Roberts reports that the Mineral Railroad & Mining Company has experienced large losses for the last four years; a committee appointed with PRR to examine the situation. (MB)

- Feb. 11, 1890 Reading special train carrying a messenger with 200 shares of bank stock runs Philadelphia to New York in 1:38. (RRGaz)
- Feb. 12, 1890 Northern Central Railway Board appoints committee to investigate question of Mineral Railroad & Mining Company leasing its coal lands to others and discontinuing mining. (MB)
- Feb. 12, 1890 PRR appoints committee to meet with committees of Grand Rapids & Indiana and Continental Improvement Company to settle differences over company's debts. (MB)
- Feb. 12, 1890 Reading files to foreclose the mortgage on the Harrisburg & Potomac Railroad. (MB)
- Feb. 12, 1890 NYC&HR elects H. Walter Webb (1852-1900) to new post of Third VP with direct supervision of the Operating Dept.; John M. Toucey (1828-1898) promoted from General Superintendent to new post of General Manager; Theodore Voorhees (1847-1916) appointed General Superintendent. (RyRegister)
- Feb. 13, 1890 PRR Dept. of the YMCA of Philadelphia appoints committee to confer with PRR regarding a permanent facility in West Philadelphia. (Wilson)
- Feb. 13, 1890 PRR lawyer Wayne McVeagh complains to Reading Pres. Corbin that the 1887 traffic contract for Schuylkill coal is not being met. (Rdg)
- Feb. 15, 1890 PRR adds a Pullman buffet parlor car to its through New York-Atlantic City cars. (Guide, PassDept, NYT - by 6/28 Camden stop is at 10th St., bypassing terminal)
- Feb. 15, 1890 Atlantic & Danville Railway completed between Danville and West Norfolk (later part of Portsmouth), Va., giving the Richmond Terminal system direct access to Hampton Roads; financed by B. Newgass & Co., Ltd., of London. (ICC, Prince)
- Feb. 1890 PRR begins building a 45-stall roundhouse on the site of Mount Pleasant Park in Jersey City (later called Waldo Avenue). (RRGaz)
- Feb. 1890 Pullman compartment sleeping car *Ideal* placed on *Pennsylvania Limited*; has six compartments on each side of a central lounge. (RyW)
- Feb. 1890 PRR begins carrying blooded horses in special horse cars between East and West; cars are on the Burton pattern and operated by Adams Express Company; stalls can be removed to carry regular express. (RyRegister)
- Feb. 1890 Strong locomotive (__ Darwin) is tested on the CStL& P Railroad

running on fast trains Nos. 20-21 between Indianapolis and Bradford. (RyRegister - in a later issue says PRR engineers refused to run it because of unorthodox valve motion)

- Feb. 1890 William Borner, Division Freight Agent of the Pennsylvania Company at Chicago, has patented a system of containerization with 16 sections that fit into a standard gondola car; PRR now hauls most gondolas empty eastbound from Chicago. (RyRegister - verify patent)
- Feb. 1890 CCC&StL Railway has secured control of the White Water Railroad, supposedly to keep D.J. Mackey of the Chicago & Eastern Illinois Railroad out of Cincinnati. (RyRegister)
- Feb. 1890 Strike in the Connellsville Coke Region begins; crushed by Henry Clay Frick after about three months. (Seely - verify)
- Feb. 1890 Congress approves a World's Fair to be held in Chicago to mark the 400th anniversary of the discovery of America. (CHTaylor - verify)
- Feb. 17, 1890 "M" Interlocking placed in service at east (?) end of Meadows Yard. (PRRFAX)
- Feb. 17, 1890 Browns Mills Branch opens from Browns Mills Jct. to vacation resort of Browns Mills-in-the-Pines (1.82 miles) on Philadelphia & Long Branch Railroad. (MtHllyHrld)
- Feb. 17, 1890 Green Spring station renamed Chattolane on the Baltimore Division. (MB)
- Feb. 17, 1890 Akron & Chicago Jct. Railroad incorporated in Ohio in the interest of the B&O to build a direct line from near Akron to Chicago Jct. (Willard) on the existing indirect B&O line to Chicago. (B&O CorpHist)
- Feb. 18, 1890 Property owners on Atlantic Avenue, Brooklyn, present a petition with 1,000 signatures against an LIRR elevated railroad. (NYT)
- Feb. 18, 1890 "KX" Interlocking placed in service at Cornwells, Pa. (PRRFAX)
- Feb. 18, 1890 Alexandria & Fairfax Passenger Railway incorporated in Va. (Poors)
- Feb. 18, 1890 Cofrode & Saylor Incorporated incorporated in Pa. as successor to the partnership of the same name; operates as the Philadelphia Bridge Works at Pottstown, Pa. (PaCorps)
- Feb. 1890 Hastings Branch of Cambria & Clearfield Railroad opens between Hastings Jct. and mines (0.42 mi.). (Val - ca. 2/90)

- Feb. 20, 1890 Ohio, Indiana & Western Railway sold at foreclosure at Indianapolis to Charles H. Coster and Samuel Spencer for \$3 million; purchase is in the interest of the CCC&StL Railway. (RyRegister, GrnBk)
- Feb. 21, 1890 Pennsylvania Canal Company sells bed of Wiconisco Canal to Northern Central Railway for right-of-way for \$30,000. (AR)
- Feb. 21, 1890 U.S. Circuit Court at Indianapolis continues injunction against Midland Railroad from issuing more bonds, but refuses request of Loan & Investment Company of New York for receiver. (RRGaz)
- Feb. 21, 1890 Peoria & Eastern Railway incorporated in Illinois to reorganize the Illinois portion of the Ohio, Indiana & Western Railway. (GrnBk)
- Feb. 22, 1890 Livestock shippers over PRR circulating petitions protesting routine delays of from 8 to 24 hours in reaching stock yards at Harsimus Cove; conditions have been bad for 10 years; charge that PRR is in collusion with big Chicago packers to detriment of independent farmer-shippers. (NYT)
- Feb. 22, 1890 Reading Board declines arbitration of dispute with PRR over 1887 Schuylkill coal contract on grounds PRR has not kept its side of the bargain, and the contract is void. (Rdg)
- Feb. 22, 1890 Harlan & Hollingsworth delivers the new sidewheel train ferry *Maryland* to the New Haven. (BethStl)
- Feb. 22, 1890 Reorganization committee sells the portion of the former Ohio, Indiana & Western Railway between Springfield, Ohio, and Indianapolis to the CCC&StL Railway for \$5 million; lease the portion between Indianapolis and the Illinois state line to the Peoria & Eastern Railway. (GrnBk)
- Feb. 24, 1890 PRR and Pennsylvania Company announce they are converting all 1,200 to 1,500 passenger cars to steam heat by next winter. (NYT)
- Feb. 25, 1890 Atlantic City Railroad contracts to build and lease Brigantine Beach Railroad from Pomona to Brigantine Beach. (MB, Rdg)
- Feb. 26, 1890 Pres. Roberts writes to Reading Pres. Austin Corbin and the Reading voting trustees, protesting that Reading has failed to deliver promised amounts of coal to Schuylkill Division and demanding arbitration. (MB, Rdg)
- Feb. 26, 1890 Opponents of the Corbin administration file in Court of Common Pleas in Philadelphia to dissolve the Reading voting trust. (NYT)

- Feb. 27, 1890 Atlantic Avenue property owners meet with Brooklyn Mayor Chapin to protest LIRR's plan for a four-track elevated railroad; in Albany, Assemblyman Byrnes introduces a bill calling for depression of the railroad from South Ferry to the city line. (NYT)
- Feb. 27, 1890 Northern Central Railway Board hears a petition of the Baltimore Corn & Flour Exchange for a new grain elevator of 1.5 million bushels. (MB)
- Feb. 28, 1890 DL&W closes its outside emigrant agency at New York; Trunk Lines end dispute over immigrant rates and eliminate outside agencies. (RRGaz)
- Feb. 28, 1890 William Rockefeller elected a director of the DL&W. (MB)
- Mar. 1, 1890 Brooklyn Rapid Transit Commission meets with J. Rogers Maxwell of the LIRR and "Deacon" William Richardson of the Atlantic Avenue Railroad of Brooklyn in Mayor Chapin's office; Maxwell says the cost of a depressed, four-track line similar to the NYC&HR's Fourth Avenue line is too high at \$12 million, even with city financing; rent at 5% would be \$660,000 per year, much more than it would earn. (NYT)
- Mar. 1, 1890 PRR appoints George M. Roberts (1838-1914) to new post of Passenger Agent-New England District from Eastern Passenger Agent; given jurisdiction east of New Haven. (RRGaz)
- Mar. 1, 1890 New Organization for Lines West: Northwest and Southwest "Systems" created on Lines West, equivalent to Grand Divisions on Lines East; each under control of a General Superintendent; Northwest System roughly equivalent to lines of Pennsylvania Company (PFW&C, C&P, E&P, etc., excluding GR&I); Southwest System roughly equivalent to PCC&StL; traffic officers removed from Transportation Dept. to new Traffic Dept., reporting to First VP J.N. McCullough. (MB)
- Mar. 1, 1890 James McCrea promoted from Fourth VP & General Manager of Lines West to Second VP in charge of transportation and construction, replacing William Thaw, deceased; post of Fourth VP abolished; Joseph Wood (1846-1922) promoted to General Manager of Lines West; Edward B. Taylor (1850-1922) to General Superintendent of Transportation of Lines West, replacing Wood; First VP J.N. McCullough given Thaw's responsibility for finance; Charles Watts (1845-1920) appointed General Superintendent of Northwest System, replacing Taylor; separate Superintendents of Transportation at System level abolished. (MB, RRGaz, Circ)
- Mar. 1, 1890 Post of Superintendent of Telegraph for Lines West created on the staff of the General Superintendent. (MB)

- Mar. 1, 1890 C. M. Bennett named Superintendent of Western Division of CStL&P, replacing Charles Watts; F. G. Darlington named Superintendent of Eastern Division of CStL&P, replacing Bennett. (MB, AR)
- Mar. 1, 1890 C. H. Walton named Superintendent of Cincinnati & Muskingum Valley Railway, replacing F. G. Darlington, transferred. (AR)
- Mar. 1, 1890 Pennsylvania Company agrees with W.L. Scott & Co. for handling ore at Erie, they to furnish new machinery on docks. (MB)
- Mar. 1, 1890 Wheeling & Harrisburg Railway Company of West Virginia makes a revised construction contract with the Wheeling & Eastern Improvement Company. (C&C)
- Mar. 1, 1890 Harrisburg & Baltimore RPO merged into Elmira & Baltimore RPO. (Kay)
- Mar. 1, 1890 Staten Island Rapid Transit Railroad begins carrying B&O freight traffic over the Arthur Kill Bridge to St. George. (NYState)
- Mar. 3, 1890 Unfinished right-of-way of Philadelphia Midland Railroad sold at foreclosure to George Kugler, agent of PRR for \$10,000; is graded between Angora and Goshenville; company retains lots for old terminal site in West Chester on Church, Price & High Streets. (MB, RyW, Val)
- Mar. 3, 1890 Pennsylvania Company Executive Committee authorizes new storage yard at Ashtabula. (MB)
- Mar. 3, 1890 Middletown & Cincinnati Railway incorporated in Ohio under articles dated Feb. 28 by Paul J. Sorg (1840-1902), a wealthy tobacco manufacturer of Middletown to build from Middletown to Mason and give the town an independent outlet to the PRR. (Church, C&C, Hauck)
- Mar. 3, 1890 East River Railway contracts with American Tunnel Construction Company, incorporated in W.Va. by R.H. Hunt of Kansas City, for two gravity tunnels on Henning plan; two 4-car trains are to run back and forth, each in its own tube between South 6th Street in Brooklyn and Broome Street in Manhattan. (NYT, RyRegister)
- Mar. 3, 1890 Chesapeake & Ohio Canal Company enters receivership caused by the damages from the flood of June 1, 1889. (Williams/Frederick)
- Mar. 4, 1890 West Jersey Railroad Board authorizes relocating track of Anglesea Railroad from Ash Avenue to center of New Jersey Avenue. (MB)
- Mar. 4, 1890 Columbia & Port Deposit Railroad Company sold at foreclosure to PRR

for \$1.89 million. (AR, NYT)

- Mar. 4, 1890 W.C. Sutherford sells the "Byrne Track" in Arbegust Street, Louisville, to the Louisville Bridge Company as trustee for the Jeffersonville, Madison & Indianapolis Railroad. (C&C)
- Mar. 4, 1890 Kanawha & Ohio Railway sold at foreclosure to the bondholders' committee. (GrnBk)
- Mar. 5, 1890 Gustav Lindenthal concludes two days of testimony before House Committee on Commerce accompanied by B&O lawyer John K. Cowan to push for a federal charter for the North River Bridge; Army Engineers want 155-foot clearance; Lindenthal pushes for 145 feet, which is 10 feet higher than the Brooklyn Bridge; anchorages are to be half as large as the U.S. Capitol and contain 50% more masonry than the Great Pyramid; cables are to be 48 inches in diameter, vs. 15 inches on Brooklyn Bridge. (NYT, RRGaz)
- Mar. 5, 1890 New freight station opens at 2nd & Hudson Street, Jersey City, and old station at Plymouth & Warren Streets abandoned. (AR)
- Mar. 5, 1890 New Brunswick City Council debates plan of PRR to place main line on elevated through city; St. Peter's Church and other adjoining property owners want tracks depressed, not elevated. (NYT)
- Mar. 5, 1890 In public letter to Reading voting trustees, Pres. Corbin responds to Pres. Roberts's request for arbitration; notes PRR and Reading are still competitors; PRR had tried to buy up its Chester Valley Railroad for use in Trenton Cutoff, has failed to abide by verbal promises made in 1887 not to block construction of Reading Terminal, has ousted Reading at gunpoint from jointly owned River Front Railroad, and seized Reading's branch in Commerce Street. (See 5/3 below - check)
- Mar. 5, 1890 PRR officers elected to Board of Richmond & Miami Railway. (MB)
- Mar. 6, 1890 PRR announces that its through New York-Atlantic City cars connect at Camden for the New Pine Forest Resort (Browns Mills-in-the-Pines). (NYT)
- Mar. 6, 1890 Pennsylvania Company agrees with Henry W. Hartman to build a short spur in Beaver Falls, Pa., under the charter of the Rochester, Beaver Falls & Western Railway; Pennsylvania Company is to put up money in return for charter and all stock of RBV&W. (Church)
- Mar. 6, 1890 Pennsylvania Company agrees to purchase Marginal Railroad at Beaver Falls. (MB)

- Mar. 8, 1890 PRR grants trackage rights to Pittsburgh & Western Railway between Willow Grove Intersection and Pine Creek Intersection near Allegheny on Western Pennsylvania Division; calls for the exchange of land between Bennetts and Herrs. (MB, Church, Val - replaces agreement of 1880)
- Mar. 9, 1890 PRR suddenly drops condemnation proceedings for track elevation through New Brunswick. (NYT)
- Mar. 9, 1890 Wilmington Steamship Company of Delaware contracts with Harlan & Hollingsworth to build steamer *Neuse* to operate on Albemarle and Pamlico Sounds in Eastern Carolina Despatch service. (MB)
- Mar. 10, 1890 PRR operates "A.M. Palmer Special" for a theatrical company to perform a matinee in Washington and return to New York for the regular evening performance; runs southbound in 4:18 and north in 4:19; on northbound leg between Bay View and Newark, Del., covers 56.2 miles in 55 minutes; speeds up to 90 MPH. (Guide, NYT)
- Mar. 10, 1890 Reading 4-4-0 camelback No. 366 makes new record run with a special one-car passenger train, running from Philadelphia to Jersey City in 1:25 at speeds up to 87 MPH to carry stock certificates to a New York broker. (RRGaz, RyRegister)
- Mar. 10, 1890 Wheeling Bridge & Terminal Railway and Wheeling & Eastern Improvement Company agree to have the construction debts owed them by the Martins Ferry Terminal Railroad converted to \$298,989 in bonds, which they will then foreclose. (Church)
- Mar. 10, 1890 250,000 shares of Reading change hands on New York Stock Exchange. (NYT)
- Mar. 11, 1890 LIRR VP J. Rogers Maxwell and Brooklyn Rapid Transit Commission agree to a two-track depressed road in Atlantic Avenue. (NYT)
- Mar. 11, 1890 Wheeling Bridge & Terminal Railway Board reports that the Arbury injunction has been reversed in the W.Va. Supreme Court; this ends opposition to the new railroad in Martins Ferry. (MB)
- Mar. 11, 1890 VP Charles Hartshorne reports to the Lehigh Valley Railroad Board that he has purchased a wharf property at the outlet of the Aramingo Canal on the Delaware River in Philadelphia. (MB)
- Mar. 11, 1890 Pittsburgh area coal miners organize as District 5 of the United Mine Workers of America. (Evans)

- Mar. 12, 1890 PRR Board orders all collieries still operated by Mineral Railroad & Mining Company leased to independent operators. (MB)
- Mar. 12, 1890 Dr. William Breyfogle, a New Albany banker, takes control of the Louisville, New Albany & Chicago Railway, following the death of John Jacob Astor (1822-1890); the old managers are voted out. (Hilton)
- Mar. 13, 1890 Chester River Steamboat Company stockholders approve the purchase of 800 shares of the Centreville & Corsica River Steamboat Company operating the steamboat *Gratitude* between Baltimore, Rock Hall and Centreville, for \$30,000. (MB, Burgess)
- Mar. 13, 1890 Ohio & North Western Railroad, running from Cincinnati to Portsmouth, Ohio, is sold at foreclosure; later serves as the Norfolk & Western Railway's entrance to Cincinnati. (HistCinHamCo - verify ICC)
- Mar. 14, 1890 VP J. Rogers Maxwell informs LIRR Board that the Rapid Transit Commission appointed by Brooklyn Mayor Alfred C. Chapin (1848-1936) has adopted a proposal for a depressed railroad in the center of Atlantic Avenue and has asked LIRR to prepare plans. (MB)
- Mar. 14, 1890 "C" Interlocking placed in service at Princeton Jct. (PRRFAX)
- Mar. 14, 1890 Pennsylvania Company acquires the unincorporated Marginal Railroad, a 2.87 mile switching line in Beaver Falls, Pa., from Henry W. Hartman; operated under lease by Carnegie, Phipps & Co. (C&C)
- Mar. 14, 1890 New York Supreme Court holds hearing to settle claims against the defunct firm of Henry S. Ives & Co.; assignees William N. Cromwell reports that 95% of creditors, whose claims total \$5 million, have agreed to settle for 5 cents on the dollar and absolve Ives & Co. from all future liability or prosecution; court reduces Ives' and Stayner's bail from \$250,000 to \$5,000; among the claimants are the Cincinnati, Hamilton & Dayton Railroad at \$7.14 million, the Terre Haute & Indianapolis Railroad at \$1.45 million and Albert Netter at \$180,000. (NYT)
- Mar. 14, 1890 Stockholders of the Hartford & Connecticut Western Railroad approve lease to the Central New England & Western Railroad. (RyRegister)
- Mar. 15, 1890 Waverly & Passaic Railroad Company and Waverly & New York Bay Railroad Company merge to form New York Bay Railroad Company.
- Mar. 15, 1890 All property and franchises of South Pennsylvania Railroad sold at foreclosure at McConnellsburg to George F. Baer, representing Morgan interests, for \$2,500. (B&O Val, NYT)

- Mar. 15, 1890 Maj. Alexander Shaw, dissident stockholder of West Virginia Central Railroad, secures injunction blocking stockholders from taking any action on proposed lease of Piedmont & Cumberland Railroad, which would link WVC with PRR. (NYT)
- Mar. 15, 1890 Harry I. Miller (1862-1930) appointed Superintendent of JM&I Division, replacing W.P. Blackharing (or W.F. Black), resigned to be General Manager of the Louisville, New Albany & Chicago Railway (Monon); W.B. Leeds named Superintendent of Southern Division of CStL&P, replacing Miller. (MB, AR, RRGaz - verify ids)
- Mar. 1890 PRR announces that all PRR and Pennsylvania Company passenger cars are to have steam heat by 1891. (RyW)
- Mar. 1890 Class R (H3) 2-8-0 built at Altoona tested on the PFW&C; hauls 85 car train with 1,800 tons of iron ore, the heaviest train yet hauled by a single locomotive; 10 Class R's are being built for the Southwest System. (RyRegister)
- Mar. 1890 PRR surveying between Lebanon and Reading, Pa. (RRGaz)
- Mar. 1890 Maryland passes law allowing Caroline, Dorchester, Talbot and Wicomico Counties to subscribe \$20,000 each to Baltimore & Eastern Shore Railroad; all counties later refuse. (RRGaz, Hayman)
- Mar. 1890 *Railway Register* reports that the PRR has rejected the term "caboose" in favor of "cabin car." (RyRegister - CCHS has earlier??)
- Mar. 1890 Pres. W. W. Gibbs moves headquarters of Pennsylvania, Poughkeepsie & Boston Railroad from Goshen, N.Y., to Philadelphia. (NYT)
- Mar. 1890 Louisville, New Albany & Chicago Railway (Monon) resumes use of PRR's Louisville Bridge. (Church)
- Mar. 1890 Norfolk & Western Railroad begins work on its Ohio Extension. (Striplin)
- Mar. 1890 Germantown Cricket Club moves to new quarters at Manheim; members include A. J. Cassatt, Daniel S. Newhall, W. H. Cookman, Joseph U. Crawford, T. DeWitt Cuyler, Frank J. Firth, Francis I. Gowen, H.H. Houston, Frederick J. Kimball, William J. Latta, Charles F. McKim, Max Riebenack, George B. Roberts, and James P. Scott. (Sheridan)
- Mar. 17, 1890 Frankford Creek Railroad Company incorporated in Pa. to build industrial line in Frankford section of Philadelphia. (Val)
- Mar. 17, 1890 Zanesville Terminal Railway incorporated in Ohio to build from

Columbus, Shawnee & Hocking Railway in Newton Township to Zanesville; D. S. Gray Pres. (Church, C&C)

