

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

**By Christopher T. Baer**

**1895**

**December 2010 Edition**

- Jan. 1, 1895      About 422 trains carrying 50,000 passenger arrive and depart from Broad Street Station daily. (NYT)
- Jan. 1, 1895      Merchants Warehouse Company opens new hay warehouse at Front & Berks Streets in Kensington and four-story flour warehouse at Laurel & Beach Streets near Shackamaxon Street in Philadelphia. (AR, RRGaz)
- Jan. 1, 1895      Pitcairn Yard reopens.
- Jan. 1, 1895      PRR system adopts ICC accounting; new classification of operating expenses established by ICC in July 1894; MofW and MofE expenses taken from Conducting Transportation and wages of all locomotive employees, fuel, etc. moved from “Motive Power” to Conducting Transportation. (AR, RRGaz)
- Jan. 1, 1895      GR&I cancels contract with Chicago & West Michigan Railroad for switching and terminal service at Muskegon.
- Jan. 1, 1895      PCC&StL grants Louisville, Evansville & St. Louis Railroad joint use of its station at New Albany, Ind. (Church)
- Jan. 1, 1895      Chicago & South Eastern Railway, which had been closed for some months by attachments on rolling stock, reopens from Anderson to Waveland and also extension from Waveland to Brazil, Ind. (RRGaz)
- Jan. 1, 1895      Samuel Porcher named Assistant Purchasing Agent. (AR)
- Jan. 1, 1895      Samuel Moody named Assistant General Passenger Agent of Lines West. (Guide)
- Jan. 1, 1895      PRR relocates its Southeastern traffic office from Lexington, Ky., to Atlanta, recognizing its emergence as the metropolis of the “New South”;

George E. Thompson is Southeastern Passenger Agent. (NYT, RRGaz)

- Jan. 1, 1895 Following the settlement of A.J. Drexel's estate, Drexel, Morgan & Co. is reorganized as J.P. Morgan & Co.; the Philadelphia branch remains Drexel & Co. under Edward T. Stotesbury (1849-1938); the name of the Paris office is changed from Drexel, Harjes & Co. to Morgan, Harjes & Co.; J.Pierpont Morgan becomes the senior partner of all of the firms, and the New York office becomes the head office. (Carosso)
- Jan. 1, 1895 John Wanamaker again declines to be the candidate of the dissatisfied Reading bondholders for the presidency against Joseph S. Harris. (NYT)
- Jan. 1, 1895 Norfolk & Western Railroad terminates its exclusive coal sales agreement with the Pocahontas Coal Company. (Poors)
- Jan. 3, 1895 Philadelphia & Pittsburgh Railroad and Loyalhanna & Youghiogheny Railroad merged into Pittsburgh & Eastern Railroad; to build from Mehaffey on the Beech Creek Railroad to West Newton on the Pittsburgh & Lake Erie Railroad; controlled by Loyalhanna Coal & Coke Company (GrnBk, RRGaz)
- Jan. 3, 1895 Lines West Executive Committee authorizes revision of grades on Pittsburgh, Youngstown & Ashtabula between Lawrence Jct. and Haselton; now up to 40 feet per mile. (MB)
- Jan. 7, 1895 Atlantic Coast Line's *New York & Florida Special* No. 37-38 resumes for winter season, running 3 hours faster than last year and daily except Sunday for the first time; southbound runs via Clopton, bypassing Richmond on the James River Branch freight line. (Guide, NYT)
- Jan. 7, 1895 Southern Railway cuts the *New York & Florida Short Line Limited* schedule to 27:40 New York to St. Augustine to beat the time of the Atlantic Coast Line's *New York & Florida Special*; dining cars placed on the train for the winter season, and it now runs through instead of being combined with the *Washington & Southwestern Vestibuled Limited* north of Charlotte. (RRGaz, NYT)
- Jan. 7, 1895 Reorganization committee formed for the Valley Railway in Ohio. (NYT)
- Jan. 8, 1895 At 10:00 PM, tramps attempt to capture a freight train at North Elizabeth, N.J.; after a fight, the crew is rescued by police, who arrest four of the tramps. (NYT)
- Jan. 8, 1895 U.S. Circuit Court issues final ruling denying Isaac L. Rice's request to begin proceedings against the Reading receivers and ex-Pres. A.A. McLeod. (NYT)

