

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

By Christopher T. Baer

1892

- Jan. 1, 1892 Ellis Island replaces Castle Garden as the immigrant receiving center in New York. (RRGaz, Stokes)
- Jan. 1, 1892 Raritan River Railroad takes possession of property after contractor John L. Butman fails and opens it to traffic. (ICC, C&C - verify opening date - was in 1888-89)
- Jan. 1, 1892 Camden & Atlantic Railroad executes formal lease of Coopers Point & Philadelphia Ferry Company, replacing direct operation in force since 1872. (Val)
- Jan. 1, 1892 West Jersey Railroad executes formal lease of Alloway & Quinton Railroad. (Val)
- Jan. 1, 1892 PRR leases Trenton Cut-off Railroad. (Val)
- Jan. 1, 1892 Northern Central Railway makes a new lease of grain elevators No. 1 & No. 3 at Canton to the Baltimore Elevator Company. (MB)
- Jan. 1, 1892 PRR raises wages; conductors to \$3.50 per day, brakemen to \$1.80 and parlor car conductors to \$2. (NYT)
- Jan. 1, 1892 Baltimore & Eastern Shore Railroad leaves receivership. (AR - runs through end of 1891)
- Jan. 1, 1892 Weems Steamboat Company of Baltimore City assumes operation of the Weems Line steamboats. (MB)
- Jan. 1, 1892 Mineral Railroad & Mining Company makes a modified lease of certain lands to the Union Coal Company. (MB)
- Jan. 1, 1892 Almet E. Reed (1855-1900) named Superintendent of Lewistown Division. (Wilson)

- Jan. 1, 1892 Joseph D. Greene appointed Auditor of Disbursements. (Watkins)
- Jan. 1, 1892 Alfred M. Schoyer (1859-1924) appointed Superintendent of Telegraph of Lines West, replacing E.C. Bradley resigned to be General Manager of the Postal Telegraph Company; his jurisdiction is extended over the Vandalia Line in 1903. (MB, RRGaz, PRRBio)
- Jan. 1, 1892 P.R. Perkins appointed Treasurer of the Erie & Western Transportation Company, replacing James S. Swartz, resigned. (MB)
- Jan. 1, 1892 International Navigation Company terminates the agency contract with Peter Wright & Sons and begins operating the American, Inman and Red Star Lines with its own organization. (Moyer/Keystone)
- Jan. 1, 1892 J. P. Morgan, Jr. (1867-1943) made a partner in Drexel, Morgan & Co. (Strouse)
- Jan. 2, 1892 Monongahela River & Streets Run Railroad incorporated in Pa. under articles dated Dec. 29, 1891; John Lloyd, Pres. (Val, C&C)
- Jan. 2, 1892 Banker and PFW&C Pres. Louis H. Meyer (1815-1892) dies at his home, "Fox Hill Villa," at Staten Island at age 76; Meyer is the last survivor of the 1862 PFW&C Reorganization Committee. (NYTrib, MB)
- Jan. 2, 1892 Pioneer civil engineer and former Mayor of Chicago Roswell B. Mason (1805-1892) dies at Chicago. (RRGaz)
- Jan. 2, 1892 Future NYC VP Karl Adam Borntrager (1892-1990) born. (WhosWho)
- Jan. 3, 1892 LIRR establishes block signals between Long Island City and Jamaica via Montauk Division, replacing use of 3-minute glass "egg-timers" in clearing blocks; includes 4 interlocking towers and 7 signal towers. (RRGaz)
- Jan. 3, 1892 Dutch "Maatschaapij" (investment trust) for Western New York & Pennsylvania Railroad investors refuses demand of Philadelphians for seven seats on the Board. (RyW)
- Jan. 4, 1892 Stealing a march on the NYC&HR, the PRR begins running a through vestibuled buffet sleeping car weekly between Jersey City and San Francisco, running on the *St. Louis & Cincinnati Express* via St. Louis; service is discontinued after less than two months. (NYT, PassDept)
- Jan. 4, 1892 PRR and ACL inaugurate the *Atlantic Coast Line Express* Nos. 15-38, a new third trip between New York and Jacksonville leaving New York at

9:30 AM; the new train carries Pullman sleeping cars, Jersey City to Savannah and Jersey City to Jacksonville, plus one coach and one baggage car between Jersey City and Washington; may add two other Pullman's if the traffic requires it; other trains are the *Southern Express*, leaving at 9:00 PM, and the *Fast Mail*, leaving at 12:15 AM, as well as the mail-only *West Indian Fast Mail* at 3:45 AM; a new *Washington Express* No. 67 is placed on the existing schedule of No. 15; Pullman buffet sleeping car inaugurated between Boston and Jacksonville on No. 27 and No. 14. (Guide, NYT, RyRegister)

- Jan. 4, 1892 NYC&HR announces that it will install the block system between New York and Buffalo under pressure from the New York *World*. (RyRegister)
- Jan. 5, 1892 Probate Court of Cuyahoga County confirms sale of Salineville Railroad to William Jackson, Trustee. (C&C)
- Jan. 5, 1892 NYC&HR and Vanderbilt Lines begin running a tourist sleeping car between New York and San Francisco every Tuesday through Apr. 19, running on the *North Shore Limited* via the Michigan Central Railroad, the Chicago & North Western Railway, and the Overland Route; done to meet the tourist monopoly of Raymond & Whitcomb, which operated nationwide guided tours. (NYT, RRH 87)
- Jan. 6, 1892 Austin Corbin elected Pres. of New York & New England Railroad, replacing Jabez A. Bostwick promoted to Chairman; Charles Parsons (1829-1904), Pres. of Rome, Watertown & Ogdensburgh Railroad, and young Boston broker Frederick H. Prince (1859-1953) elected directors; seen as part of J. Pierpont Morgan's attempt to arrange a traffic settlement between the NY&NE and the New Haven; Prince works to secure a Vanderbilt alliance. (RRGaz, NYT)
- Jan. 6, 1892 "___" Interlocking opens at M&C Jct. at Massillon, Ohio.
- Jan. 8, 1892 Pennsylvania Company begins operating Salineville Railroad, an unincorporated railroad running 3.07 miles from Salineville, Ohio, to mines of Osborne Coal Company for William Jackson, Trustee. (C&C, Church)
- Jan. 8, 1892 Cincinnati, Jackson & Mackinaw Railroad sold at foreclosure to Benjamin F. Wade and Hiram F. Carleton. (GrnBk)
- Jan. 9, 1892 Last run of local passenger service between Morrisville and Earnest on the Trenton Cut-off; reverts to freight-only until 1893. (tt)
- Jan. 9, 1892 Union Switch & Signal Company contracts with the Chicago, Madison & Northern Rail___ to build an electro-pneumatic interlocking plant at the

Stewart Avenue, Chicago, crossing with the PFW&C, Chicago & Alton, Chicago & Western Indiana, Santa Fe and other railroads, one of the most complex railroad grade crossings in the country. (RRGaz)

- Jan. 11, 1892 Brooklyn City Council authorizes Atlantic Avenue Railroad Company of Brooklyn to use electric trolley wire for all its streetcar lines in Brooklyn. (NYState)
- Jan. 11, 1892 Trenton Cut-off opens between Earnest and Glen Loch, Pa. completing low-grade freight line bypassing congestion in Philadelphia; two tracks extended between Glen Loch and Ship Road, where the tracks of the Trenton Cut-off and Main Line join. (AR)
- Jan. 11, 1892 PRR Road Committee reports to Board on cab service at New York. (MB)
- Jan. 11, 1892 Erie, Pa., capitalist Charles H. Strong (1853-1936) is elected Pres. of the Erie & Pittsburgh Railroad, replacing his father-in-law William L. Scott (1828-1891), deceased. (MB)
- Jan. 11, 1892 Pittsburgh, Chartiers & Youghiogeny Railway reduces the number of directors from 12 to 6 and all-PRR Board elected; James McCrea, Pres.; directors are John E. Davidson, E.B. Taylor, James J. Turner, J.T Brooks, J.J. Brooks and John W. Renner; George S. Davison remains General Superintendent. (MB)
- Jan. 11, 1892 St. Lawrence & Adirondack Railway opens between Malone Jct., N.Y., and a point outside Montreal, Que.; a side project of W. Seward Webb (1851-1926), son-in-law of William H. Vanderbilt, who has also built the Mohawk & Malone Railway connecting it to the NYC&HR main line; uses trackage rights over the Grand Trunk Railway of Canada between Beauharnois and Valleyfield, Que., and enters Montreal over the Canadian Pacific Railway; places the NYC system in a position to serve the Adirondack Mountain resorts, including Lake Placid and Saranac Lake. (GrnBk, Harlow)
- Jan. 12, 1892 N.Y. Supreme Court rules that the Coney Island & Brooklyn Railroad must operate all of its cars into the depot of the Prospect Park & Coney Island Railroad at 9th Avenue & 20th Street for the duration of its agreement. (NYState)
- Jan. 12, 1892 James McCrea presents to the Union Depot Company (Columbus) Board the plans negotiated with the city's Board of Public Works; the High Street Viaduct over the tracks is to be paid for with city bonds with the railroads paying half the annual interest and the annual installments of the sinking fund over 10 years; the railroads will pay for all improvements to the Union Depot. (MB)

- Jan. 13, 1892 First PRR tour of the season leaves for California; fare of \$300 from Philadelphia. (RyW)
- Jan. 14, 1892 Four-day struggle for control of Western New York & Pennsylvania Railroad ends with victory of Philadelphia interest, who had demanded greater representation on Board; they elect 9 of 13 directors instead of 3 directors as previously; Dutch investors, who hold \$8.4 million, had previously given their proxies to the New York/Seligman group; this time Dutch proxies were invalidated; Pres. Calvin H. Allen, Adolph Engler (Eiler?), P. Pratt and Isaac N. Seligman voted off Board, and William C. Bullitt, Nicholas Thouron, J. Rindle Smith and John K. Barclay elected. (NYT, RyW - RRG has bd elected 1/11 - then adjourn until ? before electing officers)
- Jan. 14, 1892 Sen. Cullom introduces a new safety appliance bill requiring all railroads to have air brakes and automatic couplers by Jan. 1, 1897, and driving wheel brakes by Jan. 1, 1893. (RRGaz)
- Jan. 15, 1892 Delaware Railroad Pres. and PW&B director Christian Febiger (1817-1892) dies the day after his reelection; replaced by E. Tatnall Warner (1835-1904) as Pres. of Delaware Railroad. (AR, RRGaz)
- Jan. 15, 1892 William J. Sewell named Second VP of Baltimore & Potomac Railroad. (MB)
- Jan. 1892 Arrangements have been made to electrify the street railway running along the beach at Cape May from the steamboat landing to Sewells Point on Cold Spring Inlet. (CMayCoGaz)
- Jan. 1892 PRR orders Wilson Brothers & Co. to draw up plans for an enlarged Broad Street Station. (RRGaz)
- Jan. 1892 Delaware Division officials order that the steamboat *Widgeon* make three round trips daily between Chincoteague and Franklin City for the growing oyster traffic. (Keystone)
- Jan. 1892 General Managers Association of Chicago revived after suspending meetings in 1889. (RRGaz)
- Jan. 1892 Chief Engineer William H. Brown presents plans for enlarged Broad Street Station to Pres. Roberts. (Watkins)
- Jan. 1892 Veterans Association of the Employees of the Pittsburgh Division of the Pennsylvania Railroad organized with Robert Pitcairn as Pres.; for those with 21 years service or who were employed before Apr. 1, 1865. (RRGaz)

- Jan. 1892 Pennsylvania Company begins operation of Rolling Mill Railroad at Toledo as agent without written agreement. (C&C)
- Jan. 1892 Thomas D. Messler elected Pres. of the St. Louis, Vandalia & Terre Haute Railroad, replacing William R. McKeen, who becomes VP. (RRGaz)
- Jan. 1892 Future PRR Treasurer James F. Fahnestock (1859-1924) becomes Assistant Treasurer of the International Navigation Company at Philadelphia. (PRRBio)
- Jan. 1892 Old Colony Railroad has 139 miles with automatic block signals, and Boston & Albany Railroad has 110 miles, vs. only 6 miles on PRR. (RRGaz)
- Jan. 1892 Kewaunee, Green Bay & Western Railroad begins operating the bulk steamboat *Osceola*, leased from the Lake Michigan & Lake Superior Transportation Company, between Kewaunee, Wisc., and Frankfort, Mich. (GBrown)
- Jan. 1892 Non-associated packers begin an antitrust suit against the big packers and the Union Stock Yards syndicate. (CHTaylor - verify NYT?)
- Jan. 18, 1892 *Washington Limited Express*/*New York Limited Express* lose all-first class status and extra fare. (PassDept)
- Jan. 18, 1892 *New York & Florida Special* Nos. 500-501 begins running for the season between New York and St. Augustine, three times a week. (NYT, Guide, RyRegister)
- Jan. 18, 1892 *Colonial Express* established by the New Haven as a day train between Washington and Boston via the Shore Line and train ferry *Maryland* on 12:45 schedule; replaces a day train discontinued last year; the *Colonial Express* is the first train with Pullman cars on the New Haven. (PassDept, RRGaz)
- Jan. 18?, 1892 PRR establishes a new fast mail train to St. Louis, leaving New York at 9:15 AM. (RRGaz)
- Jan. 18, 1892 Samuel G. De Coursey elected Pres. of Western New York & Pennsylvania Railroad to represent Philadelphia interest, replacing Calvin N. Allen. (NYT)
- Jan. 18, 1892 John B. Wingate (1823?-1892), a civil engineer on some of the PRR's Delmarva lines, dies at Philadelphia. (findagrave)
- Jan. 19, 1892 LIRR General Superintendent Isaac D. Barton resigns to follow Austin

- Corbin to the New York & New England Railroad as General Manager. (NYT)
- Jan. 19, 1892 First PRR tour of the season leaves Philadelphia for Florida; fare is \$48. (RyW)
- Jan. 20, 1892 Reading agrees with John W. Brock, Arthur Brock, Charlemagne Tower, Jr., Joseph F. Sinnott, W.W. Gibbs, et al., to merge Central New England & Western Railroad and Poughkeepsie Bridge Company and obtain control of Dutchess County Railroad. (Rdg)
- Jan. 21, 1892 Delaware & New England Company agrees that Reading will guarantee bonds of merged Central New England & Western Railroad and Poughkeepsie Bridge Company; sells its 80% stock holding in the Poughkeepsie Bridge Company to the Reading. (Rdg, NYT)
- Jan. 21, 1892 Property of the former Allegheny Valley Railroad Company conveyed to the purchasing committee. (C&C)
- Jan. 21, 1892 Charles Lanier (1837-1926), son of J.F.D. Lanier, elected Pres. of the PFW&C Railway, replacing Louis H. Meyer, deceased; New York banker John S. Kennedy (1830-1909) elected a director. (MB)
- Jan. 21, 1892 Trunk Line Association meets and finally ends the boycott of the Chicago & Alton Railroad. (NYT)
- Jan. 22, 1892 Former Camden & Amboy Railroad lawyer and Supreme Court Justice Joseph P. Bradley (1813-1892) dies. (WwasW)
- Jan. 23, 1892 Pres. A.A. McLeod announces Reading's acquisition of the Central New England & Western Railroad and Poughkeepsie Bridge Company. (NYT)
- Jan. 25, 1892 PRR begins an arrangement with the Union Transfer Company to run coaches between Broad Street Station and Market Street Ferry every 20 minutes from 6:20 AM to 12:00 M. to allow easy access between its main and southern New Jersey lines. (PhlInq)
- Jan. 25, 1892 PRR begins demolishing buildings on north side of Market Street between Broad & 15th Streets to clear ground for expansion of Broad Street Station. (RyW)
- Jan. 25, 1892 Pa. Supreme Court reverses lower court ruling that Pennsylvania Company owes the state over \$1.125 million in back taxes since 1872; in 1874 the Attorney-General advised that the tax could not be collected, but the state finally assessed it in 1888. (RyRegister)
- Jan. 25, 1892 PCC&StL Railway and Pittsburgh & Lake Erie Railroad agree to a fixed

“neutral zone” territory for the Pittsburgh, Chartiers & Youghiogheny Railway, bounded by Banksville, Castle Shannon, Summit, Cochran Mills, Finleyville, Ventura, Bower Hill, Thompsonville, Herriottsville, Hastings, Bridgeville, Woodville and Leasdale; neither company is to build branches into that area; PC&Y is to be maintained as separate organization with 3 directors named by each company and the Pres. by one and Treasurer by the other rotating annually PCC&StL grants the PC&Y trackage rights between Junction No. 1, Carnegie and Lewis Run Jct. (Church, MB)

- Jan. 26, 1892 New York Bay Extension Railroad incorporated in N.Y. under articles dated Jan. 11 in the interest of the LIRR to build from Garden City to New Lots on New York, Brooklyn & Manhattan Beach Railway. (Val)
- Jan. 26, 1892 Harrison Gas Coal Company incorporated in Pa. to operate mines in Westmoreland and Allegheny Counties; controlled by PRR men. (MB)
- Jan. 27, 1892 PRR Board authorizes straightening main line between Portage and Lilly; also extension of Turtle Creek Branch between Wilmerding and Stewarts. (MB)
- Jan. 27, 1892 Indianapolis & Louisville RPO extended to Kokomo & Louisville RPO. (Kay)
- Jan. 27, 1892 National Stock Yards at East St. Louis, originally owned by New York and New England capitalists, are sold to Chicago packers led by Nelson Morris. (RRGaz)
- Jan. 27, 1892 Circuit Court of Hamilton County, Ohio, overturns the exclusion of McKim (?), Walsh and Fahnestock from the Ohio & Mississippi Railway Board; seen as a victory for the British stockholders against the B&O. (NYT)
- Jan. 1892 LIRR completes double track between Mineola and Roslyn on Oyster Bay Branch.
- Jan. 28, 1892 PRR publicizes new system of electro-pneumatic interlockings. (NYT)
- Jan. 28, 1892 Sales agents of the anthracite railroads raise the price of broken coal from \$3.25 per ton to \$3.65. (NYT)
- Jan. 29, 1892 LIRR Pres. Austin Corbin, now also Pres. of New York & New England Railroad, revokes his previous order and continues the through Brooklyn-Boston train, but adds 0:30 to the schedule, so that the NY&NE does not have to operate it as a separate train east of Danbury; wearing his LIRR hat, Corbin refuses to discontinue it entirely, even though it is earning only 20 cents a mile. (NYT, AR)

- Jan. 29, 1892 Monongahela River & Streets Run Railroad acquires from Richard Coulter a narrow gauge mine railroad; lays third rail between Hays Station and Hope Church (1.1 miles); extended 0.3 mile from Hays Station to Streets Run later in year. (Val, C&C)
- Jan. 29, 1892 Lewis & Talbot Stone Company incorporated in Ohio by Henry Lewis to provide traffic for the Dayton, Lebanon & Cincinnati Railroad from limestone quarries at Centerville. (Hauck)
- Jan. 30, 1892 New York & Long Island Railroad files revised plan of location in Long Island City, including a connection to the LIRR main line near the present intersection of Queens Boulevard & Skillman Avenue, with branches to the LIRR's Montauk Division and a tunnel under Newtown Creek to Greenpoint and a connection with the Evergreen Branch. (NYState, ElectricRR)
- Jan. 30, 1892 *New York Times* reports that Pennsylvania Company is buying warehouse properties near the St. Louis end of the Merchants Bridge and will shift through freight trains from the Eads Bridge. (NYT)
- Jan. 31, 1892 *New York Times* reports that former Adams Express Company Pres. John Hoey is planning to join with George B. Roberts, Frank Thomson, A.J. Cassatt, et al., to form Pennsylvania Railroad Express Company to take PRR express business when Adams contract expires on May 1, 1892; rumor is immediately denied and seen as an attempt by Hoey to create a decline in Adams stock. (NYT)
- Early 1892 PRR opens four-track system between Walls and Stewart, completing four tracks between Pittsburgh and Stewart.
- Early 1892 PRR discontinues through passenger service between Rochester and Hornellsville via Swains; arranges with the Rochester, Hornellsville & Lackawanna Railroad to operate its Nunda Branch between Nunda Jct. and Swains with service from Hornellsville. (NYState)
- Winter 1892 The New York & New England Railroad is demoralized and clogged with freight and is unable to handle all the traffic offered. (AR)
- Feb. 1, 1892 Philadelphia & Reading Railroad begins operation of Poughkeepsie Bridge line under lease.
- Feb. 1, 1892 Wheeling Bridge & Terminal Railway grants trackage rights over bridge and terminal facilities to Wheeling & Lake Erie Railway, which begins running all its trains to the WB&T "Union Station" at 17th & Market Streets. (MB, Church, RRGaz - according to Rehor, W&LE owns the stub from Jacob Street to the station at Market Street)

- Feb. 1, 1892 David F. Crawford (1864-) appointed Assistant Master Mechanic of the Fort Wayne Shops. (RyReview)
- Feb. 1, 1892 First Wheeling & Lake Erie Railroad trains begin running through between Cleveland and Wheeling. (RRGaz)
- Feb. 1, 1892 Chicago & South Eastern Railway takes possession of property of Midland Railway (Ind.). (Church)
- Feb. 2, 1892 Austin Corbin announces that the LIRR is surveying for a line from Garden City to Flatlands via Valley Stream with connections to the lines to Long Beach and Rockaway Beach; will give people coming from New England via the Oyster Bay train ferry access to the South Shore beaches. (NYT)
- Feb. 2, 1892 Wheeling & Lake Erie Railway runs its first train from Wheeling to Cleveland. (RyRegister)
- Feb. 3, 1892 New York Bay Extension Railroad organized at New York; Austin Corbin, Pres. (C&C)
- Feb. 3, 1892 A.A. McLeod elected director and Pres. of Central New England & Western Railroad, replacing John S. Wilson; other Reading officers and directors also elected; directors include Arthur Brock (1850-1909), John W. Brock, W.W. Gibbs, Charlemagne Tower, and Joseph F. Sinnott. (RRGaz, NYT)
- Feb. 3, 1892 CB&Q begins new three-day round of tests of air brakes manufactured by Westinghouse Air Brake Company and New York Air Brake Company at Burlington. (RRGaz)
- Feb. 5, 1892 Allegheny Valley Railway organized by the purchasers of the Allegheny Valley Railroad; Richard D. Barclay, Pres. (C&C)
- Feb. 5, 1892 PCC&StL Railway Executive Committee authorizes a second track between Beverly Hills and Belt Crossing at Chicago; additional tracks in 59th Street Yard, Chicago; adopts suggestion of Pres. George B. Roberts to place "PCC&StLR" on the sides and "LMRRCo." on the ends of Little Miami Railroad passenger cars and "LMRRCo." in smaller letters on the sides of LMRR freight cars. (MB)
- Feb. 6, 1892 PRR resumes operating a through express between New York and Atlantic City, now with vestibuled equipment; runs through Sep. 12, when reverts to through cars only. (NYT)
- Feb. 6, 1892 Allegheny Valley Railway incorporated in Pa. under articles dated Feb. 5

as the reorganization of the Allegheny Valley Railroad Company. (Val, C&C)

- Feb. 6, 1892 Brownsville & State Line Railroad incorporated in Pa. to build from Brownsville to W.Va. state line; not built.
- Feb. 6, 1892 Preston Lea elected director of PW&B, replacing Christian Febiger, deceased. (MB)
- Feb. 9, 1892 General Passenger Agents of Trunk Lines fail to agree on percentages for emigrant traffic; authorize Trunk Line Commissioner L.P. Farmer to establish a ferry from Ellis Island to begin this month stopping at the terminals of the CNJ, PRR, Erie, DL&W and West Shore and at West 33rd Street for the NYC&HR. (NYT)
- Feb. 10, 1892 First PRR conducted tour train to Mexico City leaves New York, running via Cincinnati and San Antonio and returning via El Paso, Colorado Springs and Chicago, reaching New York on Mar. 21; fare \$450 from Philadelphia. (RyW, Dubin)
- Feb. 10, 1892 North River Bridge Company files location for bridge at West 23rd Street with state of New Jersey; to have clear span of 3,100 feet; Union Station, including connection from NYC&HR West Side Line, at 25th Street & 6th Avenue; later moved to 36th Street & 7th Avenue. (NJCorp, ASCE)
- Feb. 10, 1892 Philadelphia & Reading Railroad announces it has arranged to lease the Lehigh Valley Railroad and CNJ; with their subsidiary coal companies, forming a \$600 million combination; news is confirmed by J.P. Morgan, who helped with the negotiations. (RyW, NYT, Bogen)
- Feb. 10, 1892 James K.O. Sherwood appointed receiver of Central New England & Western Railroad and leased lines in a friendly suit. (RyW, RRGaz)
- Feb. 11, 1892 Philadelphia & Reading Railroad leases the Lehigh Valley Railroad, guaranteeing the LV 5% for 6 months, 6% for the next 6 months and 7% thereafter, plus half the surplus earnings up to 10% a year; the LV has paid only a 5% dividend since 1888, while its capitalization has increased by 107% since 1882 because of its expansion program. (Rdg, Bogen)
- Feb. 11, 1892 Wild day of trading on the New York Stock Exchange; over 1.5 million shares traded, of which nearly 500,000 are Reading. (NYT)
- Feb. 11, 1892 PRR's Shenandoah (Pa.) Branch reopens after mine cave in at Wigans in Dec. 1891. (RRGaz)
- Feb. 12, 1892 Philadelphia & Reading leases Central Railroad of New Jersey through Port Reading Railroad, a short branch in New Jersey still under

construction; the Reading is to guarantee the CNJ a 7% annual dividend, plus half of all excess earnings up to a 10% return; Rep. Byron Gray Stout (1829-1896) of Michigan calls for an investigation of the combine by the ICC. (Rdg, Bogen, RyW)

- Feb. 12, 1892 A. J. Cassatt protests against the Reading combine, calling it “the most audacious and most impudent defiance of the law and constitution of the state that has ever been attempted in Pennsylvania”; asks Gov. Pattison to intervene, citing his previous actions against the PRR attempt to absorb the South Pennsylvania Railroad and Beech Creek Railroad (NYT, RyW); Samuel Rea does consulting work for Cassatt and Frank Thomson on the anthracite coal situation. (Rea)
- Feb. 13, 1892 PCC&StL acquires trackage rights over St. Louis Merchants Bridge Terminal Railroad between East St. Louis to 8th Street, St. Louis, and begins routing trains over the Merchants Bridge; although route is longer, Merchants Bridge can carrier heavier loads than Eads Bridge and avoids the tunnel.
- Feb. 13, 1892 PCC&StL Railway notifies striking machinists at the Indianapolis Shops that they will be fired unless they return to work immediately; it is probably the first strike mounted by the new International Association of Machinists and is over the introduction of piecework in the shops. (NYT, Perlman)
- Feb. 14, 1892 *New York Times* mentions that the PRR uses a small red keystone herald with the words “Pennsylvania Lines”; one of the earliest mentions of the use of the keystone; the NYC&HR does not have a herald. (NYT - according to Zega, the keystone dates as early as 1883)
- Feb. 14, 1892 New Baldwin Vauclain compound No. 1510? tested on *Pennsylvania Limited* between Pittsburgh and Altoona; runs up West Slope without a helper. (RyW)
- Feb. 14, 1892 Elias Franklin Drake (1813-1892), former official of the Dayton, Xenia & Belpre Railroad, dies at San Diego. (NCAB)
- Feb. 15, 1892 PRR begins running new Fast Mail car between Pittsburgh and St. Louis on No. 5 connecting with New York car arriving at Pittsburgh at 9:10 PM; is 4 hours faster than No. 13, which formerly left N.Y. at 4:45 AM and is now made a local. (NYT, RyW)
- Feb. 15, 1892 PRR System begins offering half-fares for any properly-ordained priests and ministers throughout Lines East and Lines West. (CMayCoGaz)
- Feb. 15, 1892 Old Colony Railroad extends its line from Walpole Jct. to Norwood Jct. (NHCorp)

- Feb. 15, 1892 Delaware, Susquehanna & Schuylkill Railroad, the private mine collector railroad of Coxe Brothers & Co., opens between Drifton and Gowen (33 miles) with a branch from Oneida Jct. to Sheppton and other branches in the area around Hazleton to reach all the Coxe mines; connects with the PRR at Derringer, northwest of Hazleton. (Poors, Baird)
- 1892 Delaware, Susquehanna & Schuylkill Railroad buys 1.73 miles of track from CNJ and 1.33 miles of track from the Lehigh Valley Railroad leading to Eckley No. 10 Breaker. (Baird)
- 1892 Reacting to frequent collisions on the NYC&HR's heavily-traveled Hudson Division, Angus Sinclair, editor of *Locomotive Engineering* twists the company's slogan to "America's Greatest Railroad - for Rear Collisions." (Aldrich)
- Feb. 15, 1892 Chesapeake & Ohio Railway reassumes the lease of the Elizabethtown, Lexington & Big Sandy Railroad after it purchases a majority of the stock; operation by the Newport News & Mississippi Valley Company ends. (ICC)
- Feb. 1892 Rumor that a new Pennsylvania Railroad Express Company will be organized by PRR officers and John Hoey, who has been ousted as Pres. of Adams Express Company, to take the PRR business when the Adams contract expires on May 1; new company will work in connection with the Southern Express Company. (RyRegister - see above)
- Feb. 1892 West Newark Branch of New York Bay Railroad opens between Clinton Avenue and 18th Street. (C&C, AR)
- Feb. 1892 PRR begins work on new freight station and market house addition at 30th & Chestnut Streets in West Philadelphia. (RyW)
- Feb. 1892 PRR is laying third track east from Downingtown. (CCHS)
- Feb. 1892 Altoona Shops placed on 9-hour days. (RRGaz)
- Feb. 1892 Sandusky & Columbus Short Line Railway places line between Bellevue and Columbus under contract; section from Sandusky to Bellevue is laid but not ballasted or operated. (RRGaz)
- Feb. 1892 Postmaster General John Wanamaker sends notices that the extra pay for expedited fast mail trains will be withdrawn on June 30; PRR-ACL *West India Fast Mail* leaving Jersey City at 3:45 AM for Port Tampa is the main fast mail in the Southeast; carries one sleeper from Boston and picks up two others from an earlier PRR train at Washington. (RyRegister)