- Mar. 17, 1890 With his bail lowered, Henry S. Ives is released from Ludlow Street Jail; George H. Stayner was released on bail on Mar. 15. (NYT)
- Mar. 17, 1890 Allentown Terminal Railroad, jointly owned by the Reading and CNJ opens, providing a direct connection between the two railroads, and a new joint passenger station on Hamilton Street in Allentown; freight can now move between Jersey City and Harrisburg without having to use part of the Lehigh Valley Railroad. (Rdg)
- Mar. 18, 1890 PRR signs new track elevation agreement with Jersey City; increases headroom under elevated; PRR to be allowed to maintain temporary tracks outside fence on north side until completes south side of elevated. (MB)
- Mar. 18, 1890 Joel F. Freeman of the Standard Oil Company of New York declines election as a director of the Wheeling Bridge & Terminal Railway. (MB)
- Mar. 18, 1890 Merchants Bridge over Mississippi River at St. Louis completed by Union Bridge Company; consists of three 515.5-foot through truss spans with a maximum 52-foot clearance above high water, with two approaches of three 125-foot deck trusses each; the main bridge is 2,420 feet overall; designed by Consulting Engineer George S. Morrison; work on approaches and elevated line in St. Louis continues. (Church, C&C, RyRegister)
- Mar. 18, 1890 Florida Southern Railway enters receivership. (ICC)
- Mar. 19, 1890 Ohio House passes a bill to protect minority stockholders in railroad mergers; aimed at pending PCC&StL merger; one-sixth of the old PC&StL Railway was owned by individuals; the PC&StL had made \$4 million in profits over 6 years, while the CStL&P had lost \$111,000. (NYT)
- Mar. 20, 1890 Brooklyn Rapid Transit Commission in secret session with LIRR VP J. Rogers Maxwell attending approves LIRR elevated line in Atlantic Avenue. (NYT)
- Mar. 20, 1890 New York Bay Railroad opens between Waverly and Oak Island Jct. near Newark, N.J., and freight interchange with CNJ moved from Elizabeth to Oak Island Jct. (AR)
- Mar. 20, 1890 Elizabeth City Council accepts PRR plan for elevating tracks through city and eliminating crossing with CNJ; the two railroads and the main street of town cross at grade in a tight triangle; over 400 trains use the crossing

daily, as many as 35 per hour during the rush hours; a train is crossing 38 minutes of every hour, causing backups of 200 wagons per hour on the street. (NYT, RRGaz)

- Mar. 20, 1890 PRR is blocked by injunction when begins putting in switch to Canal Branch at Williamsport, Pa. (RyW)
- Mar. 20, 1890 Lucius Tuttle (1846-1914) resigns as Chairman of the Trunk Line Passenger Committee, effective May 1, to be General Manager of the New Haven. (NYT)
- Mar. 20, 1890 Plymouth & Middleborough Railroad incorporated in Mass. (NHCorp)
- Mar. 21, 1890 William A. Patton of PRR elected a director of the Broad Street Underground Railroad and the Market Street Underground Railroad; an ordinance is now before the Philadelphia City Council to create a Railroad Commission to hear proposed ordinances for rapid transit lines; neither of these companies takes any further action, although the PRR retains stock control. (MB)
- Mar. 21, 1890 Lebanon & Reading Railroad incorporated in Pa. in interest of PRR to connect with the Colemans' Cornwall & Lebanon Railroad; charter for a similar railroad recently expired, to build parallel to Reading's Lebanon Valley line; Joseph N. Du Barry, Pres. (MB, RyW, NYT)
- Mar. 22, 1890 Brooklyn Rapid Transit Commission finally decides in favor of a two-track elevated in Atlantic Avenue from South Ferry to Essex Street and thence at grade to the city line as a compromise. (NYT)
- Mar. 22, 1890 Henry S. Ives testifies in a corruption investigation that James P. Keating, warden of the Ludlow Street Jail, required \$10,000 from him and George H. Stayner for regular treatment during their incarceration. (NYT)
- Mar. 22, 1890 The new management of the Louisville, New Albany & Chicago Railway repudiates its contract with the Kentucky & Indiana Bridge Company and returns to the Louisville Bridge Company and abandons its plans to extend into Kentucky; it reverts to being a northern connection for the Louisville & Nashville Railroad, which had opposed its expansion plans. (Hilton)
- Mar. 24, 1890 U.S. Supreme Court largely reverses *Munn v. Illinois* "Granger Law" decision of 1877.
- Mar. 24, 1890 PRR exhibits new type of ventilated box car for bananas and other perishables at Pier No. 4, N.R., at New York. (NYT)
- Mar. 24, 1890 Wabash, St. Louis & Pacific Railway leases from the Detroit Union

- Railroad Depot & Station Company an additional strip of terminal property 65 feet wide between 12th and 18½ Streets in Detroit. (Church)
- Mar. 24, 1890 Chesapeake & Ohio Railway agrees with the purchasers of the Kanawha & Ohio Railway to guarantee the bonds and lease the reorganized company, which is to be extended to a junction with the C&O at Kanawha Falls; the Kanawha & Ohio fails to carry out the agreement. (AR)
- Mar. 25, 1890 Ohio Valley Railway Board authorizes advertising for bids for grading from Pultney Bottoms to Powhatan and \$1.5 million loan; Max Becker named Chief Engineer, replacing I. Linton, resigned. (MB)
- Mar. 25, 1890 Pennsylvania Company makes new contract with Cleveland & Pittsburgh Coal Transfer Company, now representing five instead of six coal companies, to operate 10 McMyler derricks on the coal pier at Cleveland. (MB)
- Mar. 26, 1890 Cincinnati, Richmond & Chicago Railroad and Richmond & Miami Railway merged into Cincinnati & Richmond Railroad (Ohio company) under agreement of Mar. 14, 1890; CStL&P begins operation of Rendcomb Jct.-Richmond line directly, without sublease from Cincinnati, Hamilton & Dayton Railroad; CStL&P begins operation of section between Richmond Jct. and New Paris. (Church, C&C)
- Mar. 1890 Hudson Tunnel Railway installs Greathead tunneling shields manufactured by Arrol of Glasgow, contractors on the Forth Bridge, and shipped to U.S. in sections; the work then moves quickly. (RRGaz, Brennan)
- Mar. 27, 1890 Tornado causes \$50,000 damage to shed of Louisville Union Station. (RRGaz)
- Mar. 28, 1890 St. Clair, Madison & St. Louis Belt Railroad incorporated in Illinois to build from Belleville to Alton and thence to St. Louis. (Church)
- Mar. 29, 1890 Federal Street Terminal at Camden enlarged and all passenger trains removed from old Camden & Atlantic terminal at Coopers Point except for one round trip for franchise purposes. (MB, AR Guide)
- Mar. 29, 1890 Philadelphia Court of Common Pleas dismisses suit brought by R.B. Wigton & Sons vs. the PRR on grounds of rate discrimination against their coal shipped from the Clearfield Region on the grounds the state cannot regulate interstate commerce. (RyRegister)
- Mar. 29, 1890 Metal Railroad Die (Tie?) Construction Company, with an 1871 “Tom Scott” type charter but no PRR affiliation, is renamed the Continental

- Trust & Finance Company of Philadelphia; becomes the Hudson Coal Company in 1901. (Moody's)
- Mar. 30, 1890 Workman accidentally sets fire to the Morton Street, New York, shaft of the Hudson Tunnel Railway; work is delayed about a week. (NYT)
- Mar. 31, 1890 Washington & Alexandria Railway and Washington & Fredericksburg Railway merged to form Washington Southern Railway; operated by Baltimore & Potomac Railroad and successors from Apr. 1. (ICC)
- Mar. 31, 1890 Pittsburgh Car Service Association organized. (GTC MB)
- Spring 1890 Philadelphia & Erie Railroad's Erie ore pier extended 300 feet and two steam cranes added; increases storage capacity to 140,000 tons. (AR)
- Spring 1890 Henry Lewis begins restoring the track of the abandoned Dayton, Lebanon & Cincinnati Railroad between Lebanon Jct. and Dodds and converting it to standard gauge. (Hauck)
- Apr. 1, 1890 LIRR cancels agreement to guarantee mortgage of West Jamaica Land Company, Limited, as company has sold all its land at Morris Park. (MB)
- Apr. 1, 1890 Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company made part of West Jersey Railroad/Camden & Atlantic organization at Camden under General Superintendent A.O. Dayton, who is also Superintendent of the two railroads. (AR)
- Apr. 1, 1890 All Camden & Atlantic Railroad expresses begin running to and from the PRR's Amboy Division terminal. (CMayCoGaz)
- Apr. 1, 1890 Manor Real Estate & Trust Company sells the site of the old Bryn Mawr Hotel to the new Bryn Mawr Hotel Company for \$60,000. (Harding)
- Apr. 1, 1890 Central Construction Company surrenders operation of the Lackawanna & Southwestern Railroad to the company. (RRH 92)
- Apr. 1, 1890 Alexander L. Crawford (1815-1890), first Pres. of New Castle & Beaver Valley Railroad, dies at New Castle of heart disease aggravated by influenza. (RyW)
- Apr. 1, 1890 Terminal Railroad Association of St. Louis announces it will build a new stub-type Union Station in Mill Creek Valley southwest of 18th & Market Streets. (Grant/Hofsommer)
- Apr. 1, 1890 CCC&StL Railway begins operating the former Ohio, Indiana & Western Railway from Springfield to Peoria; reorganized as the Peoria & Eastern

Railway. (AR)

- Apr. 1, 1890 Atlantic Coast Line opens its own line from Tarboro to Pinners Point opposite Norfolk and discontinues the use of the Seaboard & Roanoke Railroad, increasing competition for Hampton Roads traffic. (Hoffman)
- Apr. 2, 1890 PRR authorizes grade crossing elimination on 19 streets on Philadelphia & Trenton Railroad in North Philadelphia. (Moore)
- Apr. 2, 1890 A compromise negotiated by Isaac L. Rice for the insurgents and J. Lowber Welsh for the Reading voting trust is announced; Thomas Dolan and Henry C. Gibson (1830-1891) of the insurgents to be elected to Board, and Spencer Ervin is to withdraw all lawsuits, including new ones to be brought against Austin Corbin on Apr. 3. (NYT)
- Apr. 3, 1890 Trunk Line Executive Committee accepts resignation of Lucius Tuttle as Chairman of Passenger Committee; appoint J.R. Wood of PRR as temporary Chairman. (NYT)
- Apr. 4, 1890 Brigantine Beach Railroad files revised survey. (NJCorp)
- Apr. 4, 1890 CStL&P Railroad Executive Committee adopts a route for the Logansport Cutoff. (MB)
- Apr. 4, 1890 George F. Baer, J. Pierpont Morgan's representative, and Samuel R. Shipley resign as Reading directors. (Rdg)
- Apr. 5, 1890 "SV" Interlocking placed in service at Morrisville, Pa. (PRRFAX)
- Apr. 5, 1890 Baltimore City ordinance provides for track elevation of Union Railroad from Broadway to the eastern city limits.
- Apr. 5, 1890 Pennsylvania Canal Company Board abandons outlet locks into Swatara Creek at Middletown. (AR)
- Apr. 7, 1890 Baltimore & Eastern Shore Railroad opens between St. Michaels and Claiborne, Md.; stations at Claiborne, Harpers, St. Michaels. (BaltAm, Guide, RRGaz - see above)
- Apr. 7, 1890 Northern Central Railway's committee on the Mineral Railroad & Mining Company reports; it must lease any collieries not already leased and cease operating the mines directly; Board authorizes building a 1 million bushel grain elevator at Canton to replace the one burned and one of 250,000 bushels in the city for local grain traffic. (MB)
- Apr. 8, 1890 Charles Pratt (1830-1891) of Standard Oil interests and founder of Pratt

- Institute in Brooklyn elected director of LIRR; LIRR Board authorizes negotiating a new contract with Atlantic Avenue Railroad Company of Brooklyn because of proposed elevated railroad. (MB)
- Apr. 8, 1890 Philadelphia ordinance appoints a commission to study rapid transit, including a representative from PRR. (Digest)
- Apr. 8, 1890 Maryland passes a new tax act imposing a tax of 1% on gross revenues of all steam railroads; leads to a controversy with the Northern Central Railway, which claims an exemption under the act of 1880. (PL)
- Apr. 8, 1890 Stephen A. Caldwell resigns as Reading director. (Rdg)
- Apr. 8, 1890 Anglo-American banker Junius Spencer Morgan (1813-1890) dies at Monte Carlo after falling from his carriage and striking his head on a stone wall several days earlier; his funeral takes place in Hartford, Conn., on May 6. (Strouse)
- Apr. 9, 1890 Settlement of fight for control of Reading; Thomas Dolan and Henry G. Gibson, two members of syndicate of New York and Philadelphia capitalists and VP Archibald Angus McLeod (1846-1902) are elected to the Board, replacing Stephen A. Caldwell, George F. Baer and Samuel Shipley; at last minute, three seats are given to the syndicate instead of two; seen as weakening Austin Corbin, who remains Pres. (RRGaz, PubLdgr, NYT)
- Apr. 10, 1890 Reading Board rejects current Reading Terminal ordinance and submits a new one. (RyW)
- Apr. 10, 1890 Alexandria & Washington Railway and Alexandria & Fredericksburg Railway consolidated into Washington Southern Railway Company under agreement of Mar. 3, 1890. (MB, Digest)
- Apr. 10, 1890 PFW&C Board authorizes acquiring property east of Stewart Avenue for the "inbound yard" at Chicago; William B. Egleston elected a director in place of William Waldorf Astor, resigned. (MB)
- Apr. 10, 1890 PC&StL Railway agrees with Chesapeake & Ohio Railway for a connection to the Cincinnati Street Connection Track. (MB)
- Apr. 10, 1890 St. Louis Merchants Bridge Terminal Railway completed from 12th Street along levee to Merchants Bridge. (Church - C&C has from 8th & Gratiot Streets? verify)
- Apr. 11, 1890 PRR Board authorizes sale of Bordentown (N.J.) Shops to King Locomotive Works; approves location of Turtle Creek Branch (?) running

parallel to the main line between Wilmerding and Brinton. (MB)

- Apr. 11, 1890 Reading, Lehigh & Lackawanna, Wind Gap & Delaware, and Pennsylvania, Poughkeepsie & Boston railroads sign agreement for operation of through route between Philadelphia and New England. (Rdg)
- Apr. 11, 1890 Mifflin Paul (1814-1890), an associate of Edwin A. Stevens in the Camden & Amboy Railroad, dies at Sea Bright, N.J., a resort town he founded; in later years he has invested heavily in Florida orange groves. (NYT)
- Apr. 12, 1890 *Railway Register* reports that Andrew Carnegie is trying to assemble a Pittsburgh-Chicago line parallel to the PFW&C; already is said to control the Pittsburgh, Akron & Western Railroad and is planning to build from Akron to Findlay; then purchase the old American Midland Railway running from Midland to Fort Wayne at foreclosure and build an extension from Fort Wayne to Chicago. (RyRegister)
- Apr. 12, 1890 Under pressure from the anti-gambling crusaders, New Jersey Gov. Leon Abbett pocket vetoes a bill sought by gamblers and race track operators that would remove the criminalization of race track betting booths. (NYT, Sackett)
- Apr. 14, 1890 Demolition of old PRR Jersey City Terminal begins. (RyW)
- Apr. 14, 1890 Reading files suit vs. PRR in Philadelphia Court of Common Pleas to force it to cancel through coal traffic contract; instituted to stop an arbitration won by PRR because Reading supplied it with only 600,000 tons of coal instead of 1 million tons per year; the PRR sent its Schuylkill coal to Baltimore and sold it at 50 cents per ton to undercut the B&O, after which the Reading refused to deliver more than 300,000 tons; the PRR blames the Reading for letting the B&O through to New York. (Rdg, NYT, RRGaz)
- Apr. 14, 1890 Delaware, Susquehanna & Schuylkill Railroad incorporated by Coxe Brothers & Company, the largest independent coal operator in the Hazleton, Pa., area; main line is to run from the Coxe headquarters at Drifton via Eckley to Gowen with branches; lines will parallel those of the Lehigh Valley Railroad, allowing Coxe to have their own direct connections to lines of CNJ, Reading and to PRR (at Derringer). (ICC, LVCorp, RyW)
- Apr. 15, 1890 Atlantic Avenue Elevated Railroad incorporated in Brooklyn, N.Y, in interest of LIRR to build an elevated railroad in Atlantic Avenue from the East River to the Brooklyn-Queens line with a connection to the New York, Brooklyn & Manhattan Beach Railway. (NYState)

- Apr. 15, 1890 Atlantic City Railroad completes double track between Camden and Atlantic City.
- Apr. 1890 Frankford Creek Railroad opens off Kensington Branch between Erie Avenue and Frankford Creek in Frankford area of North Philadelphia. (Val)
- Apr. 1890 A New York syndicate buys the old PRR Bordentown Shops, leased last year to the King Locomotive Works. (RyW)
- Apr. 1890 PRR installs train indicator board in Broad Street Station showing which tracks trains will arrive on. (RyW)
- Apr. 1890 Chester Valley Railroad (Reading) has refused offer of PRR to buy it for \$500,000 as part of Trenton Cutoff. (RyW)
- Apr. 1890 PRR plans large new yard at East Altoona. (RyW)
- Apr. 1890 Chicago, Milwaukee & St. Paul Railway and PFW&C arrange to run a weekly train of palace stock cars from Omaha to East Liberty stock yards in 71 hours. (RyW)
- Apr. 1890 Offices of Bellaire, Zanesville & Cincinnati Railway moved from Woodsfield to Zanesville. (Guide)
- Apr. 1890 Cincinnati, Lebanon & Northern Railway votes to convert to standard gauge between Cincinnati and Dodds. (RRGaz)
- Apr. 1890 Gosport Branch of Indianapolis & Vincennes Railroad opens between Gosport and Big Creek Quarries. (MB -was extended 1 mile, rest built in 1889, AR)
- Apr. 1890 CNJ is installing automatic block system with electro-pneumatic semaphores with four tracks between Jersey City and Bergen Point; first phase of equipping the CNJ-Reading Bound Brook Route. (NYT)
- Apr. 1890 Reading is building track pans for its New York-Philadelphia trains on the Delaware River Bridge at Yardley and will end the engine change with the CNJ at Bound Brook; both roads to pool locomotives in through service. (RRGaz)
- Apr. 1890 Reading now sends 200 cars of coal per week over the Poughkeepsie Bridge from Slatington. (RRGaz)
- Apr. 1890 New England Terminal Company's freight train ferry *Express* resumes

operation between Wilson Point, Conn., the East River piers and Jersey City. (Hilton/StmbtBll)

- Apr. 1890 B&O Third VP C.K. Lord announces that on June 1 the B&O will inaugurate six round trips between New York and Washington cutting 30 minutes off existing schedules; service is to be called the "White House Limited" service, and all trains are to be white and gold, inside and out; this being highly impractical because of dirt, the service when introduced is transformed into the "Royal Blue Line." (RyRegister)
- Apr. 1890 United Mine Workers of America calls a strike in the Pittsburgh area. (WCCo)
- Apr. 1890 South Atlantic & Ohio Railroad completed from Bristol to Big Stone Gap, Va. (N&W AR)
- Apr. 16, 1890 PRR and other railroads in Pittsburgh District reject demands of Switchmen's Union of North America for an advance in wages; the Switchmen's Union takes in the yard conductors and yard brakemen in order to control all yard labor, and under the "Chicago Scale," wage levels are relatively equal for all classes; Edward B. Wall and L. F. Loree take charge of arranging for strikebreakers and police guards for the PRR; Loree devises what becomes known as the "Pittsburgh Scale," which grants an increase, but with a spread between the wages on yard conductors and yard brakemen reflecting the difference in rank and responsibility; wages also vary in three groups according to the local cost of living; the "Pittsburgh Scale" is adopted across Lines West until 1904. (NYT, Loree)
- Apr. 17, 1890 South Pennsylvania Railway organized as reorganization of the old South Pennsylvania Railroad; George F. Baer, Pres.; capital stock set at \$20 million; as Baer is J. Pierpont Morgan's legal advisor in Pennsylvania, the move is made to keep the road from being built. (MB, NYT)
- Apr. 19, 1890 PRR files answer in Reading suit over the 1887 Schuylkill coal contract, denying the charges. (RyW, RRGaz)
- Apr. 20, 1890 *New England Washington Night Express* (check name) rerouted from Newburgh ferry to Harlem River; New Haven has built a new transfer steamer; Old Colony Railroad is to put on a day train to Washington via Shore Line. (RRGaz - see below)
- Apr. 20, 1890 Car of coffee arrives in Omaha after five-day trip from New York via Empire Line and Rock Island; record time. (RRGaz)
- Apr. 21, 1890 Pomona Branch Railroad incorporated in N.J. to build link between

- Brigantine Beach Railroad and Atlantic City Railroad at Pomona. (Rdg)
- Apr. 21, 1890 Mineral Railroad & Mining Company orders pumping out the Cameron Colliery, which had been flooded to put out a fire. (MB)
- Apr. 21, 1890 CStL&P Railroad Executive Committee authorizes purchase of land between 55th & 59th Streets, Chicago, for Outer Yard through Samuel W. Allerton. (MB)
- Apr. 21, 1890 Dutchess County Railroad incorporated in N.Y. to build from New York & New England Railroad at Hopewell Jct. to Poughkeepsie Bridge. (ICC, RyW)
- Apr. 21, 1890 District 17 of the United Mine Workers of America comprising West Virginia is organized at Wheeling; it represents the north; the mines in the Smokeless Coal Fields in the south are militantly non-union. (Evans)
- Apr. 22, 1890 Pennsylvania Company Executive Committee makes \$45,000 subscription to World's Columbian Exposition, scheduled for 1892; PC&StL Railway subscribes \$12,500. (MB)
- Apr. 22, 1890 Samuel F. Pierson, Pres. of Pennsylvania, Lehigh & Eastern Railroad, dies at his home in Holmesburg. (RyRegister)
- Apr. 23, 1890 First hearings held on New York & Long Island Railroad tunnel to run from Long Island City under 42nd Street to West Side Line of NYC&HR at 10th Avenue and to car float slips on Hudson River; underground station at Grand Central Station; Oliver W. Barnes, Chief Engineer. (RRGaz)
- Apr. 23, 1890 Pennsylvania Company Executive Committee authorizes construction of new yard at Crestline. (MB)
- Apr. 24, 1890 CCC&StL Railway leases portion of Belt Railroad & Stock Yards Company of Indianapolis between its Peoria and Chicago Divisions, North Indianapolis to Moorefield Jct. (2.52 miles). (Church, C&C)
- Apr. 25, 1890 Philadelphia & Delaware County Railroad incorporated in Pa. as reorganization of Philadelphia Midland Railroad; William H. Barnes, Pres. (Val, C&C)
- Apr. 25, 1890 ICC rules that a railroad does not have to short-haul itself but can route any traffic it receives over its own or friendly lines and not those specified by the consignor; case involved grain received by Lines West from the Louisville, Evansville & St. Louis Consolidated Railroad at New Albany destined for Louisville via the Louisville, New Albany & Chicago Railway at Jeffersonville; Lines West delivered it to Louisville over its

own line. (RyRegister)