- Jan. 8, 1895 Eugene V. Debs and other American Railway Union officials begin serving jail sentences for contempt of court at McHenry County Jail in Woodstock, Ill. (Lindsey)
- Jan. 10, 1895 Thirty-Fourth Street Railroad opens a crosstown streetcar line on 34<sup>th</sup> Street between the Hudson and East Rivers; this line will be the major transit access for Penn Station in its first years. (NYState)
- Jan. 10, 1895 Henry Clay Frick resigns as Pres. of Carnegie Steel Company, Ltd., over Andrew Carnegie's constant meddling in the affairs of the H.C. Frick Coke Company, in which, despite its name, Carnegie is the majority stockholder; Frick remains Chairman of the Board of Managers. (Nasaw)
- Jan. 10, 1895 Court of Common Pleas at Columbus, Ohio, issues a judgement of \$8 million plus interest against Stevenson Burke, the Hickok Estate, and the Green Estate for fraudulently using a bond issue of the Columbus, Hocking Valley & Toledo Railway to buy coal lands from themselves; Burke appeals. (NYT)
- Jan. 13, 1895 William Garroway Moorhead (1811-1895), former Pres. of Sunbury & Erie Railroad, dies. (RyW)
- Jan. 14, 1895 PRR inaugurates a New York-Atlantic City express running through in 3:40; is part of promotion of Atlantic City as a winter resort. (NYT)
- Jan. 14, 1895 Dr. Robert Henry Lamborn (1835-1895), former PRR engineer and associate of William J. Palmer in various western enterprises, dies in New York of heart disease. (NYTrib, RRGaz)
- Jan. 14, 1895 Trunk Lines vote to eliminate "clerical orders," reduced-rate passes for the clergy, after Mar. 31; there are now about 75,000 clerical orders in Trunk Line territory. (NYT)
- Jan. 14, 1895 Knights of Labor strikes all the Brooklyn streetcar operators, including the Atlantic Avenue Railroad Company of Brooklyn, the Brooklyn City Railroad, the Brooklyn City & Newtown Railroad, and the Broadway Railroad. (NYT)
- Jan. 1895 Gold hoarding begins with the fear that the U.S. will go off gold standard. (Wyckoff)
- Jan. 1895 PRR is now operating through sleeping cars to Aiken, Augusta and Macon via the Atlantic Coast Line. (NYT)
- Jan. 1895 PRR begins work on the Sang Hollow Extension. (RRGaz)

- Jan. 1895 PRR has completed a survey from Lovett to Scalp Level and back to the South Fork Branch at Dunlo to preempt the route of the Pennsylvania Midland Railroad. (RRGaz)
- Jan. 1895 Pittsburgh, Wheeling & Kentucky Railroad has let the contract for a new station and office building at Wheeling. (RRGaz)
- Jan. 1895 New Haven is buying waterfront land at Oak Point in the Bronx for new freight yards. (NYT)
- Jan.16, 1895 Joint meeting of Western and Trunk Line General Managers at New York; western road complain that eastern roads are cutting eastbound freight rates , in part by shipping around rather than through Chicago. (NYT)
- Jan. 17, 1895 Terre Haute & Indianapolis Railroad General Freight Agent H.W. Hibbard dies at St. Louis. (MB)
- Jan. 20, 1895 PRR establishes a new vestibuled limited between New York and St. Louis, running as a second section of the *Pennsylvania Limited* east of Pittsburgh. (NYT)
- Jan. 21, 1895 Merchants Warehouse Company opens new 50,000-bbl. flour warehouse at Beach & Shackamaxon Streets in Philadelphia. (RyW)
- Jan. 21, 1895 Elk Run Branch of Pennsylvania & North Western Railroad opens for revenue passenger service between Punxsutawney and West Eureka No. 11 via Adrian and Anita. (Guide)
- Jan. 21, 1895 Benjamin F. Newcomer (1827-1901) elected Pres. of Baltimore & Potomac Railroad, replacing Oden Bowie, deceased. (MB)
- Jan. 21, 1895 In *U.S. v. E.C. Knight Co.*, the U.S. Supreme Court refuses to dissolve the “Sugar Trust” on the grounds that control of manufacture affects interstate commerce only indirectly. (Trager)
- Jan. 22, 1895 PRR Assistant General Passenger Agent George W. Boyd says that “clerical orders,” reduced fare passes for the clergy, are not abused and that the PRR supports them. (NYT)
- Jan. 22, 1895 Darius W. Caldwell elected Pres. of Pittsburgh & Lake Erie Railroad. (RRGaz)
- Jan. 23, 1895 Italian laborers engaged by the Hewlett’s Land & Improvement Company tear up the old Cedarhurst Railroad, unused for two or three years; Benjamin E. Valentine had the LIRR reinstall the connecting switch a few