- Feb. 1892 DL&W Pres. Samuel Sloan elected to CNJ Board. (RyRegister)
- Feb. 1892 Reading has suspended work on the Tamaqua, Hazleton & Northern Railroad, its connection to the Coxe Brothers' Delaware, Susquehanna & Schuylkill Railroad south of Hazleton, as it now accesses the region through the lease of the Lehigh Valley Railroad. (NYT)
- Feb. 1892 Missabe Mountain Iron Company incorporated in Minn. by Leonidas J. Merritt, John E. Merritt and Kelsey Chase to operate near Virginia in the central Mesabi Range. (Walker)
- Feb. 16, 1892 City of Steubenville appoints person to negotiate with PCC&StL Railway to have the company repurchase 1,275 shares owned by the city; city had opposed the merger and by law had to be bought out; matter goes into litigation. (Church)
- Feb. 16, 1892 Lehigh Valley Railroad begins three days of tests of Westinghouse Air Brake between Clinton and Pattenburg, N.J. (RRGaz)
- Feb. 17, 1892 New Jersey Legislature appoints committee to investigate Reading combine. (RyW)
- Feb. 17, 1892 A Nor'easter hits the Jersey Shore; the Anglesea Branch is washed out from Grassy Sound to the mainland and the new iron bridge over Townsends Inlet is damaged. (CMayCoGaz)
- Feb. 18, 1892 Maj. John K. Shaw, owner of 2,000 shares of West Virginia Central Railroad sues for injunction in U.S. Circuit Court at Baltimore vs. PRR, West Virginia Central & Pittsburgh Railroad, Piedmont & Cumberland Railway, Stephen B. Elkins (1841-1911), Henry Gassaway Davis (1823-1916), et al.; under agreement, PRR had guaranteed \$650,000 in bonds of West Virginia Central in return for at least one half of its eastbound coal tonnage; Piedmont & Cumberland Railway built to link West Virginia Central with PRR at Cumberland, and its shares pocketed by Davis, Elkins and a few other large investors; Shaw demands that this stock be considered property of West Virginia Central. (NYT)
- Feb. 18, 1892 N.Y. Legislature passes a resolution for a special committee to investigate the Reading Combine. (NYT)
- Feb. 18, 1892 Noted horse breeder and racetrack builder David Dunham Withers (1822-1892), dies at his rooms at the Brevoort House of complications of diabetes and kidney trouble after a short illness. (NYT)
- Feb. 19, 1892 J. Pierpont Morgan writes to Pres. Roberts on behalf of the South Penn Associates for a settlement of the South Penn dispute; says the South Penn Associates have lost a lot of money but have refrained from completing

the railroad as a gesture of good faith with the PRR; proposes the PRR pay them \$1.5 million, plus interest and \$70,000 in fees, for their losses, as they have refrained from doing anything with the South Penn to maintain the spirit of the 1885 compromise. (MB)

- Feb. 19, 1892 Both A. J. Cassatt and T.V. Powderly of the Knights of Labor issues public complaints against the Reading Combine to Gov. Robert E. Pattison and Pa. Attorney General W.U. Hensel. (RyW)
- Feb. 20, 1892 Reading Pres. A.A. McLeod brushes off the Cassatt and Powderly letters; "We have the roads; let others talk." (RyW)
- Feb. 1892 PRR and NYC&HR New York-San Francisco sleeping cars discontinued. (PassDept, RRGaz - verify - prob. week before 2/26)
- Feb. 21, 1892 International Navigation Company steamship *Indiana* is loaded with 3,000 tons of flour and other foodstuffs for Russian famine relief at Girard Point terminal; the food has been raised by mostly small contributions by the Citizens Relief Committee and by corporate donations; the PRR has brought most of the flour from Minneapolis and Buffalo free of charge; Girard Point Storage Company stevedores work 36 hours straight without pay to load the ship. (PubLdgr)
- Feb. 22, 1892 International Navigation Company steamship *Indiana* leaves the INCo. pier at the foot of Washington Avenue, Philadelphia at 3:30 PM with, a cargo of flour and other provisions for victims of the Russian famine collected by a Philadelphia relief committee; the company has donated the use of the ship and others have donated coal for fuel; the *Indiana* receives a grand send-off with civic dignitaries and religious leaders of all denominations, including Rabbi M. Jastrow, who contrasts Russia's autocracy and persecution of Jews with American religious freedom; Capt. R.W. Sargent has captained the *Indiana* on Gen. Grant's around the world tour. (PubLdgr)
- Feb. 23, 1892 PRR General Solicitor John Scott informs Pres. Roberts that PRR has a moral, but no legal, obligation to the South Penn Associates. (MB)
- Feb. 23, 1892 Attorney General W. U. Hensel notifies A.A. McLeod as well as A. J. Cassatt and Terrence V. Powderly, that he will hold public hearings in the Pa. Supreme Court chamber on the Reading Combine on Mar. 3. (NYT)
- Feb. 23, 1892 Philadelphia & Sea Shore Railway (built as far as Sea Isle City, but in operation only as far as Petersburg) is sold at foreclosure at Camden; there is a three-way bidding war among William J. Sewell, Edward Randolph Wood, the original proprietor, and Lindley M. Garrison of Camden; sale is to Lindley M. Garrison for William J. Sewell of the West Jersey Railroad for \$185,000, detaching it from the Reading system; Sewell builds a

temporary connection at Corsons Inlet. (CMayCoGaz, Val, Rdg, RyW, RRGaz)

- Feb. 23, 1892 Pennsylvania Company Executive Committee authorizes extension of the Gosport Branch of the Indianapolis & Vincennes Railroad 9,400 feet to additional quarries. (MB)
- Feb. 23, 1892 Ohio Division of the former Cincinnati, Jackson & Mackinaw Railroad deeded to the Cincinnati & Michigan Railroad and the Michigan Division to the Michigan & Mackinaw Railroad. (GrnBk)
- Feb. 24, 1892 PRR Board approves J. Pierpont Morgan's plan of settlement of the South Penn dispute; Morgan then returns the \$5.6 million in Bedford & Bridgeport bonds, the PRR's purchase money for the South Penn. (MB)
- Feb. 24, 1892 Cleveland, Akron & Columbus Railway Board authorizes negotiations with the Norfolk & Western Railroad on its applications to run its passenger trains into the Columbus Union Depot on the tracks of the CA&C. (MB)
- Feb. 24, 1892 A. J. Cassatt announces that he will return to racing two and three-year olds; claims that he is only interested in improving the breed and decries the scandals surrounding race track gambling. (NYT)
- Feb. 25, 1892 Alexandria & Fairfax Passenger Railway renamed Washington, Alexandria & Mount Vernon Electric Railway. (Poors)
- Feb. 25, 1892 Dayton Union Railway incorporated in Ohio under articles dated Dec. 10, 1891, to build a new Union Station; owned 33% each by PCC&StL, Big Four, and Cincinnati, Hamilton & Dayton; necessary city ordinances not passed until 1897-1899. (Church, C&C)
- Feb. 26, 1892 PCC&StL Railway Board endorses the bonds of the Pittsburgh, Chartiers & Youghioghenny Railway; prepares a memorial for the late director William L. Scott, especially remembering his settlement of the CC&IC Railway lease. (MB)
- Feb. 26, 1892 Maryland Gov. Frank Brown (1846-1920) signs Baltimore & Cumberland Railroad bill, which is to be the vehicle whereby Henry G. Davis, Stephen B. Elkins and others associated with the West Virginia Central can absorb the Western Maryland Railroad, cutting the Shippensburg-Cherry Run connection between the Reading and B&O in the interest of the PRR. (NYT)
- Feb. 26, 1892 CNJ Vauclain Compound 4-4-0 No. 385 hits 91.7 MPH. (RRGaz)
- Feb. 26, 1892 George F. Baker and J. Rogers Maxwell of the CNJ, First National Bank

of the City of New York and Maxwell & Graves are elected directors of the DL&W, replacing Jay Gould associates Russell Sage and Sidney Dillon. (MB)

- Feb. 27, 1892 Brooklyn, Bath & West End Railroad and South Brooklyn Railroad & Terminal Company agree to extend their roads to a junction near 38th Street & 10th Avenue and to operate a through service from the 39th Street ferry to Coney Island; BB&WE leases the portion of the SBRR&T west of the junction. (NYState)
- Feb. 27, 1892 Long Island & New York Terminal Railroad incorporated in N.Y. by Austin Corbin, et al., to build a cantilever bridge across the East River between 35th & 42nd Streets with 1,000 feet clear between piers and 135 foot vertical clearance; LIRR men are to provide money. (NYState)
- Feb. 27, 1892 Columbus city ordinance calls for construction of viaduct over railroads on line of High Street; PCC&StL Railway and CCC&I Railway agree with city for building High Street viaduct, including relocating the Columbus & Xenia Railroad tracks northward. (Church)
- Feb. 28, 1892 Storm washes out parts of West Jersey Railroad Anglesea Branch. (AR)
- Feb. 28, 1892 New York Legislative committee begins investigating Reading combine. (RyW)
- Feb. 28, 1892 Chief Engineer Thomas Rodd and other officials arrive in Chicago to examine feasibility of track elevation. (RyW)
- Feb. 28, 1892 Trunk Line Commissioner Leslie P. Farmer has arranged an agreement for a joint ticket agency at Ellis Island and outside agents; all Trunk Lines pay 10% commissions to the steamship companies and 10% or up to \$2 to agents; Canadian Pacific Railway joins the joint agency. (NYT)
- Feb. 28, 1892 Rudolf Diesel (1858-1913) receives his first German patent for his internal combustion engine. (Ptnt, MichRRs)
- Feb. 29, 1892 William H. Barnes elected Pres. of the Allegheny Valley Railway, replacing Richard D. Barclay. (C&C)
- Early 1892 Two passenger tracks open between Brinton and Turtle Creek; four-track system extended from Wall to Stewart, completing it between Pittsburgh and Stewart. (AR)
- Early 1892 New Haven begins diverting PRR freight traffic from the New York & New England Railroad to the Boston & Providence Railroad route. (NY&NE AR)

- Mar. 1, 1892 New York Bay Extension Railroad lets contract for line between Valley Stream and Garden City (now Country Life Press) to George L. Hubbell. (RRGaz, C&C)
- Mar. 1, 1892 William H. Barnes becomes Pres. of Allegheny Valley Railway and his receivership is lifted; David McCargo appointed General Superintendent. (Val, C&C, NYT)
- Mar. 1, 1892 Erie & Western Transportation Company contracts with PRR to build 1,000 box cars with money advanced by the PRR to be assigned to the grain trade. (MB)
- Mar. 1, 1892 Poughkeepsie Bridge Company defaults on interest. (NYT)
- Mar. 1, 1892 Norfolk & Western Railroad begins operating the Lynchburg & Durham Railroad under an agreement of Jan .15, 1892. (AR)
- Mar. 1, 1892 Norfolk & Western Railroad leases the Roanoke & Southern Railway (Roanoke to Winston-Salem) under an agreement of Mar. 16. (AR)
- Mar. 1, 1892 Olcott Committee publishes its reorganization plan for the Richmond & West Point Terminal Railway & Warehouse Company; calls for the consolidation of the Terminal Company, the Richmond & Danville Railroad Company and the East Tennessee, Virginia & Georgia Railway but not the Central Railroad & Banking Company of Georgia or the Erlanger lines; however, it does not draw down the debt sufficiently, unduly favors the stockholders, and provides no money for improvements or rehabilitating the property. (Klein)
- Mar. 1, 1892 Ohio Supreme Court orders the Standard Oil Trust dissolved by denying the right of the Standard Oil Company (Ohio) to sign the trust agreement in *quo warranto* proceedings brought by the State Attorney General David E. Watson; it holds the Standard Oil Company (Ohio) has violated common law by seeking to establish a monopoly and control prices. (NYT)
- Mar. 1, 18892 Former PRR Superintendent Alfred Walter (1851-1907) moves from the B&O to be General Manager of the Erie Division of the New York, Lake Erie & Western Railroad. (Guide)
- Mar. 2, 1892 Most independent anthracite operators sign "percentage contracts" delivering their coal to the Reading Combine at the mines for a fixed percentage of the selling price. (RyW)
- Mar. 2, 1892 LIRR Board authorizes purchase of all stock of Metropolitan Ferry Company. (MB)

- Mar. 2, 1892 Alexander Holley Rudd (1867-1949) leaves the PRR for the Signal Dept. of the NYC&HR; he subsequently serves on the New Haven (1894-1900) and the DL&W (1900-1903) before returning to the PRR. (PRRBio)
- Mar. 3, 1892 Pa. Attorney General W. U. Hensel begins hearings on Reading leases; neither Terrence V. Powderly of Knights of Labor or any representative of PRR present. (NYT)
- Mar. 3, 1892 Freight Claim Association is formed by the merger of the Freight Claim Association of the West, the Railway Freight Claim Association of the Eastern, Western & Southern States, and the Freight Claim Officers of the Lines Interested in Texas Traffic. (ARA)
- Mar. 5, 1892 Philadelphia ordinance appropriates \$30,000 to eliminate grade crossings on Philadelphia & Trenton Railroad at Comly, Longshore, Washington & Union Streets. (Moore)
- Mar. 6, 1892 West Jersey Railroad's Anglesea Branch restored to service. (AR)
- Mar. 7, 1892 Matthias H. Arnott, a resident of Elmira, N.Y., and a minor stockholder in both the Reading and Lehigh Valley, begins an equity suit in the Lycoming County Court of Common Pleas against the Reading lease of the Lehigh Valley Railroad. (NYT, RyRegister)
- Mar. 7, 1892 New Jersey committee investigating Reading combine is forced to adjourn because of the inability to force Reading officials to appear. (RyW)
- Mar. 7, 1892 Austin Corbin refuses re-election as Pres. of the New York & New England Railroad after Jabez A. Bostwick demands the election of Frederick H. Prince as First VP. (NYT)
- Mar. 8, 1892 Pres. Roberts makes some special remarks to the PRR annual meeting, defending the PRR from criticism that it is not doing enough to build up the trade of Philadelphia. (AR, NYT)
- Mar. 8, 1892 Bills to legalize Reading Combine introduced in New Jersey Legislature. (RyW)
- Mar. 8, 1892 Austin Corbin and three allied directors resign from New York & New England Railroad Board, and Charles Parsons, Jr., and three allies elected; Charles Parsons, Sr., elected Pres., replacing Corbin, resigned; Frederick H. Prince to First VP, Charles Parsons, Jr., to Second VP. (RyW, RRGaz, NYT)
- Mar. 8, 1892 W. B. Thomas and R. H. Stearns of Boston and New York banker J. Kennedy Tod are elected to the Board of the Wheeling Bridge & Terminal Railway to give greater representation to Eastern financial interests. (MB)

- Mar. 8, 1892 Wilkes-Barre & Eastern Railroad incorporated in Pa. in interest of the New York, Susquehanna & Western Railroad to give it an outlet under its own control from the anthracite coal fields in the Wilkes-Barre-Scranton area to the Delaware Water Gap, eliminating its dependence on the DL&W. (ICC, Lucas)
- Mar. 9, 1892 Preliminary injunction issued in suit of PRR vs. National Docks & New Jersey Junction Connecting Railway stopping construction of tunnel under Waldo Avenue Yard. (RyW)
- Mar. 9, 1892 J. Pierpont Morgan returns to the PRR the \$5.6 million in Bedford & Bridgeport Railroad bonds that were given as payment for the South Pennsylvania Railroad. (MB)
- Mar. 9, 1892 PRR Board agrees to build Roxborough Railroad by Dec. 31, 1894 providing it provides the right-of-way. (MB)
- Mar. 9, 1892 Work begins on four-track stone arch over the Brandywine at Downingtown, Pa. (CCHS)
- Mar. 9, 1892 Cincinnati & Michigan Railroad and Michigan & Mackinaw Railroad merge to form the Cincinnati, Jackson & Mackinaw Railway, running between Franklin, Ohio, and Jackson, Mich. (GrnBk)
- Mar. 1892 Cambria & Clearfield Railroad opens Whitehead Branch (0.71 mile). (Val - ca. 3/92)
- Mar. 10, 1892 John H. Starin begins operating two boats a day from Ellis Island to the railroad ferry terminals along the Hudson under contract with the Trunk Lines. (NYT)
- Mar. 10, 1892 New Jersey passes a new general corporation law which allows companies incorporated in N.J. to do business in other states so long as they have one office in N.J. and only one director from N.J., a much broader advantage than that conveyed by the 1889 law; N.J. becomes the favorite venue for getting charters for large industrial enterprises and combinations. (PL)
- Mar. 10, 1892 Standard Oil counsel Samuel C. T. Dodd announces that the Standard Oil Trust will be dissolved following the Ohio Supreme Court ruling; while the trust form of organization is abandoned as legally vulnerable, the Standard Oil combination is not; the 92 companies in the Trust are reduced by mergers to 20 by Apr. 1, 1892, and their shares are distributed pro-rata according to the number of trust certificates held. (Hidy&Hidy, Johnson)
- Mar. 10. 1892 John Flack Winslow (1810-1892), former Pres. of Rensselaer Polytechnic

- Institute and of the Poughkeepsie Bridge Company, dies at Poughkeepsie. (RyW)
- Mar. 11, 1892 Democrats in the New Jersey Legislature pass a bill legalizing the Reading Combine, despite the efforts of William J. Sewell to defeat it. (NYT, RyW)
- Mar. 11, 1892 PCC&StL Railway Executive Committee authorizes acquiring the right of way for a 4th track between Ingram and Grafton; authorizes enlarging Tunnel No. 6 on the Pittsburgh Division. (MB)
- Mar. 11, 1892 George Westinghouse and a slate that includes Thomas Rodd elected as directors of the Union Switch & Signal Company, regaining control. (PhlInq, RRGaz)
- Mar. 14, 1892 PCC&StL Railway secures an injunction against striking shopmen interfering with strikebreakers at Indianapolis. (RRGaz)
- Mar. 1892 Northern section of Philadelphia Belt Line Railroad opens between Allegheny Avenue and Bridesburg; operated by Reading. (Val)
- Mar. 15, 1892 Metropolitan Ferry Company conveys 7 boats and all property in the 34th Street and James Slip ferries to LIRR for \$2.75 million, retroactive to Mar. 1; also includes the unused ferry landing at 7th-8th Streets, which is subject to a city lawsuit to recover back rent. (Val, C&C, NYT, MB, AR)
- Mar. 15, 1892 PRR completes removal of buildings along Market Street for southward expansion of Broad Street Station. (RRGaz)
- Mar. 15, 1892 Pa. Attorney-General W.U. Hansel brings an equity suit against Reading leases in the Dauphin County Court of Common Pleas, but fails to ask for preliminary injunction or institute *quo warranto* proceedings. (NYT, RyW)
- Mar. 15, 1892 Pennsylvania Company stockholders approve increase of capital stock to \$21 million. (MB)
- Mar. 15, 1892 Dayton, Lebanon & Cincinnati Railroad acquires abandoned narrow gauge railroad of Toledo, Delphos & Burlington Railroad between Lebanon Jct. and Dodds from Henry Lewis, who had bought it at foreclosure in 1884, for \$189,047 in stock. (Church, C&C, Hauck)
- Mar. 1892 West Jersey Railroad removes and stockpiles all the rail from the Tuckahoe & Cape May Railroad. (CMayCoGaz)
- Mar. 1892 PRR gives free passage for 219 cars of grain donated by farmers of Iowa for Russian famine relief. (MB)

- Mar. 1892 This month 26,000 cars pass over Trenton Cut-Off between Earnest and Morrisville. (RRGaz)
- Mar. 1892 PRR is building 15 RPO's at Altoona, 10 of which are to go on No. 20-21, a solid through train between New York and St. Louis. (RyW)
- Mar. 1892 Rumors say the Vanderbilts are planning to extend the Beech Creek Railroad from Gazzam across Pennsylvania to the Connellsville Coke Region and Wheeling, connecting with the Wheeling & Lake Erie Railway to reach the Nickel Plate at Bellevue, Ohio. (NYT)
- Mar. 16, 1892 Reading creates Atlantic City Division under B.F. Bertolette, Superintendent. (Rdg)
- Mar. 16, 1892 John H. Inman resigns as Pres. of the Richmond & West Point Terminal Railway & Warehouse Company and is replaced by Walter G. Oakman (1845-1922) of New York, representing the First National Bank of the City of New York group, which assumes control; Oakman also becomes Pres. of the Richmond & Danville Railroad and replaces Samuel M. Felton, Jr., as Pres. of the East Tennessee, Virginia & Georgia Railway; however, the First National group lacks both a plan and unified support; Samuel Thomas, in particular, wants to keep the ETV&G out of the reorganization. (Klein)
- Mar. 16, 1892 William Rea (1820-1892), Pittsburgh banker and uncle of the PRR's Samuel Rea, dies at New York City. (garyr50)
- Mar. 17, 1892 Philadelphia & Bustleton Railway Company incorporated to build a direct line between North Philadelphia and Bustleton; may be extended to junction with the Trenton Cut-Off for through passenger and freight trains. (MB, Val, RyW)
- Mar. 17, 1892 Cleveland, Akron & Columbus Railway stockholders approve a contract with the Norfolk & Western Railroad for using CA&C tracks to reach the Columbus Union Depot and also an exchange of property at Columbus; approve a contract to operate the Barberton Belt Line Railroad for 10 years. (MB)
- Mar. 17, 1892 Terre Haute & Indianapolis Railroad agrees to extend \$2.2 million in 7% First Mortgage bonds due Apr. 1, 1893, to July 1, 1925 at 4½%; to issue \$300,000 in 6% bonds to retire the floating debt. (MB)
- Mar. 17, 1892 International Navigation Company's Russian relief ship *Indiana* is unloaded in the port of Libau in Latvia and the food sent inland by train; Capt. R.W. Sargent and crew are feted by thousands of dock workers and citizens next day, and Sargent receives a gem-encrusted golden goblet

from Tsar Alexander III. (NYT)

- Mar. 18, 1892 Testimony heard in the N.J. Court of Chancery on the petition of the Philadelphia & Sea Shore Railway bondholders for a resale on the grounds that the sale price was too small; they fear that William J. Sewell will either abandon the line entirely or operate it from a new connection with the West Jersey & Atlantic Railroad at Richland; Logan McKnight Bullitt says his syndicate will give \$225,000 for the railroad vs. \$185,000 paid by Sewell; the Chancellor's subsequent decision confirms the sale to Sewell. (CMayCoGaz)
- Mar. 18, 1892 Wheeling & Harrisburg Railway Company of West Virginia makes a revised construction contract with the Wheeling & Eastern Improvement Company. (C&C)
- Mar. 18, 1892 W. B. Thomas of Boston is elected Pres. of the Wheeling Bridge & Terminal Railway, replacing R. H. Cochran; New York banker J. Kennedy Tod elected VP; the Board effects a settlement with the Wheeling & Eastern Improvement Company. (MB)
- Mar. 19, 1892 W.H. Blood appointed Superintendent of LIRR, replacing General Superintendent Isaac D. Barton, resigned. (NYT)
- Mar. 19, 1892 Fire at the New Haven Union Station destroys the central tower and the New Haven's Accounting and Ticket Departments offices; it is not rebuilt, and the New Haven orders the construction of a fireproof office building nearby. (nhrhta)
- Mar. 19, 1892 Taking advantage of the new liberal incorporation law, the Standard Oil Company of New Jersey is renamed the Standard Oil Company (N.J.), and is converted to be the top company in the Standard Oil empire, replacing the outlawed Standard Oil Trust; its capital is increased from \$3 million to \$10 million on Mar. 25 and soon totals \$110 million; it also acquires holding company powers and assumes the stocks of 19 subsidiary companies from the Trust. (NJCorps, Hidy&Hidy)
- Mar. 20, 1892 PRR takes possession of Philadelphia & Sea Shore Railway; temporary connecting track built near Corsons Inlet, and PRR begins removing rails stockpiled to extend P&S to Cape May. (NYT)
- Mar. 21, 1892 Pa. Supreme Court hears eight bills against the Philadelphia Belt Line Railroad. (RyW)
- Mar. 21, 1892 Holders of the Standard Oil Trust certificates meet and vote to dissolve the Trust; however, the Standard Oil companies continue to be operated in unison. (NYT)

- Mar. 24, 1892 Tyrone & Clearfield Railway opens extension of main line from point 3.1 miles west of Curwensville to Pennville (Grampian) and Pennville Branch from Pennville to terminus (1.62 miles). (Val)
- Mar. 24, 1892 Future PRR General Solicitor Edwin Adams Lucas (1892-1972) born at Elgin, Ill. (Org)
- Mar. 25, 1892 West Jersey Railroad Board adopts a map of the Avalon Branch from the Townsends Inlet Bridge to Stone Harbor. (MB)
- Mar. 26, 1892 New Haven approves lease of New York, Providence & Boston Railroad (Providence to New London), effective Apr. 1, giving it control over the middle section of the Shore Line; it also carries control of the Providence & Stonington Steamship Company. (NH AR, NHCorp, Dunbaugh)
- Mar. 26, 1892 Veteran anthracite coal operator and Lehigh Valley Railroad director Ario Pardee (1810-1892) dies while on vacation at Rockledge, Fla., apparently from the results of over-exercise, while seeking recuperation for his ailing second wife Anna Robison Pardee (1820-1892), who dies in June. (AR, Bradsby, Foulke&Foulke)
- Mar. 27, 1892 Lehigh Valley Railroad announces it will abandon further work on its extension to Jersey City and use the tracks of CNJ from Oak Island. (RyW)
- Mar. 28, 1892 Long Island Parlor Car Coach Company incorporated in Maine to acquire the fleet of former Woodruff parlor cars operated over LIRR; the fleet amounts to at least 40 cars. (MB, Keystone)
- Mar. 28, 1892 American Improvement & Construction Company completes its control of all the companies in the Atlantic Coast Line system. (Hoffman)
- Mar. 28, 1892 Philadelphia Horse Show Association chartered with A. J. Cassatt, Pres.; other members include Clement A. Griscom, Theophilus Parsons Chandler, T. DeWitt Cuyler, H. H. Houston, William H. Joyce, Frederick J. Kimball, Joseph D. Potts, Sutherland M. Prevost, Samuel Rea and Frank Thomson. (Sheridan)
- Mar. 28, 1892 Future PRR freight transportation officer Arthur Francis McSweeney (1892-1959) born in California. (ancestry.com)
- Mar. 29, 1892 N.Y. act calls for the New York & Harlem Railroad to elevate its tracks between 106th Street and the Harlem River and build a new 4-track drawbridge over the river at a higher elevation as required by the War Dept.; establishes a station at 125th Street. (NYT, NYState)
- Mar. 30, 1892 New York & Boston Railroad incorporated in N.Y. to build from the head

of Long Island Sound to the Connecticut state line; no work done under this charter. (NYState)

- Mar. 30, 1892 United States Rubber Company incorporated in N.J. (Moody's)
- Apr. 1, 1892 LIRR assumes operation of 34th Street and James Slip ferries from Metropolitan Ferry Company. (RRGaz)
- Apr. 1, 1892 PRR exhibits new Pullman dining car *Savarin* for *Pennsylvania Limited* at Broad Street Station. (RyW)
- Apr. 1, 1892 Cumberland Valley Railroad opens new Chambersburg Shops. (RRGaz)
- Apr. 1, 1892 Eastbound classification yard ("WN") placed in service east of Fourth Street, South Side, Altoona, for receiving trains from Pittsburgh Division. (Snyder)
- Apr. 1, 1892 PRR signs agreement with Philadelphia Market Company. (MB)
- Apr. 1, 1892 Future PRR Mechanical Engineer and VP Warren Robert Elsey (1892-1973) born at Pittsburgh. (WWRR - check 1893??)
- Apr. 1, 1892 Pres. Depew announces that the NYC&HR will extend the absolute block system over its entire main line from New York to Buffalo and Suspension Bridge; New York to Albany is already under contract. (NYT)
- Apr. 1, 1892 Charles Sanger Mellen (1851-1927) of the Union Pacific Railway, and later infamous as Pres. of the New Haven, named General Manager of New York & New England Railroad. (RRGaz)
- Apr. 1, 1892 Charles P. Clark of the New Haven wires the New York & New England Railroad denying reports that he will cut off traffic to the NY&NE at Willimantic or anywhere else. (NYT)
- Apr. 1, 1892 Gen. John Patton (1823-1897) begins acquiring coal lands in northern Cambria County where the town of Patton is developed. (Gable)
- Apr. 2, 1892 Fearing the company is about to collapse, S. Pearson & Sons files a mechanics lien for \$26,500 against the Hudson Tunnel Railway; presaging a fight between the American stockholders and British bondholders for control; DeWitt C. Haskin notes that the Trenor Park Estate still owns a majority of the stock and that Pearson actually owes the company money for work not performed. (NYT)
- Apr. 2, 1892 Chancellor McGill of N.J. denies Logan M. Bullitt's petition for resale of the Philadelphia & Seashore Railway; must go to Lindley Garrison for \$185,000; Bullitt has asked for a postponement on the grounds he was ill

and had offered \$250,000. (NYT)

- Apr. 2, 1892 Reading agrees with Delaware & New England Company, which owns all of the Central New England & Western Railroad and most of the Poughkeepsie Bridge Company, for consolidation of the two companies; D&NE is to deliver to Reading 25,100 shares of Poughkeepsie Bridge Company and 8,100 shares of CNE&W. (Rdg)
- Apr. 2, 1892 Charles S. Mellen appointed General Manager of the New York & New England Railroad, and Isaac D. Barton appointed General Superintendent. (Guide - see above)
- Apr. 3, 1892 Reading begins routing Lehigh Valley Railroad passenger trains into Jersey City Terminal of CNJ from a connection at Oak Island Jct. in Newark; ends use of PRR between Metuchen and Jersey City. (Guide, RRGaz)
- Apr. 4, 1892 Future PRR freight transportation officer Andrew F. McIntyre (1892-1974) born. (ancestry.com)
- Apr. 4, 1892 Reading agrees with Arthur Brock, Charlemagne Tower, Joseph F. Sinnott, et al., as bondholders, to reorganize and merge the Central New England & Western Railroad and the Poughkeepsie Bridge Company with new \$7.25 million bond issue to be guaranteed by Reading. (Rdg)
- Apr. 4, 1892 George F. Baker of the First National Bank of the City of New York is elected VP of the CNJ and First VP of the Lehigh & Wilkes Barre Coal Company, replacing Walter G. Oakman resigned. (Guide)
- Apr. 4, 1892 In anticipation of merging all his companies into the Carnegie Steel Company, Ltd., Andrew Carnegie sends a notice to employees at the Homestead Works that the plant will be non-union after July 1; Henry Clay Frick does not post it; Carnegie then leaves for Europe. (Warren)
- Apr. 5, 1892 New Jersey Gov. Leon Abbett (1836-1894) pocket vetoes a bill legalizing the Reading Combine on grounds it offers no protection to consumers from increased coal prices. (RyW)
- Apr. 6, 1892 New yardmaster's office "GD" opens at east end of 4th Street Yard, South Side, Altoona, replacing "FA" office east of 12th Street Bridge. (Snyder)
- Apr. 6, 1892 Pennsylvania Company Executive Committee authorizes additional tracks at Cleveland Docks; change of line at Franklin Grade on PFW&C; third track between Perkins and St. Clair Streets at Cleveland; new station buildings at Baden, Van Wert, Warsaw, Beaver Falls and Whiting. (MB)
- Apr. 7, 1892 LIRR appoints Frank M. Kelley Superintendent of Floating Equipment.