- Apr. 25, 1890 Kanawha & Michigan Railway incorporated in Ohio and W.Va. as a reorganization of the Kanawha & Ohio Railway (Corning, Ohio-Charleston, W.Va.). (GrnBk)
- Apr. 25, 1890 Indiana and Kentucky Louisville & Jeffersonville Bridge Companies consolidated; the project is now controlled by Melville E. Ingalls of the Big Four and his ally Collis P. Huntington of the Chesapeake & Ohio Railway; almost all the stock is first owned by the East End Improvement Company, a construction company, but is later divided two-thirds by the Big Four and one-third by the Chesapeake & Ohio Railway. (GrnBk, Harlow)
- Apr. 26, 1890 Circuit Court of Roanoke City rules that the \$791,338 in Shenandoah Valley Railroad First Mortgage bonds are a second lien behind those First Mortgage bonds held by other parties. (CorpHist)
- Apr. 26, 1890 Henry Williams sells the *Mason L. Weems* to the Romer & Tremper Steamboat Company for service out of New York; the draft is too deep for the shallow rivers on which Weems operates; it is renamed the *William F. Romer*. (Holly, Burgess)
- Apr. 28, 1890 Baltimore & Potomac Railroad approves arrangement for operating the Washington Southern Railway from year to year without a formal agreement. (MB)
- Apr. 28, 1890 U.S. Circuit Court at Pittsburgh refuses petition of Allegheny Valley Railroad Income bondholders for a receiver. (RRGaz)
- Apr. 28, 1890 Cincinnati, Hamilton & Dayton Railroad and Michigan Central Railroad inaugurate through passenger trains between Cincinnati and Detroit, each company furnishing two train sets. (RyRegister)
- Apr. 29, 1890 Romine Mines renamed Frampton on Bellaire, Zanesville & Cincinnati Railway. (Guide)
- Apr. 29, 1890 Cleveland, Akron & Columbus Railway Board authorizes a temporary Union Depot at Akron. (MB)
- Apr. 30, 1890 Assistant General Freight Agent John Whittaker (1836?-1890) dies of a heart attack at Windsor Hotel in New York where he was attending a Trunk Line meeting, after 33 years of service. (AR, RRGaz, RyW)
- Apr. 30, 1890 Ontario Street freight station opens in Philadelphia. (Watkins)

- Apr. 30, 1890 Financial panic in Philadelphia; Bank of America suspends after three-day run. (PubLdgr)
- Apr. 30, 1890 New York and New Jersey Bridge Company incorporated in N.Y. (Stokes)
- Spring 1890 Indiana Coal & Coke Company, composed of men from Blairsville and Indiana, establishes the Coral Mine in Indiana County. (Stewart)
- Spring 1890 Graceton Coke Company, composed of J. W. Moore, John McCreary and Harry McCreary of Greensburg, buys what had been the first coking operation in Indiana County, founded by George Mikesell in the late 1880s, and develops the Graceton Mines in the Lower Coal Measures; later sold to the Youngstown Steel Company. (Stewart)
- May 1, 1890 PRR Board authorizes issue of \$11.5 million in new stock; old stockholders may subscribe up to 8% of current holdings; raises dividend from 5% to 6% per year, which causes rise in stock market. (MB, NYT)
- May 1, 1890 PRR secures 10-year franchise from New York City for a ferry between Bay Street, Jersey City, and West 13th Street. (MB)
- May 1, 1890 Altoona Shops cut from 10-hour days to 9; Altoona brakemen ask for increase from \$1.65 per day to \$2.16 per day. (RRG)
- May 1, 1890 New PRR organization; Jefferson Justice appointed to the new post of Auditor of Coal Freight Receipts. (MB)
- May 1, 1890 Cincinnati & Muskingum Valley Railway executes new agreement with B&O cancelling lease of west half of right of way of Central Ohio Railroad for 1.41 miles between 7th Street and junction in Zanesville; surrenders parallel track in return for running rights and right to cross certain B&O tracks in Zanesville. (AR, Church)
- May 1, 1890 Kanawha & Michigan Railway leases its Buckingham Branch (Glouster, Ohio-Mine No. 21) to the Columbus, Shawnee & Hocking Railway, replacing an earlier lease to its predecessor. (GrnBk)
- May 1, 1890 CCC&StL Railway begins operating the White Water Railroad between Hagerstown and Harrison, Ind. (AR)
- May 1, 1890 Cincinnati, Hamilton & Dayton Railroad assumes sole control of the Dayton & Union Railroad, ending joint operating with the CCC&StL (Big Four). (RyRegister)
- May 1, 1890 *St. Mary's*, rebuilt from the *Theodore Weems*, is launched at William Skinner & Sons. (Holly)

- May 1, 1890 Coal strike spreads to the Westmoreland Company, Penn Gas Coal Company, and other operators in the gas coal fields. (WCCo)
- May 3, 1890 Reading Pres. Austin Corbin writes long letter to voting trustees denouncing PRR for continuing to invade Reading territory, blocking the construction of Reading Terminal, seizing the River Front Railroad, diverting traffic from the Junction Railroad to its Schuylkill River Branch, depriving the Reading of income, and cutting rates while the Reading has refrained from doing so. (Rdg)
- May 3, 1890 Merchants Bridge formally opened across Mississippi River at St. Louis, replacing use of Wiggins Ferry. (Church, RRGaz)
- May 4, 1890 "RG" Interlocking placed in service at Radebaugh, Pa.
- May 4, 1890 Vandalia Line establishes trains No. 13-14 between Indianapolis and St. Louis; primarily mail and express trains, they carry revenue passengers only for local stops between Terre Haute and Effingham. (AR, Guide)
- May 5, 1890 Court denies application of Midland Railway (Indiana) to restrain Coffin & Stanton from disposing of \$1 million in company bonds. (NYT)
- May 6, 1890 Future operating official William T. Covert (1873-1956) joins the PRR as a clerk in the Accounting Dept. at Philadelphia. (PRRBio)
- May 6, 1890 South Pennsylvania Railway incorporated in Pa. (filing date) as reorganization of South Pennsylvania Railroad; George F. Baer holds all but qualifying shares as representative of Morgan-Vanderbilt interest. (B&O Val)
- May 7, 1890 Spencer Ervin sues for an injunction to stop PRR from compelling Reading to deliver coal to PRR under 1887 agreements and to rule that the agreements are illegal and void. (NYT)
- May 8, 1890 Supplemental agreement between PC&StL Railway, Terre Haute & Indianapolis and St. Louis, Vandalia & Terre Haute, by which PC&StL is responsible for 5/7 profit or loss of StLV&TH and the Terre Haute & Indianapolis Railroad 2/7; PC&StL receives 50% of profit accrued from opening of StLV&TH to Jan. 1, 1890. (Church, AR)
- May 10, 1890 Cumberland Valley Railroad begins surveying from Fannettsburg across the mountain to Newville on a location north of the South Penn line; have completed a survey between Fort Loudon and Bedford as a short cut to the Broad Top Coal Field. (RyW)

- May 10, 1890 Fourth Boardwalk opens in Atlantic City; 24 feet wide from Caspian Avenue at the Inlet to Albany Avenue at the new Sea View Excursion House; elevated to 10 feet above the sand, with railings. (Butler)
- May 11, 1890 New train ferry *Maryland* placed in service at New York; built by Harlan & Hollingsworth; carries 6 Pullmans or 8 coaches; Washington-Boston service restored to original route, and use of Newburgh train ferry discontinued. (PassDept - Wilson /Mutual has 2/28/90 - RRGaz has 4/20 - not in NYT - delivered 2/22)
- May 11, 1890 B&O-Reading-CNJ Route begins one round trip of 5:00 service between New York and Washington at no extra fare after new bridge over Schuylkill River at East Falls opens. (RRGaz)
- May 11, 1890 Schedule of *Congressional Limited Express* cut from 5:20 to 5:05 between New York and Washington; fastest regular service yet offered. (NYT)
- May 11, 1890 Sunday passenger service inaugurated on Belvidere Division with one round trip of *Buffalo Express*. (Lee)
- May 11, 1890 Double track opens between Ridgway and Johnsonburg on P&E Grand Division. (AR)
- May 11, 1890 Morgans Crossing renamed Oak Grove on Chartiers Branch. (Guide)
- May 12, 1890 *Philadelphia Day Express* placed in service between Boston and Philadelphia via Shore Line and ferry *Maryland*; runs through in 9:50 (RRGaz, RyRegister - verify name - also say restore night train on NY&NE rerouted to Newburgh when old Md. burned - NY&NE indicates reroute the Washington train away from Newburgh in 5/90)
- May 12, 1890 Broad Street Station now handles 442 trains daily; up from 148 when opened in Dec. 1881. (RyW)
- May 12, 1890 Lehigh Valley Railroad opens its Jordan Loop, running through Allentown, Pa., much closer to the business district than the original line along the Lehigh River; includes a large new passenger station on Hamilton Street. (AR)
- May 12, 1890 Edward H. Lauterbach, attorney of the Richmond & West Point Terminal Railway & Warehouse Company visits Baltimore, leading to renewed rumors that the Richmond Terminal is about to purchase control of B&O from the Garrett family. (NYT)
- May 13, 1890 Huntington Railroad incorporated in N.Y. to build street railroad between Huntington Station and Huntington Harbor. (NYState)

- May 13, 1890 Geneva & Sayre Railroad and Auburn & Ithaca Railway merged into Geneva & Van Etnenville Railway. (Baird, ICC)
- May 14, 1890 Pres. Roberts and Theodore N. Ely are among those testifying to Senate committee against a new brake and coupler law; say technology is changing too fast to set standards. (RyW)
- May 14, 1890 Philadelphia appoints a Rapid Transit Commission to develop a transit plan. (RyW)
- May 14, 1890 Stockholders of Lake Erie & Louisville Railroad agree to sell their line between Cambridge City and Rushville, Ind., to the Jeffersonville, Madison & Indianapolis Railroad. (MB)
- May 14, 1890 St. Clair, Madison & St. Louis Belt Railroad organized. (C&C)
- May 15, 1890 New York Sinking Fund Commissioners refuse PRR demand to drop clause from West 13th Street ferry franchise that permits city to purchase boats and buildings in the event that the franchise is sold or reverts to city. (NYT)
- May 15, 1890 Former PRR engineer T. Haskins Du Puy (1821-1890) dies at Orange, N.J. (RyW)
- May 15, 1890 New York & New England Railroad withdraws from New York & Northern Railroad in favor of reaching New York via the Housatonic Railroad and boats of the New England Terminal Company. (RyW)
- May 15, 1890 Cleveland, Cincinnati, Chicago & St. Louis Railway assigns lease of St. Louis, Alton & Terre Haute Railroad to Cairo, Vincennes & Chicago Railway but continues to operate it as agent. (GrnBk)
- May 1890 Columbus renamed Colegrove on Philadelphia & Erie Railroad. (Guide)
- May 1890 First modified Class O (D10) 4-4-0, Northern Central No. 131, built at Altoona. (Lovell)
- May 1890 Reading and Boston and Maine Dispatch fast freight line established over Poughkeepsie Bridge. (RyW)
- May 1890 Wheeling Chamber of Commerce endorses the proposition of the Wheeling & Lake Erie Railway to come into the city provided depot sites can be given to it; Chamber urges a public \$100,000 subscription payable only when cars are running over the new Wheeling Bridge. (RyRegister)

- May 1890 N.Y. Supreme Court denies application from the Midland Railway (Ind.) for an injunction to stop the house of Coffin & Stanton from disposing of \$1 million in company bonds deposited as collateral for a \$150,000 note. (RyRegister)
- May 1890 George H. Daniels, General Passenger Agent, coins "America's Greatest Railroad" slogan for NYC&HR. (first shows in June Guide - PRR slogan in 1889?) (can date by ads in NYTimes? - NYT spc notice first shows on Aug.27, 1890)
- May 1890 NYC&HR publishes a plan to rebuild Grand Central Station with a single waiting room across the front of the building. (RRGaz)
- May 1890 Baltimore Belt Railroad accepts the revised city ordinances for occupying certain streets. (RRGaz)
- May 1890 Camden, Watertown & Northern Railroad incorporated in New York by Austin Corbin for the purpose of extending the Elmira, Cortland & Northern Railroad to Watertown, N.Y. (Hungerford - verify NYState)
- May 18, 1890 NYC&HR and Michigan Central Railroad inaugurate New York-Chicago *North Shore Limited* on 25:00 schedule (NYT)
- May 19, 1890 John A. Anderson and about 200 PRR employees testify before a N.J. Senate committee holding hearings on bill sponsored by Brotherhood of Railroad Trainmen to outlaw PRR's Voluntary Relief Dept. (RyW)
- May 19, 1890 Chest Creek Railroad incorporated in Pa. to build from Westover to Carrolltown; John Patton (1823-1897) of Curwensville, Pres. (PaCorps, RRGaz, RyRegister)
- May 20, 1890 Martins Ferry Terminal Railroad files location for branch from the DeHass farm to connect with the Cleveland, Lorain & Wheeling Railroad and Wheeling & Lake Erie Railway in Pease Twp., Belmont County, Ohio. (Church)
- May 20, 1890 Buffalo, Thousand Islands & Portland Railroad incorporated in N.Y. as a joint venture of the Lehigh Valley Railroad and the Rome, Watertown & Ogdensburgh Railroad to build from Buffalo to Niagara Falls and Suspension Bridge; it is to give the RW&O access to Buffalo and the LV access to Suspension Bridge; after the NYC&HR leases the RW&O, it is not built. (LVCCorp, Hungerford)
- May 21, 1890 New Haven inaugurates all-first class *Gilt Edge Limited* between New York and Boston via the Shore Line, leaving each city at 5:00 PM. (Guide)

- May 22, 1890 B&O and state officials meet to discuss B&O proposal to buy back state stock; B&O wants to get rid of politically appointed state directors who are hostile to the current management. (NYT)
- May 24, 1890 Homer & Susquehanna Railroad incorporated in Pa. in interest of PRR to build from Homer to Cherry Tree. (MB)
- May 24, 1890 Massillon & Little Beaver Railroad incorporated in Ohio in interest of Pennsylvania Company to build between Liverpool and Massillon; no work done. (Church)
- May 25, 1890 Philadelphia & Sea Shore Railway runs inspection trip from Winslow Jct. to within six miles of Tuckahoe. (RyW)
- May 25, 1890 Floods wash out falsework and completed portion of channel span of Wheeling Terminal Bridge. (RRGaz)
- May 25, 1890 St. Louis lines cut eastbound rates in order to compete with Chicago for through traffic from West to tidewater; Vandalia Line cuts rate from \$23.50 to \$22. (NYT)
- May 26, 1890 Philadelphia & Sea Shore Railway directors travel in an inspection train for 15 miles south of Winslow Jct. (CMayCoGaz)
- May 26, 1890 Double track opens between Rookwood and Woodburn on Little Miami Railroad, replacing gauntlet track. (AR)
- May 26, 1890 Central New England & Western Railroad begins through Boston-Harrisburg day train of combine, coach and Pullman parlor car on Poughkeepsie Bridge route; runs on Central Massachusetts Railroad to Northampton, New Haven to Simsbury, Canaan, then L&HR, CNJ and Reading to Harrisburg. (NYT, Beaujon/RLHS, Mabee - NB - Orange Co. RR had to be opened on this date - check - NYT says yes)
- May 27, 1890 Apollo renamed Paulton, North Apollo renamed Apollo on Western Pennsylvania Division. (MB)
- May 27, 1890 Trunk Line Executive Committee votes to restore westbound rates effective June 1. (NYT)
- May 27, 1890 DeLand & St. John's River Railroad sold to Robert H. Coleman's Jacksonville, Tampa & Key West Railway. (ICC)
- May 28, 1890 Columbia & Port Deposit Railway incorporated as reorganization of Pennsylvania portion of Columbia & Port Deposit Railroad; Port Deposit

Railroad incorporated in Maryland as reorganization of C&PD in that state. (Val)

- May 28, 1890 Thirty dealers in Southern fruits and vegetables meet at Philadelphia Produce Exchange and issue request that all Southern shippers boycott PRR-Atlantic Coast Line route and ship by B&O or coastal steamships; PRR had begun demanding that recipients pay full freight charges on delivery or face loss of service; formerly PRR had absorbed loss if produce arrived damaged and could only be sold for less than freight charge. (NYT)
- May 28, 1890 Detroit Union Railroad Depot & Station Company agrees to construct a car ferry slip for the use of the Canadian Pacific Railway at its terminal between 12th & 18½ Streets on the Detroit River. (Church)
- May 29, 1890 Trunk Line Executive Committee ends two days of meetings unable to agree on restoring eastbound rates due to opposition of Erie and LS&MS. (NYT)
- May 29, 1890 Smith's and Windmill Islands at Philadelphia formally transferred to federal government, preparatory to being removed by Army Engineers. (Rdg, Walther)
- May 29, 1890 Report that PRR has bought surveys and right of way of West Virginia & Pennsylvania Railroad between Uniontown, Pa., to Clarksburg, W.Va. to parallel a line being built by B&O. (NYT)
- June 1, 1890 Frank L. Sheppard named General Superintendent of PRR Grand Division, replacing Robert E. Pettit who resigns for health after 25 years service; Pettit intends to travel through China, Japan, India and Russia for a few years; John M. Wallis promoted from Superintendent of Motive Power of PW&B/B&P to Superintendent of Motive Power of PRR Grand Division replacing Sheppard; Robert E. Marshall to Superintendent of Motive Power of PW&B/B&P/NC, replacing Wallis; Charles A. Chipley appointed Assistant General Freight Agent, succeeding John Whittaker, deceased. (MB, RyRegister)
- June 1, 1890 PRR discontinues special Sunday excursions and use of Sunday excursion tickets on regular trains. (RRGaz)
- June 1, 1890 New Bryn Mawr Hotel opens on site of building destroyed in 1887; the more picturesque building is designed by Frank Furness (Furness, Evans & Co.); operated by private Bryn Mawr Hotel Company; landmark building is now part of the Baldwin School. (LMHS)
- June 1, 1890 Reading establishes a day train with through parlor car between Boston

and Harrisburg via Northampton and Simsbury, but using L&HR and PRR between Maybrook and Philipsburg; train is solid only between Boston and Philipsburg; say PRR blocked use of Belvidere Division on first day. (RRGaz - see 5/26 - RyRegister says wk of 6/1-7)

- June 1, 1890 Headquarters of Western Pennsylvania Division moved from Blairsville to Allegheny City.
- June 1, 1890 PRR, Louisville, New Albany & Chicago Railway (Monon), and CCC&StL end competition on Chicago-Cincinnati run; day trains to run in 9:15; night trains in 10:40. (RRGaz)
- June? 1890 Delaware & New England Company finally organized at Wilmington; John W. Brock of Philadelphia elected Pres.; directors include W. W. Gibbs, Charlemagne Tower, Jr., Joseph F. Sinnott and Charles F. Berwind. (NYT)
- June 2, 1890 New York & Long Island Railroad makes construction contract with Miles Tierney. (NYState)
- June 2, 1890 Central Traffic Association makes further cuts in eastbound grain rate from 25 cents to 22½ cents, effective June 9; new eastbound rate war begins; Trunk Lines vote to restore westbound rates. (NYT)
- June 3, 1890 Public meeting held at Elizabeth, N.J., to push for track elevation plan. (NYT)
- June 3, 1890 PFW&C Board approves betterments for 1890: additional tracks in Conway Yard; enlarging Outbound Yard and 16th Street Yard at Chicago; second track at the Calumet River drawbridge at South Chicago; third & fourth tracks between Archer Avenue and 39th Street, Chicago. (MB)
- June 3, 1890 Connecticut Railroad Commission begins hearings on proposed New York, Bridgeport & Eastern Railroad. (NYT)
- June 4, 1890 PC&StL Railway Board approves the merger into the PCC&StL Railway, with Gen. William McCook and Robert Sherrard, Jr., opposed. (MB)
- June? 1890 Michigan Central Railroad inaugurates a New York-Chicago train running in 27:45, matching the time of the *Pennsylvania Limited*, although its route is 98 miles longer. (RyRegister)
- June 1890 Three thousand men are working on the Trenton Cut Off. (RyRegister)
- June 1890 West Jersey Railroad extended to the site of the 2nd Street Wharf, now under construction in Ocean City. (CMayCoGaz)