days earlier for the purpose of bringing in building materials for a new house; the land company had the line torn up to underline the fact that the right of way had reverted to them as land owners and was no longer a public highway. (NYT)

- Jan. 23, 1895 Delaware, Maryland & Virginia Railroad files suit in Delaware Court of Chancery against the U.S. Government's appropriation of land for a canal between Delaware Bay and Assawoman Bay inland of Rehoboth Beach, part of the Intracoastal Waterway. (MB)
- Jan. 23, 1895 William J. Sewell chosen U.S. Senator by N.J. Legislature. (NYTrib)
- Jan. 24, 1895 Criminal conspiracy trial of 45 American Railway Union leaders, later reduced to 20, begins; jury is mostly farmers; Clarence Darrow manages the defense and presents as evidence a copy of the minutes of the General Managers Association that he has obtained. (Lindsey)
- Jan. 24, 1895 Joseph F. Sinnott, the largest individual Reading stockholder, sells half of his 44,000 shares at 4½-5½.. (NYT)
- Jan. 27, 1895 Port Tampa sleeping cars on *Atlantic Coast Line Express* No. 23-78 begin running on the West Coast route via Dupont, Dunnellon and Lakeland when on the Plant System, instead of the old route through Jacksonville and Sanford; Tampa cars of *Atlantic Coast Line Fast Mail* No. 32-35 still run via Jacksonville and Sanford. (Guide)
- Jan. 28, 1895 N.J. Assembly Committee on Railroads & Canals holds a public hearing at Newark at which citizens demand that the PRR and DL&W elevate or depress their tracks through town. (NYT)
- Jan. 28, 1895 St. Louis-New York express on the Vandalia Line derails at speed on spread rail at Coatesville, Ind.; Pres. W.R. McKeen's private car is on the rear and derails first, taking the next two cars with it; two killed. (NYT)
- Jan. 30, 1895 The Knights of Labor has lost the Brooklyn streetcar strike, and most lines are operating normally. (NYT)
- Jan. 31, 1895 U.S. gold reserves are down to \$41.4 million. (Carosso)
- Feb. 1, 1895 General Solicitor John Scott resigns for health after 36 years of service but remains company counsel; replaced by James A. Logan (1840-1902). (AR)
- Feb. 1, 1895 B&O northbound fast freight train is the first revenue trip taken through the Howard Street Tunnel in Baltimore with passenger car attached for guests. (NYT)

- Feb. 2, 1895 Second track finished through the B&O's Howard Street Tunnel; earlier this week, a train of 22 cars of granite sent through as a maximum load test; cost \$8 million; Chief Engineer William T. Manning; Ryan & McDonald, contractors. (NYT)
- Feb. 3, 1895 Pioneer civil engineer Benjamin Aycrigg (1804-1895) dies at Lakewood, N.J.; had been retired for many years and had become rich from early investments in the Anthracite Region. (RyW)
- Feb. 4, 1895 LIRR begins rapid transit service between Long Island City and Jamaica via Montauk Branch.
- Feb. 4, 1895 LIRR increases the number of trains between Long Island City and Flushing from 64 to 102; 68 trains are to run non-stop west of Main Street, Flushing; Whitestone Branch trains make local stops between Long Island City and Flushing. (NYT)
- Feb. 4, 1895 At the insistence of striking workers, the Brooklyn Common Council revokes the trolley franchises of the Atlantic Avenue Railroad Company of Brooklyn and the Brooklyn Heights Railroad. (NYT)
- Feb. 4, 1895 J. Pierpont Morgan travels to Washington in a private car attached to the *Congressional Limited* to meet with Pres. Cleveland on the financial crisis. (Carosso)
- Feb. 4, 1895 Jacksonville (Fla.) Union Station opens. (Guide)
- Feb. 5, 1895 Western New York & Pennsylvania Railroad Company sold at foreclosure of Second mortgage to Frederick Strauss for \$1 million. (Val, NYT)
- Feb. 5, 1895 Susquehanna Coal Company Board approves draft agreement with Staples Coal Company for them to build and operate an ocean-going tugboat and 9 barges between South Amboy and New England points. (MB)
- Feb. 5, 1895 Trunk Line General Passenger Agents meet and propose raising the emigrant rate between New York and Chicago from \$13 to \$15 effective May 1. (NYT)
- Feb. 5, 1895 J. Pierpont Morgan meets with Pres. Cleveland and arranges for the private sale of gold bonds to a syndicate to bring U.S. gold reserves up to \$100 million. (Carosso)
- Feb. 6, 1895 Norfolk & Western Railroad (N&W) enters receivership; brought on by low coal prices and recent expansion; Frederick J. Kimball and Henry Fink appointed receivers. (Lambie, NYT)