(NYT)

- Apr. 7, 1892 *New York Times* reports that Austin Corbin is reportedly buying back into the New York & New England Railroad and over the last two weeks has driven the price down from 59½ to 36¾; when he was ousted from the company, Corbin sold stock that he had purchased at 38-40 at 59; he is now supposedly buying from Frederick H. Prince, W.H. Starbuck and Charles Parsons at under 40. (NYT)
- Apr. 7, 1892 Larabee & Clermont RPO extended to Buffalo & Clermont RPO. (Kay)
- Apr. 9, 1892 Philadelphia passes ordinance covering expansion of Broad Street Station south to Market Street. (Digest)
- Apr. 9, 1892 Western New York & Pennsylvania Railroad signs agreement to use Exchange Street Station of NYC&HR in Buffalo, supplemental to agreement of June 1, 1891. (MB)
- Apr. 9, 1892 West Jersey Railroad opens new Townsends Inlet Bridge. (AR)
- Apr. 10, 1892 PRR and International Navigation Company provide the *Conemaugh* as a second relief ship for the Russian famine. (NYT, RyW)
- Apr. 11, 1892 West Jersey Railroad begins improved service between Atlantic City (Tennessee Avenue) and Longport, with 8 round trips. (RyW)
- Apr. 11, 1892 Dynamite blast on a line-straightening project wrecks the iron bridge over the Juniata River near Union Furnace; PRR detours via Lock Haven and Tyrone for one day. (RRGaz)
- Apr. 12, 1892 Trunk Line presidents meet and pledge to uphold rates; eastbound grain rates have been cut to the point of demoralization. (NYT)
- Apr. 12, 1892 H.H. Houston elected a director of the PCC&StL Railway, replacing William L. Scott, deceased. (MB)
- Apr. 13, 1892 "KN" Interlocking placed in service at the B&O crossing in Canton, Ohio.
- Apr. 13, 1892 Cleveland, Akron & Columbus Railway contracts with the Columbus Connecting & Terminal Railroad (N&W) for connections at Columbus, including a bridge over the CA&C tracks. (MB)
- Apr. 13, 1892 Andrew Carnegie sails for Europe, having drawn plans for turning the Homestead Works into a non-union shop. (Nasaw)
- Apr. 13, 1892 Lima Locomotive & Machine Company incorporated in Ohio as a reorganization of the Lima Machine Works. (Hirsimaki)

- Apr. 13, 1892 American Railway Association appoints a Joint Committee on Interlocking Switches & Block Signals from members of the Committee on Safety Appliances and the Committee on Train Rules. (ARA MB)
- Apr. 14, 1892 Pres. George B. Roberts in an interview says that business is good; the PRR is about to build 7,000 freight cars, double-track the line between Dillerville and Middletown and straighten the main line in other places. (NYT)
- Apr. 14, 1892 City of Alexandria, Va., passes ordinance for track elevation; not completed until 1906. (Digest)
- Apr. 15, 1892 Western New York & Pennsylvania Railroad begins operating Kinzua Valley Railroad (Morrison-West Line) without formal agreement. (Val, C&C)
- Apr. 15, 1892 Steel-hulled steamboat *Lancaster* launched at Maryland Steel Company of Baltimore County at Sparrows Point for the Weems Steamboat Company of Baltimore City. (Burgess, MB)
- Apr. 15, 1892 Reading contracts to operate the Dutchess County Railroad. (Rdg)
- Apr. 15, 1892 General Electric Company incorporated in N.Y. with a capital of \$50 million; acquires assets of Edison General Electric Company and Thomson-Houston Company, and Thomson-Houston International Electric Company; the more successful Thomson-Houston Company of Lynn, Mass., which has been out-performing the Edison company, is the dominant merger partner, and Charles A. Coffin (-) of Thomson-Houston becomes Pres. of GE; the merger is financed by Drexel, Morgan & Co. for Edison and Lee, Higginson & Co. for Thomson-Houston. (Moody's, Strouse, Hammond)
- Apr. 1892 West Jersey Railroad has surveyors working on the extension of the Ocean City Branch up West Avenue to 2nd Street and thence to the steamboat pier on the bay. (CMayCoGaz)
- 1892 Western New York & Pennsylvania Railroad acquires all stock of Kinzua Valley Railroad from outside parties. (Corp Hist)
- Apr. 1892 Susquehanna Coal Company abandons No. 2 Breaker at Nanticoke. (WBRecord)
- Apr. 1892 Susquehanna Coal Company places No. 7 Breaker in service at Glen Lyon; tracks extended from No. 6. (WBRecord)
- Apr. 1892 PRR adopts carbon paper triplicate forms for shipping invoices. (RRGaz)

- Apr. 1892 Number of cars handled through Mantua Yard is down by 8,000 for the month as are now rerouted over the Trenton Cut-Off. (PRRMN)
- Apr. 1892 Columbus Shops turn out experimental passenger car for World's Fair traffic; seats 45 and can be converted into a gondola car after the fair. (RyW)
- Apr. 1892 PCC&StL Railway begins widening Tunnel No. 6 at Fernwood for two tracks. (RRGaz)
- Apr. 1892 Sandusky & Columbus Short Line Railway begins grading south of Bellevue. (RRGaz)
- Apr. 1892 Presidents of bituminous coal roads meet at PRR offices; VP Frank Thomson and General Freight Agent William H. Joyce deny their shippers are undercutting pool prices; Frederick J. Kimball of the Norfolk & Western Railroad produces proof that they have. (Lambie)
- Apr. 1892 PRR sells \$11 million in bonds through Kuhn, Loeb & Co. and Speyer & Co. (RyW)
- Apr. 1892 Bridge engineer Thomas C. Clarke presents a revised plan for the New York & New Jersey Bridge Company eliminating the center pier in the river; to be a combined cantilever and suspension span of 3,200 feet crossing at 70th Street; union railroad station is to be between Broadway & 8th Avenue between 37th & 39th Streets. (RRGaz)
- Apr. 1892 Rumors floated in Chicago that the PRR and Vanderbilt Lines are combining with the CB&Q, Chicago, Milwaukee & St. Paul Railway, Chicago & North Western Railway, and the Santa Fe to discontinue commissions to each others' agents and to boycott the B&O and New York, Lake Erie & Western in the East. (NYT)
- Apr. 1892 Chicago General Managers Association revived, having been dormant since 1889. (Lindsey)
- Apr. 16, 1892 Announcements made that PRR is attempting to purchase the output of several large anthracite collieries in the Lehigh Region to divert tonnage from the Reading combine. (NYT)
- Apr. 16, 1892 Wheeling Steel & Iron Company incorporated as a merger of the Wheeling Iron & Nail Company, Belmont Nail Company and Benwood Iron Works. (Scott)
- Apr. 17, 1892 Rebuilt waiting room and ferry house with 5 slips opens at Jersey City Terminal without ceremony; waiting room is 84'-5" x 83'; restaurant on

south side is to open later in week; upper deck loading of ferries not yet done; office rebuilt as 8 storeys and opens later in year. (AR, RyW)

- Apr. 17, 1892 PRR cuts the rate for carrying anthracite coal to New York from \$1.70 per ton to \$1.44, beginning a rate war with the McLeod Combine; the PRR carries only 8% of the total anthracite traffic, so McLeod claims the cuts will have no effect. (NYT, RRGaz)
- Apr. 17, 1892 Pemberton Ferry Branch of the South Florida Railroad (part of the Plant System) opens an extension between Pemberton and Inverness. (Guide)
- Apr. 1892 Pine Run Extension of Tyrone & Clearfield Railway opens from Pine Run Jct. to coal mines (3.66 miles); becomes Moshannon Branch. (Val - ca. 4/92)
- Apr. 1892 Pres. Roberts transfers the PRR foreign account, averaging \$4 million on a daily basis, from Drexel & Co. to Kuhn, Loeb & Co. in New York; leads to rumors that J. Pierpont Morgan will try to depose Roberts at the next election; Roberts has raised concern among the stockholders for cutting coal rates and fighting McLeod. (RyRegister - wk pre 4/30)
- Apr. 1892 Coal operator J. C. Haddock diverts 100,000 tons of anthracite from DL&W to Stickney, Conyngham, the PRR's coal agents, on a 40% basis. (RyRegister - wk pre 4/30)
- Apr. 18, 1892 W. B. Thomas and J. Kennedy Tod submit their resignations as Pres. and VP of the Wheeling Bridge & Terminal Railway; the resolutions are tabled until Charles O. Brewster can go to Wheeling and investigate the company's affairs. (MB)
- Apr. 18, 1892 West Virginia Central & Pittsburgh Railway opens two branches, Elkins to Beverly and Elkins to Belington. (Guide, Williams)
- Apr. 19, 1892 PRR announces reduction in New York anthracite coal rates from \$1.70 to \$1.44 per ton, effective May 1; Reading refuses to match. (NYT, RyW)
- Apr. 20, 1892 Reading agrees to lease Central Railroad of Pennsylvania, which is to build from White Deer on the Catawissa Railroad to Bellefonte. (Rdg)
- Apr. 20, 1892 PRR and (Wabash & N&W predecessors) sign agreement for a joint interlocking at Lakeville, Ind. (MB)
- Apr. 21, 1892 New York Connecting Railroad incorporated in N.Y. under articles dated Apr. 4 by Oliver W. Barnes (1823-1908) and bridge designer Alfred P. Boller (1840-1912); to build from point east of Bronx River to the head of Newtown Creek in the industrial section of Brooklyn; Barnes had been the engineer on the Steinway Tunnel and thus discovered that the narrowest

point to cross the East River is at Hell Gate to Wards Island, about 700 feet; Barnes refuses to disclose the names of his backers, and the subsequent depression interferes with fund-raising. (Val, C&C, BrklnEgle, NYT)

- Apr. 21, 1892 Veteran Employes' Association of the Pittsburgh Division holds first annual meeting and banquet; open to persons with 21 years of service and former employees who joined PRR prior to 1865. (PRRMN)
- Apr. 21, 1892 Purdue University opens a new mechanical engineering laboratory, which includes a 4-4-0 *Schenectady* built by the Schenectady Locomotive Works on a stationary test bed with traction dynamometer; serves as the model for the PRR Altoona Test Plant of 1904-1905. (RRGaz)
- Apr. 22, 1892 Salem, N.J., ordinance authorizes the extension of the West Jersey Railroad along Front Street and across West Broadway. (MB)
- Apr. 22, 1892 Walls (Pitcairn) Yard opens; 20 miles of track; becomes freight division point between Lines East and Lines West; Southwest System trains run direct via South Side, Port Perry and Turtle Creek, eliminating congestion in Pittsburgh yards; as much switching of cuts as possible to be moved there from Pittsburgh and Altoona. (Mutual, RyW)
- Apr. 22, 1892 PRR joins other anthracite roads in raising westbound rates on anthracite to the Buffalo gateway and Chicago by 25 cents per ton. (NYT)
- Apr. 22, 1892 House Commerce Committee holds hearings on the proposed federal charter for the New York & New Jersey Bridge Company; Gustav Lindenthal attends to oppose it. (NYT)
- Apr. 23, 1892 Red Star Line freighter *Conemaugh* leaves Philadelphia for Riga with additional Russian relief supplies. (Moyer/Keystone)
- Apr. 23, 1892 Peter L. Kimberly, an iron manufacturer of Sharon, Pa., leases the Biwabik Mine in the Mesabi Range from the Merritt family. (Walker)
- Apr. 27, 1892 Tomhicken, Milnesville & Eastern Railroad incorporated in Pa. in the interest of the PRR to enable it to reach the Stout Colliery, whose output it has just bought; not built. (Taber, NYT)
- Apr. 28, 1892 Board of Philadelphia Midland Railroad votes to dissolve, as have sold last property in West Chester. (MB)
- Apr. 28, 1892 Reading contracts with receivers to operate Pennsylvania, Poughkeepsie & Boston Railroad. (Rdg)
- Apr. 28, 1892 Sales agents of the anthracite railroads pass a second price increase from

\$3.65 to \$3.75 per ton. (NYT)

- Apr. 28, 1892 Lake Carriers Association formed by merger of old Lake Carriers Association of Buffalo and Cleveland Vessel Owners Association, representing the major Great Lakes shipping lines. (Vexler, EncycClevelandHist)
- Apr. 29, 1892 Pennsylvania Company Executive Committee authorizes new station at Salem, Ohio. (MB)
- Apr. 30, 1892 First through grain train of 40 Union Line cars (1,200 tons) with a Class R (H3a) locomotive leaves Chicago en route to Girard Point, Philadelphia; arrives May 3 without change of locomotive; average speed, 15 MPH; Pres. Roberts, in a long interview, states that an all-rail route can beat the Lake-rail route for grain. (RyW, RRGaz)
- Apr. 30, 1892 Baltimore Belt Railroad accepts proposal of the Thomson-Houston Electric Company (now part of General Electric) for electric traction; the Howard Street Tunnel is on a 0.9% northbound grade, meaning that northbound trains starting from a dead stop at Camden Station will generate large amounts of smoke and gas, making electric traction essential. (NYT, Bezilla)
- Apr. 30, 1892 Florida Southern Railway sold at foreclosure and reorganized as Florida Southern Railroad Company. (ICC)
- Spring 1892 Anderson Belt Railway extended from Anderson Iron & Bolt Company to plant of American Wire Nail Company at Anderson, Ind. (Church)
- Spring 1892 Elmora Coal Mining Company organized by W. W. Reed, John B. Reed, Robert Hare Powel, and Harry Baring Powel to operate at what is now Bakerton in Cambria County. (Gable)
- May 1, 1892 PRR surrenders lease of Pier 35, North River, N.Y.C., to NYO&W and West Shore Railroad. (MB)
- May 1, 1892 Joseph Crawford resumes duties as Superintendent of New York Division after recuperating from injuries; John G. Searles appointed to new post of Coal Freight Agent; John B. Thayer returns to PRR after two years with coal retailer Geo. B. Newton & Co. as Division Freight Agent at Baltimore, replacing Searles; W. A. Patton appointed General Agent; E. T. Postelthwaite to Chief Clerk to First VP Frank Thomson. (AR, MB, RRGaz)
- May 1, 1892 Stickney & Conyngham, the PRR's anthracite coal agents, purchase the lease of the William Penn Colliery on the Girard Estate lands between Shenandoah and Girardville in the Mahanoy Coal Field from E. & G.

- Brooke; continues to operate as the William Penn Coal Company; PRR is able to divert over 200,000 tons per year from the Reading. (NYT, Hoffman, RyRegister)
- May 1, 1892 Western New York & Pennsylvania Railroad resumes using LS&MS between Stoneboro and Oil City after dispute. (RRGaz)
- May 1, 1892 Headquarters of Cleveland & Pittsburgh Division moved from Wellsville to Cleveland because of the growing importance of the coal and ore traffic. (MB)
- May 1, 1892 George S. Davison resigns as General Superintendent of the Pittsburgh, Chartiers & Youghiogheny Railway; replaced by J. B. Safford. (MB, Guide)
- May 1, 1892 George F. Gardner appointed superintendent of the Cincinnati, Lebanon & Northern Railway. (Guide)
- May 1, 1892 West Shore Railroad reduces commuter fares in order to promote suburban development. (Guide)
- May 1, 1892 Seaboard Air Line establishes a Pullman buffet sleeping car between Portsmouth and Atlanta. (Guide)
- May 2, 1892 Thomas Tuttle Woodruff (1811-1892), inventor of Woodruff sleeping car and former Pres. of Central Transportation Company, is struck by a train and killed while crossing the West Jersey Railroad tracks at Gloucester, N.J. (RyW)
- May 2, 1892 Belt Line agreement gives Philadelphia Belt Line Railroad (i.e., Reading) use of PRR tracks in Delaware Avenue from Callowhill Street to Tasker Street until Delaware Avenue is widened. (CE, Rdg, RyW)
- May 2, 1892 PRR, Reading and Philadelphia Belt Line Railroad agree to arbitrate differences regarding who owns switches to various industries. (Rdg)
- May 2, 1892 U.S. Supreme Court rules that Lehigh Valley Railroad traffic between Easton and Philadelphia is not interstate commerce and is subject to Pa. tax, even though it uses the Belvidere-Delaware Railroad and passes through New Jersey en route. (RRGaz)
- May 2, 1892 Reading raises price of coal 25 cents per ton on domestic sizes. (RyW)
- May 2, 1892 Harrisburg lawyer Lyman D. Gilbert (1845-1914) elected Pres. of the South Pennsylvania Railway, replacing George F. Baer. (MB)
- May 3, 1892 Anthracite coal prices raised in New York City through actions of Reading

combine. (RyW)

- May 3, 1892 N.J. Gov. Leon Abbett orders Attorney General John P. Stockton (1826-1900) to investigate the legal status of the Reading Combine. (NYT)
- May 4, 1892 Pres. George B. Roberts, in newspaper interview, declares against the anthracite combination or any such combination that aims to raise cost to consumer; says PRR's interest is in lowering anthracite rates to more nearly equal those for bituminous coal and to give relief to depressed industries by making coal cheaper. (NYT)
- May 4, 1892 Future Star Union Line officer Chester L. Clapp (1873-) joins the Star Union Line as a clerk at his native Burlington, Iowa. (PRRBio)
- May 5, 1892 Lines West and New York & New England Railroad executive William Powell Shinn (1834-1892) dies at Homewood, Pa. (RyW)
- May 6, 1892 Property and franchises of former Philadelphia & Sea Shore Railway deeded to William J. Sewell of PRR. (Val)
- May 6, 1892 Former PRR and American Steamship Company of Philadelphia director and Pres. of Girard Bank Daniel B. Cummins (1810-1892) dies at Philadelphia. (RyW)
- May 7, 1892 Union Depot Company (Columbus) Board agrees to pay for station improvements in 18 installments. (MB)
- May 8, 1892 Kinzua Valley Railroad opens a standard gauge line between Morrison and West Line, Pa. (Guide, Val, C&C)
- May 9, 1892 Terre Haute & Indianapolis Railroad Board authorizes purchasing \$100,000 for a majority of the Terre Haute & Peoria Railroad and executing a lease. (MB)
- May 1892 Indiana & Lake Michigan Railway opens docks at St. Joseph and make connection with Chicago & West Michigan Railway station. (AR - C&C has 10/90??)
- May 1892 St. Joseph & Lake Michigan Transportation Company establishes a line of lake boats between St. Joseph, Ind., Milwaukee, and Chicago; half owned by Indiana & Lake Michigan Railway. (Church)
- May 1892 PRR lays off 52 men at Lambertville, N.J., Shops because of coal traffic diverted by McLeod combine. (Lee)
- May 10, 1892 Reading cuts tolls on anthracite coal and other raw materials to iron manufacturers in response to requests from iron industry. (NYT)

- May 10, 1892 Reading, NYC&HR, Beech Creek Railroad, and Buffalo, Rochester & Pittsburgh Railway agree to establish through route for coal traffic; BR&P is to be extended to meet Beech Creek 27 miles from DuBois Jct. and route all its coal bound for New York and Philadelphia this way. (Rdg)
- May 10, 1892 Vanderbilt-Morgan interests gain three seats on Board of Delaware & Hudson Canal Company, for Cornelius Vanderbilt II, Chauncey M. Depew and Samuel Spencer. (CntryofPrgrss, NYT)
- May 10, 1892 Lehigh Valley Railroad cancels its May 1, 1882, contract for the use of the New York, Lake Erie & Western Railroad between Waverly and Buffalo. (MB)
- May 10, 1892 Congress passes an act granting American registry to ships over 8,000 tons that are foreign-registered but 90% American owned, providing the owners also build ships of equal tonnage in American yards; the Inman & International liners *City of New York* and *City of Paris* are the only vessels that qualify, enabling them to qualify for American mail subsidies; Clement A. Griscom also promises to have two new large liners built in American yards. (Moyer/Keystone, Flayhart)
- May 11, 1892 PRR sets new grain rates making differential to Baltimore and Philadelphia equal at 3 cents less than New York. (RyW)
- May 11, 1892 PCC&StL Railway agrees with the B&O and Columbus Connecting Railroad for a crossing west of Woodland Avenue. (MB)
- May 11, 1892 Lehigh Valley Rail Way opens between Geneva and William Street, Buffalo, on the 40th anniversary of beginning the original LV survey; however, the road is not in condition for revenue service, and the Erie trackage rights agreement is temporarily extended to July 1; the LV is the last trunk line to reach the Buffalo gateway on its own rails. (MB, NYT)
- May 12, 1892 Second Union Line through grain train leaves Chicago for Philadelphia. (RRGaz)
- May 12, 1892 Pennsylvania Company Executive Committee authorizes new yard at Dock Jct. in Erie; purchase of right of way for third and fourth track between Glenfield and Leetsdale; double track Highland-Little Beaver, Grafton-Beloit, Robinson-Bucyrus, Lafayette-Luna, and Tollestone-Whiting on PFW&C. (MB)
- May 12, 1892 A federal grand jury at Chicago spends all day hearing evidence on the Reading Combine without finding any proof of violations of the Sherman Act. (NYT)

- May 13, 1892 Reading Vauclain compound 2-4-2 No.618 runs Wayne Jct.-Jersey City in 1:27, including 10 miles at 79.6 MPH.(RRGaz)
- May 15, 1892 Elm station renamed Narberth on Philadelphia Division; Roxborough renamed Cinnaminson on Schuylkill Division. (MB)
- May 15, 1892 New Haven opens a jumper bridge at its connection with the NYC&HR at Woodlawn Jct., the point where it also switches from right-hand running to the left-hand running on the NYC. (RRGaz)
- May 15, 1892 Toledo, Ann Arbor & Northern Michigan Railway gains control of the Frankfort & South Eastern Railroad, giving it a complete line from Toledo to Frankfort on Lake Michigan. (GBrown)
- May 15, 1892 Flood waters in the Mississippi River cut access from the Chicago & Alton Railroad to the Terminal Railroad Association of St. Louis. (AR)
- May 1892 PRR receives new Baldwin Vauclain compound 4-6-0 No. 1502 with 72-inch drivers for New York-Philadelphia express trains; tested on New York Division locals. (RyW)
- May 1892 PRR Branch of Philadelphia YMCA accepts plans for new building in West Philadelphia by architect Thomas P. Lonsdale (1855-1900). (RyW)
- May 1892 Residents of West Philadelphia are complaining of the smoke nuisance from PRR switchers working the yard areas. (RRGaz)
- May 1892 PRR is eliminating the grade crossing at Wynnewood, which is the last between Overbrook and Paoli. (RRGaz)
- May 1892 New Lines West Dock No. 4 opens at Erie, Pa. (AR)
- May 1892 Cincinnati, Lebanon & Northern Railway grants option to Cincinnati, Jackson & Mackinaw Railroad to purchase for \$1 million; CJ&M considers completing the old Deer Creek tunnel to avoid the heavy grades near Cincinnati, but option expires in June for lack of funds. (Hauck)
- May 1892 First lots sold in the town of Patton, Pa., laid out by the Chest Creek Land & Improvement Company, which holds 20,000 acres in the interest of the Beech Creek Railroad and NYC&HR. (CMayCoGaz)
- May 1892 First National Bank of the City of New York group asks Drexel, Morgan & Co. to undertake the Richmond & West Point Terminal Railway & Warehouse Company reorganization; Samuel Spencer, a Morgan railroad expert, and Walter G. Oakman, his counterpart at the First National Bank, tour the property. (Klein)

- May 16, 1892 Oliver W. Barnes elected Pres. & Chief Engineer of New York Connecting Railroad. (CE)
- May 16, 1892 Pa. Supreme Court continues injunction vs. Philadelphia Belt Line Railroad. (RyW)
- May 16, 1892 Winslow & Richland Railroad and Richland & Petersburg Railroad incorporated in New Jersey; divide the property of former Philadelphia & Sea Shore Railway; William J. Sewell, Pres. (Val, C&C, NJCorp)
- May 16, 1892 PRR's Westinghouse air brake instruction car placed in service at 28th Street, Pittsburgh; is to work east stopping at all division terminals. (PRRMN)
- May 16, 1892 Mississippi River at St. Louis rises to highest level since the flood of 1858; all tracks at East St. Louis are under water; the St. Louis, Vandalia & Terre Haute Railroad is the only road to the East open by using the Merchants Bridge. (RRGaz)
- May 16, 1892 New Haven and Old Colony Railroad begin operating the all-parlor car *Shore Line Flyer* running New York-Boston in 5:40 and leaving each city at 2:00 PM; all first class; stops only at New Haven, New London and Providence; New Haven and Boston & Albany Railroad inaugurate a 5:40 train between New York and Boston via the Inland Route, leaving at 12:00 N; both trains constitute an attack on the New York & New England Railroad and its 3:00 PM "White Train" express via Willimantic. (NYT, RyRegister, Kirkland - NY&NE AR says 5:40 is via Springfield leaving at 12 N vs NYNE lv 12 N in 6:30)
- May 16, 1892 Williams Valley Railroad opens between West Brookside on the Reading and Williamstown on the PRR's Lykens Valley Branch. (RRGaz)
- May 16, 1892 U.S. Supreme Court affirms lower court ruling that the lease of the St. Louis, Vandalia & Terre Haute Railroad to the Terre Haute & Indianapolis Railroad is invalid, as an Indiana corporation has no power to lease a company incorporated in Illinois, but the StLV&TH is not entitled to the return of its road because it did not make its application earlier, so that both parties are at fault. (AR, Church)
- May 17, 1892 Flood at St. Louis is now at 36 feet above low water, highest since the flood of 1844; the Vanderbilt lines are covered by a 3-foot wall of sandbags protecting parts of East St. Louis; Eads Bridge can be reached only by the St. Louis, Vandalia & Terre Haute Railroad or the Ohio & Mississippi Railway; all access shut off from roads north of Relay Depot. (RRGaz, AR)
- May 1892 Boston & Maine operates *Harrisburg Express* with Boston-Harrisburg

parlor via B&M, NH, CNE&W, L&HR, CNJ, RDG. (RRH - verify - see 1893!)