- June 6, 1890 Pres. Roberts meets with Philadelphia Rapid Transit Commission in Mayor's office; says he favors grade crossing elimination but is against construction of an independent belt line. (RyW)
- June 6, 1890 Commissioners of the New York & New Jersey Bridge Company meet and open books. (NYT)
- June 7, 1890 Chambersburg Land & Improvement Company incorporated to deal in real estate; later acquired by Cumberland Valley Railroad interests. (Cards - PaCorps has 7/31/93)
- June 7, 1890 *Commercial & Financial Chronicle* notes the existence of 14 large American and 2 Canadian railroad "interests": the Vanderbilt lines, including the Chicago & North Western first at 15,663 miles (without the C&NW, the Vanderbilt lines rank fifth at 8,675 miles); the Gould lines second at 11,879; the Huntington lines third at 9,038; the Santa Fe fourth at 8,965; the Union Pacific fifth at 8,047; the PRR sixth at 7,664; the Richmond Terminal seventh at 7,469; the CB&Q at 6,883; the Canadian Pacific at 6,766; the Chicago, Milwaukee & St. Paul at 5,678; the Rock Island at 4,587; the Northern Pacific/Wisconsin Central at 4,429; the Grand Trunk Railway of Canada at 4,101; the Louisville & Nashville at 3,827; the Great Northern at 3,278; and the Illinois Central at 2,875. (C&FC, NYT)
- June 9, 1890 Elizabeth City Council adopts track elevation report. (RyW)
- June 9, 1890 U.S. House debates bill to permit Baltimore & Potomac Railroad to keep and enlarge its freight yards and sidings in Washington, D.C. (NYT)
- June 9, 1890 Colleagues give dinner to retiring General Superintendent R.E. Pettit at Hotel Bellevue. (RyW)
- June 10, 1890 New York & Long Island Railroad applies to State Railroad Commission for franchise for a tunnel from Hunters Point to 42nd Street & 10th Avenue. (NYT)
- June 10, 1890 ICC begins hearing complaint of New York Board of Trade & Transportation against PRR and 21 other railroads for alleged discrimination against the port of New York. (NYT)
- June 10, 1890 Syndicate of Edward R. Bacon, Pres. of the Baltimore & Ohio Southwestern Railroad, Calvin S. Brice, John H. Inman, Henry Villard, Samuel Thomas, George DeB. Keim, Wharton Barker, Henry W. Oliver, A.C. Dravo, John W. Chalfant, et al., closes the purchase of the City of Baltimore's 32,500 shares of B&O common stock at par by July 1;

deposits \$500,000 in B&OSW bonds as security; the syndicate plans to pool stock holdings in the B&O, Pittsburgh & Western, Richmond & West Point Terminal & Warehouse Company, Reading, and Northern Pacific for three years, with a proxy given to Charles F. Mayer of the B&O. (NYT, Stover)

- June 10, 1890 Belmont Stakes moves from Jerome Park to Morris Park Racetrack; the Preakness Stakes is run the same day at Morris Park, instead of Pimlico; the Preakness is not run in 1891-93 and moves to Gravesend Race Track in 1894. (NYT, wiki)
- June 11, 1890 Report Pennsylvania Company has stopped work on improvements to docks at Erie and other Lake ports and hopes to reroute ore trade over PFW&C main line. (NYT)
- June 13, 1890 Northern Central Railway reports that the Reading declines to a joint lease of the Elmira & Williamsport Railroad, but it would pay a flat rental of \$50,000 per year plus a percentage of the expenses. (MB)
- June 13, 1890 Bacon Syndicate buys the B&O preferred stock owned by the State of Maryland Board of Public Works at 130 plus 3% dividend; the preferred stock is to be traded to Johns Hopkins University for 12,000 shares of its B&O common stock; 2 of 4 state directors leave the Board. (NYT, AR)
- June 14, 1890 Philadelphia & Sea Shore Railway runs first passenger train from Camden to Tuckahoe for directors; cross to Sea Isle City in carriages. (CMayCoGaz, RyW)
- June 14, 1890 PRR begins operating Pullman dining cars on Lines West, including Vandalia Lines, to meet competition. (AR)
- June 14, 1890 Steamer *Cambridge* launched at the Baltimore yard of William E. Woodall & Co. for the Choptank Steamboat Company for night boat service on the Choptank River. (Burgess, Stanton)
- June 14, 1890 Pioneer canal engineer William Ross Maffet (1817-1890) dies at Wilkes-Barre, Pa. (PrmntMenScranton)
- June 15, 1890 Annapolis & Baltimore Short Line Railroad begins operating between Annapolis and Bay Ridge, Md. (Guide)
- June 1890 West Jersey Railroad runs special fish cars through from Anglesea to Camden on its Cape May expresses. (CMayCoGaz)
- June 1890 Of the 47,000 B&O shares purchased by the Bacon Syndicate, it is said 13,000 go to Philadelphians interested in the Reading and 12,000 to the

Richmond & West Point Terminal people in New York; the balance goes to Baltimore and to Pittsburgh where Andrew Carnegie and Henry W. Oliver control the Pittsburgh & Western Railway; all the stock is to be pooled for three years, and Charles F. Mayer is to be Pres. during that time; a connection is to be built between the B&O's Metropolitan Branch and the Richmond & Danville system in Virginia, thus diverting the Richmond Terminal traffic from the PRR; a new line from Akron to Chicago Jct. (Willard) is to make the P&W part of a short, direct route between Pittsburgh and Chicago; at Chicago, the B&O is to use the new terminal facilities of the Northern Pacific Railroad. (RyRegister)

- June 1890 Bad British investments in Argentina causes British investors to stop buying securities of U.S. companies and begin selling holdings of U.S. companies for cash; by second week of Aug. \$15 million in gold exported from New York. (Wicker)
- June 1890 Prospect Park & Coney Island Railroad and Brooklyn, Bath & West End Railroad join to build \$500,000 joint station at 36th Street & 5th Avenue. (RRGaz)
- June 1890 PRR begins work on elevated line in Railroad Avenue, Jersey City. (RyW)
- June 1890 Lehigh Valley Railroad has made two surveys from Freemansburg towards Philadelphia; one via Doylestown to Spring Mill on PRR's Schuylkill Division, and one via Doylestown and Frankford to Port Richmond. (RyW)
- June 1890 Louisville, New Albany & Chicago Railway signs Indianapolis Union Railway terminal agreement. (Church)
- June 1890 Former PRR engineer John W. Cloud resigns as Secretary of the Master Car Builders Association to be Chicago representative of Westinghouse Air Brake Company. (RRGaz)
- June 1890 Norfolk & Western Railroad buys the Scioto Valley & New England Railroad, running from Columbus to Portsmouth and Ironton; it is still isolated from the eastern part of the N&W system; begins operating it retroactive to Feb. 1. (Lambie, AR)
- June 16, 1890 First dining cars begin running on Lines West including Vandalia Line to meet competition from other lines; operated by Pullman Company under contract; operate on No. 8-9 Pittsburgh-Richmond, No. 8 Chicago-Fort Wayne, No. 4 & No. 6 Fort Wayne-Pittsburgh, No. 9 Pittsburgh-Fort Wayne-Chicago, and No. 20-21 Chicago-Columbus-Newark and St. Louis-Richmond; meals are \$1.00. (AR, Guide)

- June 16, 1890 Reading's Boston-Harrisburg train begins running through over whole distance. (RRGaz)
- June 16, 1890 Pennsylvania Company Executive Committee authorizes lease of Rock Point Hotel to E.W. McGinness. (MB)
- June 16, 1890 The main body of the second Madison Square Garden opens in New York City on site of old Garden, which was the former New York & Harlem/New Haven depot at 27th Street & 4th Avenue; designed by Stanford White (1853-1906); the tower topped by gilded statue of the goddess Diana opens in 1891; the first Diana is too tall and is replaced by a second, now in Philadelphia Museum of Art, in 1893; the building is never a financial success for its builders. (Stokes, Broderick, RRH)
- June 16, 1890 Fall River Line boat trains rerouted from Old Colony Railroad's Kneeland Street Station via South Braintree to Boston & Providence's Park Square Station via Canton Jct. (RRH)
- June 16, 1890 Trains of the Lackawanna & Southwestern Railroad begin being operated in the name of "George D. Chapman, Receiver of the Lackawanna & Pittsburgh Railroad"; run standard gauge between Belfast Jct. and Hornellsville Jct. and narrow gauge between Angelica and Olean. (RRH 92)
- June 17, 1890 In a letter from London, Austin Corbin submits his resignation as Pres. of Philadelphia & Reading and recommends VP A.A. McLeod be elected his successor. (Rdg)
- June 17, 1890 First regular Philadelphia & Sea Shore Railway train arrives at Tuckahoe with a camelback locomotive; big celebration for the Italian track workers. (CMayCoGaz)
- June 17, 1890 Philadelphia & Sea Shore Railway files survey between Winslow Jct. and Sea Isle City, N.J. (NJCorp)
- June 17, 1890 In the aftermath of the Ives scandal, Pres. Julius Dexter, Russell Sage and Sidney Dillon are voted off the Cincinnati, Hamilton & Dayton Railroad Board and replaced by Charles W. Fairchild of Indianapolis, William A. Proctor of Cincinnati (of Procter & Gamble), and Henry F. Shoemaker. (NYT)
- July 17, 1890 Future PRR Electrical Engineer Harvey Conrad Griffith (1890-1974) born at New Enterprise, Pa. (geni.com)
- June 18, 1890 Camden & Atlantic opens double track between Haddonfield and Berlin, N.J. (AR)

- June 19, 1890 Reading VP McLeod meets with Philadelphia Rapid Transit Commission and also opposes an independent belt line. (RyW)
- June 19, 1890 Chicago, St. Louis & Pittsburgh Railroad Executive Committee authorizes an interlocking system at the west end of double track between Columbus and the Scioto River. (MB)
- June 19, 1890 Louis Genis, Trustee of Illinois Midland Railway, conveys his half interest in line between Hervey City and Decatur Jct. to Terre Haute & Peoria Railroad, which he had held since 1877. (Church)
- June 1890 Chautauqua Lake Railway resumes running Jamestown-Mayville after short suspension; Western New York & Pennsylvania Railroad has denied it use of its tracks which separate the main section from the Mayville Branch. (RRGaz)
- June 20, 1890 LS&MS cuts eastbound dressed beef rate to 39 cents. (NYT)
- June 20, 1890 U.S. Census Bureau installs electric punch-card tabulating machines invented by Herman Hollerith (1860-1929) for the purpose of tabulating the data of the 1890 census. (CnsBur)
- June 22, 1890 Jennings renamed Lake City on GR&I. (Guide - Meints shows as separate)
- June 23, 1890 Lehigh Valley Railway Company, Buffalo & Geneva Railway and Geneva & Van Etnenville Railway merged into Lehigh Valley Rail Way Company. (Baird)
- June 24, 1890 LIRR extends Flatbush Avenue-Jamaica rapid transit service to Hillside.
- June 24, 1890 *New York Times* reports that Austin Corbin will resign from the Reading and devote all his time to building two tunnels under the East River, one from Atlantic Avenue and one from Long Island City, and also developing Fort Pond Bay (Montauk Harbor) as the terminus of a line of steamships to Milford Haven, Wales; British engineer Charles M. Jacobs acts as his consultant on all these projects. (NYT. ASCE)
- June 25, 1890 PRR begins track elevation between Frankford and Bridesburg. (RyW)
- June 25, 1890 Baltimore Belt Railroad gives construction contract to John Henry Miller. (ICC)
- June 26, 1890 Atlantic City Railroad puts on a 75-minute "flyer" to Atlantic City for summer season. (PubLdgr)

- June 26, 1890 Jeffersonville, Madison & Indianapolis Railroad purchases the remaining portion of the Lake Erie & Louisville Railroad (Cambridge City-Rushville). (Church, C&C)
- June 26, 1890 Steamer *Richmond* launched at the Baltimore yard of William Skinner & Sons for Weems Line service between Baltimore and Fredericksburg; last wooden steamboat built for the Weems Line. (Burgess, Holly)
- June 27, 1890 Robert Pitcairn elected Pres. of the McKeesport & Bessemer Railroad; William H. Brown named Chief Engineer. (C&C)
- June 27, 1890 Reading Board accepts Austin Corbin's resignation and elects A.A. McLeod (1846-1902) Pres.; McLeod also remains General Manager; group of Philadelphia stockholders, including John Wanamaker and Thomas Dolan, secure the ouster of Austin Corbin as Pres. of the Reading; McLeod soon embarks on an ambitious expansion program that dwarfs even Franklin B. Gowen's schemes. (Rdg, PubLdgr)
- June 27, 1890 Philadelphia & Sea Shore Railway inaugurates revenue service between Winslow Jct. and Tuckahoe with two round trips. (PubLdgr - RyW says 6/28)
- June 27, 1890 Trunk Line presidents ask Central Traffic Association to restore eastbound rates but are otherwise unable to settle the eastbound rate war. (NYT)
- June 28, 1890 West Jersey Railroad begins running summer excursion trains to Anglesea. (CMayCoGaz)
- June 28, 1890 Philadelphia Country Club formed by John C. Bullitt, James Hay, Wayne MacVeagh, Charles E. Warburton, Edward T. Stotesbury, Eugene Delano and Theophilus Parsons Chandler, Jr.; it acquires grounds of 60 acres at Bala adjoining Fairmount Park and builds a polo field, and later a golf course; other members include William H. Barnes, George W. Boyd, A.J. Cassatt, T. DeWitt Cuyler, Clement A. Griscom, H.H. Houston, William H. Joyce, Frederick J. Kimball, William J. Latta, James A. Logan, Sutherland M. Prevost, Joseph D. Potts, Charles E. Pugh, George B. Roberts, William J. Sewell, Frank Thomson. (LMHS, Sheridan)
- June 29, 1890 Connecticut Railroad Commission rules that the New York, Bridgeport & Eastern Railroad has a legal charter. (NYT)
- June 30, 1890 Baltimore & Eastern Shore Railroad acquires property of former Wicomoco & Pocomoke Railroad (Salisbury-Ocean City) from purchasers at foreclosure in 1888. (Val)
- June 30, 1890 B&O Pres. Charles Mayer makes the first payment of \$1,084,800 to

repurchase the common stock held by City of Baltimore. (RyW)

- June 30, 1890 B&O, Reading, Lehigh & Lackawanna, Pennsylvania, Poughkeepsie & Boston, Central New England & Western, New Haven and Boston & Maine sign agreement for division of expenses from operating a Washington-Boston train via the Poughkeepsie Bridge, including a Washington-Boston sleeping car and a through Boston-Philadelphia coach. (Rdg)
- June 30, 1890 Reading and B&O establish through sleeping cars between Washington and Boston via Reading to Bethlehem, CNJ to Pen Argyl, Pennsylvania, Poughkeepsie & Boston to Campbell Hall, Poughkeepsie Bridge, and Central New England & Western to Simsbury, New Haven to Northampton and Boston & Maine Railroad to Boston in 17:35. (B&O Mag, CentMass, Mabee)
- June 30, 1890 Hudson Tunnel Railway stockholders meet at the Mills Building at New York with Gen. James H. Wilson of the New York & New England Railroad presiding; agree to a new \$25 million mortgage. (NYT)
- June 30, 1890 Boston & Maine Railroad acquires the Eastern Railroad, running parallel to it along the coast between Boston and Portland, under an agreement of May 8; increases its domination of northern New England. (ICC)
- July 1, 1890 L.K. Lodge (-) named Superintendent of Altoona Division, replacing A.C. Hippey, resigned; Robert L. Holliday (1848-1906) named Superintendent of Central Division, PW&B, replacing Lodge; A.W. Moss named Superintendent of Lewistown Division, replacing Holliday. (AR, Snyder)
- July 1, 1890 Columbus, Shawnee & Hocking Railway leases Zanesville Terminal Railway (4.4 miles) for 99 years. (Church, GrnBk)
- July 1, 1890 Kanawha & Michigan Railway acquires the Charleston & Gauley Railway, which is completed from Charleston to Dickinson and under construction to Gauley Bridge. (GrnBk, Poors)
- July 1, 1890 CCC&StL Railway begins operating the White Water Railroad, Harrison to Hagerstown, Ind. (GrnBk)
- July 1, 1890 Toledo, Peoria & Western Railway agrees with other railroads for construction and operation of Keokuk Union Depot Company. (Church)
- July 1, 1890 Electric City & Illinois Railway opens between east end of Merchants Bridge and Granite City, Ill. (5.62 miles); St. Louis Transfer Railway opens between Arsenal Street and Calvery Avenue along river in St.

Louis. (Church)

- July 1, 1890 Baltimore & New York Railway opens between Cranford Jct. on CNJ and the Arthur Kill Bridge; operated by B&O; B&O throws all New York freight onto the Staten Island Rapid Transit Railroad. (B&O Val, AR)
- July 1, 1890 B&O syndicate makes the final payment of \$2,165,200 in New York to complete the purchase of the City of Baltimore's common stock; all 7 city directors soon leave the Board. (NYT, RyW, AR)
- July 2, 1890 Congress passes Sherman Antitrust Act outlawing contracts and combinations in restraint of interstate and international commerce; however, it sets up no new enforcement agency, leaving that to the Justice Dept. and courts; as a result, there is little attempt at enforcement and much judicial confusion in interpreting the act. (EAH, McCraw)
- July 2, 1890 Meeting in Baltimore arranges the consolidation of the Annapolis & Bay Ridge Railroad, the Baltimore & Eastern Shore Railroad and the Wicomico & Pocomoke Railroad. (NYT)
- July 2, 1890 South Fork Railroad incorporated in Pa. to build coal branch from the Johnstown area through the area once occupied by the South Fork Reservoir destroyed in the Johnstown Flood to the line between Cambria and Bedford Counties; George F. Huff, Pres. (Val, C&C, RyRegister)
- July 2, 1890 Harrisburg & Potomac Railroad sold at foreclosure to A.A. McLeod for \$10,000. (Val, RyW)
- July 3, 1890 Pennsylvania Company Executive Committee authorizes construction (or extension) of Docks No. 4 & No5 at Erie. (MB)
- July 4, 1890 Raritan River Railroad opens for passenger service between Milltown and the southeast side of New Brunswick, completing line from South Amboy; no connection with PRR at New Brunswick. (Deibert - check RRG, NJState)
- July 4, 1890 A new Monmouth Park Race Track opens southwest of the old in Oceanport, N.J., near Long Branch; features a huge steel-framed grandstand with a great cantilevered roof seating 12,500, and room for another 12,500 on the lawn; the course permits racing in five different configurations; the track is designed and promoted by David D. Withers (1822-1892); the Monmouth Park Railroad is rebuilt on a new alignment curving behind the new grandstand, where an unloading area of 19 tracks with a capacity for 15-car trains is constructed; at the far end, the tracks converge on what is described as the largest turntable yet built in the U.S., which is used to let the locomotives turn and switch tracks to run around

the cars; the terminal is designed to permit moving 20,000 in about 15 minutes; opening day is marred by heavy rain that turns the track to mud; the season runs through Aug. 28, Tuesdays, Thursdays and Saturdays; both PRR and CNJ run three special trains, some in multiple sections; package excursion fare is \$2.50. (NYT)

- July 5, 1890 NYP&N and Norfolk Southern Railroad form an equipment trust to finance the purchase of the Pamlico Sound steamboat *Neuse*; bonds are to be guaranteed jointly by both railroads; trust is paid off in 1892 and boat becomes joint property of both railroads. (MB)
- July 6, 1890 New "A" Interlocking placed in service at Broad Street Station, increasing passenger section from 8 to 12 tracks by converting former freight facilities to passenger use; freight facilities relocated from south side at 15th Street to ground level at 17th Street; Adams Express relocated to 16th & Market. (RRGaz, AR)
- July 8, 1890 Cleveland, Akron & Columbus Railway stockholders approve an issue of \$890,000 Second Mortgage bonds. (MB)
- July 8, 1890 PC&StL Railway and Terre Haute & Indianapolis Railroad sign new operating contract for the St. Louis, Vandalia & Terre Haute Railroad arranged by John G. Williams that compromises items in dispute for over six years; PC&StL becomes responsible for 5/7 of Vandalia's profit and loss and TH&I for 2/5; TH&I is required to pay PC&StL \$133,350 and Vandalia \$657,666 over two years. (Wallis)
- July 9, 1890 Ohio Valley Railway Board authorizes \$500,000 increase in capital stock and recovering right of way between Powhatan and Marietta. (MB)
- July 1890 PRR has established a dormitory, club house and library for employees at its New York ferry terminal. (RyRegister)
- July 1890 Philadelphia & Sea Shore Railway completed between Winslow Jct. and Seaville, N.J.; allied with Reading system; PRR secures injunction against using the crossing of West Jersey & Atlantic Railroad at Richland, cutting the P&SS into two useless halves. (Coxey)
- July 1890 Delmarva peach crop fails; none carried on Delaware Railroad system. (AR)
- July 1890 Banian Branch of Tyrone & Clearfield Railway extended 2.19 miles on Tyrone Division. (Val)
- July 1890 Big Run Branch of Tyrone & Clearfield Railway opens between Big Run Jct. and mines (2.43 mi.) on Tyrone Division. (Val - ca. 7/90)

- July 1890 Economy peaks and 10-month contraction begins. (NBER)
- July 10, 1890 Mountain Iron Company incorporated in Minn. by Leonidas J. “Lon” Merritt (1844-1926) to open the Mesabi Range; the five Merritt brothers of Duluth have been conducting detailed exploration of the range since 1887. (Walker)
- July 10, 1890 Louisiana passes a “Jim Crow” law imposing racial segregation on railroads. (findlaw)
- July 10, 1890 The Chicago Junction Railways & Union Stock Yards Company is incorporated in N.J. as a holding company to acquire the stock of the old Union Stock Yards & Transit Company and the Chicago Junction Railway Company; a British syndicate has purchased control of the Chicago’s Union Stock Yards for \$19 million; new directors include James Bland of London and Hugh Childers, former British Finance Minister, as well as prominent Americans such as Chauncey M. Depew and John Hoey of the Adams Express Company; the major American packers make plans to organize a new Central Stock Yards. (Moody’s, CHTaylor)
- July 11, 1890 Bridge engineer Gustav Lindenthal secures a federal charter for the North River Bridge Company to bridge the Hudson River near 23rd Street; to be 3,100-foot clear span with union railroad station at 6th Avenue & 26th Street; span is clear between pierhead line; Rea continues to work on project while engaged on B&O and tries to interest DL&W and other railroads in joining project to defray cost; incorporators include N.Y. steel manufacturer Jordan L. Mott (1829-1915), Hollidaysburg ironmaster John K. McLanahan, Samuel Rea, F.W. Roebing, Thomas Fortune Ryan (1851-1928), Charles J. Canda, engineer Henry Fladd (1824-1898), and Garrett A. Hobart. (Rea, MB, NYT, RyW)
- July 12, 1890 John Henry Miller assigns contract to build Baltimore Belt Railroad to Maryland Construction Company. (ICC)
- July 13, 1890 John C. Frémont (1813-1890), dies at New York, having been impoverished by his inept railroad speculations in the 1860s and 1870s. (DAB)
- July 14, 1890 Sherman Silver Purchase Act signed replacing the Bland-Allison Act of 1878; authorizes government purchases of 4.5 million ounces of silver per month and issuance of silver certificates, which can be redeemed for either silver or gold; although the legal ratio of silver to gold is 16 to 1, the flood of silver and declining gold production soon makes the actual ration 32 to 1, so that 50 cent in silver can legally be exchanged for \$1 in gold; fearing America will go off the gold standard, European investors begin selling

stocks and converting dollars into gold and repatriating it to Europe; Americans also begin to hoard gold, taking it out of circulation. (EAH, Algeo, - Strouse has in 10/90 - verify NYT)