- Feb. 6, 1895 George M. Pullman evades subpoena to appear at Debs's criminal trial and leaves Chicago. (Lindsey)
- Feb. 7, 1895 Brooklyn Mayor Charles Adolph Schieren (1842-1915) vetoes the action of the Common Council revoking the trolley franchises saying they are not revocable at the will of the Council. (NYT)
- Feb. 7, 1895 Pres. Cleveland summons J. Pierpont Morgan to White House after House rejects a relief bill. (Carosso)
- Feb. 8, 1895 J. Pierpont Morgan agrees for a bankers' syndicate to furnish the U.S. with 3.5 million ounces of gold coins at \$17.80 per oz. and guarantee the stability of U.S. reserves for eight months. (Carosso)
- Feb. 8, 1895 Federal government purchases \$62 million in gold through J.P. Morgan & Co. and August Belmont & Co.; bankers net \$1.5 million profit. (verify date)
- Feb. 8, 1895 Blizzard strikes East Coast between New York and Virginia; the worst since 1888; PRR main line to Pittsburgh blocked 12-24 hours; hundreds of shop workers at Altoona are put to shoveling out the tracks on the Mountain; at Jersey City, the Bergen Hill Cut is blocked by drifting snow early in the morning, and two eastbound locals become stuck at the west end until dug out about two hours later; some passengers walk all the way to the ferry; the *Pennsylvania Limited* arrives 5:30 late; thick ice on the New York side of the Hudson interferes with ferry operations; the first train leaves Philadelphia eastbound at 1:15 PM. (RRGaz, NYT)
- Feb. 9, 1895 Weems Steamboat Company of Baltimore City buys property of Maryland & Virginia Steamboat Company operating between Baltimore & Washington, D.C., consisting of the steamboats *Potomac*, *Sue* and *John E. Tygart* and a landing at Pier No. 2 Light Street for \$155,000. (MB)
- Feb. 10, 1895 PRR main lines reopen; thaw causes ice in the Hudson River to break up; PRR cleanup costs are \$164,000, nearly twice that of the Blizzard of '88. (RRGaz, NYT, ATO)
- Feb. 11, 1895 PRR Road Committee hears report on cab service at Broad Street Station. (MB)
- Feb. 12, 1895 Susquehanna Coal Company agrees with the Staples Coal Company to operate and jointly own its fleet of coasting vessels, including the tugboat *Paoli* and barges *Ardmore*, *Bala*, *Braddock*, *Devon*, *Haverford*, *Radnor*, *Rosemont*, *Strafford*, *Wayne* and *Woodbury*; Susquehanna Coal Company has a 60% interest. (MB)