- May 1892 Toledo, Walhonding Valley & Ohio Railroad purchases all capital stock of Rolling Mill Railroad at Toledo. (Church)
- May 17, 1892 Fort Wayne Shops outshops PFW&C No. 267, the first Class X (G-3) 4-6-0 with 68" drivers; in road tests between Fort Wayne and Chicago, it outperforms Class O 4-4-0 No. 48. (Keystone)
- May 18, 1892 After a report on the company's affairs by Charles O. Brewster, the resignations of W. B. Thomas and J. Kennedy Tod as Pres. and VP of the Wheeling Bridge & Terminal Railway are accepted; Brewster becomes Pres. and Albert H. Olmstead VP. (MB)
- May 19, 1892 NYC&HR 4-4-0 No. 999 hauls the *Empire State Express* between Syracuse and Rochester at an average speed of 68.45 MPH. (RRGaz)
- May 20, 1892 Beech Creek Railroad secures trackage rights over PRR between Mahaffey Jct. and Patton, Pa. (RRH)
- May 20, 1892 New York passes a 10-hour law. (RRGaz)
- May 21, 1892 William J. Sewell deeds portion of former Philadelphia & Sea Shore Railway between Winslow Jct. and Richland to Winslow & Richland Railroad. (Val)
- May 21, 1892 Dutchess County Railroad opens with excursion between Hopewell Jct. on the New York & New England Railroad and Poughkeepsie. (NYT, RRGaz)
- May 21, 1892 St. Louis, Vandalia & Terre Haute Railroad cut off by flood waters and can only access St. Louis over the Ohio & Mississippi Railway. (AR)
- May 22, 1892 Milford renamed Denholm on the Middle Division; Conococheague station on the Cumberland Valley Railroad renamed C & G Junction. (Guide)
- May 22, 1892 New York & New England Railroad cuts time of Boston-New York "White Train" from 6:00 to 5:40 to match the New Haven's train. (NYT)
- May 22, 1892 Future Greyhound Corporation co-founder Orville Swan Caesar (1892-1965) born at Rice Lake, Wisc. (findagrave)
- May 23, 1892 West Jersey Railroad's Avalon Branch extended from Peermont to Stone Harbor (3.23 miles). (CMayCoGaz, AR)

- May 23, 1892 Yale student William Henry Vanderbilt II (1870-1892), eldest son of Cornelius Vanderbilt II and heir presumptive to leadership of the Vanderbilt family, dies of typhoid fever possibly contracted while on an Easter vacation trip to the West. (NYT)
- May 23, 1892 Terminal Railroad Association of St. Louis again makes connection with the stock yards in East St. Louis. (AR)
- May 23, 1892 Westinghouse Electric Company wins the contract to light the 1893 Chicago World's Columbian Exposition over a rival bid from the Edison General Electric Company. (Prout)
- May 24, 1892 Pennsylvania Company Executive Committee authorizes purchase of land for completing third and fourth tracks between Pittsburgh and Conway. (MB)
- May 24, 1892 PCC&StL Railway Executive Committee authorizes the following double-tracking: 16.75 miles at Bowerston, Tuscarora-Port Washington, Black River-Newark, Belt Crossing-Irvington on the Indianapolis Division, and Beverly Hills-Calumet River on the Chicago Division, also from the Logansport Bridge to Anoka; also 3rd & 4th tracks Sheridan-Ohio Connecting Jct., Mansfield-Broadhead Cut and west of Collier. (MB)
- May 24, 1892 PCC&StL Railway Executive Committee authorizes acquiring land for 3rd & 4th tracks at Grafton, Pa.; land for new yard east of Richmond, Ind.; an additional \$10,000 for the Anderson Belt Railway. (MB)
- May 25, 1892 Samuel Rea, at own suggestion, is appointed Assistant to the President, an office vacant since the death of Strickland Kneass, effective July 1; handles engineering for construction of new lines and relations with subsidiary companies; on same day departs for London on own trip to examine new electric underground railways; Roberts allowed Rea to suggest his job title; appointment was made at departure on suggestion of A. J. Cassatt so Rea could carry PRR credentials while in England; Rea has been in business at Pittsburgh since leaving the Baltimore Belt Railroad. (Rea, MB, AR, RRGaz)
- May 25, 1892 Kensington & Tacony Railroad files for injunction vs. Philadelphia Belt Line Railroad laying additional tracks at Carson Street & Delaware Avenue. (RyW)
- May 25, 1892 Terminal Railroad Association of St. Louis resumes handling northern passenger trains via Bridge Jct. (AR)
- May 25, 1892 New York, Providence & Boston Railroad ratifies lease to New Haven. (NH AR)

- May 26, 1892 A New York evening paper runs a large article reporting that the Drexel interests want to oust Pres. George B. Roberts as too conservative. (NYT)
- May 26, 1892 Sales agents of the anthracite railroads make a third price increase from \$3.75 to \$3.90 per ton. (NYT)
- May 27, 1892 Pres. George B. Roberts dismisses reports of antagonism of the Drexel interests as "newspaper twaddle"; VP John P. Green notes that PRR uses Drexel, Morgan & Co. only for financing Lines East, not Lines West; however, an anonymous Philadelphia banker confirms estrangement of the Drexels and PRR ever since formation of Reading Combine. (NYT)
- May 27, 1892 West Jersey Railroad Board approves a change of location of the Avalon Branch, deeds of land from the Sea Isle City Improvement Company and an exchange of land with the Stone Harbor Improvement Company. (MB)
- May 28, 1892 Three-car special consisting of diner *Ulysses*, sleeping car *Scotland* and observation car *Olympic* carries Pres. Benjamin Harrison and party from Washington to Rochester, N.Y. (NYT)
- May 28, 1892 N.Y. Land Commissioners approve application of New York & New Jersey Terminal Railroad for tunnel easement under Hudson River at 14th Street; is to be a four-track tunnel from the Hackensack Meadows to Union Square, with a two-track branch to Broad & Wall Streets; Gen. Roy Stone is Pres. and engineer; Edison General Electric Company has offered to build electric locomotives. (NYT)
- May 29, 1892 Third and fourth track open through Trenton to Morrisville, including new 2-track iron bridge over Delaware River immediately south of the old Trenton-Delaware Bridge and 1875 railroad bridge, giving a four-track crossing; four-track system now complete between Jersey City and Philadelphia except for downtown Newark and New Brunswick. (AR, C&C)
- May 30, 1892 Philadelphia Horse Show Association holds its first show; its grounds are located opposite the Wissahickon Inn near Chestnut Hill. (Sheridan)
- May 30, 1892 The roof garden, the last element of the second Madison Square Garden, opens to the public, an open-air venue for musicals and vaudeville; its architect, Stanford White, will be murdered there in 1906. (Broderick)
- May 30, 1892 James A. McClain (1849-1928) arrives in Cambria County from Bellefonte, where he operates as a merchant and banker, and although not a coal operator himself, works to develop the mineral industries of the northern part of the county, which is just being opened by rail. (Gable)
- May 31, 1892 William J. Sewell deeds the portion of former Philadelphia & Sea Shore

Railway between Richland and Petersburg to the Richland & Petersburg Railroad. (Val)

- May 31, 1892 N.J. Attorney-General John P. Stockton files suit in the Court of Chancery for an injunction to dissolve the Reading's lease of the CNJ. (RyW, NYT)
- May 31, 1892 Western New York & Pennsylvania Railroad secures trackage rights over LS&MS between Stoneboro and Oil City, with privilege of local stops. (Church, RRGaz)
- June 1, 1892 Charles J. Clinch of A.T. Stewart estate sells the private railroad from Floral Park to Bethpage and Hempstead Crossing to Hempstead and Mineola, which it owns in fee simple, to LIRR for \$500,000 in LIRR bonds; Clinch, et al., are to contribute \$175,000 for double-tracking from Floral Park to Farmingdale and on the Hempstead and Mineola Branches. (CorpHist, C&C, Val, MB)
- June 1, 1892 PRR completes improvements at Trenton, N.J. (RyW)
- June 1, 1892 West Jersey Railroad begins operating the Winslow & Richland Railroad and Richland & Petersburg Railroad. (MB, Val, Rdg)
- June 1, 1892 Tunnel No. 9 widened for double track on Pittsburgh Division of PCC&StL. (AR)
- June 1, 1892 Cincinnati, Lebanon & Northern Railway grants use of its railroad between Lebanon and Dodds to Dayton, Lebanon & Cincinnati Railroad, which agrees to reconstruct it as standard gauge; also grants joint use of terminals at Lebanon. (Church, MB, Hauck)
- June 1, 1892 New York & Northern Railway defaults on Second mortgage. (NYT)
- June 1, 1892 Fall River, Warren & Providence Railroad sold at foreclosure to the Old Colony Railroad. (NHCorp)
- June 2, 1892 Three Pittsburgh & Lake Erie Railroad men, J.G. Robinson, J.M. Bailey and J.H. Reed elected to Pittsburgh, Chartiers & Youghiogheny Railway Board; J.B. Salford named Superintendent, replacing George S. Davison, resigned. (MB)
- June 3, 1892 New York & Long Island Railroad breaks ground for the Long Island City shaft of its 42nd Street tunnel at 50th Avenue between Vernon & Jackson Avenues; the tunnel encounters underground springs, requiring heavy pumping. (ElectricRR)
- June 3, 1892 Press reports that PRR is about to purchase 2,000-acre Tuscarora anthracite coal tract west of Tamaqua from estates of geologist and mining

engineer Peter Wenrick Sheafer (1819-1891) and Franklin B. Gowen. (NYT)

- June 4, 1892 Dissident Lehigh Valley Railroad stockholders file suit against Reading lease in Northampton County Court. (RyW)
- June 4, 1892 Last run of Cincinnati, Lebanon & Northern Railway narrow-gauge service between Lebanon and Dodds, Ohio. (Hauck)
- June 4, 1892 Work begins on the interlocking plant at the complex Stewart Avenue, Chicago, crossing of the PFW&C, Chicago & Western Indiana, Chicago & Alton, Illinois Central and Santa Fe. (RRGaz)
- June 5, 1892 West Shore Railroad and NYO&W Railway temporarily move their downtown ferry from Jay Street to the PRR's ferry house at 13th Street because of improvements being made at Jay Street. (RyW, NYT)
- June 5, 1892 Floods at Titusville and Oil City, Pa.; oil released from ruptured storage tanks and floating on the surface of the flood and the vapors arising therefrom take fire from lightning or locomotive sparks in a series of explosions that turns the overflowing creek into a sea of fire; destroys the freight station and 38 cars at Titusville and 15 cars at Oil City; Philadelphia & Erie Railroad is closed at Union City for three days; Western New York & Pennsylvania Railroad closed between Corry and Oil City. (RRGaz, Babcock)
- June 6, 1892 New York, New Jersey & Eastern Railroad incorporated in N.Y. to build Austin Corbin's tunnel from LIRR terminal at Flatbush Avenue under East and Hudson Rivers to center of Hudson River towards Exchange Place; Charles McVeagh of Morristown, N.J., Pres. (SRea, RyW, NYState)
- June 6, 1892 Winslow & Richland Railroad and Richland & Petersburg Railroad file surveys from the West Jersey & Atlantic Railroad to the shore. (Rdg, NJCorp)
- June 7, 1892 New York & Long Island Railroad, projected to build a tunnel to 42nd Street, begins construction of first shaft in Long Island City. (Hood)
- June 8, 1892 PRR Board confirms Samuel Rea's appointment as Assistant to the Pres., retroactive to May 25. (Circ)
- June 9, 1892 Early railroad builder, Union Pacific Railway Chairman, and Jay Gould associate Sidney Dillon (1812-1892), dies at home at New York after a three-month illness. (DAB)
- June 10, 1892 Long Island Coal Supply Company incorporated in Maine to purchase and mine coal. (MB)

- June 10, 1892 Lisbon Coal Company incorporated in Pa.; owns bituminous coal mines in Westmoreland County; acquired by PRR by 1897. (MB)
- June 10, 1892 J. Pierpont Morgan and William Rockefeller acting for New Haven buy the Housatonic Railroad from William H. Starbuck and detach it from the New York & New England Railroad; New Haven then begins carrying the Housatonic freight between Bridgeport and New York, drying up the business of the New England Terminal Company boats. (RyW, NYT)
- June 11, 1892 West Jersey Railroad begins operating Winslow & Richland and Richland & Petersburg Railroads between Winslow Jct. and Seaville, N.J.; builds connecting track at Richland. (AR)
- June 11, 1892 Last run of passenger service on the Opossum Run Branch between New Haven and Monarch, Pa., near Connellsville. (Guide)
- June 11, 1892 Dodds & Cincinnati RPO cut to Lebanon & Cincinnati RPO. (Kay)
- June 11, 1892 Last run of passenger service on the Osceola Branch between Osceola Jct. and Olga, Mich., on the GR&I. (Guide)
- June 12, 1892 PRR inaugurates *Southwestern Express* No. 11 between New York and Cincinnati and St. Louis, leaving New York at 8:30 PM and arriving St. Louis at 7:00 AM of the second day; St. Louis sleeper removed from *Western Express*. (RRGaz, paper, Guide)
- June 12, 1892 Western New York & Pennsylvania Railroad reopens between Corry and Oil City after floods. (RRGaz)
- June 13, 1892 Fair Hill Railroad Company incorporated by PRR to build an industrial spur to Indiana & Ormes Streets in the Kensington Mill District of North Philadelphia. (Val, RRGaz)
- June 13, 1892 Blair & Co. purchases \$1.6 million First Consolidated 5% bonds of the Terre Haute & Indianapolis Railroad due on July 1, 1925, which are to retire an equal amount of 7% First Mortgage bonds due Apr. 1, 1893; to issue \$1.9 million in 5% First Mortgage bonds due July 1, 1925 and \$600,000 5% Consolidated bonds due July 1, 1925. (MB)
- June 14, 1892 Reading retaliates by securing injunction against the Winslow & Richland Railroad crossing its Atlantic City Railroad to reach the Camden & Atlantic at Winslow Jct. forcing West Jersey to operate lines as two dead-end branches from the West Jersey connection at Richland. (Coxey)
- June 15, 1892 Adams station on Schuylkill Division renamed Adamsdale. (MB)

- June 15, 1892 PCC&StL Railway Executive Committee authorizes a new freight station at 14th & Jefferson Streets at Louisville. (MB)
- June 15, 1892 Flood on Oil Creek washes many tanks of petroleum and naphtha into the stream; the fuel is washed down to Oil City where the fumes are ignited by a boiler fire, producing a conflagration that destroys much of the town; 57 killed and \$500,000 in damage. (Martens)
- June 1892 First modified Class P (D13a) 4-4-0; PW&B No. 8, built at Altoona. (Lovell)
- June 1892 First modified Class M (B4) 0-6-0, No. 828, built at Altoona; first Class M to be built with Belpaire firebox. (Lovell)
- June 1892 PRR receives experimental locomotives from the Schenectady Locomotive Works, a Pitkin cross-compound 4-6-0 No. 1503 and simple 4-4-0 No. 1504; designed for fast, heavy New York Division passenger trains. (RRGaz, Warner/BLW - may be late 5/92)
- June 1892 Canal Branch of Philadelphia & Erie Railroad extended from west of Park Street to Rose Street, Williamsport. (Val)
- June 1892 GR&I opens Bear Lake Branch (later Walloon Lake Branch) between Bear Lake Jct. and Bear Lake (1.07 miles) to reach a new timber region that later becomes a resort area. (Meints, C&C, ICC)
- June 1892 International Association of Machinists calls of its unsuccessful strike against the PCC&StL Railway. (Perlman)
- June 1892 NYC&HR publishes a 400-page travel guide, *Health and Pleasure on America's Greatest Railroad*. (NYT)
- June 1892 Miners at Shamokin organize a local of the United Mine Workers of America, the first in the Anthracite Coal Fields. (Aurand)
- June 16, 1892 CNJ contracts with Staten Island Rapid Transit Railroad to run its ferries to the Staten Island ferry house at the foot of Whitehall Street in Manhattan; will give B&O trains direct access to all elevated railroads. (Rdg)
- June 16, 1892 Richmond & Danville Railroad enters receivership on suit brought by William P. Clyde, et al.; Frederic W. Huidekoper and Reuben Foster appointed receivers; Clyde is therefore in a position to frustrate the actions of other parties in the Richmond & West Point Terminal Railway & Warehouse Company. (C&FC, Poors, Klein)
- June 18, 1892 Last run of passenger service between Union City and Lakeville, Pa., on

the Western New York & Pennsylvania Railroad. (Guide)

- June 18, 1892 Pennsylvania Company Executive Committee authorizes additional tracks on Dock No. 5 at Ashtabula Harbor; extending double track line of State Line & Indiana City Railway through land of a Mr. Kline (0.95 mile) near Clarke. (MB)
- June 20, 1892 PRR Road Committee approves extending time and increasing appropriation for Roxborough Railroad; Pres. Roberts reports that from time to time he has been acquiring right of way along the Philadelphia & Bustleton Railway and has expended \$20,000 in grading to protect the PRR's interest in that territory. (MB)
- June 20, 1892 PCC&StL Railway Executive Committee authorizes extending the New Cumberland Branch up the south bank of the Ohio River to a point opposite East Liverpool. (MB)
- June 20, 1892 J. E. Taussig is appointed Superintendent of the Wheeling Bridge & Terminal Railway. (MB)
- June 20, 1892 Pittsburgh steel-maker Henry W. Oliver (1840-1904) leases the Cincinnati Mine in the central Mesabi Range, the first major industry figure to take an interest in the Range. (Walker)
- June 21, 1892 A switcher shifting cars on Track 4 of Broad Street Station knocks a standing cars past the end of the track, demolishing the two-storey stationmaster's office. (PubLdgr)
- June 22, 1892 Kensington & Tacony Railroad opens along the Delaware from Tacony to Frankford Creek; with portion built south of the creek in 1887, forms an industrial loop branch running along the Delaware River between Frankford (Tioga Street) and Tacony. (Val, AR, C&C)
- June 22, 1892 PRR Board appropriates \$5,000 to lay out a public park on company land between Howard and Chestnut Avenues in Altoona east of the Cricket Field; votes to move the company's General Office into the enlarged Broad Street Station (which will occupy whole block) and appoints a committee of A.J. Cassatt, Henry H. Houston and William H. Barnes to solicit and approve plans for building; the committee is assisted by Chief Engineer William H. Brown and General Manager Charles E. Pugh; main problem is to provide enough office space for everyone now at 4th Street; plan is for 8-storey building with 6 storeys of offices. (MB, PRRMN)
- June 22, 1892 Blair Iron & Coal Company furnaces at Hollidaysburg abandoned. (Snyder)
- June 22, 1892 Richmond & West Point Terminal Railway & Warehouse Company enters

receivership; Pres. Walter G. Oakman named receiver. (NYT)

- June 22, 1892 Future industrial designer Donald Roscoe Dohner (1892-1943), designer of the GG1 body shape, born at South Whitley, Ind.; his birth date is frequently given erroneously as 1895. (draft registration card/Wayt)
- June 23, 1892 Middletown & Cincinnati Railway opens between Middletown Jct. and Middletown, Ohio. (Church, AR)
- June 24, 1892 West Jersey Railroad Board approves an agreement with the Cape May & Schellengers Landing Railroad to use its trolley system in front of the West Jersey property at Cape May. (MB)
- June 24, 1892 East Tennessee, Virginia & Georgia Railway enters receivership; Charles M. McGhee and Henry Fink named receivers on suit of minority stockholders. (Circ, Harrison, NYT)
- June 25, 1892 Timetable in effect this date shows 505 trains arriving and departing Broad Street Station daily. (PRRColExpo)
- June 25, 1892 Second section of *Western Express* No. 9, consisting of 2 baggage cars and 5 Pullmans, rear-ends the first section at 40 MPH, where it has been stopped by a local freight just east of Harrisburg station at 12:30 AM; 12 killed, 23 injured; the wreck occurs during a heavy rain which makes seeing the block signals difficult; the 22-year old block operator at Steelton Tower, who was working that tower for the first time, had admitted the second section without clearance from Dock Street (“XL”) Tower in Harrisburg; George Westinghouse, whose private car *Glen Eyre* carrying his family and Supt. Robert Pitcairn was on the rear of the first section, escapes injury; the locomotive of the second section cuts into its rear section but not the bedrooms; the heavy private car crushes the three lighter day coaches ahead of it; Pitcairn also escapes injury; civil engineer William Barclay Parsons (1859-1932), who will go on to build New York’s first subway, is badly injured with cuts on the head and face; as a result of the accident, a bon voyage dinner for Pres. Roberts at the Bryn Mawr Hotel is cancelled until his return. (Snyder, HbgPatriot, HbgTlgrph, NYT, RRGaz, PRRMN)
- June 25, 1892 Henry Clay Frick (1849-1919) posts notices at the Homestead Works that Carnegie will no longer recognize the Amalgamated Association of Iron & Steel Workers, after it had turned down the company’s ultimatum of a 15-35% wage cut; Frick has stockades and searchlights installed around the works and orders 300 Pinkerton guards so that the works can resume as non-union on July 6. (Nasaw, Shaloo)
- June 25, 1892 Atlantic City Railroad establishes the “70-Minute Flier” to Atlantic City, leaving Philadelphia at 3:30 PM; 1:00 for the train and 10 minutes for the

ferry; so popular it runs with 8 rather than 6 cars. (PubLdgr, NYT)

- June 25, 1892 Lehigh Valley Railroad begins through cars between Philadelphia and Buffalo, Niagara Falls and Toronto over the Reading from Bethlehem to the 9th & Green Streets Station; runs one day and one overnight trip; also the *Easton Flyer*, leaving at 3:45 PM. (PubLdgr)
- June 26, 1892 Eastbound *Keystone Express* No. 22, consisting of an express car, baggage/RPO, combine, 3 coaches, a Pullman dining car, and 4 sleeping cars, rear-ends a stopped freight 2 miles east of Valparaiso, Ind., because of a misplaced switch; fireman killed. (NYT)
- June 26, 1892 West Jersey Railroad's "Cape May Flyer" make a record run of over 60 MPH between Sea Isle Jct. and Camden. (CMayCoGaz)
- June 27, 1892 Pres. Roberts writes to Samuel Rea, instructing him to work on his return with A. J. Cassatt, who is investigating schemes to build into New York. (Rea)
- June 27, 1892 PRR establishes seasonal parlor car lines between Philadelphia and Saratoga and between Philadelphia and the Grand Hotel and Hotel Phoenicia in the Catskills. (RyW - actually begun in the 1880s)
- June 27, 1892 NYC&HR begins operating *Empire State Express* eastbound between Buffalo and New York; introduced westbound in 1891. (RRGaz, CntrlHdlite)
- June 27, 1892 LIRR abandons station at Arverne-by-the-Sea at foot of Gaston Avenue in favor of a new station 1,900 feet further east; LIRR claims that developer Remington Vernon will not sell depot to LIRR, and that his operations interfere with its use. (NYT)
- June 27, 1892 PCC&StL Railway agrees with the Columbus Connecting Terminal Railroad for a crossing at Columbus. (MB)
- June 27, 1892 Central New England & Western Railroad leaves receivership; receiver surrenders road to Reading management. (Rdg, RyW)
- June 27, 1892 New York & New England Railroad and Reading inaugurate a day train, the *Quaker City Day Express/New England Day Express*, between Philadelphia and Boston running through via the Lehigh & Hudson River Railway, the Poughkeepsie Bridge and Hartford in 11:56; previous train was an overnight train running via Northampton and the Central Massachusetts Railroad. (PubLdgr, RRGaz)
- June 28, 1892 New York & New Jersey Terminal Railroad applies to New York Common Council for franchise for tunnel under 14th Street from river to

river. (NYT)

- June 28, 1892 Jabez A. Bostwick and three others resign from the New York & New England Railroad Board and are replaced by supporters of Pres. Charles Parsons. (RRGaz)
- June 29, 1892 Pres. Roberts sails on a European vacation for his health on the *City of Paris* at 9:00 AM; all 235 PRR vessels in New York harbor deliver a salute. (NYT, RRGaz)
- June 29, 1892 Drexel, Morgan & Co. declines to manage the reorganization of the Richmond & West Point Terminal Railway & Warehouse Company, as William P. Clyde refuses to let them replace Frederic W. Huidekoper and Reuben Foster as receivers of the Richmond & Danville Railroad with Samuel Spencer; Clyde also refuses Morgan's demand that all parties place their securities in a blind pool, grant him a free hand in the reorganization and agree to whatever terms he will devise in advance. (NYT, Klein)
- June 29, 1892 Henry Clay Frick completes the lockout of the Homestead Works, discharging all 3,800 workers and intending to reopen on a non-union basis on July 6; the Amalgamated Association mobilizes to post guards and prevent the importation of strikebreakers. (Nasaw, HistPitts)
- June 29, 1892 Anthracite railroads make third price increase. (RyW)
- June 29, 1892 Future VP Robert V. Massey (1871-1932) graduates from Yale and soon after joins the PRR as a rodman. (PaNews, NYT)
- June 30, 1892 State Line & Indiana City Railway signs agreement to operate with the parallel track of the Chicago & Calumet Terminal Railway (later B&O Chicago Terminal Railroad) as joint double-track facility from State Line near Hammond to Clarke Jct. (C&C)
- June 30, 1892 Poughkeepsie Bridge Company sold at foreclosure for \$2.5 million to the reorganization committee. (NYT, RRGaz)
- July 1, 1892 James L. Taylor, formerly with Richmond & Danville Railroad, named PRR's first General European Agent at London. (Watkins)
- July 1, 1892 Pennsylvania Company Executive Committee authorizes fourth track between Euclid Avenue, Cleveland, and Shops. (MB)
- July 1, 1892 McKees Rocks Shops of Pittsburgh, Chartiers & Youghiogeny Railway close, and Pittsburgh & Lake Erie Railroad takes over work at their Chartiers Shops. (AR)

- July 1, 1892 Terre Haute & Indianapolis Railroad places \$500,000 in equipment trust bonds with Blair & Co. to purchase 1,000 freight cars. (MB)
- July 1, 1892 Corning, Cowanesque & Antrim Railway renamed Fall Brook Railway; leases of the Syracuse, Geneva & Corning Railway and Pine Creek Railway transferred from the Fall Brook Coal Company to the Fall Brook Railway, thus separating the Magee family's Fall Brook Coal Company from its formerly leased railroads. (GrnBk, RRH 55)
- July 1, 1892 Chesapeake & Ohio Railway begins operating the Elizabethtown, Lexington & Big Sandy Railway (Ashland Jct.-Lexington) as its Lexington Division; the Ohio & Big Sandy Railroad (Ashland-Richardson) as the Big Sandy Division, and the narrow gauge Kentucky & South Atlantic Railroad. (AR)
- July 1, 1892 Carnegie Steel Company, Ltd., organized as a Pa. limited partnership with a capital of \$25 million to bring all Carnegie steel properties, including Carnegie Bros. & Co., Ltd., and Carnegie, Phipps & Co., Limited, under a single management; Andrew Carnegie has 55.33%, Henry Clay Frick's share of the partnership is increased to 11% (\$2.2 million), and Henry Phipps also has 11%; 19 other individuals have 1% each. (StdHstPitts, Nasaw, Seely)
- July 1, 1892 A press excursion staged by A.A. McLeod leaves Philadelphia for Boston on the new *New England Day Express*; returns to Philadelphia on July 4 after a weekend in Boston. (PubLdgr)
- July 1, 1892 New York, New Haven & Hartford leases the Housatonic Railroad and its leased lines, the New Haven & Derby Railroad and Danbury & Norwalk Railroad, under a lease dated Sep. 10, 1892; includes the 25% of the New England Terminal Company owned by Housatonic and 25% owned by the Danbury & Norwalk; New Haven discontinues through rates, severing the connection between the New England Terminal Company's Norwalk-New York ferry and New York & New England Railroad. (NHCorp, RRGaz, NYT)
- July 1, 1892 New Haven takes possession of New York, Providence & Boston Railroad. (Circ)
- July 1, 1892 Erie & Western Transportation Company decides to build new grain elevator at Erie. (RyW)
- July 1, 1892 Congress retains funding for the *West India Fast Mail* to Florida and the *Southern Fast Mail* to New Orleans. (RyRegister)
- July 1, 1892 Manistee & Northeastern Railroad opens from Nesson City to Traverse City, Mich. (MichRRs)