- July 14, 1890 Railroads entering Philadelphia form Philadelphia Car Service Association to handle interchange and demurrage payments. (Rdg)
- July 14, 1890 Reports that PRR is planning to extend a line between Reading and Allentown, Pa. (NYT)
- July 14, 1890 A new Chicago Junction Railway & Union Stock Yards Company incorporated in New Jersey at \$13 million as a holding company for purpose of controlling old Union Stock Yards & Transit Company; organized by Boston financier Frederick H. Prince (1859-1953); incorporators include William J. Sewell, Chauncey M. Depew, John Quincy Adams and John Hoey; two-thirds of capital to be held in U.S. and controlled by Lines West VP Jacob N. McCullough - actually control seems to be divided among major railroads entering Chicago. (RyW, NYT)
- July 15, 1890 Promoters George W. Greene and Charles Swan fail to show for a hearing before a U.S. House committee on the New York & New Jersey Bridge Company; it is assumed to be a speculative scheme, and that they will sell the charter to the highest bidder. (NYT)
- July 15, 1890 Mineral Railroad & Mining Company leases the Colket Colliery to William C. Smith and Jacob K. Keiser. (MB)
- July 15, 1890 Explosion on passenger train at Kings Mills, Ohio, kills 12. (Shaw)
- July 1890 Competition between the PRR and Reading causes fares between Philadelphia and Jersey Shore points to fall to less than a half cent a mile. (RRGaz)
- July 1890 PRR is surveying line from Lebanon to Middletown, completing a route through the Lebanon Valley from Reading. (RRGaz, RyRegister)
- July 1890 PC&StL Railway begins double-tracking Gould Tunnel. (AR)
- July 1890 Plan of the Wheeling & Lake Erie Railway to raise \$100,000 in Wheeling has failed; only \$25,000 subscribed; W&LE will now try to get a subscription from the county. (RyRegister)
- July 16, 1890 PRR's Mount Carmel & Sunbury RPO extended to Penn Haven & Sunbury RPO over Lehigh Valley Railroad. (Kay)

- July 16, 1890 T. DeWitt Cuyler elected VP of the Cleveland & Marietta Railway. (MB)
- July 16, 1890 B&O Pres. Charles F. Mayer announces that the City of Baltimore has sold its stock and that the seven city directors will be leaving soon; this leaves a Board of 14 member with only two public directors representing the state's Washington Branch stock; they remain until the spring of 1906. (Stover)
- July 17, 1890 "Mount Pleasant" (Waldo Avenue) coach yard and engine terminal open at Jersey City on site of Mount Pleasant Park; 42-stall roundhouse is 323 feet in diameter. (AR, NYT)
- July 17, 1890 Philadelphia Rapid Transit Commission holds first public meeting. (RyW)
- July 17, 1890 Port Deposit Railroad (Md.) merged into Columbia & Port Deposit Railway under agreement of May 29, 1890. (Val)
- July 18, 1890 Civil engineer Gen. Silas Seymour (1817-1890) dies at New York City. (RRGaz)
- July 19, 1890 Huntington Railroad opens between Main Street, Huntington and Halesite dock as a horse railroad in New York Avenue. (Seyfried)
- July 21, 1890 Lines West reopens through passenger route between Pittsburgh and Louisville via Cambridge City and Columbus, Ind., with sleeping car on Nos. 5/104-107/8. (Guide)
- July 21, 1890 First baby parade held at Asbury Park, N.J. (NYT)
- July 22, 1890 General Superintendent of Motive Power Theodore N. Ely issues a new standard specification for Tuscan red paint for passenger cars calling for the pigment paste to be mixed with pure raw linseed oil instead of japan lacquer, as individual samples of lacquer vary too much to give a uniform finish; just enough linseed oil is used to get a flat finish, which is then covered with coats of varnish as a glossy protective coat; Tuscan red pigment is obtained by taking Indian red, a sesquioxide of iron, and adding wood lake, an organic extract from dye woods. (RyLocos&Cars)
- July 22, 1890 N.Y. Rapid Transit Commission expires. (NYT)
- July 23, 1890 PC&StL Railway Executive Committee authorizes arching Gould Tunnel No. 5 for double track because of cave-ins. (MB)
- July 23, 1890 Harrisburg & Shippensburg Railroad incorporated as reorganization of Harrisburg & Potomac Railroad. (Val, ICC)

- July 25, 1890 Northern Central Railway signs memo of agreement with the Baltimore Belt Railroad for the revision of their grade crossing north of Mount Royal Station; NC to lower the tracks in its Bolton Yard. (MB)
- July 1890 Wheeling & Lake Erie Railway extended to Portland, Ohio, six miles from Martins Ferry. (RyRegister)
- July 26, 1890 Chautauqua Lake Railway enters receivership. (NYState)
- July 27, 1890 Pierce's, Ohio, renamed Wilberforce, Caldwell renamed Reed Avenue, both on Little Miami Railroad. (Guide)
- July 28, 1890 Work begins on Trenton Cut Off at Glen Loch. (CCHS)
- July 28, 1890 Cyclone destroys 5-stall roundhouse being built at Wilkes-Barre, Pa. (AR)
- July 31, 1890 B&O inaugurates "Royal Blue Line" service between Jersey City and Washington with distinctive royal blue and gold cars; pool of 16 coaches, 6 combine/smokers, 7 baggage cars and 10 Pullman parlor cars provided by B&O (17 cars), Reading (6 cars) and CNJ (5 cars); cars are distinguished by state crests of Maryland, Pa., or N.J., depending upon the owner; all cars are 70 feet with narrow vestibules, Pintsch gas lights and Baker heaters; trains run on a 5:00 schedule. (RyW, RRGaz, AR - numbers don't match - check Pullman)
- July 31, 1890 New York & Pennsylvania Company incorporated to buy timber lands; builds a large paper mill at Johnsonburg, Pa., on the Philadelphia & Erie Railroad. (Taber/Kline)
- Aug. 1, 1890 New ice plant opens at Mifflin, Pa., on Middle Division to manufacture ice for use in stations, etc., after sources of natural ice prove insufficient; PRR now has two artificial ice plants; had used about 45,000 tons per year, mostly natural ice harvested from along Middle Division. (AR, RyW)
- Aug. 1, 1890 Bridgeville & McDonald Branch of PC&StL Railway opens between Bridgeville and Rend's Mine No. 2 (6.96 miles). (Church)
- Aug. 1, 1890 Terre Haute & Indianapolis Railroad grants wage increase. (AR)
- Aug. 1, 1890 VP Frank Thomson and family sail for Europe on the *Normania*. (RyRegister)
- Aug. 1, 1890 Former PRR superintendent Samuel A. Black (1821?-1890) dies at his home "Upland" in Bryn Mawr, where he was proprietor of the *Bryn Mawr Home News*. (RyW, Harding)

- Aug. 1, 1890 Former PRR passenger traffic officer Leslie P. Farmer appointed Commissioner of the Passenger Dept. of the Trunk Line Association. (BioDirRyOff)
- Aug. 1, 1890 New Haven extends service on its Harlem River Branch to the south side of the Harlem River at 3rd Avenue and a connection with the Third Avenue El. (AR - may be 1891 - verify NYT?)
- Aug. 1, 1890 Central Traffic Association, representing the railroads between Buffalo/Pittsburgh and Chicago/St. Louis, implements a new uniform bill of lading; the Chicago Board of Trade protests its "non-negotiable" clause and evading responsibility for losses en route; its shippers then favor the Wabash and the Grand Trunk, which have not adopted the bills; later, four connecting railroads refuse to accept the new bills, and they are abandoned. (CHTaylor)
- Aug. 1, 1890 First Bessemer converter blown in at the Pennsylvania Steel Company's new plant at Sparrows Point, Md. (McGrain)
- Aug. 1890 New modified Class O being assigned to Indianapolis. (RyW)
- Aug. 1890 Western New York & Pennsylvania Railroad arranges to reopen line between Nunda Jct. and Swains, N.Y. formerly subleased to Lackawanna & Pittsburgh Railroad, but returned to WNY&P for failure to operate; have also contracted to operate over the Lackawanna & Southwestern with thorough trains between Hornellsville and Rochester. (RRH 92)
- Aug. 4, 1890 Indiana & Lake Michigan Railway opens between South Bend and St. Joseph, Ind.; leased to Terre Haute & Indianapolis under agreement of June 4, 1889; includes connection to Studebaker Manufacturing Company at South Bend, which enables them to avoid using LS&MS. (Church, AR, Guide)
- Aug. 4, 1890 Norfolk & Western Railroad agrees for use of Columbus Union Depot. (Church)
- Aug. 5, 1890 River Front Railroad Board adopts a plan for a freight yard on the Commerce Street Branch between East Norris and York Streets and between Moyer and Richmond Streets. (MB)
- Aug. 5, 1890 Massillon & Little Beaver Railroad Board adopts location by Thomas Rodd, Chief Engineer. (MB)
- Aug. 5, 1890 Shenandoah Valley Railroad adopts reorganization plan under which the reorganized company is to be turned over to the Norfolk & Western

Railroad. (CorpHist)

- Aug. 6, 1890 Charles A. Ball of Brooklyn, N.Y., appointed General Manager of the Wheeling Bridge & Terminal Railway at the request of the eastern stockholders. (MB)
- Aug. 7, 1890 Pres. George B. Roberts calls on Reading Pres. A.A. McLeod at his office for their first face-to-face private meeting; lasts two hours; no details leaked to the press. (RyW)
- Aug. 7, 1890 First rails rolled at the Sparrow's Point Plant of the Maryland Steel Company of Baltimore County. (McGrain)
- Aug. 7, 1890 NYC&HR General Manager John M. Toucey refuses to meet with a delegation of employees from the Knights of Labor; in a public statement, he has said that the recent layoffs of men were strictly seasonal and not simply because they were members of the KofL, although he later admits that at least one KofL leader was fired because he had become obnoxious to management for other reasons. (NYT)
- Aug. 8, 1890 District No. 246 of the Knights of Labor begins 10-day strike, mostly by switchmen and yardmen, against NYC&HR's Hudson and Harlem Divisions; worst interference is at Grand Central Station, where passenger service is halted; about 4,500-5,000 strike east of Buffalo. (NYT, RRGaz, RyW, Weir, Loree)
- Aug. 8, 1890 Reading announces that it has secured site for a New York coal terminal on Arthur Kill at Port Reading; Port Liberty on the CNJ at Jersey City is too congested, and high tolls levied by the PRR on the Delaware & Raritan Canal have rendered its use unprofitable. (NYT, RyRegister)
- Aug. 9, 1890 PRR begins demolition of old Jersey City Terminal train sheds; have built 6 temporary tracks north of the station. (NYT)
- Aug. 9, 1890 NYC&HR brings in Pinkerton guards to protect its property and the strikebreakers; most passenger service is restored; the strike spreads as far as Buffalo; the company digs in and refuses to arbitrate. (NYT)
- Aug. 10, 1890 PC&StL Railway stockholder approve the consolidation into the PCC&StL Railway by a vote of 138,025 to 7,548; only the PRR, Pennsylvania Company and their employees vote in favor; all local stockholders are opposed, including the City of Steubenville and the estate of William Kilgour, who make formal protests. (MB)
- Aug. 11, 1890 Filibuster in U.S. House against Atkinson Bill confirming PRR's rights to occupy the Mall and public streets, particularly as regards creating

additional freight tracks; some protest "desecration" of the Mall by the PRR station, but a majority probably opposes moving it to a location more remote from the business district on practical grounds; bill actually allows for expanding storage yards and engine terminal, not permanently occupying the Mall, as opponents charge. (RyW, NYT)

- Aug. 12, 1890 Harrisburg & Shippensburg Railroad and Harrisburg Terminal Railroad merged to form Philadelphia, Harrisburg & Pittsburgh Railroad under agreement of July 24, 1890. (Val)
- Aug. 12, 1890 Chicago & Atlantic Railway sold at foreclosure at Indianapolis to New York, Lake Erie & Western Railroad for \$5 million. (NYT)
- Aug. 12, 1890 NYC&HR strike broken at New York City. (Loree)
- Aug. 13, 1890 N.Y. Attorney-General announces he will appeal recent court ruling upholding legality of Atlantic Avenue Railroad Company of Brooklyn charter. (NYT)
- Aug. 13, 1890 Chicago & Erie Railroad incorporated as reorganization of Chicago & Atlantic Railway, sold at foreclosure on Aug. 12. (Minor)
- Aug. 14, 1890 Boynton Bicycle Railroad opens with a second locomotive and service extended from Ocean Parkway to the Brighton Beach Race Track. (BrklnEgle)
- Aug. 14, 1890 Brigantine Beach Railroad agrees to absorb Pomona Branch Railroad and execute new 10-year lease to Atlantic City Railroad. (MB)
- Aug. 14, 1890 William H. Barnes elected Pres. of the Granite Improvement Company. (MB)
- Aug. 15, 1890 Atlantic City Railroad leases Brigantine Beach Railroad. (Rdg)
- Aug. 1890 LIRR bans card playing in drawing room cars. (RRGaz)
- Aug. 1890 PRR temporarily abandons plans for elevating tracks through New Brunswick and instead plans to eliminate curves and extend four-track system. (RyRegister)
- Aug. 1890 Broad Street Station is served by 225 arrivals and 226 departures on weekdays and 115 arrivals and 115 departures on Sundays. (RyRegister)
- Aug. 1890 Kendrick Branch of Tyrone & Clearfield Railway opens between Kendrick Jct. and mines (0.7 mi.) on Tyrone Division. (Val - ca. 8/90)

- Aug. 1890 McCoy's Run Branch of Cambria & Clearfield Railroad opens between Glen Campbell Jct. and mines (2.13 mi.). (Val)
- Aug. 1890 NYC&HR is having a party of photographers taking views of its road and scenery to be used for advertising the road in Europe for World's Fair travel. (RyRegister)
- Aug. 16, 1890 PC&StL Railway Executive Committee authorizes remodeling Sheridan Yard. (MB)
- Aug. 16, 1890 Air brake instruction car begins a circuit of Lines West, concluding on Nov. 1. (RRGaz)
- Aug. 16, 1890 NYC&HR strike broken in the Albany area. (Loree)
- Aug. 16, 1890 North Avenue Electric Railway Company places the first electric trolley route in Baltimore in service between Division Street and the Walbrook suburban development. (Nixon)
- Aug. 17, 1890 CStL&P Railroad lays track down Linden Street in Dayton, which is promptly torn up by the city in the afternoon; at 4:00 AM lays a quarter mile of second track through Canal Street in Logansport in violation of the injunction of 1883. (RRGaz)
- Aug. 18, 1890 Schuylkill & Lehigh Valley Railroad opens between Lizard Creek Jct. near Lehighon and Schuylkill Haven, where a connection is made with the PRR for Pottsville; operated by Lehigh Valley Railroad as its Pottsville Division. (AR, Baird, ICC)
- Aug. 19, 1890 Main span of the Ohio Connecting Railway bridge placed in position. (RyW)
- Aug. 19, 1890 Ohio Valley Railway Company renamed Pittsburgh, Ohio Valley & Cincinnati Railroad Company to avoid confusion with unrelated company of same name chartered in Kentucky. (MB, Church)
- Aug. 20, 1890 Philadelphia Rapid Transit Commission calls on each railroad to appoint an engineer to a committee that will consider solutions to railroad problems within the city. (RyW)
- Aug. 20, 1890 Frederick Law Olmsted (1822-1903) is named consulting landscape architect to the upcoming World's Columbian Exposition in Chicago; Burnham & Root made consulting architects; in Oct. 1890 John Wellborn Root becomes consulting architect and Daniel H. Burnham Chief of Construction. (Moore)

- Aug. 21, 1890 Call money rates on Wall Street reach 0.5% per day (180% per annum); no credit for annual crop movements when most needed; on same day, U.S. Treasury announces it will redeem \$20 million in government bonds to pump cash into the economy; continues to redeem additional bonds into September, averting a banking panic. (Wicker)
- Aug. 22, 1890 Commissioners appointed by the N.Y. Supreme Court report in favor of the Atlantic Avenue Elevated Railroad Company. (NYT, RRGaz)
- Aug. 25, 1890 Perth Amboy & Long Branch Railroad incorporated in N.J. to build line from Woodbridge Jct. to north end of Raritan River Bridge to avoid trackage rights over CNJ; not built. (MB)
- Aug. 25, 1890 Baltimore & Eastern Shore Railroad opens for revenue service between Easton and Vienna, Md., with the steamboat *Tockwogh* between Bay Ridge and Claiborne (projected to be "Bay City"); bridge over the Nanticoke Railroad and train ferry slips are not yet done; first train leaves Camden Station at 8:30 AM.; stations at Turner, Bethlehem, Preston, Thomsen, Hurlock, Ennals, Rhodes and Vienna. (RyW, RRGaz, BaltAm, NYT)
- Aug. 25, 1890 Supreme Council of the Federation of Railway Employees refuses to declare a general strike against the Vanderbilt Lines in sympathy with the Knights of Labor, ending the last hope for an outcome remotely favorable to the strikers; by now, some 2,000-2,500 have lost their jobs; failure destroys the KofL in the industrial Northeast and Midwest and it becomes a primarily rural organization with a few urban radicals, eventually returning to ritual and nativism before fading away. (NYT, Weir)
- Aug. 26, 1890 Huntington Railroad extended from Main Street, Huntington, to Huntington Station on the LIRR. (Seyfried)
- Aug. 27, 1890 Future PRR Coal Traffic Manager James Thomas Carbine (1890-1947) born in Fernwood, Pa.; son of Irish immigrants Michael and Mary Mayers Carbine. (PhilaProgress)
- Aug. 28, 1890 Last day of the racing season for the giant new Monmouth Park Race Track near Long Branch; it will be unable to open in 1891 because of growing public opposition to racetrack gambling. (NYT)
- Aug. 28, 1890 Brigantine Beach Railroad opens for regular service between Pomona and Brigantine, N.J.; leased by Atlantic City Railroad as Brigantine Branch. (Rdg, Guide)
- Aug. 29, 1890 Pres. Roberts gives an interview with the *Public Ledger*; notes rate of return has been falling since Mar. 1890 though freight traffic is up 26%;

gross earnings are up only 17% over first half of 1889. (RyW)

- Aug. 29, 1890 Delegation from Elizabeth, N.J., waits on Pres. Roberts and asks PRR to establish a ferry between Elizabethport and New York to replace one discontinued by CNJ in 1889. (NYT)
- Aug. 29, 1890 Pittsburgh, Cincinnati & St. Louis Railway, Chicago, St. Louis & Pittsburgh Railroad, Cincinnati & Richmond Railroad, and Jeffersonville, Madison & Indianapolis Railroad merged to form Pittsburgh, Cincinnati, Chicago & St. Louis Railway (PCC&StL) under agreement of June 10, 1890, effective Oct. 1; filing dates were Aug. 25-Aug. 29; Town of Steubenville, which holds 1,269 shares of PC&StL Railway is opposed to the merger, but the PRR owns 84%. (Church, NYT)
- Aug. 29, 1890 Act of Congress authorizes the Missouri & Illinois Bridge & Belt Railroad to bridge the Mississippi River near St. Louis. (C&C)
- Aug. 30, 1890 PRR makes final payment of \$635,655 on 1857 purchase of Main Line of Public Works; payment was due and ready on July 31, but state does not call for money until Aug. 30; total cost of Main Line with interest is \$15,565,655. (MB)
- Aug. 30, 1890 Central New England & Western Railroad leases Hartford & Connecticut Western Railroad under agreement of Feb. 4, 1890. (NHCorp, Rdg)
- Aug. 30, 1890 CNJ ferry *Communi paw* makes the last run for the Elizabethport & New York Ferry Company, the last descendant of the steamboat lines established by Aaron Ogden and Thomas Gibbons in the early 1800s. (NautGaz)
- Sep. 1, 1890 St. Louis Merchants Bridge Terminal Railway leases Venice & Carondelet Belt Railroad for five years. (Church)
- Sep. 1, 1890 Company relief for men who have been sick or disabled for over a year and exhausted their VRD benefits is extended to Lines West. (RRGaz)
- Sep. 2, 1890 William T. Covert is transferred from the Accounting Dept. to the Maintenance of Way Dept. as a rodman; he later earns a Bachelor of Science from Cooper Union. (PRRBio)
- Sep. 2, 1890 Production begins at the huge refinery of the Standard Oil Company (Indiana) at Whiting, 17 miles east of Chicago in the Calumet District. (Hidy&Hidy)
- Sep. 4, 1890 Excursion opens Downingtown & Lancaster Railroad between New Holland and Conestoga Jct. east of Lancaster, where it rejoins the main