- Feb. 12, 1895 U.S. gold reserves bottom out at \$41.3 million. (Carosso)
- Feb. 12, 1895 Criminal trial of Eugene V. Debs and other American Railway Union leaders halted when one of the jurors takes ill; prosecution senses that the jury is in favor of acquittal, and the trial is never concluded. (Lindsey)
- Feb. 13, 1895 Terre Haute & Indianapolis Railroad Executive Committee authorizes remodeling Logansport station to include an office for the Michigan Division; authorizes surveying an extension of the East St. Louis & Carondelet Railway to the coal lands of the Consolidated Coal Company. (MB)
- Feb. 15, 1895 W.W. Taylor named General Freight Agent of Vandalia Line, replacing H.W. Hibbard, deceased. (MB, Guide)
- Feb. 1895 LS&MS abandons slogan "America's Best Railway." (RRGaz)
- Feb. 1895 Former PRR contractor Philip Collins (1821?-1895) dies at Ebensburg, Pa.; lost his fortune on the Madeira & Mamoré Railway contract in the Amazon in the 1870s. (RRGaz)
- Feb. 1895 Second winter freeze of the season strike Florida, with snowfall as far south as Fort Myers; coming with the depression, it serves to cripple Hamilton Disston's attempts to develop central Florida; however, Miami is below the frost line, and this prompts Henry M. Flagler to shift his development there. (Grunwald)
- Feb. 17, 1895 PRR transports 18 singers of the Abbey-Grau opera company from New York to Baltimore; each demands a private parlor car drawing room; since there is usually only one drawing room per car, they have to be carried on separate trains, and not all can be carried in a single day. (NYT)
- Feb. 18, 1895 J.S. Morris (1828-1895), Superintendent of Toledo Division, dies at Toledo after 38 years service. (AR, RRGaz)
- Feb. 19, 1895 F.G. Darlington, Superintendent of Indianapolis Division, gives a paper on the PCC&StL's experiments with the Brown System of discipline ("Brownie points") to a meeting of the Central Association of Railroad Officers at Columbus. (RRGaz)
- Feb. 19, 1895 Shamokin Valley & Pottsville Railroad Board approves the location of the Fagely Branch and a branch to the Ferndale Colliery. (MB)
- Feb. 21, 1895 PRR adopts uniform letterheads and envelopes.



- Feb. 25, 1895 Northwestern Pennsylvania Railway organized at Philadelphia to acquire Pennsylvania portion of former Western New York & Pennsylvania Railroad, which is conveyed by Frederick Strauss by deed of same date. (Val)
- Feb. 25, 1895 Funeral of abolitionist and civil rights leader Frederick Douglass (1817?-1895) held at the Metropolitan African Methodist Episcopal Church in Washington; thousands view the body lying in state in the four hours before the service; after the service, the casket is taken on a special PRR funeral train for interment at Rochester, N.Y. (NYT)
- Feb. 25, 1895 CCC&StL Railway (Big Four) stockholders approve the purchase of the new bridge at Louisville. (RRGaz)
- Feb 25, 1895 Chesapeake & Ohio Railway stockholders approve the joint operation with the CCC&StL Railway (Big Four) of the Louisville & Jeffersonville Bridge Company and trackage rights over the Louisville & Nashville Railroad between Lexington and Louisville. (NYT)
- Feb. 26, 1895 Queen Anne's Railroad incorporated in Delaware by Baltimore capitalists, including Robert C. Davidson, Pres. of the Baltimore Trust & Guarantee Company, Middendorf, Oliver & Co., William H. Bosley, John S. Gittings, and Bartlett S. Johnson; to build from Queenstown, Md., to Lewes, Del.; they abandon their earlier plan for an electric railway system on the Eastern Shore after farmers tell them they want a steam railroad to Baltimore and they see the potential for seashore travel. (MB, RRGaz)
- Feb. 26, 1895 Pittsburgh, Monongahela & Wheeling Railroad incorporated in Pa. to build from opposite Monongahela City to W.Va. state line near Crows Mills; no action after Feb. 1897. (MB)
- Feb. 28, 1895 Western New York Railway Company incorporated to receive New York portion of former Western New York & Pennsylvania Railroad. (Val)
- Mar. 1, 1895 Frederick Strauss deeds portion of former Western New York & Pennsylvania Railroad in New York to Western New York Railway; portion in Pennsylvania to Northwestern Pennsylvania Railway, which had been incorporated on Feb. 25 but not filed. (Val)
- Mar. 1, 1895 Pennsylvania Company names W.H. Potter Superintendent of Toledo Division, replacing J.S. Morris, deceased. (MB)
- Mar. 1, 1895 GR&I defaults on 4% bond interest scrip issued to fund coupons on 5% bonds.
- Mar. 1, 1895 Capital Traction Company incorporated as the merger of the Rock Creek

Railway and the Washington & Georgetown Railroad, covering most of the street railways in the District of Columbia. (Moodys)