- July 2, 1892 Second track opens between Muncy and Montgomery, Pa., on P&E. (AR)
- July 2, 1892 Clarks Ferry towpath bridge over Susquehanna River reopens. (AR)
- July 2, 1892 Courts discharge William H. Barnes as receiver of the Allegheny Valley Railroad, and accounts are transferred to the new company. (RRGaz)
- July 4, 1892 Monmouth Park Race Track reopens for the season after being closed in 1891 by anti-gambling laws, open Tuesdays, Thursdays and Saturdays to Aug. 25; both PRR and CNJ operate three race special trains with parlor cars, some in multiple sections, plus stops by regular trains. (NYT)
- July 4, 1892 Abbotsford Inn opens, the first building in Stone Harbor, N.J., a new resort on Seven Mile Beach developed by the Stone Harbor Improvement Company; growth is extremely slow until 1907. (StnHrbr)
- July 5, 1892 Reading signs memo of agreement with Philadelphia & West Chester Railroad to build from West Chester to Exton. (Rdg)
- July 5, 1892 300 Pinkerton men are brought from Ashtabula to Bellevue station on the PFW&C, arriving at 10:30 PM, where they are loaded onto two barges and two towboats for the trip to Homestead, to be landed in the middle of the night. (Nasaw)
- July 6, 1892 Union lookouts spot the barges as they pass the Point in Pittsburgh and telegraph a warning to Homestead; the Pinkertons are repulsed by gunfire as they attempt to land before 5:00 AM; Gov. Robert E. Pattison refuses to send the militia; skirmishing continues all day before the Pinkertons surrender at 5:00 PM and are then beaten severely by the crowd as they are marched to the opera house; 3 detectives and 10 strikers killed. (Nasaw, EAH says 7 killed; HistPitts says 16 d.; ComGaz says 2 Pinks & 12 workers)
- July 7, 1892 Pennsylvania Company Executive Committee refuses request of Columbus, Hocking Valley & Toledo Railroad for reduction in rent for use of Toledo Terminal, including freight and passenger stations; instead, raises rent of Toledo, Ann Arbor & Michigan Railway, which pays less; authorizes third track between Euclid Avenue, Cleveland, and Woodland; conversion of 50 gondola cars into open excursion cars for 1893 World's Fair traffic. (MB)
- July 7, 1892 PCC&StL Railway Executive Committee authorizes construction of 50 gondola cars that can be converted into excursion cars for the 1893 World's Columbian Exposition traffic; authorizes purchasing half the gondola cars of the Pittsburgh, Chartiers & Youghiogeny Railway. (MB)

- July 7, 1892 Committee of N.Y. Legislature investigating the Reading Combine takes testimony in New York; Frederick E. Saward, editor of the *Coal Trade Journal*, blames the Combine for the rise in wholesale anthracite prices in May and that it is squeezing the New York market by eliminating the former competition. (NYT)
- July 8, 1892 Baltimore & Potomac opens new branch from Loudon Park to Claremont Stock Yards south of Baltimore (1.2 miles); Claremont Stock Yards of the Union Stock Yard Company open, and old Calverton Stock Yard of the Calverton Stock Yard Company closed. (Wilson - Val has 11/92 - AR has 1892)
- July 8, 1892 Henry Clay Frick issues a press statement declaring the company's refusal to recognize the Amalgamated Association and calling on the Sheriff and Governor to retake the Homestead Works. (Nasaw)
- July 8, 1892 Special train carrying Supt. Bannard is first passenger train to Mt. Etna on extension of Williamsburg Branch, Middle Division. (Snyder)
- July 9, 1892 Samuel Rea arrives in London for 19-day stay during which he examines City & South London Railway, the first electric subway, for Pres. Roberts. (SRea)
- July 9, 1892 PRR and Norfolk & Western Railroad inaugurate the *Shenandoah Valley Express* between Jersey City and Roanoke via Harrisburg with through sleeping car for New Orleans via Bristol and Chattanooga. (NYT)
- July 9, 1892 East Tennessee, Virginia & Georgia Railway inaugurates a new vestibuled express between Washington and Chattanooga via Bristol; carries New York-New Orleans sleeping car leaving New York at 5:00 PM via the Harrisburg-Shenandoah Valley route. (NYT, RRGaz - may be 7/25?)
- July 10, 1892 Gov. Robert E. Pattison finally orders all 8,470 men of the Pennsylvania National Guard to Homestead ; PRR called on at night to carry Philadelphia militia units to Homestead. (Nasaw, RyW)
- July 10, 1892 PRR begins offering "Fisherman's Ticket" in connection with Atlantic Coast Steamboat Company for fishing trips out of Longport, N.J., with early morning departure from Philadelphia. (RyW)
- July 10, 1892 In a suit brought by Charles R. Lynd of Brooklyn, Court of Common Pleas at Columbus rules that PCC&StL is liable to redeem \$36,000 in old CC&IC bonds that Benjamin E. Smith had issued and sold for his own use. (NYT)
- July 11, 1892 PRR begins issuing special "fisherman's tickets" in connection with the Atlantic Coast Steamboat Company at Longport; early morning departure

from Philadelphia gives sportsmen, or people looking for a cheap source of protein, a day of ocean fishing; this appears to be the first mention of a service that would become very popular, especially in the interwar years. (RyW)

- July 11, 1892 Third Regiment leaves Broad & Washington Streets at 11:30 AM for Homestead; other units leave later from 32nd & Market. (RyW)
- July 12, 1892 First militia units arrive at Homestead and take control of the works and town from the union committee; House of Representatives sends an investigating committee. (Nasaw)
- July 12, 1892 PRR, Reading, Lehigh Valley, CNJ, et al., form Northeastern Pennsylvania Car Service Association to deal with interchange and demurrage payments. (Rdg)
- July 12, 1892 Baltimore Transfer Company of Baltimore City incorporated in Md. as a teamster company; later does PRR pick up & delivery service between Baltimore and the Eastern Shore and runs a truck line between New York and Petersburg, Va. (MB, C&C)
- July 12, 1892 Barberton Belt Line Railroad opens between Barberton Strawboard factory and New York, Pennsylvania & Ohio Railroad, with a branch to the clay pits of the National Sewer Pipe Works (2.10 miles). (Church, C&C)
- July 13, 1892 At night, the train ferry *Cape Charles* brings the westbound express from Boston to Oyster Bay; learning that an attachment has been issued against the vessel for unpaid bills, the captain pulls out into Long Island Sound, and finally makes for New York, where he lays up at Pier 49, East River. (NYT, Seyfried)
- July 13, 1892 Wheeling Bridge & Terminal Railway Board authorizes an extension to Benwood and also a branch to Fulton, where an abattoir is to be built; R. H. Cochran resigns as a director in a dispute over how much money the company owes him. (MB)
- July 13, 1891 CCC&StL Railway secures control of the Cincinnati, Wabash & Michigan Railroad, Ohio state line to Benton Harbor, Mich. (Meints)
- July 14, 1892 L.S. Catlin of Bridgeport is appointed receiver of New England Terminal Company on suit of the Housatonic Railroad and Danbury & Norwalk Railroad; has lost over \$4 million in recent years; New Haven has diverted all Housatonic Railroad traffic, and Housatonic Railroad has refused to deliver coal to the train ferry *Cape Charles*, forcing the LIRR to pick up the bills; in New York, David McClure gets a temporary injunction against the receivers interfering with operations; a hearing is set for July 19.

(NYT, C&FC)

- July 14, 1892 LIRR eastbound day express to Boston arrives at Oyster Bay to find no boat connection; after five hours, the passengers are returned to New York and put on a New Haven train at Grand Central Station; route is not restored.; however, Austin Corbin continues running the Long Island City-Oyster Bay portion of the train, with a single stop at Jamaica, into August while the case is in litigation. (Seyfried, NYT, RRGaz)
- July 14, 1892 Long Island Railroad Company, North Shore Branch, incorporated in New York under articles dated July 11 to build from Port Jefferson to Wading River. (Val, C&C, NYState)
- July 14, 1892 Poughkeepsie Bridge & Railroad Company incorporated in N.Y. as reorganization of Poughkeepsie Bridge Company. (ICC, NYState)
- July 15, 1892 South Brooklyn Railway & Terminal Company holds press excursion to open its new West End route to Coney Island; has built a new line from 39th Street ferry at 2nd Avenue to 10th Avenue south of 38th Street, running in a deep cut through the hill between 3rd & 9th Avenues; connects with Brooklyn, Bath & West End Railroad near 10th Avenue; terminal station was 600 x 150 with 8 tracks, but never used as such. (NYT, Cudahy)
- July 15, 1892 U.S. Marshall attaches the New England Terminal Company train ferry *Cape Charles* at New York; it is finally sold for car ferry service on Lake Pontchartrain in Louisiana in 1896, later reduced to a dredge, and finally abandoned in 1918. (Seyfried, Hilton/StmbtBill)
- July 1892 Broad Street Station now hosts 250 inbound and 255 outbound trains. (RRGaz)
- July 1892 PRR begins buying land to extend Bustleton Branch in direction of Trenton Cut-Off. (RyW)
- July 1892 Trenton Cut-Off begins double-tracking between Morrisville and Ernest; when done, PRR will route all freight instead of just coal and oil trains over it. (RyW)
- July 1892 PRR is planning a bridge across the Susquehanna River at Wilkes-Barre to connect with the Wilkes-Barre & Western Railway. (RyRegister)
- July 1892 Cleveland, Lorain & Wheeling Railroad (B&O) opens a new route for coal from the Cleveland, Akron & Columbus Railway at Warwick to Lorain on Lake Erie; the railroads running to Cleveland had been unable or unwilling to provide Lake Coal access for the CA&C. (MB)
- July 1892 *Railway Register* reports that Pres. Roberts will stay on as long as his

- health holds out; says A. J. Cassatt is next in line, but is opposed by the old Quaker element because he breeds race horses; Roberts prefers that Frank Thomson succeed him. (RyRegister)
- July 1892 Reading secures control of the Poughkeepsie Bridge Route. (Rdg AR)
- July 1892 Lehigh Valley Railroad coal originally sent to Philadelphia via the Belvidere Delaware Railroad is rerouted over the North Pennsylvania Railroad. (RRGaz)
- July 1892 Congress passes a law requiring all cars to be provided with hand holds by July 1, 1893; at the same time, the American Railway Association is to designate a standard drawbar height. (ARA)
- July 1892 Postmaster General John Wanamaker has a campaign to simplify the names of all post offices, replacing “-borough” with “-boro” and “-burgh” with “-burg”; the names of post offices and railroad stations are to be the same; “Pittsburg” is one of the places losing its original spelling, until local protests force a return to “Pittsburgh.” (RyW)
- July 16, 1893 New England Terminal Company runs advertisements reassuring the public that it is still handling freight to and from Piers 45 & 46, East River. (NYT)
- July 16, 1892 Carnegie Steel Company, Ltd., reopens the Homestead Works on a non-union basis, with housing within the stockades for strikebreakers, but is unable to achieve a full workforce or full production. (Nasaw)
- July 17, 1892 Special 4-car PRR train operates from Philadelphia to Washington in 2:30. (RRGaz)
- July 17, 1892 NYC&HR cancels the June 25, 1890, joint operating agreement between the Rome, Watertown & Ogdensburg and the Lehigh Valley Railroad for building the Buffalo, Thousand Islands & Portland Railroad between Niagara Falls and Suspension Bridge; instead, the NYC&HR grants the LV trackage rights between Batavia and Suspension Bridge, retroactive to Apr. 1, 1892. (Baird)
- July 1892 Long Island Elevated Railroad Company dissolved as was unable to get consent of property owners; also, Austin Corbin and William Richardson were unable to agree on splitting the income to compensate the Atlantic Avenue Railroad Company of Brooklyn for the loss of LIRR traffic. (NYT, RRGaz)
- July 18, 1892 PRR committee selects design of Furness, Evans & Co. for new Broad Street Station over those of Theophilus Parsons Chandler (1845-1928) and William Bleddyn Powell (1854-1910); as they are unable to completely

demolish the old station, the committee adopts Furness's facade for the first and second floor only and rejects an entirely new facade; approves Furness's plan for a new tower; original intent was to raise the old section to equal the height of the new section. (MB)

- July 18, 1892 Girardville Railroad incorporated in Pa. under articles dated July 15 to build coal branch to the William Penn Colliery near Shenandoah, Pa., recently leased in the interest of the PRR, and divert its tonnage from the Reading (C&C, RRGaz)
- July 18, 1892 Pennsylvania Company, PFW&C, PCC&StL, Cleveland & Marietta Railway and Toledo, Walhonding Valley & Ohio Railroad sign through traffic agreement for coal, etc., from the Cambridge Coal Field to Toledo. (Church, MB)
- July 18, 1892 Central New England & Western Railroad becomes New England Division of Reading. (Rdg)
- July 18, 1892 Mitchell S. Blair surrenders the operation of the portion of the Lackawanna & Southwestern Railroad's narrow gauge line between Olean & Bolivar as agent of the Lackawanna & Pittsburgh Railroad. (RRH 92)
- July 19, 1892 LIRR sues New England Terminal Company for \$250,000 for breaking the through traffic contract; is awarded an attachment of \$100,000; claims passenger business was unprofitable but was making about \$1,000 a month on freight. (NYT, Seyfried)
- July 19, 1892 Arguments begin in N.J. Attorney General Stockton's suit to annul the CNJ lease. (NYT)
- July 21, 1892 PCC&StL Railway Executive Committee authorizes building new stockyards at Columbus on its own property, as the Norfolk & Western Railroad has purchases the ground occupied by the old stockyards. (MB)
- July 21, 1892 Indianapolis & Vincennes Railroad adopts location of Stinesville Extension of Gosport Branch in Monroe County. (MB)
- July 21, 1892 Sugar refiner and former PRR director Edward Collings Knight (1813-1892) dies at Cape May, N.J.. (RyW)
- July 22, 1892 A number of night employees of the PCC&StL strike at Richmond, Ind. (RRGaz)
- July 23, 1892 Robert H. Coleman, in Europe, submits his resignation as Pres. of the Cornwall & Lebanon Railroad; replaced by Archibald Rogers. (Guide)
- July 23, 1892 Russian-born anarchist Alexander Berkman (1879-1936), who has no

connection with the Amalgamated Association, shoots and stabs Henry Clay Frick in his office in retaliation for the Homestead Strike; Frick is only wounded, and the attack turns public opinion against the strikers; at the same time, Andrew Carnegie refuses to forgive Frick for tarnishing his image and begins pushing him out of his companies. (EAH, Seely, Paskoff ed)

- July 25, 1892 Columbian Passenger Committee, organized several months ago to make arrangements for next year's World's Fair traffic, has so far failed to get an agreement; the western roads want low rates and the eastern ones do not. (NYT)
- July 26, 1892 *New York Times* reports that A.A. McLeod has arranged to land ferries from the CNJ terminal in Jersey City at the Staten Island ferry house at Whitehall Street; in this way, B&O passengers would have direct access to all the city's elevated railways, whose common terminal is directly connected to the ferry house; the CNJ is to build two fast boats for this service; the subsequent depression delays implementation of this plan until 1897. (NYT)
- July 27, 1892 New York Railroad Commissioners approve request of LIRR for construction of interlocking at crossing of Flatbush Avenue and Manhattan Beach Division at East New York and end of absolute stop to permit running expresses to Manhattan Beach. (NYState)
- July 27, 1892 Fire destroys Atlantic City Railroad's freight station at Camden. (RRGaz)
- July 27, 1892 Reading and Philadelphia Belt Line Railroad release contractors from building between Queen & Callowhill Streets. (Rdg)
- July 28, 1892 Central New England & Western Railroad and Poughkeepsie Bridge Company merge to form Philadelphia, Reading & New England Railroad under agreement of July 15, 1892; runs from Campbell Hall/Maybrook to Silvernails; A.A. McLeod, Pres.; assumes the lease of the Hartford & Connecticut Western Railroad. (ICC, Rdg, NHCorp)
- July 29, 1892 The treasures given to Capt. R.W. Sargent of the *Indiana* and other workers for the Philadelphia Russian Relief Committee are displayed in the window of Bailey, Banks & Biddle, jewelers and silversmiths. (NYT)
- July 30, 1892 *Commercial & Financial Chronicle* reports that J. Pierpont Morgan and William Rockefeller have completed the purchase of New England Terminal Company bonds from F.H. Prince & Co. and have forced out the old New York & New England Railroad directors. (C&FC)
- July 31, 1892 PRR begins examinations of telegraphers on the parts of the operating rules governing rights of trains, flagging, etc. (RRGaz)

- July 31, 1892 Future Alleghany Corporation Chairman Allan Price Kirby (1892-1973) born at Wilkes-Barre, Pa.; son of Frederick Morgan Kirby, a co-founder of the F.W. Woolworth dime store chain, and Jessie Owen Kirby. (WwasW, ancestry)
- Aug. 1, 1892 PRR committee adopts new plan for Broad Street Station submitted by Furness, Evans & Co.; scheme is to first build new Adams Express Company building at 17th Street; then remove old Adams building at 16th Street; add four tracks to passenger station, and expand yards between 17th Street and the Schuylkill River. (MB, RyW)
- Aug. 1, 1892 Cambria & Clearfield Railroad opens from Brubaker Jct (Garway) to Ebensburg Jct. (Kaylor) via Patton, completing a third line into Clearfield coal field from Cresson, Pa.; operated as part of Altoona Division. (Val, AR)
- Aug. 1, 1892 Ebensburg & Cresson Branch transferred from Pittsburgh Division to Altoona Division; Cambria & Clearfield from La Jose to Mitchell's Mines and Cush Creek Branch from McGees to Glen Campbell transferred from Middle Division to Altoona Division. (MB)
- Aug. 1, 1892 Pittsburgh Division freights begins running into new eastbound classification yard east of 4th Street, Altoona; No. 2 track placed in service as northbound main between "AY" (29th Street - Alleghany Furnace) and 17th Street, Altoona. (Snyder)
- Aug. 1, 1892 Minersville Branch opens from Pottsville to Primrose, Pa., (7.49 miles), site of the Lytle Coal Company breaker, on the Schuylkill Division. (Val, AR, RRGaz)
- Aug. 1, 1892 Revenue service begins on extension of Williamsburg Branch from Carlisle to Mt. Etna on Altoona Division. (Snyder)
- Aug. 1, 1892 Curwensville & Tyrone RPO extended to Grampian & Tyrone RPO. (Kay)
- Aug. 1, 1892 New Organization in Lines West Traffic Dept.: William Stewart (1833-1914) appointed to new office of Freight Traffic Manager for Lines West; aided by Charles L. Cole, General Freight Agent-Northwest System, and Daniel T. McCabe (1849-1931) as General Freight Agent- Southwest System at Columbus, office of Division Freight Agents created on each division, along with an Assistant to the First VP at Chicago (Edward B. Wall) to handle interchange matters and traffic from the impending World's Fair. (MB, AR)
- Aug. 1, 1892 Reading voting trust expires and control returned to stockholders. (RyW)

- Aug. 1, 1892 Reading leases Philadelphia, Reading & New England Railroad from Delaware & New England Company; Philadelphia, Reading & New England Railroad leases Dutchess County Railroad running from Poughkeepsie to Hopewell Jct. (Rdg)
- Aug. 1, 1892 Northampton County Court denies dissident stockholders' application for Lehigh Valley Railroad receiver. (RyW, NYT)
- Aug. 1, 1892 Western Maryland Railroad opens the Potomac Valley Railroad from P.V. Jct. near Williamsport, Md., to Cherry Run, W.Va., on the B&O for freight traffic. (Killough, RyRegister)
- Aug. 3, 1892 Pittsburgh steel-maker Henry W. Oliver leases the Missabe Mountain Mine in the central Mesabi Range from the Merritt family. (Walker)
- Aug. 4, 1892 New double-screw ferry *Washington* placed in service at New York; second PRR two-deck ferry. (AR)
- Aug. 4, 1892 Sandusky & Columbus Short Line Railway and Nickel Plate agree for crossing and joint passenger station at Bellevue, Ohio. (Church)
- Aug. 5, 1892 Standard Ore Company incorporated by Henry W. Oliver, to which he assigns his lease of the Cincinnati Mine in the Mesabi Range. (Walker)
- Aug. 7, 1892 Princeton Jct., N.J., station destroyed by fire; replaced in 1893. (AR)
- Aug. 7, 1892 Former PRR ferry *Shackamaxon*, now on the run between the Barge Office at the Battery and Ellis Island, collides with the Old Dominion Steamship Company's *City of Columbia*. (NYT)
- Aug. 9, 1892 *Hibiscus*, *Gladiolus*, *Columbine* and *Clematis*, four of six new Pullmans for the *Pennsylvania Limited*, exhibited in Broad Street Station; are standard Pullman colors of dark olive and gold (i.e., implies PRR Pullmans were not Tuscan red at this point). (Pub Ldgr)
- Aug. 9, 1892 VP Frank Thomson and staff leave Broad Street Station on a four-day inspection tour of Lines East. (PubLdgr)
- Aug. 10, 1892 Terre Haute & Indianapolis Railroad Board reports that because of the opposition of the 5% Consolidated First Mortgage bonds, the plan to extend the 7% bonds at 4½% has been abandoned. (MB)
- Aug. 11, 1892 Hudson Tunnel Railway bondholders meet in London; because of default, appoint a trustee to reorganize the company. (RRGaz)
- Aug. 11, 1892 Toledo Riverside Railway incorporated in Ohio; builds (n.d.) from Toledo

Railway & Terminal Company at Consaul Street to 35-acre dock property on the Maumee River. (Church, C&C)

- Aug. 11, 1892 Big strike of yardmen of the Switchmen's Union of North America begins on the Lehigh Valley Railroad and the New York, Lake Erie & Western Railroad at Buffalo; men were frustrated that they did not receive their prior 11 hours pay for 10 hours of work under the new state 10-hour law and the fact that the "Buffalo Scale" is over 10% less than the "Chicago Scale." (Loree, RRGaz)
- Aug. 14-15, 1892 Buffalo yardmen's strike is marked by violence and incendiarism at the Lehigh Valley Railroad yards; freight cars are set on fire and freight and passenger trains derailed; on the 14th, 40 sheriff's deputies surrender to the mob, and the militia is called out; incoming passenger trains are stopped and searched for strikebreakers. (RRGaz, Loree)
- Aug. 15, 1892 Last trip of through PRR coach between Philadelphia and Gettysburg on trains No. 63-66. (RyW)
- Aug. 15, 1892 Second track opens on PFW&C between Louisville and Canton. (RyW)
- Aug. 15, 1892 West Shore Railroad establishes new ferry between Weehawken and Franklin Street and ends use of PRR's 13th Street ferry station. (RyW)
- Aug. 15, 1892 Switchmen's strike spreads to Sayre on the Lehigh Valley Railroad. (Loree)
- Aug. 1892 A.A. McLeod diverts Lehigh Valley Railroad coal bound for the NY&LB from the PRR to the CNJ; diverts Reading coal bound for central and western New York from the PRR to the LV. (RRGaz)
- Aug. 1892 PRR standard track gauge restored from 4'-9" to 4'-8½".
- Aug. 1892 PRR develops new, longer coach at Altoona; 3 feet longer with vestibules and 32 seats. (RyW)
- Aug. 1892 Washington Southern Railway begins construction of the Rosslyn Branch from the south end of the Long Bridge to Arlington National Cemetery; are to build another branch to Mount Vernon for tourist traffic. (RyW)
- Aug. 1892 A syndicate, including Pres. George W. Saul, M.W. Barse, and H.B. Moorhead of the Ohio Southern Railroad, is formed for the purpose of buying control of the Cleveland, Akron & Columbus Railway; they send an agent to Amsterdam to try to buy the \$4 million in stock held there for 20-40, but he finds the stock is locked up in an investment trust (the Maatschappij tot Beheer van het Administratisekanteer van Amerikaansche Spoorwegwaarden Opgericht door Wertheim & Gompertz, Westendorp &

Co. en F.W. Oewel) and cannot be transferred to the U.S.; the trust will only sell trust certificates and retains the right to vote the stock. (NYT)

- Aug. 1892 NYC&HR buys the Mohawk & Malone Railway built by W. Seward Webb (1851-1926). (RyW)
- Aug. 1892 A. J. Cassatt sails for Europe, sparking rumors that he intends to seek aid from the English stockholders in unseating Pres. George B. Roberts. (RyRegister)
- Aug. 1892 Rumors continue to circulate that Pres. George B. Roberts will retire because of his health and the dissatisfaction of Drexel & Co. with his response to McLeod's Reading Combine; say Roberts wishes Frank Thomson to succeed him. (NYT)
- Aug. 1892 Future PRR civil engineer John F. Murray (1872-1942) joins the PRR as a chainman on the Cambria & Clearfield Division after graduating from Swarthmore College. (PRRBio)
- Aug. 1892 Henry W. Oliver approaches Henry Clay Frick with an offer to sell the Carnegie Steel Company, Limited, a half interest in his Minnesota mining companies in return for a \$500,000 loan; Carnegie balks. (Walker)
- Aug. 1892 W. T. Manning appointed Chief Engineer of the B&O's Baltimore Belt Railroad. (RyW)
- Aug. 1892 Announce that litigation between the non-associated packers and the big packers is settled, and the smaller packers admitted to the Union Stock Yards syndicate; previously, the International Packing & Provision Company of London has agreed to purchase and consolidate the plants of the Allerton Packing Company, John Cudahy, T. E. Wells, J. C. Hatley, Hatley Bros., International Packing Company and Jones & Stiles. (CHTaylor - verify NYT?)
- Aug. 16, 1892 N.Y. State Railroad Commission rules that LIRR must stop at its old Arverne station on protest of residents. (NYT)
- Aug. 16, 1892 Weems Steamboat Company of Baltimore City steamboat *Lancaster* makes trial run prior to going on the Rappahannock River Line. (Holly)
- Aug. 16, 1892 Buffalo switchmen's strike spreads to the NYC&HR, LS&MS, West Shore and all the other railroads entering the city; police and militia try to keep the trains moving; in the evening, a mob attacks the police with stones but is finally driven off with billy clubs and bayonets. (Loree)
- Aug. 16, 1892 Jabez A. Bostwick (1830-1892), formerly with Standard Oil Company and Pres. of New York & New England Railroad, dies of a heart attack while

- trying to put out a fire at his home in Mamaroneck, N.Y. (RRGaz)
- Aug. 17, 1892 Trials of fast Long Island Sound steamer *Richard Peck* of New Haven Steamboat Company; reaches 20.25 MPH; built by Harlan & Hollingsworth of Wilmington, Del. to design of naval architect A. Cary Smith; it regularly outraces the sidewheel Fall River steamboat *Puritan*, formerly considered the fastest on the Sound; later runs on PRR's Cape Charles ferry as *Elisha Lee*. (RyW, Dunbaugh, Tyler)
- Aug. 17, 1892 Buffalo yardmen's strike spreads to the NYC&HR. (RRGaz)
- Aug. 18, 1892 J. Pierpont Morgan, acting for the New Haven, makes a bid of \$3,225,000 for the property of the New England Terminal Company; Charles Parsons of the New York & New England Railroad fails to make a rival bid, and property is sold; total loss to the NY&NE is \$341,000. (NYT, AR)
- Aug. 18, 1892 Buffalo yardmen's strike spreads to the Nickel Plate. (RRGaz)
- Aug. 18, 1892 Harlan & Hollingsworth delivers the fast Sound steamboat *Richard Peck* to the New Haven Steamboat Company. (BethStl)
- Aug. 19, 1892 PRR's George W. Boyd announces that the Columbian Passenger Committee still has not decided upon rates for next year's World's Fair travel; PRR wants a Philadelphia-Chicago rate similar to that for the 1876 Centennial Exhibition, that is, \$25-32 round trip. (NYT)
- Aug. 19, 1892 Quaker City Elevated Company breaks ground at 44th Street & Belmont Avenue in West Philadelphia; franchise runs from Front & Market Streets to Lancaster Avenue and then by 44th Street to Fairmount Park; projects is financed by Vermilye & Co. and August Belmont & Co. of New York. (PubLdgr, RyW)
- Aug. 19, 1892 A.A. McLeod announces that he will place the Lehigh Valley Transportation Company (Buffalo-Chicago) and James J. Hill's Northern Steamship Company (Buffalo-Duluth) under common management, effective Sep. 1, creating a new transcontinental link. (NYT)
- Aug. 20, 1892 There are now 8,000 state militia at Buffalo to 650 strikers. (Loree)
- Aug. 21, 1892 PRR establishes Sunday-only through cars between Camden and Barnegat City via Tuckerton Railroad. (RyW)
- Aug. 22, 1892 Buffalo yardmen's strike spreads to the Western New York & Pennsylvania Railroad, disrupting coal deliveries to the city; by now, 8,000 militia are on the ground. (RRGaz)
- Aug. 24, 1892 Col. Eben C. Smeed (1830-1892), Chief Engineer of the Union Pacific