- line. (RyW)
- Sep. 4, 1890 B&O awards contracts for Baltimore Belt Line. (RyW, NYT)
- Sep. 4, 1890 Westmoreland Coal Company and Penn Gas Coal Company refuse further negotiations with the United Mine Workers and import Hungarians as strikebreakers; the gas coal fields remain non-union. (WCCo)
- Sep. 5, 1890 Pres. Benjamin Harrison and party arrive at Cresson via PRR special train for a vacation. (NYT)
- Sep. 6, 1890 Last rail of Baltimore & Eastern Shore Railroad laid, completing line from Claiborne to Ocean City. (RyW)
- Sep. 1890 Wall's (Pitcairn) Freight Car Shop opens; tools transferred from Torrens Shop, which is closed; Walls freight yard also opens in 1890 (AR)
- Sep. 8, 1890 Fire set by lightning strike guts PRR office building at corner of 11th Avenue & 12th Street in Altoona. (NYT)
- Sep. 8, 1890 Mitchell S. Blair, receiver of the Rochester, Hornellsville & Lackawanna Railroad, begins operating the standard gauge trains of the Lackawanna & Southwestern Railroad between Hornellsville and Wayland. (RRH 92 - check)
- Sep. 10, 1890 PRR Board approves sale of 11,876 acres of "plains" or sandy barrens along GR&I in Wexford, Newaygo, Lake, Clare and Manistee Counties for a nominal price; lands are one of last remaining parts of federal land grant and are owned by Continental Improvement Company. (MB)
- Sep. 11, 1890 Atlantic City Railroad places "CY " Interlocking in service in Atlantic City at junction with Baltic Avenue Branch and crossing of old line of West Jersey Railroad. (Rdg)
- Sep. 11, 1890 Baltimore & Eastern Shore Railroad holds opening excursion to Ocean City after the rebuilding of the old Wicomico & Pocomoke Railroad. (NYT, RyW)
- Sep. 11, 1890 Ohio River Bridge of Wheeling Bridge & Terminal Railway opens; bridge consists of 17 spans, including 5 through truss spans over the Ohio River and B&O Railroad, for a total length of 2,100 feet; longest span over the river is 521'-8". (Church, C&C)
- Sep. 12, 1890 Baltimore Belt Line Railroad put under contract. (Hungerford)
- Sep. 15, 1890 Rail motor car which has run between Avalon, N.J., and the Continental

- Hotel this summer has been withdrawn. (CMayCoGaz)
- Sep. 15, 1890 Downingtown & Lancaster Railroad opens for revenue service between New Holland and Conestoga Jct., Pa. (AR, Val, Guide)
- Sep. 15, 1890 Offices of Cleveland, Akron & Columbus Railway moved from Akron to Columbus. (MB, Circ)
- Sep. 15, 1890 D.S. Roberts, Assistant General Manager of PCC&StL at Cincinnati, resigns to become Assistant General Passenger Agent of the Chicago & Erie Railroad at Chicago. (RyRegister)
- Sep. 15, 1890 Pottsville Division of the Lehigh Valley Railroad opens to Blackwood, near Minersville, and the first coal train is shipped from the new Blackwood Colliery of the Lehigh Valley Coal Company to the LV main line at Lizard Creek Jct. (AR, MB)
- Sep. 15, 1890 Bill introduced in U.S. House by James Way Covert (1842-1910) of N.Y. to permit New York & Staten Island Junction Company, Erastus Wiman, Pres., to build tunnel between St. George and Bay Ridge. (RRGaz)
- Sep. 1890 Philadelphia & Sea Shore Railway completed to Corsons Inlet; stopped by litigation. (RyRegister)
- Sep. 1890 Class P (D12a) 4-4-0 No. 1393 makes two round trips between Altoona and Pittsburgh on weekdays and one on Sundays; is used 15:50 of every 24 hours; one of first passenger locomotives with big boiler previously used only on freight locomotives. (RyW)
- Sep. 1890 Hempfield Branch of South-West Pennsylvania Railway opens between County Home and (Madison?) (7.7 miles). (Val)
- Sep. 1890 Ednie Branch of Tyrone & Clearfield Railway opens from Ednie Jct. to terminus (0.34 mile). (Val - ca. 9/90)
- Sep. 1890 Terre Haute & Indianapolis Railroad completes survey between Indianapolis and Frankfort. (RyW)
- Sep. 1890 Dresden Jct., Ohio, renamed Trinway; Main Street, Akron, renamed South Akron. (Guide)
- Sep. 1890 Class L 2-4-6T "Jumbo" removed from Frazer-West Chester service and laid up at West Philadelphia; too heavy and always breaking down. (CCHS)
- Sep. 1890 Pennsylvania Company has remodeled its passenger car yard at Chicago.

(RRGaz)

- Sep. 1890 Former Lines West official and General Passenger Agent of the Erie Leslie P. Farmer named Commissioner of the Trunk Lines' Passenger Dept. (NYT)
- Sep. 1890 Reading Board increases Pres. A.A. McLeod's salary to \$40,000 a year, second only to Chauncey M. Depew of the NYC&HR at \$50,000. (RyRegister)
- Sep. 1890 Maryland Construction Company begins work on the Baltimore Belt Railroad (B&O) Howard Street Tunnel in Baltimore. (RRGaz)
- Sep. 16, 1890 Stockholders of PCC&StL Railway hold organization meeting. (MB)
- Sep. 16, 1890 Pittsburgh, Ohio Valley & Cincinnati Railroad organized (Bellaire-Pultney Bottoms) organized; A.J. Warner, Pres. (MB)
- Sep. 18, 1890 PCC&StL Railway elects first officers: George B. Roberts, Pres.; Jacob N. McCullough, First VP in charge of finance and executive matters; James McCrea, Second VP in charge of transportation and traffic; Thomas D. Messler, Third VP & Comptroller in charge of accounting; Joseph Wood, General Manager; Edward B. Taylor, Superintendent of Transportation; John F. Miller, General Superintendent of Southwest System; Max J. Becker, Chief Engineer; Edward B. Wall, Superintendent of Motive Power of Southwest System; E.C. Bradley, Superintendent of Telegraph. (MB)
- Sep. 18, 1890 PCC&StL Railway makes a through traffic contract with the Indianapolis, Decatur & Quincy Railway, which is to extend from Decatur to Quincy on the CB&Q; traffic is to be routes over the PCC&StL from Indianapolis. (MB)
- Sep. 19, 1890 North River Bridge Company organized; Jordan L. Mott (1829-1915), Pres.; Gustav Lindenthal Chief Engineer. (NYT)
- Sep. 19, 1890 Rivers & Harbors Act includes provisions for dredging the Delaware River and removing Smith's and Windmill Islands. (RRGaz)
- Sep. 19, 1890 First underwater rail tunnel in North America opens with full ceremony between Sarnia, Ont., and Port Huron, Mich., on Grand Trunk Railway of Canada; is 11,553 feet long, including approaches. (NYT)
- Sep. 21, 1890 New station at Market Street, Newark, N.J., opens; not fully completed until 1891. (AR) (NYT says "just completed in 10/24 issue)
- Sep. 21, 1890 Railroads entering Chicago reorganize Stock Yards Switching Association

as Chicago Railway Transfer Association in order to break a strike at the stock yards. (NYT)

- Sep. 26, 1890 Lehigh Valley Railroad buys Piers No. 8 and 8½ between Arch & Race Streets as its proposed Philadelphia terminal. (MB, RyW)
- Sep. 27, 1890 Wabash Railroad secures an injunction against the Chicago & Erie Railroad cancelling its trackage rights between Laketon and Hammond, Ind. at the end of the month. (RyRegister)
- Sep. 29, 1890 Baltimore & Eastern Shore Railroad opens for revenue service between Vienna and Salisbury, Md.; completes line between Claiborne and Ocean City, Md., with train ferry to Bay Ridge near Annapolis and through trains to Camden Station; company has a traffic contract with the B&O; projected merger of B&ES with Bay Ridge & Annapolis Railroad, and others not consummated and ferry terminal changed to Annapolis. (BaltAm, RyW, B&O AR)
- Sep. 29, 1890 Chambersburg & Gettysburg Railroad incorporated in Pa. to build from Conococheague Jct. on the Mont Alto Railroad to Gettysburg via the revived Caledonia Iron Works. (Watts)
- Sep. 30, 1890 New York Railroad Commission approves the Rockaway Village Railroad suspending operations for the winter between Nov. 1, 1890 and May 15, 1891. (NYT)
- Sep. 30, 1890 Pennsylvania Company transfers operation of Jeffersonville, Madison & Indianapolis Railroad and Louisville Bridge Company to PCC&StL. (C&C)
- Sep. 30, 1890 Shenandoah Valley Railroad sold at foreclosure to bondholders' committee. (CorpHist)
- Sep. 30, 1890 Pres. Harrison appoints A. J. Cassatt and Henry G. Davis to the Intercontinental Railway Commission, which is to formulate plans for connecting the railroads of North and South America. (NYT)
- Oct. 1, 1890 49th Street freight station opens at Philadelphia. (Watkins)
- Oct. 1, 1890 Train ferry *Thames River* delivered to Baltimore & Eastern Shore Railroad. (Hayman - verify)
- Oct. 1, 1890 Cush Creek Extension of Cambria & Clearfield Railroad opens from McGees Jct. on Pennsylvania & Northwestern Railroad to Glen Campbell Jct. (7.78 miles). (Val - NB certain branches beyond Glen Campbell show as opened earlier - how serviced?? - C&C says opens later)

- Oct. 1, 1890 Dining car on *Chicago, St. Louis & Cincinnati Express* cut to operate between Philadelphia and Altoona only. (NYT)
- Oct. 1, 1890 PCC&StL Railway merger goes into effect. (AR)
- Oct. 1, 1890 Western Division of CStL&P renamed Chicago Division (PCC&StL); Eastern Division of CStL&P renamed Indianapolis Division; Southern Division (CStL&P) plus Cincinnati & Richmond Railroad renamed Richmond Division; Cincinnati Division created from Little Miami Railroad; Louisville Division created from Jeffersonville, Madison & Indianapolis Railroad; former PC&StL Division and Pittsburgh, Wheeling & Kentucky Railroad become Pittsburgh Division of PCC&StL. (MB, AR)
- Oct. 1, 1890 J. J. Turner is Superintendent of the Pittsburgh Division of the PCC&StL Railway; Ralph Peters, Superintendent of the Cincinnati Division; Frank G. Darlington, Superintendent of the Indianapolis Division; W.B. Leeds, Superintendent of the Richmond Division; C.M. Bennett, Superintendent of the Chicago Division; Henry I. Miller, Superintendent of the Louisville Division; the Indianapolis & Vincennes Railroad remains independent under its own Superintendent. (MB)
- Oct. 1, 1890 PCC&StL Railway issues \$75 million in First Mortgage bonds to fund predecessor bonds and finance improvements. (Church)
- Oct. 1, 1890 Pittsburgh, Ohio Valley & Cincinnati Railroad contracts with Granite Improvement Company to build an extension from Pultney Bottoms to Marietta, Ohio for \$1 million in stock and \$1 million in First Mortgage bonds; only portion to Powhatan is authorized at present. (MB, Church)
- Oct. 1, 1890 Plymouth & Terre Haute RPO extended to St. Joseph & Terre Haute RPO. (Kay)
- Oct. 1, 1890 Stamford & New Canaan Railroad merged into the New Haven. (NHCorp)
- Oct. 1, 1890 New York & New England Railroad leases the Providence & Springfield Railroad, running between Providence and Pascoag. (NHCorp)
- Oct. 1, 1890 Richmond & Danville Railroad inaugurates a solid vestibuled limited train between Washington and Atlanta. (RyRegister - verify)
- Oct. 1, 1890 Congress passes McKinley Tariff, highest in U.S. history thus far, reversing downward trend since 1869; average duties of 49.5%; duties on steel rails are slightly reduced but still prohibitive. (EAH, Ratner)

- Oct. 2, 1890 In the wake of the failed strike, NYC&HR Third VP W. Walter Webb issues a circular stating that the company will no longer employ any members of the Knights of Labor. (NYT)
- Oct. 2, 1890 South Easton & Phillipsburg Railroad opens its bridge across the Delaware River for regular service; controlled by Lehigh & Hudson River Railway; permits trains to run directly from CNJ and Lehigh Valley Railroad at South Easton onto L&HR; first test train runs Oct. 1. (RyW, Lee)
- Oct. 3, 1890 Iron & Steel Institute of Great Britain ends congress in New York; Prof. Charles B. Dudley of PRR reads paper on "Wear of Metal as Influenced by Its Physical and Chemical Properties"; group leaves on western tour via PRR on Oct. 4. (NYT)
- Oct. 3, 1890 New York & New Jersey Bridge Company organized; John B. Kerr, Pres. and George W. Greene, man behind the bridge bill, as VP. (NYT)
- Oct. 4, 1890 Fort Wayne, Terre Haute & Southwestern Railroad incorporated in Indiana to build from Fort Wayne to near Terre Haute, with a branch from Bridgeton to Brazil, in interest of Louisville, New Albany & Chicago Railway. (Church)
- Oct. 5, 1890 Sleeping car line established between Cincinnati and Grand Rapids. (?)
- Oct. 8, 1890 PRR Board appoints special committee to report on proposal for superannuation (pension) plan. (MB)
- Oct. 8, 1890 General Time Convention adopts the report of its Safety Appliances Committee in favor of adopting the Master Car Builders' automatic freight coupler. (MB)
- Oct. 1890 Presidents of bituminous coal roads begin series of meetings to cope with problem of falling prices and rates. (Lambie)
- Oct. 9, 1890 Biwabik Mountain Iron Company incorporated in Minn. by Leonidas J. Merritt, Alfred R. Merritt (1847-1926), Cassius C. Merritt (1851-1894), Lewis J. Merritt (1848-1929), Napoleon B. Merritt (1834-1924), Andrus R. Merritt (1853-1939), John E. Merritt (1862-1932) and Kelsey Chase as the second Merritt family mining venture in the Mesabi Range. (Walker)
- Oct. 10, 1890 Trunk Line presidents meet in New York to try to stop declining eastbound rates; approve James F. Goddard, formerly of the AT&SF to replace Albert Fink as Trunk Line Commissioner. (NYT, RyW)
- Oct. 10, 1890 In case involving the Boston & Albany Railroad, U.S. Circuit Court at

Boston rules that Wagner cars are infringing on Pullman's vestibule patents; Wagner cars are then refitted by removing the heavy steel face plates of the diaphragms and replacing them with canvas curtains supported by rods. (NYT)

- Oct. 11, 1890 "SW" Interlocking placed in service at Southwest Jct. on Pittsburgh Division.
- Oct. 12, 1890 Lackawanna & Southwestern Railroad service being operated by George D. Chapman as receiver of the old Lackawanna & Pittsburgh Railroad between Olean and Angelica and Hornellsville Jct. and Belfast ends when men refuse to work because of unpaid wages; starting later in the fall, occasional trains on the standard gauge line are operated by Mitchell S. Blair to accommodate traffic; narrow gauge operation between Angelica and Bolivar is abandoned and the rails removed; L&S also abandons standard gauge operation between Angelica and Belfast Jct. and cancels trackage rights on the Western New York & Pennsylvania Railroad between Belfast Jct. and Olean. (RRH 92)
- Oct. 12, 1890 Midland Railway (Ind.) extended 3.1 miles from Browns Valley Jct. to Vandalia (Waveland) Jct. (Guide, Church, C&C)
- Oct. 13, 1890 PRR General Manager Charles E. Pugh presents plan for superannuation (pension) fund to Board. (MB)
- Oct. 13, 1890 Boston-Philadelphia day train (get name from Guide) via Shore Line extended to Washington and renamed *Pennsylvania & Shore Line Day Express* No. 99-998. (Guide)
- Oct. 1890 New period of tight credit begins lasting through November. (Wicker)
- Oct. 1890 Rumor Isaac L. Rice (1850-1915), New York member of the Reading Syndicate, is negotiating to sell control to the Vanderbilts. (NYT)
- Oct. 15, 1890 Annual PRR fall inspection leaves Philadelphia. (RyW)
- Oct. 15, 1890 Bulls Island, N.J., renamed Raven Rock on Belvidere Division. (MB)
- Oct. 15, 1890 Reading leases Philadelphia, Harrisburg & Pittsburgh Railroad retroactive to Aug. 12, 1890. (Val)
- Oct. 1890 PRR bans newsboys and candy sellers on passenger trains operating in and out of Jersey City Terminal. (NYT)
- Oct. 1890 Chief Engineer William H. Brown tells Philadelphia Rapid Transit Commission that PRR is losing money on suburban service and wants no

more of it; says two of every six cars of Paoli local use stations between Powelton Avenue and 52nd Street, and he would prefer they ride the streetcars. (RRGaz)

- Oct. 1890 Enlargement of Conway Yard completed. (ConwayYd)
- Oct. 1890 Wheeling Bridge & Terminal Railway opens footwalk on its Ohio River Bridge and begins charging tolls. (MB)
- Oct. 1890 Indiana & Lake Michigan Railway extended to Lake Michigan docks at St. Joseph, Mich. (C&C)
- Oct. 1890 Say PRR has closed deal to purchase Toledo, Peoria & Western Railway. (RyW)
- Oct. 1890 Columbus, Shawnee & Hocking Railway opens between Saltillo on the old Columbus & Eastern Railway, and Sayre on the former Shawnee & Muskingum River Railway, thus uniting the two parts of its line and eliminating the use of the Cincinnati & Muskingum Valley Railway. (GrnBk, RRGaz)
- Oct. 16, 1890 Ferry *New Brunswick* reenters service at New York on Debrosses Street run after having burned on Apr. 17, 1889; rebuilt as first PRR double-deck ferry. (AR, HC, RRGaz)
- Oct. 16, 1890 Pres. Nicholas Monsarrat informs the Cleveland, Akron & Columbus Railway Board that all efforts to get the New York, Lake Erie & Western Railroad to join in an Akron Union Depot have failed, and that they are building their own station; Board authorized building their own station at Akron. (MB)
- Oct. 16, 1890 PCC&StL Railway makes a traffic contract with the Pittsburgh, Ohio Valley & Cincinnati Railroad. (MB)
- Oct. 17, 1890 Hamilton McK. Twombly denies rumors that the Reading Syndicate plans to sell out to the Vanderbilts. (NYT)
- Oct. 17, 1890 Stephen A. Caldwell (1822-1890), Pres. of the Fidelity Insurance, Trust & Safe Deposit Company and former Reading director, drops dead at home in Philadelphia of a heart attack. (NYT, RRGaz)
- Oct. 18, 1890 Boston-Harrisburg day train via Poughkeepsie Bridge route makes last run for season. (Beaujon/RLHS)
- Oct. 20, 1890 PRR begins surveys for extending line from Holly Beach to Sewells Point at Cape May. (RyW, RRGaz)

- Oct. 20, 1890 Ohio Connecting Railway bridge over Ohio River opens, creating a freight bypass on the west side of Pittsburgh, although not fully completed; runs from “DU” Tower on PCC&StL Railway to the PFW&C west of Woods Run, permitting runs from the PCC&StL to the PFW&C westbound and from the PFW&C to the PCC&StL eastbound, allowing for freight to bypass Pittsburgh on the South Side; the masonry has been built by the Drake & Stratton Company for two tracks, but the bridge, built by the Keystone Bridge Company, is single-track until 1915; the bridge consists of 41 spans, including two through trusses over the main channels, with a total length of 4,555 feet. (AR, C&C)
- Oct. 22, 1890 Grand Rapids & Cincinnati RPO cut to Grand Rapids & Richmond RPO. (Kay)
- Oct. 23, 1890 Tropical storm batters the Jersey Shore, washing out the line between Sea Isle City and Ocean City; Holly Beach-Anglesea train service is suspended until Oct. 28, as the train is trapped on the island. (CMayCoGaz)
- Oct. 23, 1890 PRR inspection trains arrive at St. Louis over CB&Q from Peoria; Pres. Roberts confers with Terminal Railroad Association Pres. Taussig; PRR party also travels over Merchants Bridge line in a train provided by that company. (RyW)
- Oct. 26, 1890 New York & New England Railroad establishes through sleepers between Boston and western points via Fishkill-Newburgh train ferry and New York, Lake Erie & Western Railway. (Guide - check - abandoned by 2/91)
- Oct. 31, 1890 PW&B purchases all rolling stock of Philadelphia & Baltimore Central Railroad. (AR)
- Oct. 31, 1890 Toledo & Ohio Central Railroad acquires control of the Kanawha & Michigan Railway. (Miller)
- Fall 1890 Standard Oil Company opens its large refinery at Whiting, Ind.; uses the process invented by Herman Frasch for desulfurizing the Ohio crude. (Howat)
- Nov. 1, 1890 Mitchell S. Blair as “Agent, Lackawanna & Pittsburgh Railroad” resumes operation of the narrow gauge service of Lackawanna & Southwestern Railroad between Olean and Bolivar. (RRH 92)
- Nov. 1, 1890 Zanesville Terminal Railway acquires trackage rights over B&O at West Zanesville. (Church)
- Nov. 1, 1890 CCC&StL Railway begins operating the remainder of the Cincinnati,

Sandusky & Cleveland Railway and Columbus, Springfield & Cincinnati Railway, under agreements of Oct. 30. (GrnBk, AR)

- Nov. 1, 1890 St. Louis, Alton & Terre Haute Railroad deeds its lines between Terre Haute-Alton and East Alton-East St. Louis, to the Cairo, Vincennes & Chicago Railway, thus giving the Big Four system access to the St. Louis gateway; the remaining section between East St. Louis and Belleville is conveyed to the Illinois Central Railroad on Feb. 17, 1904. (GrnBk)
- Nov. 3, 1890 PRR places dining car on *Washington Limited Express/New York Limited Express* between New York and Baltimore. (NYT)
- Nov. 3?, 1890 Five new vestibuled Pullman dining cars placed on Vandalia Line trains Nos. 6-9 and 20-21, and old cars retired. (RyRegister)
- Nov. 3, 1890 PRR Board declines to accept latest reorganization plan for GR&I put forward by Continental Improvement Company. (MB)
- Nov. 3, 1890 Richmond & Tioga Streets freight station opens in Philadelphia. (Watkins)
- Nov. 4, 1890 Democrats win big majorities in the U.S. House in reaction to the McKinley Tariff. (Ratner)
- Nov. 4, 1890 Democrat Robert E. Pattison is elected for a second, non-consecutive term as Gov. of Pennsylvania; however, his political mentor, former Attorney-General Lewis C. Cassidy (1829-1889) is now dead. (RyW)
- Nov. 4, 1890 City & South London Railway opens at London; first underground common carrier electric railroad and first with regular use of (small) electric locomotives; built by engineers James H. Greathead and Peter W. Barlow. (Hood, Condit - Marshall has 12/18 for first electric locos)
- Nov. 5, 1890 Lehigh Valley Railroad officers elected to five seats on National Docks Railway Board, having purchased a one half interest. (MB)
- Nov. 5, 1890 Frankford & Holmesburg Railroad Company sold at foreclosure. (see 11/18)
- Nov. 5, 1890 Baltimore & Potomac Railroad Board authorizes the sale of its equipment to the Northern Central Railway and PW&B. (MB)
- Nov. 5, 1890 Port Reading Railroad incorporated in N.J. to build a line to a coal terminal in New York harbor under Reading's direct control. (Rdg)
- Nov. 1890 Cleveland & Pittsburgh Railroad begins interchanging traffic with the Wheeling Bridge & Terminal Railway. (RyRegister)