- Mar. 1895 George H. Daniels of NYC&HR invents the “red cap” by stationing about a dozen porters in Grand Central Station to carry baggage and assist women and children; wear red caps for easy identification and also speak foreign languages. (RRGaz)
- Mar. 3, 1895 Ice gorge in the Susquehanna River at Port Deposit breaks up, flooding the town and damaging the “Port Road.” (NYT)
- Mar. 4, 1895 PRR establishes through sleeping car between Philadelphia and Hagerstown. (RyW)
- Mar. 4, 1895 Second ice gorge in the Susquehanna River breaks up at McCalls Ferry; ice freshet in Susquehanna River damages Susquehanna & Tide Water Canal; not repaired and never reopened, breaking link between Pennsylvania Canal and tidewater; Columbia & Port Deposit bridge at Safe Harbor torn out. (NYT, AR, RRGaz)
- Mar. 4, 1895 Noted railroad contractor Charles McFadden (1830-1895) dies at Philadelphia. (RyW)
- Mar. 5, 1895 Pennsylvania Company Executive Committee authorizes construction of unloading trestle at Dock No. 4 at Ashtabula so new drop bottom hopper cars can be emptied into buckets. (MB)
- Mar. 5, 1895 PCC&StL Railway Executive Committee authorizes interlocking plants at grade crossings at Urichsville, Newcomerstown, Morgan’s Run, Granville Jct., Loudonville, South Charleston, Stillwater Jct., West Manchester, Piqua, Covington and Dunreith. (MB)
- Mar. 5, 1895 Reading threatens to embargo anthracite coal coming from the CNJ and Lehigh Valley Railroad at South Bethlehem and East Penn Jct. unless they consent to give the Reading a greater percentage of the coal trade; the Reading believes they are getting a greater share of the Philadelphia coal market at its expense. (NYT)
- Mar. 6, 1895 New York & Brooklyn Tunnel Company incorporated in N.Y.; no work done under this charter. (NYState)
- Mar. 7, 1895 Trunk Line presidents abolish differential rates on westbound freight, effective Apr. 1; split on clerical orders; NYC&HR, Erie and DL&W will abolish them, while PRR, Lehigh Valley, B&O and Reading will continue them. (NYT)

- Mar. 7, 1895 Presidents of PRR, NYC&HR and B&O begin negotiations with Trunk Line Association and Central Traffic Association to stabilize rates between Chicago and Tidewater; leads to formation of Joint Traffic Association at end of year. (NYT)
- Mar. 7, 1895 New England Railroad incorporated in Conn. for the purpose of reorganizing the New York & New England Railroad. (NHCorp)
- Mar. 1895 PRR now runs between 40 and 45 freight and coal trains via the Trenton Cut-off; run through between Columbia and South Amboy; two through mail & express trains also run via Cut-off. (CCHS)
- Mar. 8, 1895 Gang of 50 tramps seize a PW&B freight train at Wilmington but are finally driven off by police. (RRGaz)
- Mar. 9, 1895 Ohio Coal Traffic Association, which includes the PRR, reaches an agreement to maintain rates through Nov. 30, 1896. (NYT)
- Mar. 11, 1895 Two factions of bondholders of the Philadelphia, Reading & New England Railroad meet in New York but are unable to agree on a reorganization plan. (NYT)
- Mar. 12, 1895 PRR annual meeting held in Academy of Music; gadfly William E. Lockwood is again on hand to badger management with motions and questions. (NYT)
- Mar. 13, 1895 Ground broken for first pier of Delair Bridge by Drake & Stratton Company. (RyW)
- Mar. 14, 1895 PRR accepts Westinghouse Electric & Manufacturing Company bid for electrification of Mount Holly Branch, beginning a long relationship between the two companies.
- Mar. 14, 1895 Union Depot Company (Columbus) Board views plans of the new Union Station; authorizes employing an architect; station is to be built parallel with High Street and set back from 75 to 100 feet with a plaza in front. (MB)
- Mar. 15, 1895 NYC&HR cuts its quarterly dividend from 1¼% to 1%; its operating ratio has risen from 64.55% in the first quarter of 1894 to 69.42% in the first quarter of 1895. (NYT)
- Mar. 1895 PRR introduces Class Gg wooden coal gondola car from plans made at the Fort Wayne Shops, the first 40-ton car and the first with a self-cleaning hopper bottom; later copied in steel by the Schoen Pressed Steel Company. (ATO, Karig)