- Railroad and formerly of the U.S. Military Railroads, dies at Philadelphia, where he is being treated for kidney disease. (RyW, RRGaz)
- Aug. 25, 1892 Upper-deck loading bridges for ferries placed in service at Jersey City Terminal. (FerryDept)
- Aug. 25, 1892 N.J. Chancellor Alexander T. McGill voids Reading's lease of CNJ effective at noon on Aug. 30. (RyW, NYT)
- Aug. 26, 1892 Last militia units leave Buffalo. (RRGaz)
- Aug. 26, 1892 Monmouth Park concludes its 1892 season after 24 days of racing. (NYT)
- Aug. 28, 1892 New York Division duck-under opens at 36th Street in West Philadelphia for New York Division trains to and from Broad Street Station; replaces crossing of Philadelphia Division tracks at grade built in 1876. (AR, RyW)
- Aug. 29, 1892 Reading Pres. A.A. McLeod, acting through George H. Earle, Pres. of the Finance Company of Pennsylvania, contracts with F.H. Prince & Co., Boston bankers, to purchase control of the Boston & Maine Railroad, which is to be leased to the Reading; a total of 24,036 shares are actually purchased. (Rdg AR)
- Aug. 29, 1892 First work train enters Reading Terminal. (RyW)
- Aug. 31, 1892 PRR runs a grain train consisting of Class R No. 263 and 40 cars, from Chicago to Philadelphia without an engine change and without breaking the train. (NYT)
- Aug. 31, 1892 CNJ resumes operations of its own properties after the Court of Chancery invalidates the Reading lease. (Guide, Bogen)
- Aug. 31, 1892 Last deputies are withdrawn from the Buffalo yards. (RRGaz)
- Sep. 1, 1892 Reading lease of CNJ is terminated under the ruling of the N.J. Court of Chancery. (Rdg)
- Sep. 1, 1892 Upper-deck loading bridges for ferries placed in service at Cortlandt Street. (FerryDept)
- Sep. 1, 1892 Grand Rapids & Indiana Railroad passes interest on its 5% General Mortgage bonds; low rates and competition at major junction points have resulted in low earnings. (RyW, RyRegister)
- Sep. 1, 1892 Dayton, Lebanon & Cincinnati Railroad reopens as a standard gauge railroad from Lebanon Jct. to Kirby's, 5 miles south of Lytle; trains run from 3rd Street, Dayton, over the ___. (Guide)

- Sep. 1, 1892 Future PRR VP in Charge of Personnel Robert Valentine Massey (1871-1932) joins the PRR in the Construction Dept. (Mutual)
- Sep. 1, 1892 Lehigh Valley Rail Way Company opens its Buffalo Extension from Geneva to Williams Street, Buffalo, with a branch (Rochester & Honeoye Valley Railroad) to Rochester; withdraws through trains from New York, Lake Erie & Western Railroad between Waverly and Buffalo buy retains trackage rights between Waverly and Elmira; begins two passenger round trips; last Trunk Line to reach Buffalo/Niagara Gateway. (Rdg, RRGaz, AR)
- Sep. 1, 1892 Reading, CNJ, et al., establish Southern States Dispatch cooperative fast freight line to southern points via the N&W at Hagerstown. (Rdg)
- Sep. 1, 1892 B&O and 10 other railroads establish Central States Dispatch freight line running east via connection to Western Maryland at Cherry Run, Reading to Allentown, CNJ to Jersey City, and L&HR to Maybrook gateway to New England; on west runs over CCC&StL (Big Four) between Cincinnati and Chicago. (RRGaz,)
- Sep. 1, 1892 New York & New England Railroad leases the Meriden, Waterbury & Connecticut River Railroad (Waterbury-Cromwell), having outbid the New Haven; requires an 18-mile connection from Andover. (NHCorp, NYT)
- ca. Sep. 1, 1892 NYC&HR completes automatic block signals between New York and Albany. (RRGaz)
- Sep. 2, 1892 Reading notifies the PRR that it will no longer make through rates on anthracite coal, which mostly affects coal coming off the Lehigh Valley Railroad to the Belvidere Delaware Railroad. (RRGaz)
- Sep. 2, 1892 George Vernon (1805?-1892), who ran the first locomotive on the New Castle & Frenchtown and who has been a locomotive engineer with the Camden & Amboy and PRR for 60 years, dies at Bordentown, N.J.. (RRGaz)
- Sep. 3, 1892 Reading system (including Lehigh Valley and CNJ) withdraws joint tariffs with PRR, effective Sep. 12, for through-routing anthracite coal in retaliation for refusal of PRR to follow Reading in raising anthracite rates to \$1.80; a Philadelphia source lays action to PRR's refusal to raise suburban rates on its Schuylkill Division and Chestnut Hill Branch, where Reading had wanted to raise fares to defray the cost of the new Reading Terminal. (NYT)
- Sep. 3, 1892 Work begins on the Chicago Sanitary & Ship Canal which is to replace the

old Illinois & Michigan Canal; the flow of the Chicago River is to be reversed to run from Lake Michigan into the Illinois River so that it will carry Chicago's sewerage and waste from the Stock Yards away to the south and not into Lake Michigan, where the city draws its fresh water. (CHTaylor)

- Sep. 4, 1892 Pioneer 1875 Saxby & Farmer interlocking plant at East Newark Jct. removed for exhibit at 1893 Chicago World's Fair. (Mutual)
- Sep. 7, 1892 Reading Pres. A.A. McLeod appears before N.Y. Senate committee investigating the Reading Combine; describes his plan for selling coal direct to the consumer and eliminating separate retailers. (NYT)
- Sep. 8, 1892 PRR and Furness, Evans & Co. submit architectural plans for Broad Street Station to Philadelphia Buildings Dept.; plans are then sent to bid; plans now calls for a 10-storey block 50 x 57. (Watkins, RyW, PRRMN)
- Sep. 8, 1892 Three days of air brake tests of quick-action brake begin at Karner on the NYC&HR; tests employ 50-car freight trains; competition between Westinghouse and New York Air Brake Companies; tests determine the settings needed to mate equipment from both companies. (RRGaz, WABCO, Trains)
- Sep. 8, 1892 Boynton Bicycle Railroad holds annual meeting; Moody Boynton, Pres.; reports have secured patents for electrical operation. (NYT)
- Sep. 1892 Excavations for enlarged Broad Street Station head house begun at Merrick & Market Streets; George W. Roydhouse, contractor. (RyW - ca. 9/7-10)
- Sep. 10, 1892 Hegewisch plant of the United States Rolling Stock Company turned over to the new United States Car Company to be reopened. (RRGaz)
- Sep. 10, 1892 New Haven leases the Housatonic Railroad and its leased lines, the Danbury & Norwalk Railroad and the New Haven & Derby Railroad, retroactive to July 1. (NHCorp, NYT)
- Sep. 12, 1892 Reading advances coal rates; PRR General Freight Agent William H. Joyce announces that PRR will not raise its rates, so consumers can put all blame on Reading. (NYT, RyW)
- Sep. 12, 1892 Last run of Catskill and Saratoga cars for season. (RyW)
- Sep. 12, 1892 Potomac Valley Railroad opens between Hagerstown and Cherry Run for passenger traffic with an excursion; completes a link between the Reading and B&O which serves as a replacement for the defunct South Pennsylvania Railroad as the Reading's outlet to the southwest. (RRGaz,

Killough)

- Sep. 12, 1892 Pennsylvania Company Executive Committee authorizes additional coal storage tracks on Whiskey Island, Cleveland. (MB)
- Sep. 12, 1892 PCC&StL Railway Executive Committee authorizes the Logansport Cutoff and a new station at Frankton, Ind. (MB)
- Sep. 13, 1892 Mount Holly & Smithville bicycle railroad opens; 2 mile post monorail serves the H.B. Smith bicycle factory; single-person bicycle cars are pedaled, using the rail for guidance. (RRGaz)
- Sep. 15, 1892 William P. Clyde defeats a reform slate for Pres. of the Richmond & West Point Terminal Railway & Warehouse Company; George J. Gould, Charles M. McGhee leave the Board; new members include Thomas Fortune Ryan and John N. Hutchinson; Ryan and his allies William C. Whitney and William L. Elkins have acquired 80,000 shares; they support a Morgan reorganization plan and are later joined by Hamilton McKown Twombly of the Vanderbilt interests. (Klein)
- Sep. 1892 Work begins on the enlargement of Broad Street Station; Frank Furness, architect; new Adams Express and freight stations built at 17th & Market to make room for passenger station expansion.
- Sep. 1892 Former PRR engineer J. Elfreth Watkins resigns from the Smithsonian Institution to prepare the PRR's exhibit for the 1893 World's Columbian Exposition; William M. Hayes, clerk of the Amboy Division is to be assistant to collect historic artifacts and memorabilia. (RyW)
- Sep. 1892 Frank N. Barksdale's "Literary Bureau" is to translate all PRR timetables and brochures into foreign languages and distribute them in Europe and Latin America for anticipated World's Fair traffic; E. I. Roller is appointed South American Passenger Agent at Rio de Janeiro. (RyW, RRGaz)
- Sep. 1892 PRR Maintenance of Way Engineering Association adopts a 100-lb. rail as standard, replacing 90-lb. rail. (PRRMN)
- Sep. 1892 Passaic Branch (ex-Waverly & Passaic Railroad) of New York Bay Railroad extended to Passaic River at Newark, N.J. (C&C)
- Sep. 1892 Liveright Branch of Tyrone & Clearfield Railway opens from Liveright Jct. to terminus (0.97 miles). (Val - ca. 9/92)
- Sep. 1892 Port Reading Railroad opens between present-day Manville, N.J., and Port Reading on the Arthur Kill, giving the Reading its own coal terminal in New York harbor. (Val)

- Sep. 1892 Dutchess County Railroad leased to Philadelphia, Reading & New England Railroad. (RyW - see above)
- Sep. 1892 Mitchell S. Blair surrenders operation of the portion of the standard gauge line of the Lackawanna & Southwestern Railroad between Hornellsville and Wayland as receiver of the Rochester, Hornellsville & Lackawanna Railroad. (RRH 92)
- Sep. 1892 Andrew Carnegie, Henry Clay Frick, and other eastern steelmakers tour the Vermilion and Mesabi Ranges escorted by Samuel Mather, Henry H. Porter and J.H. Chandler of the Minnesota Iron Company; Frick, who had rejected Mesabi ore in 1891, arranges for a carload to be shipped to the Carnegie works for analysis; at first, there are problems using the soft, friable Mesabi ore in blast furnaces that have been constructed for hard ore. (Walker)
- Sep. 16, 1892 PFW&C Railway Executive Committee authorizes the purchase of additional property for the inbound freight yard at Chicago. (MB)
- Sep. 16, 1892 Col. Daniel V. Ahl (1826-1892), former Pres. of the Harrisburg & Potomac Railroad, dies at Newville. (RRGaz, findagrave)
- Sep. 17, 1892 Pres. Nicholas Monsarrat reports to the Cleveland, Akron & Columbus Railway Board that he has been unable to negotiate a lease of the Barberton Belt Line Railroad; Board authorizes construction of an interchange with the Toledo, Walhonding Valley & Ohio Railroad at Brink Haven and interlockings at railroad grade crossings at Warsaw (TWV&O), Mount Vernon (B&O) and Centerburg (T&OC). (MB)
- Sep. 17, 1892 Brotherhood of Locomotive Firemen & Enginemen begins its convention at Cincinnati; Eugene V. Debs resigns as Secretary-Treasurer and calls for the formation of a single railroad union. (NYT, Lindsey)
- Sep. 18, 1892 Washington, Alexandria & Mount Vernon Railway opens an electric trolley line between Alexandria and Mount Vernon; founded by Dr. Griffith E. Abbot (1850-1927). (Merriken)
- Sep. 18, 1892 William Robinson (1827?-1892), former General Superintendent of the Buffalo, New York & Philadelphia Railway, dies at Silver Creek, N.Y. (RRGaz)
- Sep. 19, 1892 Week-long encampment of Grand Army of the Republic begins at Washington, D.C.; PRR offers excursion tickets at half price. (RyW)
- Sep. 19, 1892 Future aeronautical engineer Alfred Adolph Gassner (1892-1959), who will help develop Robert R. Young's Train "X" in the late 1940s, born in

- Vienna, Austria; he will become a U.S. citizen in 1923. (ancestry.com)
- Sep. 20, 1892 United States Pipe Line Company incorporated in Pa. by independents, including Lewis Emery, Jr., to build from the Oil Region to the New York area. (Williamson/Daum)
- Sep. 21, 1892 Pres. George B. Roberts, A. J. Cassatt and Sutherland M. Prevost return from Europe on the *City of Paris*; met in New York Bay by large delegation of PRR officers on excursion steamboat *Sirius*; *Sirius* later transfers Roberts and party to catch special train in Jersey City, escorted by a large part of the PRR's navy with flags flying. (NYT)
- Sep. 21, 1892 Second section of eastbound *Philadelphia Express* and second section of westbound *Pacific Express* collide head-on at passing siding at Rheems, Pa.; one killed. (NYT)
- Sep. 21, 1892 *Chicago Express* No. 8 collides with the first section of a freight train that pulls out of a siding directly in front of it at Shreve, Ohio, 13 killed. (NYT)
- Sep. 21, 1892 Rumors of a new agreement by the Trunk Line presidents, now that the old agreement brokered by J. Pierpont Morgan has broken down. (NYT)
- Sep. 21, 1892 Washington, Alexandria & Mount Vernon Electric Railway opens between Alexandria and Mount Vernon. (Poors - see above)
- Sep. 22, 1892 Long Island Railroad Company, North Branch organized at New York; W. H. Blood, Pres. (C&C)
- Sep. 22, 1892 Engleside Railroad Company incorporated to build an industrial spur in North Philadelphia. (Val)
- Sep. 22, 1892 Last rail laid on Norfolk & Western Railroad's Ohio Extension near Lenore, W.Va., completing line between Bluestone Jct. and Kenova; bridge over Ohio River at Kenova had opened in Nov. 1891; N&W is now complete to Portsmouth and Columbus, Ohio; first inspection train from Bluefield passes on Sep. 24-25. (NYT, Lambie)
- Sep. 22, 1892 Reading Pres. A.A. McLeod has confidential meetings with J. Pierpont Morgan and J. Rogers Maxwell at New York. (NYT)
- Sep. 23, 1892 Long Island Railroad Company, North Shore Branch absorbs Smithtown & Port Jefferson Railroad under agreement of Sep. 22, 1892. (C&C, NYState)
- Sep. 23, 1892 Millionaire refrigerator car inventor James H. Wickes (-) dies when he falls out of a window in Detroit and breaks his neck. (NYT)

- Sep. 24, 1892 Last runs of passenger service between Sodus Point and Lake Shore on the Elmira & Canandaigua Division of the Northern Central Railway; passenger trains thereafter terminate at Sodus Point. (Guide)
- Sep. 24, 1892 PCC&StL Railway signs a new agreement with the Pittsburgh & Lake Erie Railroad for the joint management of the Pittsburgh, Chartiers & Youghioghenny Railway, creating the post of VP for the PC&Y. (MB)
- Sep. 24, 1892 Lackawanna & Southwestern Railroad sold at foreclosure to Frank Sullivan Smith acting for Maj. John Bryne of New York and four others, in spite of last-minute injunction obtained by former receiver George D. Chapman; they also purchase privately all the outstanding judgements against the company for \$151,000; control by Chapman and Clark, Post & Martin interests ends. (RRH 92)
- Sep. 27, 1892 Special committee of the N.Y. State Senate reports on the Reading Combine; recommends annulling the franchise of the Lehigh Valley Railroad in New York and orders the Attorney General to sue the Combine. (RRGaz, NYT)
- Sep. 28, 1892 John E. Davidson appointed VP of the Pittsburgh, Chartiers & Youghioghenny Railway, a new post created under the agreement between the PCC&StL Railway and Pittsburgh & Lake Erie Railroad. (MB)
- Sep. 1892 Rumors continue that Pres. Roberts has agreed to resign but prefers to be succeeded by William H. Barnes or James McCrea, the latter because he has the physique to withstand the stress of the office. (RyRegister)
- Sep. 29, 1892 Henry W. Oliver incorporates the Oliver Mining Company to which he assigns his lease of the Missabe Mountain Mine in the Mesabi Range; Henry Clay Frick takes a 50% interest for Carnegie Brothers & Co., Ltd. (Walker, Bowlus - Paskoff ed has 9/18)
- Sep. 30, 1892 West Jersey Railroad Board approves the extension of the Salem Branch to the new Alvin Glass Company factory. (MB)
- Sep. 30, 1892 West Jersey Railroad files the location of Branch No. 1 of the Salem Branch with the Secretary of State. (MB)
- Sep. 30, 1892 Former PRR director John M. Kennedy (1806-1892) dies at Bryn Mawr. (RyW)
- Sep. 30, 1892 Cleveland, Akron & Columbus Railway Executive Committee reports that the New York, Lake Erie & Western Railroad now agrees to joint transfer tracks at Akron; authorizes building transfer tracks with the Barberton Belt Line Railroad; approves a contract with the Columbus Connecting & Terminal Railroad (N&W) to build a parallel track on the CA&C right of

way for 2,500 feet to reach the Columbus Union Depot, to be operated as a joint, two-track line, with the N&W to build the Tower. (MB)

- Sep. 31, 1892 PRR begins removing two eastbound tracks at Elizabeth, N.J., as first step in track elevation. (RyW)
- Oct. 1, 1892 Terre Haute & Indianapolis Railroad leases Terre Haute & Peoria Railroad after acquiring majority of stock through W.R. McKeen; becomes Peoria Division of TH&I, I.H. Burgoon, Superintendent; section between Hervey City and Decatur Jct. owned and operated jointly with Peoria, Decatur & Evansville Railway (later part of Illinois Central). (Church, RyW)
- Oct. 1, 1892 PCC&StL Railway contracts with Ohio & Mississippi Railway for joint use of passenger station at North Vernon, Ind. (Church)
- Oct. 1, 1892 Wabash Railroad increases the annual rental of the Eel River Railroad. (MB)
- Oct. 1, 1892 Richard J. DeLong (1854-) promoted to Chief Clerk of the Advertising Dept. (PRRBio)
- Oct. 2, 1892 New alignment opens between Charlestown and Principio on Maryland Division of PW&B; Principio station moved and enlarged. (AR)
- Oct. 3, 1892 Norwich & Worcester Railroad and New London Northern Railroad open Norwich Union Station. (Farnham)
- Oct. 5, 1892 Samuel Rea presents report on New York terminals studying five options: 1) separate rapid transit system between Exchange Place and Brooklyn as supported by Austin Corbin (\$6.5 million), 2) completing 1874 tunnels to Christopher Street with cable power, 3) George B. Roberts's idea of floating passenger trains by car ferry to 42nd Street & 11th Avenue with a terminal station connected to NYC&HR's 11th Avenue line and proposed LIRR tunnel from Long Island City, 4) scheme of A.J. Cassatt for line leaving PRR south of Rahway with a tunnel under the Narrows and railroad around Brooklyn and bridge to a station at Madison Avenue & 37th Street, and preferred solution 5) high-level bridge over Hudson River near 23rd Street with Union Station at 25th Street & 6th Avenue. (Rea, ASCE) (Bezilla says favored bridge as elect. locos used in London Underground too light - SR in AJC 32/23 notes plan 4 anticipated LIRR joining with NY&NE, then independent, to bridge Hell Gate)
- Oct. 7, 1892 Salem, N.J., passes an ordinance permitting the West Jersey Railroad across the west end of West Broadway and the head of the city dock and across Tilbury Avenue to near the bridge over the canal. (MB)
- Oct. 1892 Sandusky & Columbus Short Line Railway runs an excursion from

Sandusky to Attica, its first train south of Bellevue. (RRGaz)

- Oct. 8, 1892 Pres George B. Roberts gives interview with *Railway World* remarking favorably on the British system of calculating terminal charges separate from rates; recommends this as a solution to long haul-short haul problem, i.e., have government mandate a uniform ton-mile rate but with terminal charges added on; government should also regulate rates so they are not too low. (RyW)
- Oct. 8, 1892 Double track opens between Tuscarawas and Port Washington (6.87 miles) on the PCC&StL Railway. (AR, C&C)
- Oct. 8, 1892 Baltimore & Ohio Connection Railroad opens linking the Chicago, Rock Island & Pacific Railway with the Chicago Central Railway. (AR)
- Oct. 9, 1892 PRR shifts track from the north side to the south side of Huntingdon station to eliminate curves and a grade crossing. (RRGaz)
- Oct. 10, 1892 Furness, Evans & Co. submits revised plans for Broad Street Station; majority of PRR committee holds upper part is too ornate and orders simplified roof and towers. (MB)
- Oct. 10, 1892 *Philadelphia Press* publishes a perspective view of Broad Street Station and description of new facilities; this is the rejected version with elaborate roof turrets in the center of the Broad and Market Street facades. (PhilaPress)
- Oct. 10, 1892 Susquehanna Coal Company authorizes purchase from Stickney & Conyngham of unexpired lease of William Penn Colliery from Girard Estate; also their contracts for the sale of the output of A.S. Van Wickle & Co.'s Milnesville Colliery near Hazleton, the Delaware & Hudson Canal Company's __ Colliery, the East Boston Colliery, and the Kingston Coal Company's colliery. (MB)
- Oct. 10, 1892 Mineral Railroad & Mining Company Board authorizes a new opening at the Luke Fidler Colliery. (MB)
- Oct. 10, 1892 Northern Central Railway opens second track between Mahantango and Georgetown near Sunbury. (RRGaz)
- Oct. 10, 1892 Summit Branch Railroad authorizes the construction of a new breaker for white ash coal at Williamstown. (MB)
- Oct. 10, 1892 Cleveland, Akron & Columbus Railway Executive Committee authorizes the construction of a transfer yard with the Cleveland, Lorain & Wheeling Railroad at Warwick to expedite the movement of Lake Coal from the CA&C to Lorain. (MB)

- Oct. 11, 1892 Official PRR fall inspection train leaves Philadelphia for circle tour of Lines West, including stop in Chicago for World's Columbian Exposition dedication. (NYT)
- Oct. 12, 1892 Over two days, PRR carries over 60,000 passengers from New York to Chicago to participate in "Columbian Week" celebration. (Watkins)
- Oct. 12, 1892 American Railway Association adopts a Code of Car Service Rules. (ARA, Loree)
- Oct. 13, 1892 U.S. Postmaster General John Wanamaker grants mail subsidies to the new American Line (New York-Southampton) and Red Star Line (New York-Southampton-Antwerp) effective Mar. 1893. (Flayhart)
- Oct. 13, 1892 PCC&StL opens coal-drilling track between Midway and Oakdale on Pittsburgh Division, eliminating 23 mine connections to main track. (AR)
- Oct. 13, 1892 Last state militia leave Homestead, Pa. (Standiford - verify)
- Oct. 14, 1892 Austin Corbin, et al., apply to the New York Sinking Fund Commissioners for permission to occupy Blackwell's Island and the Manhattan shore at 64th Street with their proposed bridge for the LIRR. (NYT)
- Oct. 14, 1892 Pennsylvania Canal Company sells Lock Haven Dam and 2.25 miles of canal to Dunnsburg, abandoned since flood of 1889, to Philadelphia & Erie Railroad. (AR)
- Oct. 14, 1892 American Railway Association adopts standards for heating passenger trains. (ARA)
- Oct. 15, 1892 Samuel Rea presents report to Pres. George B. Roberts on his examination of London Underground railroads; describes tunneling with shields invented by James H. Greathead (1844-1896) and electric locomotives; suggests system for rapid transit line (not a main line railroad) between Jersey City, New York and Brooklyn. (Rea)
- Oct. 15, 1892 Reading Pres. A.A. McLeod begins unauthorized withdrawals of Reading securities from company treasury to use as collateral for his New England stock purchases; by Dec. 1892 withdraws \$842,000 in bonds. (Rdg AR)
- Oct. 1892 PRR completes installation of electric ventilating fans at the B&P Tunnels in Baltimore. (RRGaz)
- Oct. 1892 PRR runs speed tests on New York Division using its own Class K, the English locomotive No. 1320, a Schenectady cross-compound 4-6-0 No. 1503, and Baldwin Vauclain compound 4-4-0 No. 1510; each runs with

two cars from Jersey City; the Class K reaches 79 MPH, and the Schenectady locomotive 72 MPH, with the other two noticeably slower. (PRRMN)

- Oct. 1892 Altoona Machine Shops turns out No. 1515, first Class T (later D15) Lindner cross compound, with 84-inch drivers; designed by Theodore N. Ely for fast running between New York and Philadelphia with trains of 500 tons at 60 MPH; has 6-wheel British-type tender. (RyW, Lovell, PRRMN, AltoMirror)
- Oct. 1892 PRR donates 3rd Street Methodist Church property in Camden for use as a railroad YMCA. (PRRMN)
- Oct. 1892 PRR, B&O and Reading agree to abolish elevator and floating charges on grain shipments to Philadelphia and Baltimore. (RRGaz)
- Oct. 1892 PRR begins surveys between Girardville and Mount Carmel to replace the Lehigh Valley Railroad, now part of the rival Reading system. (RRGaz)
- Oct. 1892 Firemen on Lines West demand an increase, which the company refuses. (Loree)
- Oct. 1892 NYC&HR is replacing 80-lb. rail on its New York-Albany main line with 100-lb. rail. (RyW)
- Oct. 17, 1892 150 marines from the Brooklyn Navy Yard leave for Chicago World's Columbian Exposition ceremony via PRR special train. (NYT)
- Oct. 17, 1892 PRR clears all Washington freight yards to make room for passenger traffic to the Grand Army of the Republic convention. (RRGaz)
- Oct. 18, 1892 PRR operates three specials of finest vestibuled Pullman equipment between Washington and Chicago for formal dedication ceremonies for World's Columbian Exposition, one for Cabinet consists of compartment car *Raleigh*, diner *Continental*, compartment car *Ideal*, drawing room car *Dante* and observation *Lybaras*; one for Supreme Court consists of combine *Esperanza*, sleepers *Longfellow* and *Cervantes* and diner *Lafayette*; one for diplomatic corps consists of combine *Anthony*, diner *Magdalene*, sleepers *Schiller*, *Bulwer* and *Narcissus*, combine *Superb* and observation car *Alroy*; cars are selected by VP Frank Thomson. (RyW, NYT)
- Oct. 18, 1892 Turtle Creek Valley Railroad opens between Murraysville and point 0.62 mile east of Export, Pa., on Pittsburgh Division. (Val)
- Oct. 18, 1892 PRR General Manager's fall track inspection trains leave Pittsburgh for Jersey City. (PRRMN)

- Oct. 18, 1892 N.J. Attorney General John P. Stockton files for a receiver for the CNJ. (NYT)
- Oct. 18, 1892 Rochester, Hornellsville & Lackawanna Railroad sold at foreclosure of prior mortgage to J. Taylor Gause (1823-1898) of Harlan & Hollingsworth and Charles Adsit of Hornellsville, finally eliminating the Clark, Post & Martin and George D. Chapman interests; Gause and Adsit hold the property as tenants in common; Adsit then sells his half interest to John Byrne of New York and Frank Sullivan Smith of Angelica. (RRH 92)
- Oct. 18, 1892 American Telephone & Telegraph Company opens first long-distance telephone between New York and Chicago. (RRGaz)
- Oct. 18, 1892 The Maria H. Hotchkiss School, a private boarding school for boys, opens at Lakeville, Conn.; it is founded by Maria Harrison Bissell Hotchkiss (1827-1901), the widow of Benjamin B. Hotchkiss (1826-1885), the inventor of the Hotchkiss machine gun, with the assistance of Yale Pres. Timothy Dwight, and serves as a preparatory school for Yale, it is renamed The Hotchkiss School in 1927. (hotchkiss.org, wiki, ConnCorps)
- Oct. 19, 1892 Henry Clay Frick makes Charles M. Schwab (1862-1939) General Superintendent of the Homestead Works; Schwab has earned a reputation for efficiency and keeping the men in line at the Edgar Thomson Works. (Warren)
- Oct. 19, 1892 Four-day celebration begins at Chicago for the dedication of the World's Columbian Exposition site; 150,000 carried to the site in Jackson Park; over three days, the PRR carries 7,413 passengers to Chicago, or three times the normal amount; Erie carries 10,113, B&O 5,550, and Michigan Central 11,200. (RyW, RRGaz)
- Oct. 19, 1892 "Columbian Week" celebrations at New York end and crowds depart; PRR's Jersey City Terminal handles 90,000 passengers on Oct. 19-20, or three times normal amount. (RyW)
- Oct. 19, 1892 Grand Army of the Republic convention begins at Washington; 131 trains arrive over the PRR from the north; 4 temporary tracks and platforms added to the Baltimore & Potomac station; 116 sleeping cars stored in freight yards. (RRGaz)
- Oct. 20, 1892 Civic celebration is held to mark the beginning of construction of the World's Columbian Exposition. (Guide)
- Oct. 20, 1892 Tunnel No. 6 widened for double track on Pittsburgh Division of PCC&StL. (AR)