- Nov. 6, 1890 Pres. Roberts presides at meeting of Trunk Lines and western connections at New York; eastbound rates from Chicago raised back to basis of May 12, 1890, effective Nov. 24; agree to arbitrate dispute between LS&MS and Grand Trunk Railway. (RyW, NYT)
- Nov. 6, 1890 Pennsylvania Company Executive Committee authorizes third track on Eastern Division between Allegheny Outer Depot and Verner and between Jacks Run and Emsworth. (MB)
- Nov. 7, 1890 Future PRR VP Albert John County (1871-1944) arrives in Philadelphia from Ireland, where he had five years experience in the Purchasing Dept. of the Great Southern & Western Railway. (RyW)
- Nov. 7, 1890 Pennsylvania Company Finance Committee authorizes subscription of \$40,000 to Chicago Union Transfer Railway and \$100,000 to Walhonding Valley Railway. (MB)
- Nov. 7, 1890 PCC&StL Railway Executive Committee authorizes buying the 24 locomotives, 8 passenger cars and 1 baggage car now leased from the Pennsylvania Company for \$198,871. (MB)
- Nov. 7, 1890 Port Reading Railroad organized to build from Bound Brook to Staten Island Sound and give the Reading its own outlet for coal to New York Harbor. (RyW)
- Nov. 8, 1890 Former investment banker Harvey Fisk (1831-1890) dies of Bright's disease at Riverside in Ewing Township above Trenton, N.J. (NYT)
- Nov. 10, 1890 Panic selling on the New York Stock Exchange that stops only when broker James Struthers drops dead on the trading floor; Reading falls from a high of 48½ to 28. (NYT)
- Nov. 11, 1890 Brokerage house of Decker, Howell & Co. fails with liabilities of \$10 million, precipitating a stock market collapse; threatens to bring down Decker, Howell's banker, the Bank of North America; nine large banks led by J. Pierpont Morgan put up \$900,000 to support Bank of North America, and the Mechanics & Traders Bank; New York Clearing House issues loan certificates; nine brokerage houses in New York and two in Philadelphia fail during the week, but full-scale banking panic averted. (Wicker)
- Nov. 11, 1890 Baltimore & Eastern Shore Railroad starts transbay service between Claiborne and Bay Ridge with train ferry *Thames River*; carries 8 freight cars on its first trip; later adds the *Olive* for passenger service. (Harwood, Hayman, Simmons - check BaltAm - NYT says was excursion to

- Salisbury for Baltimore merchants; says *Thames River* has been renamed *William Claiborne*)
- Nov. 11, 1890 Lines West representatives of all trades begin two days of secret meetings at Pittsburgh to formulate a protest to the new wage scale and against certain Superintendents. (BaltAm)
- Nov. 12, 1890 North River Bank in New York closes. (Wicker)
- Nov. 12, 1890 Pennypack, Pa., renamed Liddonfield on New York Division. (MB)
- Nov. 12, 1890 William H. Barnes elected a director of the PCC&StL Railway, replacing S.O. Pickens, resigned. (MB)
- Nov. 1890 Grievance committee of four Brotherhoods meets with Lines West General Manager Joseph Wood at Pittsburgh; ask for new wage scale and lodge complaints against certain divisional officials. (RRGaz)
- Nov. 13, 1890 Introduce proposed ordinance to regulate the Market Street Underground Railroad and the Broad Street Underground Railroad, Consolidated; franchise is to cover main line from 63rd Street via open cut in Ludlow Street to 45th Street, then elevated to Woodland Avenue, 30th Street, Filbert Street, 7th Street and Market Street to the Delaware River; seven branches blanket most of the built up sections of the city, including lines on Haverford Avenue, Lancaster Avenue, 4th Street, 16th Street and 20th Street north of Market, 4th Street south of Market, Ridge Avenue, and Pollock Avenue. (RyW - check in PubLdgr)
- Nov. 14, 1890 Press reports rumors that Lines West VP Jacob N. McCullough will retire at the next annual meeting. (NYT)
- Nov. 14, 1890 Westbound mail & express train No. 7 rear-ends *Western Express* No. 9 stopped at New Florence, Pa. in dense fog; Washington Pullman *Biscay* on rear of No. 9 telescoped and catches fire, causing panic; two killed, one of whom, Henry D. Minot, 29, of Boston, is an entrepreneur of western railroads. (NYT)
- Nov. 15, 1890 British bankers Baring Brothers dump large quantities of securities on London and New York markets to cover Argentinian losses; brief stock market panic ensues, but Bank of England advances money to save Barings. (Wicker)
- Nov. 15, 1890 Carnegie, Phipps & Company, Ltd., acquires the Allegheny Bessemer Steel Company at Duquesne for \$1 million. (Warren)
- Nov. 1890 Wayne, Pa., renamed McElhattan on Philadelphia & Erie.

- Nov. 1890 Wilkes-Barre & Western Railway begins extension from Watsonstown to connect with Bloomsburg & Sullivan Railroad at Forks in Columbia County. (RRGaz)
- Nov. 1890 Grauer Branch of Bald Eagle Valley Railroad opens at Snow Shoe, Pa. (2.04 miles). (Val)
- Nov. 1890 Wheeling Bridge & Terminal Railway has presented a map for a Union Station at 18th & Market Streets in Wheeling. (RRGaz)
- Nov. 1890 Jacob N. McCullough, First VP of Lines West, is afflicted by paralysis of his legs as a result of spinal injury received in Mingo Jct. wreck in 1875. (RyW)
- Nov. 17, 1890 PRR begins through trains between the Connellsville coke region and Midwestern steel plants via Conway Yard; first PFW&C main line trains to use Conway. (Conway)
- Nov. 17, 1890 Baltimore & Eastern Shore Railroad extends revenue service from Salisbury to Ocean City after rebuilding the old Wicomico & Pocomoke line; service runs through from Camden Station, Baltimore. (BaltAm)
- Nov. 17, 1890 Pittsburgh, Chartiers & Youghiogeny Railway extends passenger service from Essen to Beadling, Pa.; line had been open for freight service since 1883.
- Nov. 17, 1890 Union Elevated Railroad Company of Brooklyn merged into Brooklyn Elevated Railroad Company. (NYState)
- Nov. 17, 1890 Jay Gould, who has been buying Union Pacific Railway shares during the panic tells J. Pierpont Morgan that he wants control. (Strouse)
- Nov. 18, 1890 Frankford & Holmesburg Railroad Company sold at foreclosure to George Kugler for PRR. (Val, RyW)
- Nov. 19, 1890 Charles Francis Adams surrenders the Union Pacific Railway to Jay Gould. (Strouse)
- Nov. 20, 1890 Baring Brothers & Co., a major London banking house, fails; interferes with floatation of American railroad securities abroad and causes brief panic in New York; foreign liquidation of American holdings and export of gold to Europe accelerates at a time when the U.S. Treasury reserves are being depleted by the requirements to purchase silver under the Sherman Act and by increasing payments on Civil War pensions; among the Americans caught in the Baring Panic is William W. Gibbs (-), who

has borrowed heavily to build the Poughkeepsie Bridge line and participate in the Reading pool; by Jan. 1, 1891, he has debts of \$3 million, which will take eight years to pay off; the B&O also suffers, as the Barings have been sympathetic to it since the 1830s, and most U.S. houses, notably Drexel, Morgan & Co. are now hostile. (Carosso; Prmnnt&PrgrssveAmericans, Stover)

- Nov. 20, 1890 Brooklyn, Bath & West End Railroad cedes to South Brooklyn Railroad & Terminal Company a strip of land along the southerly side of 38th Street from the city line to a point between 7th & 8th Avenues. (NYState)
- Nov. 20, 1890 Future VP A. J. County joins the PRR as a clerk in the Secretary's office. (RyW)
- Nov. 21, 1890 Samuel M. Felton, Jr. (1853-1930), formerly First VP of the New York, Lake Erie & Western Railroad, named Pres. of the East Tennessee, Virginia & Georgia Railway. (NYT)
- Nov. 21, 1890 United States Rolling Stock Company suspends; Pres. Adolph Hegewisch appointed receiver. (NYT)
- Nov. 22, 1890 Baring Brothers & Co., Ltd. set up to liquidate the old partnership of Baring Brothers & Co. (Caroso)
- Nov. 24, 1890 PRR Road Committee orders investigation into New York Transfer Company's method of handling cab and baggage business at New York and Jersey City. (MB)
- Nov. 24, 1890 Atlantic City Railroad places new "WJ" Interlocking in service at Williamstown Jct. (Rdg)
- Nov. 24, 1890 New eastbound rates in effect: grain from Chicago to New York at 22½ cents; dressed beef at 45 cents; livestock at 26 cents. (NYT)
- Nov. 24, 1890 Investment banker August Belmont, Sr. (1816-1890) dies at New York City. (Trager)
- Nov. 26, 1890 Harrisburg & Bedford Railroad incorporated in Pa. to build from Shippensburg to Mt. Dallas using part of old South Pennsylvania Railroad right-of-way in the interest of the PRR and Cumberland Valley Railroad; will allow PRR to avoid using Huntingdon & Broad Top Mountain Railroad and tap the Broad Top Coal Field; Thomas Kennedy of Cumberland Valley Railroad Pres.; no actions after filing articles of incorporation. (MB, NYT, Watts)
- Nov. 26, 1890 New York & New Jersey Bridge Company holds a promotional meeting at

- New York; Engineer Thomas C. Clarke (1827-1901) presents a preliminary report; bridge is to be located between 70th & 71st Street with station between 37th Street, Broadway, 39th Street, and 39th Street. (RyRegister)
- Nov. 26, 1890 PRR Board rejects a revised reorganization plan for GR&I put forward by Continental Improvement Company. (MB)
- Nov. 28, 1890 Committee on Steam Railroads of Philadelphia Rapid Transit Commission meets; William H. Brown refuses to sign report as objects to Reading Terminal blocking PRR's projected elevated on Filbert Street east of Broad; committee approves Reading coming only as far south as Arch or Filbert Street. (RyW)
- Nov. 29, 1890 First Army-Navy Game played at West Point; Navy trounces Army, 32-0. (NYT)
- Nov. 29, 1890 Wheeling & Lake Erie Railway opens branch from Portland (Warrenton) to Steubenville, paralleling the Cleveland & Pittsburgh Railroad; opening is celebrated with a silver spike ceremony, free train rides and parade. (RRGaz, RyRegister,.Rehor)
- Nov. 30, 1890 PRR purchases all cars of Belvidere-Delaware Railroad. (MB)
- Nov. 30, 1890 Wabash Railroad cutoff connecting the Eel River Division with the main line between Chili and Peru opens for revenue service; service between Chili and Logansport over the Eel River Division is reduced to a single mixed train daily. (RyRegister - check)
- late 1890 Martins Ferry Terminal Railroad opens from Cleveland & Pittsburgh Railroad at Glens Run to Ohio end of Wheeling Terminal Bridge at Martins Ferry and from W&LE Jct. to De Haas Bridge; built by Wheeling & Eastern Improvement Company; operated by Wheeling Bridge & Terminal Railway. (Church, C&C)
- Dec. 1, 1890 New York & New Jersey Bridge Company adopts location between 70th & 71st Streets with viaduct running south to a Union Station occupying the blocks between 37th & 39th Streets and Broadway and 8th Avenue. (RRGaz)
- Dec. 1, 1890 New York, Brooklyn & Manhattan Beach Railway proposes to sell right of way of old branch to Williamsburg. (MB)
- Dec. 1, 1890 Winfield Branch opens between Winfield Jct. on Butler Branch and Winfield Furnace on Western Pennsylvania Division. (Val)

- Dec. 1, 1890 Lines West introduces a uniform 1,000-mile ticket at the rate of 2 cents per mile. (RyRegister)
- Dec. 1, 1890 Rochester, Beaver Falls & Western Railway opens at Beaver Falls, Pa.; 0.57 mile line from Marginal Railroad at 10th Street to Union Drawn Steel Company; operated by Pennsylvania Company. (Church)
- Dec. 1, 1890 Old Colony Railroad opens a branch between Walpole Jct. and North Attleboro. (NHCorp)
- Dec. 2, 1890 Shenandoah Valley Railway organized as successor to Shenandoah Valley Railroad; Washington & Western Railroad (unbuilt) merged into Shenandoah Valley Railway. (CorpHist)
- Dec. 2, 1890 Chest Creek Land & Improvement Company incorporated in Pa. (PaCorps)
- Dec. 1890 Austin Corbin takes delivery of a new private car *Oriental* from Pullman; costs \$60,000 and sets a new standard of luxury. (RyRegister, Seyfried)
- Dec. 3, 1890 Beech Creek Railroad (Jersey Shore-Gazzam) leased to NYC&HR retroactive to Oct. 1; Gen. George J. Magee resigns as General Manager of Beech Creek and replaced by James D. Layng (formerly of Lines West), who is also General Manager of West Shore Railroad; NYC&HR begins operation on Jan. 1, 1891. (Guide, AR)
- Dec. 4, 1890 Middletown & Cincinnati Railway files a change of terminus from Mason to a junction with the Little Miami Railroad at Kings Station. (C&C)
- Dec. 4, 1890 Reading Pres. A.A. McLeod addresses open letter to Philadelphia City Councils calling for passage of new Reading Terminal ordinance placing the station on Market Street. (Rdg, RyW)
- Dec. 4, 1890 Intercontinental Railway Commission organized at Washington; A. J. Cassatt elected Pres.; plan calls for a railroad linking the systems of North and South America. (NYT)
- Dec. 4, 1890 Charles F. Berwind (1846-1890), Pres. of Berwind-White Coal Mining Company, dies at Philadelphia of Brights disease; he is succeeded as Pres. by his younger brother, Edward Julius Berwind (1848-1936); another brother, John E. Berwind (1854-1928) is in charge of foreign sales. (RRGaz, HistBerwind)
- Dec. 5, 1890 Committee on Steam Railroads reports to Philadelphia Rapid Transit Commission; recommends widening Delaware Avenue to 225 feet; a below-grade Reading Terminal with direct connection to B&O via a

tunnel under the north side of Market Street; a PRR subway from Broad Street Station to North Philadelphia; an electric subway under the south side of Market Street; is in favor of Philadelphia Belt Line Railroad and against a single Union Station. (RyW)

- Dec. 6, 1890 Philadelphia City Council passes Belt Line bill after PRR and Philadelphia Belt Line Railroad agree to arbitrate interference with PRR freight yard; PRR ends opposition to Belt Line. (RyW)
- Dec. 6, 1890 Eastbound track of new Coatesville wrought iron Pratt truss bridge placed in service. (CCHS)
- Dec. 7, 1890 Atlantic City Railroad places new “__” Interlocking in service at Atco. (Rdg)
- Dec. 8, 1890 Alfred Lewis Dennis (1817-1890), Pres. of United New Jersey Railroad & Canal Company and director of PCC&StL Railway, dies at Newark. (MB, NCAB)
- Dec. 8, 1890 Raritan River Railroad begins passenger service over its Sayreville Branch. (Deibert - Guide shows Nov. 1, 1891 - verify NJState)
- Dec. 8, 1890 Wisconsin Central Railroad opens Grand Central Station in Chicago; head house is in the Romanesque style with a 242-foot clock tower; Wisconsin Central was then controlled by Henry Villard, who used it as a connection for his Northern Pacific Railroad; Solon S. Beman, architect. (RRGaz, Young - DeRouin, SmokeAbate has 12/10, 8 tracks)
- Dec. 1890 A. J. Cassatt elected Pres. of Inter-Continental Railway Commission. (RRGaz)
- Dec. 10, 1890 Oil City & New Castle Railroad incorporated in Pa. to build between Oil City and Turners Station. (Cards)
- Dec. 10, 1890 Newark Railway incorporated in N.J. in interest of Lehigh Valley Railroad to build connecting track between LV and PRR at West Newark Jct. (Baird)
- Dec. 11, 1890 Board of the World's Columbian Exposition approves Daniel H. Burnham's decision to invite five leading architectural firms, McKim Mead & White, George B. Post, and Richard Morris Hunt of New York, Peabody & Stearns of Boston, and Van Brunt & Howe of Kansas City, to design all the main buildings of the upcoming exposition; they set a scheme of uniform structures in a Classical Revival style; later, five Chicago architects, who have not designed in the Classical style coming to prominence in the East, are added: Burling & Whitehouse, Jenney &

Mundie, Henry Ives Cobb, Solon S. Beman and Adler & Sullivan.
(Moore)

- Dec. 12, 1890 First cars of passengers from Cleveland, Lorain & Wheeling Railroad delivered to Wheeling Bridge & Terminal Railway. (RRGaz)
- Dec. 15, 1890 PRR begins selling through tickets to Jamaica, W.I., via new Plant Steamship Company boats from Port Tampa, Fla. (Guide)
- Dec. 15, 1890 Baltimore & Eastern Shore Railroad resumes through service to Ocean City, Md., running twice a week in off-season. (, Guide)
- Dec. 15, 1890 Northern Central Railway agrees with the Red Run Coal Company for a spur to its mine .0125 mile north of Ralston. (MB)
- Dec. 15, 1890 Wilkes-Barre & Western Railway opens between Millville Jct. and Rohrsburg, Pa.; Joseph M. Gazzam, Pres. (Poors - Guide has 12/22)
- Dec. 15, 1890 Shenandoah Valley Railway deeds all property and franchises to Norfolk & Western Railroad; becomes the Maryland & Washington Division, retroactive to Oct. 1. (CorpHist, AR)
- Dec. 15, 1890 Beech Creek Railroad leased to the NYC&HR retroactive to Oct. 1. (AR)
- Dec. 1890 PRR has adopted Montgomery Palace stock cars; 1,000 are to be built by Samuel W. Allerton. (RyW)
- Dec. 1890 PCC&StL Railway begins extension of New Cumberland Branch to Rocky Side. (RRGaz)
- Dec. 1890 Trunk Line Association rejects uniform freight classifications. (NYT)
- Dec. 1890 Chapline Hill Tunnel of the Wheeling Bridge & Terminal Railway is nearly completed; the merchants and manufacturers of Wheeling are looking for competition to the B&O and are planning for a Union Station. (MB)
- Dec. 1890 Wheeling & Lake Erie Railway extended to Martins Ferry and a connection with the Wheeling Bridge. (Doyle - verify)
- Dec. 1890 Jay Gould, George J. Gould, Russell Sage and Sidney Dillon are elected to the Board of the Richmond & West Point Terminal Railway & Warehouse Company; its stock has collapsed to 15 in the recent panic, and Gould has bought about 15% of the total; Abram S. Hewitt, Richard T. Wilson and Henry Plant also join the Board at the expense of supporters of Pres. John H. Inman. (Klein - was pre 12/23)

- Dec. 1890 Jeddo Tunnel Company, Ltd., incorporated by John Markle, Alvan Markle, their engineer Thomas S. McNair, Elisha P. Wilbur, William Lilly, et al., to dig a drainage tunnel through Broad Mountain that will allow the flooded Ebervale and Harleigh Collieries east of Hazleton to drain into the Butler Valley. (Bradsby - verify PaCorps)
- Dec. 1890 Louisville & Nashville Railroad buys Kentucky Central Railway from Collis P. Huntington. (Stover)
- Dec. 1890 Armour-Cudahy Packing Company renamed The Cudahy Packing Company, after Cudahy buys out the Armour interest. (Moodys)
- Dec. 16, 1890 Gen. Robert F. Stockton, Jr. (1832-1898) elected Pres. of United New Jersey Railroad & Canal Company, replacing Alfred L. Dennis, deceased. (MB)
- Dec. 16, 1890 Pennsylvania & Northwestern Railroad elects Edward Julius Berwind (1848-1936) Pres. in place of Charles F. Berwind, deceased. (MB)
- Dec. 17, 1890 NYC&HR Pres. Chauncey M. Depew announces that the scheme of alliance between the NYC&HR and PRR has not been formally approved by NYC&HR Board but will be signed this month; plan, suggested by Hamilton McK Twombly, calls for an advisory council to adjust disputes between the two systems. (NYT)
- Dec. 17, 1890 Delaware Railroad Board appoints a committee to negotiate the sale by the PW&B to the Delaware Railroad of the New Castle Branches between Delaware Jct. and Rodney. (MB)
- Dec. 17, 1890 Pres. Nicholas Monsarrat informs the Cleveland, Akron & Columbus Railway Board that the B&O has approached him about using 3.2 miles of the CA&C through Akron and having a Union Station; proposes the formation of a separate Union Depot Company. (MB)
- Dec. 18, 1890 Winter storm destroys West Jersey Railroad bridge at Townsends Inlet.
- Dec. 19, 1890 City of Elizabeth approves revised contract for abolishing PRR and CNJ grade crossings. (NYT)
- Dec. 21, 1890 Dr. William Taylor (1826-1890), Treasurer of West Jersey Railroad, dies at Cambridge, N.J. (RyW)
- Dec. 21, 1890 State Line renamed Effner on Toledo, Peoria & Western Railway. (Guide)
- Dec. 22, 1890 Representatives of bituminous coal roads meet in office of VP Frank