- Oct. 21, 1892 As part of the directors' inspection trip over the New York Division, a speed trial is held between Jersey City and just east of Newark with Webb compound No. 1320, Schenectady simple 4-4-0 No. 1504, Vauclain compound No. 1510 and standard Class K No. 340, each hauling two cars; No. 340 is fastest at 75 MPH, and Webb compound No. 1320 is slowest at 55.3 MPH. (Westing)
- Oct. 21, 1892 Formal dedication of World's Columbian Exposition site is held at Chicago. (RyW, Guide)
- Oct. 22, 1892 Military celebration marks the closing of the World's Columbian Exposition ceremonies. (Guide)
- Oct. 1892 Boston & Maine operates *Washington Express* with through sleeper between Boston and Washington via Reading and B&O. (RRH - verify - see 1893!)
- Oct. 1892 Severe drought hits southeastern Pennsylvania; PRR is forced to haul river water from Harrisburg to Altoona, etc. (CCHS)
- Oct. 23, 1892 Three PRR specials return to Washington from World's Columbian Exposition dedication. (NYT)
- Oct. 24, 1892 A.A. McLeod meets with representatives of the Boston & Maine Railroad in New York and closes a deal to gain control. (NYT)
- Oct. 24, 1892 Collis P. Huntington sells the Louisville, New Orleans & Texas Railroad to the Illinois Central Railroad for \$25 million, ending his attempt to link the Chesapeake & Ohio and the Southern Pacific to form a transcontinental line. (Stover)
- Oct. 24, 1892 Future PRR operating official Hans Harold Haupt (1892-) born in Cassel, Germany; son of Paul Haupt (1858-1926) and Minnie G. Haupt (1865-1926). (ancestry.com)
- Oct. 25, 1892 National Storage Company Board hears report that litigation with PRR over Waldo Avenue Yard tunnel has been decided in its favor; however, PRR ties up case on appeals for another three years. (MB)
- Oct. 25, 1892 Reading Pres. A.A. McLeod, again acting through George H. Earle, authorizes purchasing stock control of the New York & New England Railroad through Ervin & Co.; total of 32,000 shares purchased and vested in Earle as trustee. (Rdg AR)
- Oct. 26, 1892 A.A. McLeod elected Pres. of Boston & Maine Railroad, replacing Frank Jones (1832-1902), who becomes Board Chairman and VP; McLeod replaces William T. Hart as a B&M director; on the same day, announce

- that Reading has secured control of the New York & New England Railroad. (NYT, RyW)
- 1892 Pres. Roberts approves the scheme of a tunnel under the Narrows and a bridge across the East River, providing it is for small rapid transit cars and turns further studies over to his Assistant, Samuel Rea.
- Oct. 1892 PRR acquires control of American Contract & Trust Company.
- Oct. 1892 LIRR completes double track between Jamaica and Babylon on (Atlantic Branch?)
- Oct. 27, 1892 PRR closes the two eastbound tracks between North Elizabeth and Bayway to begin the track elevation through Elizabeth. (RRGaz)
- Oct. 27, 1892 William E. Lockwood offers PRR the use of the locomotive *Henry F. Shaw*, which supposedly consumes its sparks and bituminous coal smoke; Road Committee refers to General Manager Charles E. Pugh. (MB)
- Oct. 28, 1892 PRR fall inspection trains return to Broad Street Station; Pres. Roberts comments to the press, "There was never a time in the history of the road when things were going smoother." (NYT)
- Oct. 30, 1892 Lehigh Valley Railroad defies courts and begins replacing a temporary trestle with a permanent iron bridge over Brown Place, an unopened street in the Greenville section of Jersey City in its bid to extend its own tracks to Communipaw; LV and National Docks Railway were vying to occupy the location; police arrive and arrest three LV foremen. (NYT)
- Oct. 30, 1892 Jersey City-Louisville sleeper added to *F.F.V. Limited* on Chesapeake & Ohio Railway. (PassDept)
- Oct. 30, 1892 Norfolk & Western Railroad's Ohio Extension opens for through passenger service. (RRGaz)
- Oct. 31, 1892 Third track opens between Valley Creek and Downingtown on Philadelphia Division. (AR)
- Oct. 31, 1892 New Haven's contract with Wagner Palace Car Company expires, and it begins operating its own express via the Shore Line for through Boston-Washington cars. (NH AR)
- Fall 1892 John King, then Pres. of the New York, Lake Erie & Western Railroad, calls B&O Pres. Charles F. Mayer to New York to discuss the disturbed state of rates; King urges trying to get pooling legalized by the ICC. (Wheeler)

- Fall 1892 B&O begins running its passenger trains for Chicago over the Pittsburgh & Western Railway. (RyRegister - verify)
- Late 1892 B&O ceases using the terminal facilities of the PCC&StL Railway at Chicago. (AR)
- Nov. 1, 1892 PRR Board approves exhibiting the portrait of J. Edgar Thomson at the World's Columbian Exposition. (MB)
- Nov. 1, 1892 Bell's Tunnel at Greer, Pa., on the Chartiers Branch opens for double track; not completely lined until 1895. (AR, C&C)
- Nov. 1, 1892 New Haven assumes operation of Housatonic Railroad, Danbury & Norwalk Railroad, and New Haven & Derby Railroad under lease of July 1, 1892. (Circ)
- Nov. 1, 1892 New Haven begins supplying its own parlor and sleeping cars on the Shore Line after the Wagner contract expires. (RRGaz)
- Nov. 1, 1892 Boston & Maine Railroad denies rumors of any plan of alliance with the New York & New England Railroad. (NYT)
- Nov. 1, 1892 Ohio Extension of the Norfolk & Western Railroad opens for revenue service over its entire length from Powhatan, W.Va., to Columbus, Ohio. (AR)
- Nov. 1, 1892 First regular shipment of iron ore from the Mesabi Range passes over the Duluth, Missabe & Northern Railway and Duluth & Winnipeg Railroad from the Mountain Iron Mine to the D&W ore dock at Allouez Bay in Superior; the road has been built by the Merritt family; during the rest of the season, the Mountain Iron Mine ships 4,245 tons, all consigned to Oglebay, Norton & Co. of Cleveland; the Mesabi Range ships 7.8 million tons in 1900 and 29.2 million tons in 1910. (Walker, Warren)
- Nov. 1, 1892 John B. Large (1846-1892) dies at Philadelphia. (isc.temple.edu)
- Nov. 3, 1892 Local judge rules that Brown Place is not a legal street and dismisses charges against Lehigh Valley Railroad; LV completes bridge. (NYT)
- Nov. 6, 1892 Ohio River Railroad opens own line to Huntington, W.Va. (RRGaz)
- Nov. 7, 1892 Thomas F. Ward conveys former Central Railroad Company of Long Island track from Lawrence Street, Flushing, to Creedmoor (5.37 miles) to Charles M. Reynolds. (Val, NYState, C&C)
- Nov. 7, 1892 Crescent Pipe Line Company opens a 271-mile pipeline from the oil fields southwest of Pittsburgh to the Crescent Oil Company, Limited's refinery

at Marcus Hook, despite obstacles thrown up by the Standard Oil Company and PRR; the Mellon family's five companies now constitute the largest independent oil operation in the state; by 1894, the Mellon companies are accounting for 10% of U.S. oil exports. (Williamson/Daum, Cannadine)

- Nov. 8, 1892 Democrat Grover Cleveland (1837-1908) is elected Pres. over Republican incumbent Benjamin Harrison, becoming the only Pres. to serve non-consecutive terms; Illinois Democrat Adlai E. Stevenson (-) is elected VP; the new Populist Party campaigns on a platform of free silver and nationalization of the railroads and gets 8.5% of the popular vote; in New Jersey, Cleveland's coattails brings in many representatives of big city bosses who support racetrack gambling. (Ratner, Strouse, Sackett)
- Nov. 9, 1892 PRR Board approves a lease of a lot at 41st & Westminster Streets in West Philadelphia to the PRR Branch of the YMCA for \$1 a year. (MB)
- Nov. 9, 1892 PRR Board authorizes sale of Sang Hollow Extension to Western Pennsylvania Railroad for \$250,000. (MB - Val has begun 11/92 by W.Penn)
- Nov. 9, 1892 Pres. Roberts and directors leave Philadelphia for nine-day tour of Western New York & Pennsylvania Railroad. (RyW)
- Nov. 9, 1892 St. Louis Terminal Railway (the "Inner Belt") incorporated in Missouri to build from McKissock & Grand Avenue in St. Louis to Ivory Station on St. Louis, Iron Mountain & Southern Railway, and from McKissock & Grand Avenue to point on Missouri River near St. Charles. (Church)
- Nov. 12, 1892 Maidstone Dockage & Improvement Company incorporated in N.Y. to operate pier at Sag Harbor in connection with Montauk Steamboat Company, Ltd. (MB)
- Nov. 14, 1892 PRR withdraws its 15 parlor cars used in New York-Philadelphia in favor of Pullman buffet parlor cars; were not enough to be economical as a separate operation; cars are to be converted to coaches. (RyW, RRGaz, CMayCoGaz)
- Nov. 14, 1892 ICC renders a decision in *Independent Producers Association of Titusville and Oil City v. The Western New York & Pennsylvania Railroad Co., et al.*; holds that the contract between the Standard Oil Company and the PRR guaranteeing the latter 26% of the revenue from oil to seaboard is not of the type forbidden by the Interstate Commerce Act, and bringing pipelines and express companies under the Act can only be done by Congress. (Johnson)
- Nov. 14, 1892 Former Adams Express Company Pres. John Hoey (1828-1892) dies at

New York. (RyW)

- Nov. 15, 1892 Benjamin Norton resigns as VP & General Manager of the LIRR under pressure from Austin Corbin; Everett R. Reynolds, who has worked in Corbin's office for 12 years, is named General Manager. (RRGaz, BrklnEgle - Eagle does not give date)
- Nov. 15, 1892 Trunk Line meeting in New York is unable to agree on fares for next year's World's Fair traffic; NYC&HR and West Shore favor special round-trip tickets, while all others favor one-way rates; refer the question to the Trunk Line presidents. (NYT)
- Nov. 1892 Future VP Elisha Lee (1870-1933) joins PRR as a rodman on the Tyrone Division after graduating from MIT. (PRRBio)
- Nov. 1892 Thomas B. Kennedy (1870-1946) returns to Chambersburg, Pa., after two years on the Great Northern Railway and becomes a draftsman on the Cumberland Valley Railroad, of which his father is Pres. (PRRBio)
- Nov. 1892 N.J. Court of Errors & Appeals rejects Edward Randolph Wood's claim to be the sole owner of the Tuckahoe & Cape May Railroad, clearing the way for a foreclosure sale. (CMayCoGaz)
- Nov. 1892 Engleside Railroad opens between 32nd Street and Jefferson Street in North Philadelphia. (Val)
- Nov. 1892 South side of new four-track stone arch bridge at Downingtown placed in service. (CCHS)
- Nov. 1892 Clermont Branch of Baltimore & Potomac Railroad opens between Loudon Park, Md., and Clermont Stock Yards. (see earlier year)
- Nov. 1892 Green Ridge Branch of Shamokin Valley & Pottsville Railroad extended 890 feet to Pennsylvania Breaker near Mount Carmel. (Val - original branch, 1.5 mi. from Sagon Jct. is pre-1865?)
- Nov. 1892 PRR begins testing experimental fast locomotives for 60 MPH running on New York Division; No. 1504 simple 4-4-0 from Schenectady Locomotive Works with 78" drivers; No. 1502 Vaucrain Compound 4-6-0 with 72" drivers from Baldwin; No. 1510 Baldwin Vaucrain Compound 4-4-0 with 78" drivers; No. 1503 two-cylinder compound 4-6-0 from Schenectady with 74" drivers; No. 1320 *John Bull* three-cylinder Webb compound with 75" drivers. (RyW)
- Nov. 1892 Work begins on the Midvale Branch in Philadelphia. (RyW)
- Nov. 1892 New Altoona gravity yard handles 1,800 cars per day; switches are

worked by compressed air; cars are started out of the receiving yard by poling engines but then run by gravity. (RRGaz)

- Nov. 1892 Western Pennsylvania Railroad begins construction of the Sang Hollow Extension eastward from Bolivar to Johnstown to serve the Cambria Iron Company. (C&C)
- Nov. 1892 Lake Shore & Lehigh Valley Fast Freight Line begins operating between Chicago, Philadelphia and New England, via the LV, Reading and New York & New England Railroad. (RRGaz)
- Nov. 16, 1892 Pres. Roberts presides at meeting of Trunk Line presidents; agree that New York-Chicago trains for World's Fair business will charge regular rates if run at 35:00 or less and 20% discount if over 35:00; the actual form of the ticket is left open. (NYT)
- Nov. 17, 1892 "Deacon" William Richardson sells the Atlantic Avenue Railroad Company of Brooklyn, including its South Brooklyn lines, to a syndicate of New York and Philadelphia bankers, including J. & W. Seligman and E.W. Clark & Co., for \$3 million; they plan to convert the horse car lines to electric trolleys; new Pres. is Benjamin Norton, formerly of the LIRR; payment is 125 for par-50 shares, one half payable Dec. 16 and one half on Jan. 16, 1893. (NYT, BrklnEgle, Cudahy - Muir/White says they form Brooklyn Traction Co. as a holding co. - verify Moodys?)
- Nov. 17, 1892 Trunk Line presidents and Central Traffic Association vote to restore both east and westbound freight rates; westbound to be 75 cents per cwt. effective Dec. 1; General Passenger Agents are to meet to set the form of World's Fair tickets. (NYT)
- Nov. 17, 1892 PFW&C Railway Board approves an exchange of land with the Chicago & Western Indiana Railroad at 47th-48th Streets at Chicago; authorizes the purchase of additional property to complete the inbound yard north of 55th Street. (MB)
- Nov. 18, 1892 Turbotville & Williamsport Railroad incorporated in Pa. under articles dated Nov. 17 to build from Turbotville to Newberry Jct.; Rudolph T. McCabe, Pres. (Val, C&C)
- Nov. 18, 1892 Central New York and Western Railroad incorporated as reorganization of Lackawanna & Southwestern Railway; John Bryne conveys the property of the former Lackawanna & Southwestern Railway to the Central New York & Western and the property of the former Rochester, Hornellsville & Lackawanna Railroad to John Bryne and Frank Sullivan Smith; the CNY&W operates this private railroad under contract. (NYState, RRH 92)
- Nov. 18, 1892 Eastbound Philadelphia-New York 4-car train hauled by CNJ 4-4-0 No.

385, hits 97.3 MPH between Fanwood and Westfield, N.J.; Baldwin compound locomotive is identical to PRR No. 1510. (RRGaz)

- Nov. 18, 1892 Non-union strikers at Homestead Works of Carnegie Steel Company, Ltd., vote to return on the company's terms; this breaks the power of the Amalgamated Association of Iron & Steel Workers, which once depended upon the irreplaceability of skilled workers who can now be replaced by a combination of new hires and machinery; by 1900, the Amalgamated is extinct in western Pennsylvania steel mills; Frick sends Carnegie a one-word telegram - "Victory!" (Nasaw, Brody, Warren)
- Nov. 20, 1892 *New York-Richmond and Danville Limited* inaugurated as deluxe train between Jersey City and New Orleans, with through cars to Asheville (aka Hot Springs - Hot Springs is beyond Asheville) and Augusta. (PassDept)
- Nov. 20, 1892 Plymouth & Middleborough Railroad opens; operated by Old Colony Railroad. (NHCorp)
- Nov. 21, 1892 PRR Road Committee appoints subcommittee to examine question of whether to build the Roxborough Railroad because of increasing costs. (MB)
- Nov. 21, 1892 Over 100 General Passenger Agents begin meeting at Chicago to establish tickets for next year's World's Fair travel; they are unable to reach a comprehensive agreement but decide that there will be no lowering of fares on "limiteds," and that the bulk of the travel will be carried on cheap excursion trains. (NYT)
- Nov. 21, 1892 Stockholders of the Cape May & Sewells Point Railroad file in the N.J. Court of Chancery to postpone the sale of the property set for Nov. 25 until they determine if the value would be greater if it were sold as an electric or steam road. (CMayCoGaz)
- Nov. 21, 1892 Amalgamated Association of Iron & Steel Workers calls off the Homestead Strike with total defeat of union; about 1,800 Amalgamated men thrown into unemployment, and mechanization reduces the work force by 25% over the next five years; Carnegie Steel and its successors remain militantly non-union until the 1930s; because Carnegie bases wages on the price of steel, which is falling, and not profits, which are rising, the percentage of revenue paid as wages falls by 67% by 1900. (Nasaw)
- Nov. 22, 1892 PRR announces its intention to cut fastest New York-Washington train to 4:30, running to Philadelphia in 1:30, to compete with the B&O's "Royal Blue Line." (NYT)
- Nov. 22, 1892 PRR appears before New York Board of Rapid Transit Commissioners to

- support Manhattan Elevated Railroad's application for a spur of the 9th Avenue El down Cortlandt Street to PRR ferry. (NYT)
- Nov. 23, 1892 PRR Board authorizes purchase of securities of Cresson, Clearfield County & New York Short Route Railroad at best price can obtain. (MB)
- Nov. 23, 1892 Cleveland, Akron & Columbus Railway Board authorizes the construction of a locomotive coaling station with the B&O at Messenger, Ohio, to be operated by the Fox Lake Coal Company. (MB)
- Nov. 23, 1892 The Merion Cricket Club opens its imposing new club house on Montgomery Avenue in Haverford; the site has been developed by the Haverford Land & Improvement Company and designed by Frank Furness's partner Allan Evans (1849-1925), whose family lives nearby; the Club is already a Main Line institution and draws from all the important Main Line families; A. J. Cassatt serves as Pres. (and is memorialized in a plaque on its wall facing Montgomery Avenue); some PRR members include: Richard D. Barclay, George W. Boyd, Charles A. Chipley, T. DeWitt Cuyler, Joseph N. Du Barry, Jr., Theodore N. Ely, Henry H. Garrigues (junior member), Clement A. Griscom, William H. Joyce, James A. Logan, Wayne MacVeagh, William A. Patton, Charles E. Pugh, Samuel Rea, George Black Rea (junior member), George B. Roberts, Edmund Smith, John B. Thayer, Sr. & Jr., Walter Thayer, and Frank Thomson; "playing members" include George D. Dixon, and Daniel S. Newhall. (Sheridan, MrnCrccktClb)
- Nov. 24, 1892 Car ferry *Ann Arbor No. 1* of the Toledo, Ann Arbor & Northern Michigan Railway begins operating between Frankfort, Mich., and Kewaunee, Wisc.; first car ferry service on Lake Michigan. (GBrown, MichRRs)
- Nov. 25, 1892 PRR committee adopts revised plan for Broad Street Station of this date of Furness, Evans & Co., reserving the design of the towers above the cornice. (MB)
- Nov. 25, 1892 LIRR grants Shelter Island Ferry Company use of its Greenport wharf for 10 years. (MB)
- Nov. 25, 1892 A.A. McLeod testifies before the Congressional committee investigating the Reading Combine. (NYT)
- Nov. 25, 1892 NYC&HR automatic block signal and interlocking system is in operation from New York to Hudson, N.Y., and being extended westward to Syracuse. (NYT)
- Nov. 1892 Belvidere Division coal train crews based at Phillipsburg, N.J., cut from ten to four because of traffic diverted by McLeod combine. (Lee)

- Nov. 28, 1892 Atlantic City Railroad contracts with George N. Torrence to build branch from Egg Harbor City to Mullica River. (Rdg)
- Nov. 28, 1892 A short rate war on passenger fares between Cincinnati and Chicago erupts among the PRR, Monon, and Cincinnati, Hamilton & Dayton Railroad. (NYT)
- Nov. 28, 1892 Assets of Toledo, Columbus & Cincinnati Railway, running 78.3 miles from Toledo to Kenton, sold to the Toledo & Ohio Central Railway. (GrnBk)
- Nov. 29, 1892 N.Y. Attorney General Rosendale holds a hearing to show cause why he should not bring a lawsuit to annul the Reading lease of the Lehigh Valley Railroad. (NYT)
- Nov. 29, 1892 J. N. Du Barry elected Pres. of the Monongahela River & Streets Run Railroad, replacing John Lloyd. (C&C)
- Nov. 29, 1892 Pennsylvania Company Executive Committee authorizes block signals on last stretches of single track on PFW&C between Massillon Jct. and Orrville and between Millbrook and Londonville. (MB)
- Nov. 29, 1892 PCC&StL Railway Executive Committee authorizes new stations at Elwood, Ind., Anderson, Ind., Marion, Ind., Madison Street-Chicago and at Pataskala, and Kirkersville on the Columbus & Newark Division. (MB)
- Nov. 29, 1892 A.A. McLeod continues his testimony before the Congressional committee in Philadelphia; says he does not know the details of the sales meetings and denies they determine the price of coal; Elisha P. Wilbur, George B. Roberts and Joseph S. Harris also testify. (NYT)
- Nov. 30, 1892 Atlantic City Railroad executes agreement with Logan M. Bullitt, CNJ, Vineland Railroad and Delaware River Ferry Company of New Jersey for construction by Bullitt of a new line between Landisville and Cape May with a branch to Sea Isle City and operation as a through line; CNJ to be used between Winslow Jct. and Landisville, and new line is not to invade territory of CNJ. (MB)
- Nov. 30, 1892 Jesse Seligman announces that their syndicate intends to buy all the street railroads in Brooklyn. (NYT)
- Nov. 30, 1892 Benwood ordinance authorizes Wheeling Bridge & Terminal Railway to build extension through Benwood over Water or Front Streets to reach Wheeling Steel & Iron Company and a passenger depot on Water or Front Streets between 7th & 8th Streets. (Church)

- Nov. 30, 1892 PRR buys all the cars of the Belvidere Delaware Railroad. (AR)
- Nov. 30, 1892 Central Traffic Association meets in Chicago and ratifies the actions of the recent Trunk Line meeting in New York; will restore eastbound rated effective Dec. 1; also ratifies the World's Fair rates of regular fare on all trains of 35 hours or less and 20% reduction for slower trains. (NYT)
- Nov. 30, 1892 Old Colony Railroad leases the Plymouth & Middleborough Railroad. (NHCorp)
- Dec. 1, 1892 Pittsburgh, Ohio Valley & Cincinnati Railroad opens between Pultney Bottoms and Powhatan Point, Ohio; constructed by Granite Improvement Company; company decides against further extension to Marietta; Granite Improvement Company receives \$239,000 in First Mortgage bonds and \$89,686 in stock. (MB, Church)
- Dec. 1, 1892 Toronto, Hamilton & Buffalo Railway incorporated in Canada as reorganization of Brantford, Waterloo & Lake Erie Railway; controlled jointly by NYC&HR, Michigan Central, Canada Southern, and Canadian Pacific Railway. (GrnBk)
- Dec. 1, 1892 Former N.J. Chancellor and railroad lawyer Benjamin Williamson (1809-1892) dies at Elizabeth, N.J. (RyW)
- Dec. 1, 1892 Elmora Coal Company makes the first shipments from Bakerton on the newly opened section of the Susquehanna Extension of the Cambria & Clearfield Railroad from Bradley Jct. (Gable)
- Dec. 1, 1892 Patton Coal Company incorporated in Pa. by Gen. John Patton to operate at Patton in Cambria County. (PaCorps, Gable)
- Dec. 2, 1892 Jay Gould (1836-1892) dies of tuberculosis at 56 at his New York home; control of Gould railroads passes to eldest son George J. Gould (1864-1923). (Klein)
- Dec. 2, 1892 PRR Road Committee hears report that it is inexpedient to build Roxborough Railroad at this time. (MB)
- Dec. 2, 1892 Cape May & Sewells Point Railroad sold at foreclosure for \$25,000 to Thomas E. French of Camden, who had operated a trolley service over it last year. (RRGaz)
- Dec. 2, 1892 Orangeville & Lehigh Railroad incorporated in Pa. under articles dated Dec. 1 to build from Orangeville to Houser Mill in Monroe County; Rudolph T. McCabe, Pres. (Val, C&C)
- Dec. 2, 1892 Manhattan Railway withdraws application to build spur of 9th Avenue El

to PRR's Cortlandt Street ferry terminal because of opposition of local merchants and landowners. (NYT)

- Dec. 2, 1892 Last run of Boston-Philadelphia *New England Day Express/Quaker City Day Express* via Poughkeepsie Bridge route. (Beaujon/RLHS, Mabee)
- Dec. 3, 1892 Corporation Trust Company of New Jersey incorporated with a capital of \$100,000 for the purpose of serving as agent for the large corporations to be formed under the new liberal General Corporation Law; it is to provide the single New Jersey resident as a dummy director and the New Jersey office and letter drop that the law requires; it is located at 15 Exchange Place in Jersey City, across from the PRR's Jersey City Terminal and a short ferry (and later Tube) ride from the New York Financial District. (NJCorps)
- Dec. 1892 Rumors Vandalia Lines are to be extended from St. Joseph to Muskegon, Mich. (RyW)
- Dec. 1892 In his final message to Congress, outgoing Pres. Benjamin Harrison touts the high tide of American prosperity as the fruit of his administration; collapse and depression are less than a year away. (CHTaylor - verify NYT)
- Dec. 4, 1892 Sandusky & Columbus Short Line Railway crews working north from Columbus and south from Bellevue meet at Bucyrus, completing the track, although it still has to be ballasted, etc. (Hopley)
- Dec. 4, 1892 Geneva & Van Ettenville Railway opens between Van Etten Jct. and Geneva Jct., and through Lehigh Valley Railroad freight switched over it from the Ithaca Branch. (RRGaz, Baird)
- Dec. 5, 1892 New York & Northern Railway and New York & New England Railroad begin running the *New York & Boston Pullman Limited*, an overnight train with sleeping cars, between 155th Street, New York, at the terminal of the 9th Avenue elevated, and Boston, leaving each city at 10:30 PM and arriving at 7:00 AM; replaces LIRR Oyster Bay route and the NY&NE-NH overnight train which the NH refuses to restore. (NYT, Gallo, NY&NE AR)
- Dec. 6, 1892 Master's report filed in the suit of Matthias Arnot to annul the Lehigh Valley Railroad lease in Lycoming County Court; finds that the LV and Reading are not parallel or competing lines, so there is no violation of the Pa. constitution; the Pa. constitution does not apply to the lease of the CNJ to the Port Reading Railroad. (NYT)
- Dec. 8, 1892 Austin Corbin states that he is taking steps to organize a company for building a tunnel between the LIRR and the PRR at Jersey City. (NYT)

- Dec. 8, 1892 Gravel Run Water Company incorporated in Pa. to operate in Hazle Township, Luzerne County; subsidiary of Susquehanna Coal Company. (MB)
- Dec. 9, 1892 U.S. Supreme Court issues judgement against PCC&StL for \$140,863 in income deficiency of Keokuk & Hamilton Bridge Company under 1869 guarantee. (Church)
- Dec. 9, 1892 PCC&StL Railway Executive Committee authorizes a new yard east of the Wabash at Logansport. (MB)
- Dec. 1892 PRR has finished new Pier No. 55 near Washington Avenue, Philadelphia, which it has leased to International Navigation Company for emigrant traffic. (RyW)
- Dec. 10, 1892 Second track opens on Pennsylvania & North Western Railroad between Bellwood and Glasgow; Glasgow-Irvona opened earlier in the year. (RRGaz)
- Dec. 10, 1892 PRR sells bed of Western Division Canal between Johnstown and Bolivar to Western Pennsylvania Railroad. (C&C, Val)
- Dec. 12, 1892 Austin Corbin and tunnel engineer Charles M. Jacobs arrive in Philadelphia for a meeting with Pres. George B. Roberts, Frank Thomson, A.J. Cassatt and Wayne MacVeagh, where he presents his tunnel plan; LIRR and PRR announce they will build New York, New Jersey & Eastern Railroad from Flatbush Avenue, Brooklyn, under lower Manhattan to a connection with PRR at Exchange Place, Jersey City; Brooklyn stations to be built at Fulton & Gold Streets, City Hall, and Fulton & Clark Streets; two stations in Manhattan east and west of Broadway; engineer Charles M. Jacobs estimates project will take five years; investors are said to include Calvin S. Brice, Collis P. Huntington and Horace Porter, as well as Corbin and PRR officers. (BrklnEgle, NYT)
- Dec. 12, 1892 LIRR, Andrew R. Culver and Allan C. Washington agree to reduce the dividends of the Prospect Park & South Brooklyn Railroad and New York & Coney Island Railroad, both owned by Culver and Washington, in return for the LIRR's guarantee of rent to be paid by both companies by the Prospect Park & Coney Island Railroad. (MB)
- Dec. 12, 1892 Susquehanna Extension of Cambria & Clearfield Railroad opens between Bradley Jct. and Walnut Run Jct., Pa., near Barnesboro on Altoona Division (11.99 miles); also Luther Branch from Carrolltown Road to mines (0.63 mile), Lantzy Branch from Spangler to coal mines (0.55 mile), and Walnut Run Branch from Barnesboro to coal mines (2.25 miles); NYC&HR begins exercising trackage rights from Cherry Tree to

- and including Lantzy Branch under agreement of Dec. 22, 1891. (Val, AR)
- Dec. 12, 1892 Martins Ferry Terminal Railroad sold at foreclosure to for \$175,000 to R.H. Stearns for Wheeling Bridge & Terminal Railway. (Church)
- Dec. 13, 1892 Northern Central Railway Board approves expansion of the Luke Fidler Colliery. (MB)
- Dec. 13, 1892 Connecticut River Railroad (Springfield, Mass.-Windsor, Vt.) directors vote for a lease to the New Haven. (RyW, NYT)
- Dec. 1892 Plan for Lehigh & Western Railway (White Haven-Williamsport) abandoned. (Cards)
- Dec. 1892 Tyrone & Clearfield Railway opens Amesville Branch No. 3 from Amesville Branch to coal mines (2.39 miles). (Val - ca. 12/92)
- Late 1892 Cambria & Clearfield Railroad opens between Cresson Jct. and Mehaffey Jct. (38.54 mi.), with branches totals 80 mi. (AR also) (C&C has these built in 1893!- probably built early 1893)
- Dec. 14, 1892 Road Committee reports that it is inexpedient to build the Roxborough Railroad at this time because of high cost, a move that blocks Henry H. Houston's development of his Roxborough real estate; also have purchased most securities of Cresson, Clearfield County & New York Short Route Railroad from Morton, Bliss & Co, for \$904,809. (MB, Contosta)
- Dec. 14, 1892 Reading Pres. McLeod, realizing more money is needed, informs Board of his withdrawals of \$842,000 in company bonds. (Rdg AR)
- Dec. 15, 1892 PRR General Freight Agent William H. Joyce, appearing before Congressional investigation of McLeod's Reading combine, admits PRR abides by prices fixed by those anthracite roads that are members of the combination and does not sell coal for less; counsel attempts to prove that this amounts to collusion; Joyce says the price is set by the market; PRR rate on anthracite is \$1.45 per ton, vs. \$1.90 on the Combine roads. (NYT)
- Dec. 15, 1892 Lake Superior Transit Company ends service and pool dissolved; Anchor Line (PRR) and Western Transit Company (NYC) resume operating own services on Lake Superior in 1893. (MB)
- Dec. 15, 1892 Philadelphia Traction Company inaugurates Philadelphia's first electric trolley service on Catherine & Bainbridge Street line; most horse car routes are replaced by electric trolleys between mid-1893 and the end of 1895; electric power makes streetcar lines more competitive with

- railroads, resulting in the closing of many of PRR's close-in stations. (Cox, SEPTA)
- Dec. 1892 Charles M. Jacobs makes preliminary surveys for New York, New Jersey & Eastern Railroad tunnel between Brooklyn and Jersey City. (RyW)
- Dec. 1892 U.S. government annuls contract with James A. Mundy & Co. to remove Smiths and Windmill Islands for non-performance. (Rdg)
- Dec. 1892 PRR is rearranging tracks in West Philadelphia, including building a duck-under from Broad Street Station to the 32nd Street Tunnel. (RyW)
- Dec. 1892 Second track laid on Allegheny Valley Railroad from 28th Street, Pittsburgh, into PRR yards. (Wilson)
- Dec. 1892 Middletown & Cincinnati Railroad extends its tracks to a depot at Clinton Street, Middletown, after finally winning right to cross the Cincinnati, Hamilton & Dayton Railroad. (Hauck)
- Dec. 1892 Class H3 No. 1557 (Altoona c/n 1821) or H3a No. 1565 (Juniata c/n 178) is the 2,000th locomotive built at Altoona. (altoonaworks.info)
- Dec. 1892 PRR builds its first tunnel clearance car at Altoona. (RyW)
- Dec. 16, 1892 PRR committee rules that Furness, Evans & Co. are to furnish plans only for Broad Street Station; all construction is to be under PRR Chief Engineer William H. Brown; at Brown's urging, Samuel Rea, Max Riebenack and D.S. Newhall appointed a committee to handle all details of interior arrangements of offices. (MB)
- Dec. 16, 1892 VP Frederick H. Prince of New York & New England Railroad arranges the purchase of 11,600 shares of Connecticut River Railroad from the Springfield stockholders on behalf of the Boston & Maine Railroad and A.A. McLeod, blocking the New Haven's northward expansion; pays over 300 for the shares. (NYT, RRGaz)
- Dec. 16, 1892 Summit Coal Company incorporated in Pa. to operate at Spangler in northern Cambria County. (PaCorps, Gable)
- Dec. 17, 1892 Second VP Joseph Napoleon Du Barry (1830-1892) collapses while dressing at his home in Philadelphia and dies of heart disease; had felt unwell and stayed home the day before. (MB, RRGaz, AR)
- Dec. 17, 1892 After a recent inspection trip, LIRR Pres. Austin Corbin issues an order that the rules against on the job drinking be strictly enforced. (BrklnEgle)
- Dec. 17, 1892 New Haven leases Providence & Worcester Railroad, retroactive to July 1.

(NH AR, NHCorp)

- Dec. 18, 1892 PRR establishes its World's Fair schedule; departure of *Pennsylvania Limited* moved up from 10:00 AM to 12:00 N; *St. Louis & Cincinnati Express* moved from 2:00 PM to 12:00 N; *Columbian Express* moved from 2:00 PM to 9:00 AM; *Fast Line* No. 1 now carries no through cars from east of Philadelphia; done to keep the Altoona area clear of westbound passenger trains between 8:20 PM and 2:20 AM. (RyW, RRGaz)
- Dec. 19, 1892 Everett R. Reynolds named VP & General Manager of LIRR, replacing Benjamin Norton, resigned. (MB, RyW)
- Dec. 19, 1892 LIRR signs an agreement with Andrew R. Culver to acquire the Prospect Park & Coney Island Railroad. (MB)
- Dec. 20, 1892 New York Court of Appeals upholds the legality of the charter of Austin Corbin's Atlantic Avenue Elevated Railroad; Corbin had resisted William Richardson's demand for a large percentage of the receipts to compensate for the loss of traffic by his Atlantic Avenue Railroad Company of Brooklyn; Richardson has since sold the company; however, the Atlantic Avenue Elevated is not built and is superseded by the Atlantic Avenue Improvement Act of 1897. (NYState, NYT)
- Dec. 20, 1892 Citizens Improvement Association of 33rd Ward protests building Fair Hill Railroad at grade. (RyW)
- Dec. 20, 1892 Joseph N. Du Barry interred at Pittsburgh. (RyW - verify)
- Dec. 21, 1892 Joint committee of the Trunk Lines and Central Traffic Association meets in New York; agree to restore rate on dressed beef to old rate and basis of 45 cents effective Dec. 26. (NYT)
- Dec. 21, 1892 Hartford & Connecticut Valley Railroad merged into the New Haven. (NHCorp)
- Dec. 22, 1892 Trunk Lines and Central Traffic Association issue a circular ordering the immediate cancellation of all eastbound freight contracts in order to maintain rates in 1893. (NYT)
- Dec. 22, 1892 Finance Company of Pennsylvania agrees to advance money, eventually totaling \$3 million, to the Philadelphia & Reading Coal & Iron Company. (Rdg AR)
- Dec. 23, 1892 Stockholders of Connecticut River Railroad reject the lease to the New Haven by 14,027 to 9,308. (NYT, C&FC)

- Dec. 24, 1892 Reading Board approves Pres. McLeod's withdrawals of securities to back his New England expansion; McLeod continues to tap Reading treasury until withdrawals total \$2.84 million. (Rdg AR)
- Dec. 24, 1892 Port Reading Railroad terminates lease of CNJ. (Rdg)
- Dec. 24, 1892 New York & New Jersey Underground Railroad incorporated in New Jersey to build rapid transit type subway between Exchange Place and the center of the Hudson River in the direction of Brooklyn after Austin Corbin of LIRR interests the PRR in the scheme. (NJCorp)
- Late Dec. 1892 Dayton, Lebanon & Cincinnati Railroad reopens the CL&N line between Dodds and Lebanon as a standard gauge railroad for freight service. (Hauck)
- Dec. 27, 1892 Granite City & Madison Belt Line Railroad incorporated in Illinois to build from Chicago, Peoria & St. Louis Railroad in Madison County to Wabash Railroad, Indianapolis & St. Louis Railroad, and Chicago & Alton Railroad. (Church)
- Dec. 27, 1892 Oliphant renamed Oliphant Furnace on South-Western Pennsylvania Railway. (MB)
- Dec. 27, 1892 Weems Steamboat Company of Baltimore City sells steamer *Wenonah* for conversion to barge. (Holly, MB)
- Dec. 28, 1892 Isaac L. Dripps (1810-1892), first mechanic of Camden & Amboy Railroad, and later with the PFW&C and PRR, dies at Philadelphia. (WwasW)
- Dec. 28, 1892 Dynamite blast on surface of New York & Long Island Railroad tunnel shaft in Long Island City kills five; the Inter-Island Construction Company is bankrupted by damage payments, and the project is suspended for 12 years. (ElectricRR, Hood, Seyfried)
- Dec. 28, 1892 City of Elizabeth, N.J., agrees to depress Broad Street under the CNJ. (RyW)
- Dec. 28, 1892 "WN" Tower at Altoona destroyed by fire. (Snyder)
- Dec. 29, 1892 Meeting of passengers at West Chester, Pa., protests slow schedule times between West Chester and Philadelphia. (CCHS)
- Dec. 30, 1892 Freight traffic representatives of PRR, Reading, Lehigh Valley and CNJ meet; members of coal combination agree to restore old joint tariff in effect before Sep. 12, 1892 when Reading/CNJ began boycotting PRR; PRR agrees to reduce rates from Wyoming Field from \$1.90 to \$1.80.

(NYT)

- Dec. 30, 1892 Samuel Rea appointed director and Chairman of the Road Committee of the West Jersey Railroad, replacing Joseph N. Du Barry. (MB)
- Dec. 30, 1892 Camden & Philadelphia Steam Boat Ferry Company Board authorizes the construction of a new ferry boat. (MB)
- Dec. 31, 1892 Littlestown Railroad merged into Hanover & York Railroad under agreement of Nov. 23, 1892. (Val)
- 1892 PRR stock price peaks at 57-3/8, marking recovery from 1890. (MB)
- 1892 Traffic is very heavy, but rates are at new lows; railroad executives testify before congress for modification of the Interstate Commerce Act. (AR)
- 1892 PRR adopts motto of "Standard Railroad of America." (in use on or before 12/18/1892 - see 1889-90 was first "Standard RailWAY of America" - but there was an intermediate period when no motto was used)
- 1892 Future Pres. W. W. Atterbury is promoted to Assistant Engineer of Motive Power for the Northwest System of Lines West. (PRRBio)
- 1892 LIRR completes double track between Long Island City and Jamaica via main line.
- 1892 Ferry house completed at West 13th Street in New York City. (AR)
- 1892 "___" Tower built at Harrison Jct., replacing the old 1875 plant at East Newark Jct. (AR)
- 1892 90,000-ton addition to Dodge coal storage plant opens at South Amboy. (AR, Link-Belt catalog) (or is this at Old Bridge?)
- 1892 Freight yard opens at Old Bridge on Amboy Division. (AR)
- 1892 Raritan River Railroad opens Serviss Branch between Serviss Jct. west of South River for about 1 mile to the Sayre & Fisher clay lands. (Deibert)
- 1892 NY&LB Railroad completes an office building adjoining the Long Branch station. (MB)
- 1892 Freight station built at Elberon on the NY&LB. (MB)
- 1892 New stone station built at North Asbury Park on the NY&LB. (MB)
- 1892 New station built at Rahway, N.J., and shelters at Linden and Perth

- Amboy, N.J. (AR)
- 1892 New stations built at North Pemberton, Vincentown, West Moorestown and Delair on the Amboy Division. (AR)
- 1892 New stations open at Runyon and Spray Beach on the Long Beach Railroad. (AR)
- 1892 Coach yard opens at Barracks, just east of Trenton, N.J. (AR)
- 1892? “DO” Tower built at Monmouth Street, Trenton. (AR)
- 1892 Freight yards open at Morrisville and Bristol, Pa. (AR)
- 1892? “__” Tower built at Morrisville, Pa. (AR)
- 1892 PRR abandons station at Schenk’s south of Bristol on New York Division and builds new station and shelter at Croydon about 1,000 feet further south. (AR, TrolleysofBucksCo)
- 1892 New station and shelter built at Cornwells, Pa.; new station built at Bridesburg. (AR)
- 1892 New shelters built at Wissahickon Heights and Queen Lane on the Chestnut Hill Branch. (AR)
- 1892 New shelter built at Rusling. (AR)
- 1892 Camden & Atlantic Railroad builds new ferry house at Shackamaxon Street. (AR)
- 1892 West Jersey Railroad moves Glassboro station to east side of track and builds new southbound shelter. (AR)
- 1892 West Jersey Railroad builds “__” Tower at crossing of New Jersey Southern Railway at Vineland. (AR)
- 1892 West Jersey Railroad builds new platforms at Ocean City Pier. (AR)
- 1892 West Jersey Railroad completes new platforms and shelters at Cape May. (AR)
- 1892 20 million passengers use Broad Street Station in 1892, up from only 9 million in 1883. (RyW)
- 1892 Five-storey freight office and Adams Express building opens at 17th & Market Streets in Philadelphia. (AR)

- 1892 First portion of Philadelphia Belt Line opens on Delaware Avenue between Vine and Dock Streets, linking tracks of PRR and Reading; operated by PRR. (Val - check C&C or RDG)
- 1892 Passenger shelters built at Angora, Morton and Wallingford, Pa., on the Central Division. (AR)
- 1892 New block tower built at Eddystone on the Maryland Division. (AR)
- 1892 Lamokin Run Branch of the PW&B opens between Lamokin on main line and South Chester Branch (0.49 mile). (AR, C&C, Val)
- 1892 Linwood Branch opens between Linwood and Marcus Hook on Maryland Division (0.57 mile). (AR)
- 1892 South Chester Railroad opens between Lamokin and Howell Street; operated by PW&B. (Val - AR has 1893)
- 1892 Passenger station built at Woodside and freight station at Felton on the Delaware Division. (C&C)
- 1892 PW&B builds stations at Henderson and Trappe on the Delaware & Chesapeake Railway. (C&C)
- 1892 Baltimore & Eastern Shore Railroad charters the *Tangier* for ferry service between Baltimore and Claiborne. (Burgess)
- 1892 Passenger shelters built at Chester and Bay View on the Maryland Division. (AR)
- 1892 New station building completed at Havre-de-Grace, Md. (AR)
- 1892 PW&B completes track elevation through Baltimore east of the Union Tunnel. (NYT)
- 1892 Northern Central Railway completes an 81 x 199 freight car repair shop at Canton, Baltimore. (AR)
- 1892 New interlocking built at Seabrook on the Baltimore & Potomac Railroad. (AR)
- 1892 New alignments open at Patapsco, Harman, and between Patuxent and Arundel on Baltimore & Potomac Railroad. (AR)
- 1892 Draw span of Long Bridge over Washington Channel replaced with two deck girder spans. (Wilson)

- 1892 New turntable built at Quantico, Va. (AR)
- 1892 Passenger shelter built at Porter, Del.; stations built at Woodside, Georgetown, Price, Ridgely, Henderson and Trappe on the Delaware Division. (AR)
- 1892 Temporary station built at Delmar, Del., replacing one burned. (AR)
- 1892 Northern Central Railway builds a stone and wood suburban station at Ruxton, Md. (Gunnarsson - verify AR - see also 1891)
- 1892 New stations built at Rosemont, Downingtown, East Earl and New Holland on the Philadelphia Division. (AR)
- 1892 Fifth and sixth tracks built between Glen Loch and Ship Road on the Philadelphia Division. (AR)
- 1892 Four-track stone arch bridge opens over Brandywine Creek east of Downingtown, replacing a two-track iron bridge. (AR)
- 1892 Second track built, Dillerville-Salunga and Hillsdale-Royalton on the Philadelphia Division; curves eliminated between Dillerville Jct. and Salunga, including new alignments at Dillerville Jct. and between m.p. 75.85 and m.p. 77.24 at Salunga. (AR, C&C)
- 1892 Northern Central Railway builds 2.2 miles of second track south of Marysville Yard and 4.83 miles between Georgetown and Mahantongo. (AR)
- 1892 Northern Central Railway builds combination stations at Lykens and Bellona. (AR)
- 1892 New stations built at Maclay Street (Harrisburg) and East Tyrone on the Middle Division. (AR)
- 1892 Shreeves Run Branch of Huntingdon & Broad Top Mountain Railroad opens between Shreeves Run Jct. and mines of Commercial Coal Mining Company (1.45 miles). (Val)
- 1892 New station built at Grampian on the Tyrone Division. (AR)
- 1892 New air brake shop, 58 x 254, opens at the Altoona Car Shops. (AR)
- 1892 Branch built from North Bend to a lumber plant on Youngwoman's Creek (1.25 miles) on Philadelphia & Erie Grand Division. (AR)
- 1892 Northern Central Railway relocates station at Stanley, N.Y., to the

- crossing of the Middlesex Valley Railroad. (AR)
- 1892 New stations built at Glen Iron, Fern Glen and Morea on the Philadelphia & Erie Grand Division. (AR)
- 1892 New 139' x 238' passenger car shop opens at Renovo. (AR, C&C)
- 1892 Philadelphia & Erie Railroad station at Carman moved to the junction of the Ridgway & Clearfield Railroad and Clarion River Railroad and renamed Croyland. (AR)
- 1892 Second track built between Muncy and Montgomery (4.11 miles) on the Philadelphia & Erie Railroad. (C&C)
- 1892 Suter Branch of Cambria & Clearfield Railroad opens from Glen Campbell Jct. to mines (0.37 mile). (Val)
- 1892 Stone station and “__” Tower built at Kittanning Point on Pittsburgh Division. (AR)
- 1892 Stone “__” Tower built at Allegrippus on the Pittsburgh Division. (AR)
- 1892 Lilly Branch extended 1.36 miles on Pittsburgh Division. (Val)
- 1892 South Fork Railroad opens between Braemor and Llanfair, Pa. on Pittsburgh Division. (Val - others have open to Dunlo in 1891 - Braemer is apparent earlier name for Dunlo)
- 1892 Four-track overhead coaling station built at Conemaugh. (AR)
- 1892 Martin Branch extended about 0.5 mile on Pittsburgh Division. (Val)
- 1892 Double track opens on South-West Pennsylvania Railway from Youngwood to Foxtown (5.58 miles) and Scottdale to Alverton. (AR, C&C)
- 1892 Sewickley Branch of South-West Pennsylvania Railway extended 0.74 mile to Trauger. (Val)
- 1892 Westmoreland Branch of South-West Pennsylvania Railway opens from Hunker to terminus (0.46 mile). (Val)
- 1892 New stations built at Torrens and Bessemer on the Pittsburgh Division. (AR)
- 1892 PRR completes 44-stall roundhouse at Walls (Pitcairn). (AR)

- 1892 Two passenger tracks open between Brintons and Turtle Creek on Pittsburgh Division. (AR)
- 1892 New stations built at 5th Avenue and Bessemer on Pittsburgh Division. (RyW)
- 1892 Electric light plant completed at Pittsburgh Union Station. (AR)
- 1892 Allegheny Valley Railway exchanges tracks with the PRR at Pittsburgh, and second track is completed across Liberty Street and Penn Avenue to a connection with the existing AV double track at 28th & Smallman Streets. (C&C)
- 1892 Allegheny Valley Railway extends 43rd Street transfer yard in Pittsburgh to 48th Street; over 2 miles of track added. (C&C)
- 1892 New stations built at Aspinwall, Tarentum and Edri on the Western Pennsylvania Division. (AR)
- 1892 Tearing Run Branch opens from Graceton to terminus (0.84 mile) on West Pennsylvania Division. (Val)
- 1892 Blairsville Branch of Western Pennsylvania Railroad opens from Bairsville to terminus at the works of the Blairsville Rolling Mill & Tin Plate Company. (1.23 miles). (Val)
- 1892 Western New York & Pennsylvania Railroad reconstructs Nunda Branch; five miles relocated. (C&C)
- 1892 Allegheny Valley Railway completes grade revision between Parnassus and Valley Camp, reducing the grade from 0.6% to 0.32%. (C&C)
- 1892 New freight house built at New Kensington on the Allegheny Valley Railway. (C&C)
- 1892 Brick engine house built at Brady station on the Allegheny Valley Railway. (C&C)
- 1892 New station built at Falls Creek on the Allegheny Valley Railway. (C&C)
- 1892 Erie & Western Transportation Company enlarges Erie freight warehouse. (MB)
- 1892 Fourth track opens between Avalon and Jacks Run on the Eastern Division of the PFW&C. (AR)
- 1892 “__” Tower built at West Conway. (AR)

- 1892 Second track opens, Highland-State Line, Grafton-Beloit, Maximo-Massillon Jct., and Loudonville-Mansfield on the Eastern Division of the PFW&C. (AR)
- 1892 Pittsburgh & Moon Run Railroad opens from Groveton on P&LE to Remington. (Cards - Montour)
- 1892 Pittsburgh, Chartiers & Youghiogheny Railway Company purchased jointly by the PCC&StL and Pittsburgh & Lake Erie Railroad (NYC System); added to Southwest System. (RyW has or 1/1893? - Watkins has 1892)
- 1892 Pittsburgh, Chartiers & Youghiogheny Railway completes change of line at Junction No. 2. (C&C)
- 1892 Miller Run Extension of the Bridgeville & McDonald Branch of the PCC&StL Railway opens between Cecil and Bishop, Pa. (1.09 miles). (Church, C&C)
- 1892 Pittsburgh, Ohio Valley & Cincinnati Railroad opens extension from Pultney Bottoms to Powhatan, Ohio; built by Granite Improvement Company. (C&C)
- 1892 Toledo, Walhonding Valley & Ohio Railroad builds new enginehouse and turntable at East Toledo. (C&C)
- 1892 Lines West begins replacing iron bridges with stone arches. (AR)
- 1892 Class X (later G3) 4-6-0 introduced on Lines West.
- 1892 New coal pier built at Erie.
- 1892 Ohio act authorizes City of Salem to build a railroad from Salem to Washingtonville, which is built in same year. (Cards-PL&W - verify PL)
- 1892 “__” Tower built at Nypano Crossing in Canton. (AR)
- 1892 Tunnel No. 6 near Reed and Tunnel No. 9 near Cadiz Jct. widened for double track on the Pittsburgh Division of the PCC&StL Railway. (C&C)
- 1892 Second track opens between Millers and Cadiz Jct. and 1.88 miles at Fernwood on Pittsburgh Division of PCC&StL Railway. (AR, C&C)
- 1892 New blacksmith shop, 90 x 118, opens at Columbus; planing mill and paint shop enlarged. (AR)

- 1892 Detroit, Lansing & Northern Railroad (later Pere Marquette) completes north track of Detroit Union Railroad, Depot & Station Company between 12th Street, 18-1/2 Street and Delray; leased from the Detroit Union Railroad, Depot & Station Company. (Church)
- 1892 GR&I extends Osceola Branch 2.75 miles to Ruggles, Mich. (C&C)
- 1892 Double track opens Bucyrus-Robinson, Lafayette-Lima, Arcola-Hadley, and Liverpool-Whiting, on the Western Division of the PFW&C. (AR)
- 1892 State Line & Indiana City Railway extended from East Chicago to Clarke Jct. (AR)
- 1892 “__” Interlocking built at Colehour. (AR)
- 1892 Third track completed, Englewood to Stock Yard Crossing and Archer Avenue to 39th Street; third and fourth track completed, Meagher Street to Van Buren Street; fourth track completed, Englewood to Archer Avenue, all at Chicago. (AR)
- 1892 Waiting room of Chicago Union Passenger Depot is enlarged for World’s Fair traffic; Pennsylvania Company leases the Armour Building at Canal & Harrison Streets for baggage operations. (AR)
- 1892 Pennsylvania Company builds power house at Madison Street, Chicago, to provide central heat and power for Chicago Union Passenger Depot. (DeRouin)
- 1892 Double track opens between Calumet River and Forest Hill (7.15 miles) on Chicago Division of PCC&StL. (AR, C&C)
- 1892 Town of West Pullman laid out by Boston and Chicago capitalists on PCC&StL. (AR)
- 1892 Leavitt Street and 16th Street Yards completed on Chicago Division of PCC&StL. (AR)
- 1892 PCC&StL Chicago Division relocated between 39th Street & 49th Street, Chicago, under agreement with Chicago & Northern Pacific Railroad. (AR)
- 1892 Chicago & South Eastern Railway opens between Sand Creek and Bridgeton (10.1 miles) and between Carbon and Brazil, Ind., (5.8 miles) with running rights over Terre Haute & Logansport Railroad between Waveland Jct. and Sand Creek and over Fort Wayne, Terre Haute & Southwestern Railroad between Bridgeton and Carbon. (Church, C&C)

- 1892 Erie & Pacific Despatch Line switches from Ohio & Mississippi Railway between Cincinnati and St. Louis to PCC&StL between Urbana and St. Louis. (AR)
- 1892 Gas City, Ind. (formerly Jonesboro) goes from a population of 150 to a city with over 10 factories. (AR)
- 1892 Double track opens between Logansport and Peoria Jct. (1.71 miles) on PCC&StL. (AR)
- 1892 Illinois Steel Company opens limestone quarry on Effner Branch and station established at Kenneth; guarantees shipments of 36 cars per day to Chicago. (AR)
- 1892 St. Louis, Vandalia & Terre Haute Railroad and Illinois Central Railroad inaugurate *Diamond Special* between St. Louis and Chicago via Vandalia for World's Fair traffic. (AR- no 1891!)
- 1892 St. Louis, Vandalia & Terre Haute Railroad constructs interchange tracks to the Merchants Bridge at St. Louis. (AR)
- 1892 Terminal Railroad Association of St. Louis completes a new freight station at 10th Street. (AR)
- 1892 B&O has 65% of the New York-Washington passenger traffic. (RREmply)
- 1892 NYC&HR adopts a 6-inch, 100-lb. rail section. (Aldrich)
- 1892 New Haven begins routing freight from the PRR via the Shore Line and Old Colony Railroad to Boston instead of the New York & New England Railroad. (Kirkland)
- 1892 New Haven is extending the block signal system eastward between New Haven and New London. (AR)
- 1892 Lehigh Valley Terminal Railway opens between West Newark Jct. and Constable Jct. on the National Docks Railway in Greenville, including bridge over Newark Bay. (LV AR, Baird)
- 1892 National Docks Railway opens the former Bergen Neck Railway line from near the National Storage Company property at Black Tom to Constable Hook in Bayonne. (Baird)
- 1892 Maryland Steamboat Company purchases the *Chowan*, originally built for service in North Carolina, from the Nanticoke Steamboat Company and begins operation on the Nanticoke River to Seaford, Del. (Burgess)

- 1892 Anchor Line places three new 2,700-ton freighters in service; *Codorus*, *Schuylkill* and *Mahoning*; new type called "straightbacks." (MB)
- 1892 Canal & Lake Steamboat Company sells last five boats operating on Erie Canal; thereafter operates with boats chartered from individual captains. (MB - no 2/28/93 - move)
- 1892 B&O secures majority stock control of the Pittsburgh & Western Railway. (B&O Corp)
- 1892? Toledo & Ohio Central Railway extends the former Toledo, Columbus & Cincinnati Railway from Ridgeway through Columbus to Truro Jct. on the Columbus Branch, forming a second continuous line between Toledo and Corning via Kenton and Columbus in addition to the old line via Bucyrus. (GrnBk has Columbus 1893 and Truro 1895!! - YES - not in 1892)
- 1892 Frederick J. Lancaster develops the Edgemere section of Far Rockaway, N.Y. (Bellot)
- 1892 Henry M. Flagler gets a charter to extend a railroad along the Indian River from Daytona to Miami and Key West. (MfgrRec - verify)
- 1892 Robert H. Coleman's Florida Construction Company enters receivership. (Turner/Bramson)
- 1892 Moorhead C. Kennedy (1862-1936) elected VP of the Cumberland Valley Railroad, of which his father Thomas B. Kennedy is Pres. (BioAnnalsofFrnklnCo, PRRBio)
- 1892 Findlay, Ohio, natural gas field exhausted. (Miller)
- 1892 Wabash RR completes line to Chicago (Howat - get details)
- 1892 Tunnel engineer Charles M. Jacobs takes a position with the East River Gas Company that is building a tunnel under the East River from its plant at Ravenswood to Manhattan. (ASCE)
- 1892 Brothers Charles E. Duryea and Frank Duryea of Springfield, Mass., produce the first practical U.S. gasoline automobile. (Dunbar)
- 1892 Lake Superior Iron Company incorporated in Minn. by Frank Hibbing and Alexander J. Trimble to operate on the central Mesabi Range; develops what will become the world's largest and most productive open-pit iron mine. (Walker)
- 1892 U.S. steel production exceeds iron production for the first time; steel

begins replacing iron in many applications beyond rails, in part because steel production is more susceptible to mechanization and cost reduction; an increasing number of older blast furnaces and iron puddling and rolling mills go out of production and are dismantled. (Brody)

1892 International Association of Machinists signs its first union contract with the Atchison, Topeka & Santa Fe Railway. (wiki)

1892 Thomas Hitchcock (1860-1941), a Long Island sportsman who has married Louise Mary Eustis (1867-1934), from an old Washington family, invites William C. Whitney to their winter vacation home at Aiken, S.C.; they join in the purchase of the 8,000-acre Hitchcock Woods and develop Aiken, already a winter resort famous for polo, as a center for fox-hunting and conditioning horses for spring races. (hitchcockwoods, cityofaikensc)

1892 Thomas Hitchcock and others establish the Palmetto Golf Club at Aiken, S.C.; originally only four holes, it is expanded to 18 holes in 1895. (palmettogolfclub)