- Thomson agree to advance tidewater coal rate by 25 cents for 1891 season. (Lambie)
- Dec. 23, 1890 PRR begins construction of pedestrian bridge over West Street at Cortlandt Street ferry house in New York; will also add second story to ferry house for upper deck loading of boats; double-decked ferry *Hudson City* is nearly ready for service. (NYT)
- Dec. 23, 1890 New York Alderman pass franchises for New York & Long Island Railroad tunnel by vote of 15-10; requires company to pay a percentage of annual gross *after* paying city taxes. (RRGaz)
- Dec. 23, 1890 NYC&HR, LS&MS, CCC&StL and Michigan Central ratify agreement for a Vanderbilt-PRR Advisory Council devised by Hamilton McK. Twombly; Cornelius Vanderbilt and Chauncey M. Depew elected to represent NYC&HR; J. Pierpont Morgan and Melville E. Ingalls for Big Four; John A. Newell and Twombly for the LS&MS, and Henry B. Ledyard and William K. Vanderbilt for the Michigan Central. (NYT)
- Dec. 23, 1890 Chesapeake & Ohio Railway leases Virginia Midland Railway line between Gordonsville and Orange, Va., and secures trackage rights over VM between Orange and Alexandria, facilitating the operation of through trains to Washington. (Harrison - according to C&O AR was effective Mar. 1, 1891)
- Dec. 23, 1890 Jay Gould and George J. Gould are elected to the Executive Committee of the Richmond & West Point Terminal Railway & Warehouse Company. (Klein)
- Dec. 23, 1890 Thomas Kimber, Jr. (1833-1890), former Pres. of the Williamsport & Elmira Railroad, dies at Richmond Hill, N.Y. (HvrfdClgBios)
- Dec. 24, 1890 PRR Board agrees to guarantee principal and interest of GR&I 7% bonds providing maturity is extended 50 years and PRR to control majority of stock through a voting trust for that time. (MB)
- Dec. 24, 1890 PRR contracts with City of Elizabeth, N.J., for four-tracking and track elevation. (MB)
- Dec. 24, 1890 Pomona Branch Railroad merged into Brigantine Beach Railroad. (Rdg)
- Dec. 26, 1890 Philadelphia passes revised Reading Terminal ordinance. (Digest)
- Dec. 26, 1890 Philadelphia ordinance authorizes construction of Philadelphia Belt Line Railroad from Atlantic Refinery on Schuylkill River around to Tacony along waterfront; ordinance requires that the Belt Line shall be controlled

by a public organization and be open to all railroads without discrimination. (Digest)

- Dec. 27, 1890 Freight house at Front Street, Cincinnati, destroyed by gas main explosion; loss \$140,208. (AR)
- Dec. 27, 1890 Bustleton Railroad Company incorporated as reorganization of Frankford & Holmesburg Railroad Company. (C&C)
- Dec. 27, 1890 Western & Atlantic Railroad Company's 20-year lease of the state-owned Western & Atlantic Railroad of Georgia expires and the lease is transferred to the Nashville, Chattanooga & St. Louis Railway. (ICC)
- Dec. 28, 1890 Through Jersey City-Hot Springs, N.C., sleeping car inaugurated on Richmond & Danville Railroad No. 11 and No. 12 *Fast Mail*; runs via Asheville. (Guide)
- Dec. 29, 1890 Trunk Lines advance eastbound grain rates from 22½ cents to 25 cents. (NYT, RyW)
- Dec. 29, 1890 Pres. W.H. Woolverton of New York Transfer Company describes operations for PRR Road Committee with maps of hotels and a record of railroad delays. (MB)
- Dec. 30, 1890 J. Horace Harding (1863-1929) and Brooklyn, Bath & West End Railroad agree to convey the depot tract bounded by 5th & 7th Avenues and 36th & 37th Streets to the Peoples Trust Company in trust for the BB&WE and the Prospect Park & Coney Island Railroad. (NYState)
- Dec. 31, 1890 Entire PRR roster of rolling stock of the three Grand Divisions of Lines East is 1,572 locomotives, 1,040 coaches, 99 excursion cars, 118 baggage cars, 102 express cars, 6 dining cars, 15 parlor cars, 70 emigrant cars, 34 RPO's, and 31,668 freight cars, including 16,682 gondola and hopper cars, 10,546 box cars, 1,431 stock cars, 202 refrigerator cars, 1,110 tank cars, 880 four-wheel coal cars and 694 cabin cars. (RyRegister)
- Dec. 31, 1890 Louis K. Lodge (1845-1890), Superintendent of Altoona Division, dies of typhoid fever at his home at Altoona. (Snyder - Guide has 12/30)
- Dec. 31, 1890 New York City grants a franchise for the New York & Long Island Railroad tunnel under 42nd Street. (NYState, ElectricRR)
- Dec. 31, 1890 PRR sets 200 men to work completing gap in fourth track on Railroad Avenue in Elizabeth, the occupation of which has been contested with city for two years; PRR has bought surrounding properties and claims grade crossing elimination contract covers right from city. (NYT)

- Dec. 31, 1890 Last run of Washington-Boston day train *Pennsylvania & Shore Line Day Express* No. 99-998. (PubLdgr tt)
- Dec. 31, 1890 Baltimore Stock Yard Company consolidates with Calverton Stock Yard Company to form Union Stock Yard Company of Baltimore County under agreement of Dec. 30; is to be located on the property of the Baltimore Stock Yard Company at Claremont; until new facilities can be built, part of the business is to be done at the Calverton Stock Yard. (MB)
- Dec. 31, 1890 National convention of railroad commissioners calls for meeting at Washington on Mar. 3, 1891 to consider the questions of safety appliances, the uniformity of railroad accounts, and the apportioning of expenses between freight and passenger service. (NYT)
- Dec. 31, 1890 Furnacemen at Carnegie's Edgar Thomson Steel Works begin strike to restore eight-hour day; without a union, it is quickly broken by sheriff's deputies. (Nasaw)
- 1890 PRR stock price bottoms at 47-3/8 as a result of poor financial conditions. (MB)
- 1890 Coke traffic from Connellsville Coke Region via PRR exceeds 4 million tons for first time. (AR)
- 1890 Lines West receives 300,000 tons of iron ore at Erie, 800,000 tons at Cleveland and 100,000 tons at Ashtabula; the Philadelphia & Erie Railroad receives 150,000 tons at Erie; the PRR systems handles about one-third of the Lake Superior iron ore trade. (RyW)
- 1890 Frank N. Barksdale (1855-1916) appointed PRR Advertising Agent, reporting to Assistant General Passenger Agent George W. Boyd. (PubLdgr)
- 1890 George H. Daniels has a series of 50-60 large format photographs made of scenes along the NYC&HR; displayed in office of Dr. W. Seward Webb (1851-1926) of Wagner Palace Car Company in New York.
- 1890 A. J. Cassatt buys a town house at 202 Rittenhouse Square. (Davis)
- c. 1890 At suggestion of A. J. Cassatt, North River Bridge Company brings condemnation case for property in Hoboken where work begun on N.J. anchorage to test legality of company with federal charter; eventually decided in company's favor by U.S. Supreme Court. (Rea - check findlaw)
- c. 1890 Piano manufacturer William Steinway (1836-1896) becomes the largest

stockholder in the New York & Long Island Railroad, a proposed link between the NYC&HR on Manhattan's West Side to the LIRR via a tunnel under 42nd Street; he makes lawyer Henry B. Hammond Pres.; Pomeroy P. Dickinson Chief Engineer, and Malcolm Niven Secretary. (ElectricRR - check NYT)

- 1890 New Pier No. 29 N.R. (?), replaces old Pier No. 39, N.R., at the same location. (AR)
- 1890 PRR completes cribbing along the Hudson River between 37th & 38th Streets, New York City. (AR)
- 1890 New delivery yard built at South Broad Street, Newark. (AR)
- 1890 PRR's West Newark Branch opens from West Newark Jct. to Clinton Ave.; plan is to build to Orange. (AR, RyW)
- 1890 A short section of the Newark & Passaic Railway (Lehigh Valley Railroad system) opens to coal yards at Hamburg Place on the east side of Newark; the remainder of the line to the Passaic River is never built. (Baird)
- 1890 Westbound yard for empties built at Waverly, N.J. (AR)
- 1890 New westbound shelter built at Monmouth Jct., N.J. (AR)
- 1890 South Amboy freight yard enlarged. (AR)
- 1890 Sayreville Branch of Raritan River Railroad opens for freight service from Sayreville Jct. to Sayre & Fisher's brick yards on the Raritan River at Sayreville. (Deibert - pre 7/1 - RRGaz)
- 1890 New freight yard built at Matawan, N.J., on the NY&LB. (MB)
- 1890 New station built at Interlaken on the NY&LB; it is just north of the Asbury Park line and is used to make Sunday stops for Asbury Park, which are forbidden at stations within the city limits under the Ocean Grove Camp Meeting Association's blue laws. (MB,)
- 1890 Freight station built at Point Pleasant, N.J., on the NY&LB. (MB)
- 1890 New station at Browns Mills built on the Amboy Division to replace the old station, moved to Browns Mills-in-the-Pines. (AR)
- 1890 New stations built at Eddington and Liddonfield, Pa., on the New York Division. (AR)

- 1890 Frankford Jct. yard built. (AR)
- 1890 Second floors added to Westmoreland and Queen Lane stations and shelter built at Allen Lane on the Chestnut Hill Branch. (AR)
- 1890 5-storey 64 x 180 addition completed on the hay warehouse at 18th & Market Streets. (AR)
- 1890 New 70 x 330 pier built at Pier No. 44 South Wharves at Christian Street in Philadelphia. (AR)
- 1890 Camden Yard enlarged on the Amboy Division. (AR)
- 1890 Camden & Atlantic Railroad converts old machine shop at Coopers Point to grain elevator. (AR)
- 1890 Camden & Atlantic Railroad completes change of gauge from 4'-9" to 4'-8½".
- 1890 West Jersey Railroad's Pleasure Railroad streetcar line (Sea Isle City-Avalon) connected to Ocean City steam line at Sea Isle City by 451 feet of new track. (AR)
- 1890 New station built at Cynwyd, Pa. (RyW)
- 1890 Double track completed Swarthmore to Media, Pa. (AR)
- 1890 Third track built from Grays Ferry to Moores on Maryland Division. (AR)
- 1890 New stations built at Linwood and Wallingford on the PW&B. (AR)
- 1890 Passenger shelters built at Lansdowne, Clifton and Williamson on the Central Division, and Newark on the Maryland Division. (AR)
- 1890 Delmarva peach crop fails; none carried by Delaware Railroad; the railroad carries only 853 cars of berries, vs. 1,229 cars in 1889. (AR)
- 1890 New drawbridge built over the Nanticoke River on the Delaware Railroad. (AR)
- 1890 PW&B opens change of line at Principio, Md.
- 1890 Bay View Yard completed at Baltimore.
- 1890 Congress finally passes the bill to allow the Baltimore & Potomac Railroad to enlarge its freight facilities in Washington. (AR)

- 1890 Northern Central Railway completes a second track between York and Summit (3.9 miles), including relocating the main line through York and building a new brick station, 45 x 130 feet, and freight house, 33 x 448 feet, there. (AR, C&C)
- 1890 New station built at Martinsburg, W.Va. (C&C)
- 1890 PRR builds the first U.S. “hump” yard at Honey Pot, near Nanticoke, Pa.; the hump is only about 6 feet high; after the cars run over the hump, the shifter locomotive runs over the hump and pushes cars on 3 parallel tracks with a poling “ram” swung out on each side. (Loree - see Huff’s 1882 - or may be 1889?)
- 1890 Elmira & Lake Ontario Railroad builds a new roundhouse and turntable at Sodus Point, N.Y., to replace ones burned. (AR)
- 1890 Canal Branch of Philadelphia & Erie Railroad opens between East 3rd Street Jct., Williamsport, and Loyalsock Creek (2.63 miles), laid on the bed of the old West Branch Division Canal. (Val, AR)
- 1890 “___” Interlocking built at the junction with the New York, Lake Erie & Western Railroad at Johnsonburg, Pa. (AR)
- 1890 Second track built between Ridgway and Johnsonburg (7.32 miles) on the Philadelphia & Erie Railroad. (C&C)
- 1890 About half of Wilcox Railroad abandoned. (Cards - verify)
- 1890 New freight car shop built at Erie, Pa., on the Philadelphia & Erie Railroad. (AR)
- 1890 New stations built at Glen Moore, Wyebrook, Leacock, Bolivar, Donohue, Burrell, New Stanton, Vail, Wilmerding, Dunbar, and New Haven, Pa. (AR)
- 1890 New engine house and turntable built at State Line, Md., near Cumberland. (AR)
- 1890 New car shop built at Tyrone. (AR)
- 1890 Work on Blair Furnace (East Altoona) yard begins.
- 1890 Juniata Shops completed; with electric light; includes an erecting shop, 70 x 354; blacksmith shop, 80 x 306; machine shop, 75 x 258; boiler shop, 80 x 386; paint shop, 67 x 147. (AR)

- 1890 Third and fourth track built at Horseshoe Curve. (AR says at Kittanning Point)
- 1890 New shops and engine terminal completed at Conemaugh to replace those destroyed in Johnstown Flood. (AR)
- 1890 PRR abandons ballast stone quarries on Springfield Branch near Altoona. (Snyder)
- 1890 Glen Campbell Branch of Cambria & Clearfield Railroad opens at Glen Campbell Jct. (1.42 mi.). (Val)
- 1890 Stevens Branch of Cresson & Clearfield County & New York Short Route Railroad opens from Condron to mines (1.52 miles). (Val)
- 1890 Hegarty Branch of Cresson & Clearfield County & New York Short Route Railroad opens from Hegarty Branch Jct. near Coalport to mines (0.5 mile). (Val)
- 1890 Schenley Branch of Western Pennsylvania Railroad opens between Schenley Jct. and terminus (2.39 miles). (Val)
- 1890 Double-tracking of the Western Pennsylvania Railroad completed between Natrona and Freeport, completing the line between Allegheny and Freeport. (C&C)
- 1890 Most of Dunbar Branch (0.62 mile) of South-West Pennsylvania Railway abandoned. (Val)
- 1890 Lippincott Branch of South-West Pennsylvania Railway extended 0.61 mile. (Val)
- 1890 Hunker Branch of South-West Pennsylvania Railway opens between Hunker and terminus (1.21 mi.). (Val)
- 1890 39-stall roundhouse opens at Walls (Pitcairn). (AR)
- 1890 Allegheny Valley Railroad completes a new bridge shop at Verona, replacing the one at Oil City burned in 1889. (AR)
- 1890 Allegheny Valley Railroad builds a new steel bridge over the Allegheny River at Oil City, replacing the original wooden Howe truss bridge built in 1869. (Martens)
- 1890 Western New York & Pennsylvania Railroad opens new passenger and

- freight stations at Rochester, N.Y. (C&C)
- 1890 Western New York & Pennsylvania Railroad completes second track between South Buffalo and Ebenezer. (C&C)
- 1890 Peak year for Rock Point amusement park in Ellwood City, Pa.; 82,259 visitors. (rockpoint.com)
- 1890 Pittsburgh, Youngstown & Ashtabula Railway abandons Canfield Branch between Foster's Coal Mines and plant of American Tube & Iron Company (2.87 miles), after mines exhausted. (Church, C&C)
- 1890 Fourth ore trestle, 980 feet long, placed in service at Ashtabula Harbor. (C&C)
- 1890 Two new Brownhoist ore-unloading machines installed on Dock No. 2 at Cleveland. (AR)
- 1890 Second track completed from Philadelphia Road to Bowerston (3.25 miles) on the Pittsburgh Division of the PCC&StL Railway, including widening Tunnel No. 10. (C&C)
- 1890 Turkey Foot Branch of Cleveland, Akron & Columbus Railway opens between Clinton and Brewster Coal Mines (3.6 miles). (AR - may be 1889)
- 1890 Columbus, Hocking Valley & Toledo Railway begins development of Walbridge Yard near Toledo to avoid the use of PRR facilities. (Miller)
- 1890 Double track opens from "FO" Tower to Newark, Ohio. (1.34 miles). (C&C)
- late 1890 New east and westbound yards opened at Columbus on east side of town adjoining shops for all traffic entering and leaving city. (AR).
- 1890 Double track opens between Columbus and Scioto River (3.5 miles) on PCC&StL Railway. (AR)
- 1890 First U.S. electric interlocking installed at Norwood, Ohio, crossing of B&O Southwestern Railroad and Cincinnati, Lebanon & Northern.
- 1890 Little Miami Railroad replaces the timber trestle approach to the Newport & Cincinnati Bridge over the Ohio River with a steel trestle. (C&C)
- 1890 New station opens at Ridgeville, Ind., at junction of PCC&StL and GR&I. (AR)

- 1890 Second track completed through Fort Wayne and westward from Lima on the PFW&C. (C&C)
- 1890 New train shed, 600' x 137.5', built at Grand Rapids station. (C&C)
- 1890 GR&I opens Lake City Extension of Missaukee Branch (6.95 miles), Round Lake Jct. (Jennings Jct.) to Lake City. (Church, C&C, RRG - done in last half of year - Meints has Sandstown-Lake City)
- 1890 Big Rapids & Western Rail__ opens the Ludington Branch from Stimson Jct. on the GR&I to Vincent (8.9 miles); owned by the GR&I. (Meints - verify C&C)
- 1890 GR&I opens Plaster Mill Branch between Bartlett Street Jct. and South Grand Rapids (2.81 miles). (C&C)
- 1890 GR&I opens Godfrey Mill Branch between Plaster Mill Jct. and Godfrey Plaster Mill (0.69 mile). (C&C)
- 1890 GR&I opens Alabastine Mill Branch between Alabastine Jct. and Alabastine Company's mill (0.2 mile). (C&C)
- 1890 PCC&StL Railway builds electric light plant at Logansport Shops. (AR)
- 1890 Double track completed, Lima-Elida (6.3 miles), Grand Rapids Jct.-Hadley (5 miles) and Fields-Colehour (2.5 miles) on the Western Division, PFW&C. (AR)
- ca. 1890 PRR Assistant General Passenger Agent George W. Boyd travels to New Orleans, then to California via the Southern Pacific and up the Pacific Coast to Tacoma and back on the Northern Pacific, scouting for potential routes for personally-conducted tours. (RyW)
- 1890 Five-month strike in Westmoreland County Gas Coal Field cuts PRR traffic. (AR)
- 1890 PRR has sold its holdings of Pennsylvania Steel Company; repurchased later after the formation of the United States Steel Corporation in 1901. (?)
- 1890 Maryland Steamboat Company sells the *Samuel J. Pentz* to Washington, D.C., owners. (Burgess)
- 1890 Weems Line places the rebuilt steamboat *St. Marys*, formerly the *Theodore Weems*, on Patuxent River Line. (Burgess, Stanton)

- 1890 New York & New England Railroad contracts with Pullman's Palace Car Company; Pullman cars placed on the *New England Limited*. (AR)
- 1890 New York & New England Railroad relays track on the roadbed of its Dedham Branch between Islington and Dedham, out of service for many years. (AR)
- 1890 Fabrication Dept. of the Pennsylvania Steel Company goes into production at Steelton, Pa., making railroad bridges and turntables; it later fabricates all or part of major bridges such as the 1897 Niagara River Arch, and the Williamsburg and Queensboro Bridges in New York City. (BethSteel)
- 1890 Westinghouse Air Brake Company completes a large new plant and company town at Wilmerding, east of Pittsburgh. (NYT)
- 1890 Sun Oil Company (Ohio) incorporated by Joseph N. Pew and Edward O. Emerson to create an integrated oil company in the northeastern Ohio Oil Field. (Giebelhaus - verify Moodys, Ohio Corps?)
- 1890 East Tennessee, Virginia & Georgia Railway secures a controlling interest in the Alabama Great Southern Railway Company, Limited, a British holding company that controls the Alabama Great Southern Railroad and the Cincinnati, New Orleans & Texas Pacific Railway. (ICC - verify Harrison?)
- 1890 Henry M. Flagler buys the "S.V. White" railroad from San Mateo to Daytona on the Halifax River, changes the gauge to standard, and places steamboats on the Halifax River to bring out the orange crop. (MfgrRec - article has errors - verify)
- 1890 Henry M. Flagler buys the Ormond Hotel in Ormond, Fla., near Daytona. (MfgrRec - verify)
- 1890 Henry B. Plant acquires the Tropical Hotel at Kissimmee, Fla., which he renames the Hotel Kissimmee. (Turner/Bramson)
- 1890 Florida Midland Railway opens between Longwood and Kissimmee, Fla., on the South Florida Railroad. (Turner/Bramson)
- c. 1890 CCC&StL Railway (Big Four) secures trackage rights between North Vernon, Ind., and Jeffersonville, Ind., over the B&O system after threatening to build a parallel line. (Harlow - check Poors, RRG)
- 1890 Vanderbilt interests have secured control of the Cincinnati, Wabash & Michigan Railway, running between Anderson, Ind., and Benton Harbor, Mich. (Harlow)

- 1890 Chicago passes Philadelphia and Brooklyn to become the second-largest U.S. city at 1,099,850; its population has doubled in 10 years; Illinois ranks third among the states in population. (Census)
- 1890 U.S. total pig iron production hits the unprecedented level of 10.3 million tons, surpassing Great Britain's record annual output. (Swank)
- 1890 B&O leases its rolling mill at Cumberland, Md., long out of service, to the Cambria Iron Company while it repairs damages to its own plant sustained in the Johnstown Flood. (AR)
- 1890 Oglebay, Norton & Company founded at Cleveland as an iron mining and transporting company. (Barnett)
- 1890 Barberton, Ohio, laid out by PRR civil engineer W. A. Johnston as a manufacturing city southwest of Akron. (Allen)
- 1890 George Westinghouse approaches the Mellon banking family for a loan of \$500,000 to expand his business; when Andrew W. Mellon demands a large stock interest in Westinghouse's companies and the ability to name directors and managers, Westinghouse refuses and turns to the New York money market. (Cannadine)
- 1890 William S. Vare (1867-1934) joins his older brothers George Vare (1859-1908) and Edwin H. Vare (1862-1922) in a contracting business; Vare Brothers will make millions, much of it funneled in sweetheart contracts awarded through their lock on city government; Vare Brothers will do a lot of contracting for the PRR, including on the electrification; it is the price of doing business in Philadelphia; W. W. Atterbury and Vare will share many political views, especially opposition to Prohibition. (wiki)
- 1890 The brothers William H. Moore (1848-1923) and James H. Moore of Chicago consolidate a number of eastern cracker factories into the New York Biscuit Company, capitalized at \$10 million. (NCAB - verify Moodys, NYCOrps?, NJCorps?)
- 1890 Great Northern Iron & Steel Company incorporated in Minn. by Frank Hibbing and Alexander J. Trimble, a mine operator on the Gogebic Range, to open the central Mesabi Range. (Walker)