- Mar. 1895 Ohio Coal Association formed to stabilize production and prices in southeastern Ohio. (NYT)
- Mar. 17, 1895 Elevated line between St. Louis Union Station and Merchants Bridge opens for freight traffic. (RRGaz - verify)
- Mar. 18, 1895 Contract for iron work of Delair Bridge issued to A. & P. Roberts Company. (RyW)
- Mar. 18, 1895 Northwestern Pennsylvania Railway incorporated (filing date) to receive Pennsylvania portion of former Western New York & Pennsylvania Railroad; on same day, merged with Western New York Railway Company to form Western New York & Pennsylvania Railway Company. (Val, C&C)
- Mar. 20, 1895 Act of Congress requires the New York & New Jersey Bridge Company to submit plans to the Secretary of War for approval within one year. (NYT-check 1895)
- Mar. 20, 1895 George H. Daniels gives an address to the 40<sup>th</sup> annual convention American Association of General Passenger & Ticket Agents that includes a strange bit of Biblical exegesis in which he interprets the vision of the prophet Ezekiel (“a wheel in the middle of a wheel”) as a prophecy of modern transportation and communications; notes that the U.S. has just under half of the world’s rail mileage. (Guide, NYT)
- Mar. 21, 1895 Presidents of the anthracite railroads meet at New York; decline to agree to restrict output or change rates until they can agree on the percentage for each road, which is assigned to a committee of five. (NYT)
- Mar. 21, 1895 Frank Rockefeller (1845-1917) of Cleveland, younger brother of John D. Rockefeller, elected a director of the Cleveland, Akron & Columbus Railway. (MB)
- Mar. 25, 1895 PRR Road Committee orders Secretary to report on maps of Lines East and Lines West to be hung in Board Room at Broad Street Station. (MB)
- Mar. 27, 1895 PRR makes London Joint Stock Bank, Ltd., its financial agent in London. (AR)
- Mar. 27, 1895 Capt. Isaac Frazee (1823?-1895), collector of Camden & Philadelphia Steam Boat Ferry Company and one of first Camden & Amboy conductors, dies at Delanco, N.J. (RyW)
- Mar. 27, 1895 Atlantic Avenue Railroad Company of Brooklyn Pres. Benjamin Norton

and Superintendent Daniel Quinn are acquitted of violating the 10-hour law after a two-day trial. (NYT)

- Mar. 27, 1895 Norfolk & Western Railroad leases the plant of the Roanoke Machine Works, which is henceforth operated as part of the railroad and the genesis of its famed Roanoke Shops. (AR)
- Mar. 27, 1895 Hudson River Navigation Company incorporated in N.J. to take over the People's Line of steamboats between New York and Albany/Troy. (RRGaz)
- Mar. 28, 1895 Presidents of the anthracite railroads meet at New York; Elisha P. Wilbur of the Lehigh Valley Railroad moves to have the percentages of 1894 continued with minor modifications, which is not agreed to. (LV AR)
- Mar. 28, 1895 Lines West Executive Committee authorizes new coal pier at Cleveland for Cuddy-Mullin Coal Company; authorizes 1,000 drop-bottom hopper cars for coal trade, to be divided among Pennsylvania Company, Pittsburgh, Youngstown & Ashtabula Railroad and Cleveland & Pittsburgh Railroad.. (MB)
- Mar. 30, 1895 Special Big Four (CCC&StL) train carrying Pres. William Taussig to New York for trip to Europe is first passenger train over elevated line between St. Louis Union Station and Merchants Bridge. (RRGaz)
- Mar. 31, 1895 Receiver Samuel G. De Coursey transfers property of Western New York & Pennsylvania Railroad to Western New York & Pennsylvania Railway Company; \$20 million in Second Mortgage bonds and \$4.86 million floating debt funded into new \$10 million General Mortgage bonds with 2% interest (increasing to 4% by 1901) and \$10 million in Income bonds; De Coursey is Pres. (C&C, Val)
- Apr. 1, 1895 Trunk Lines abolish differential rates for weak lines; Erie, DL&W, Lehigh Valley, B&O, West Shore and NYO&W to raise westbound rate from New York to Chicago from 70 cents to 75 cents. (RRGaz)
- Apr. 1, 1895 Grand Trunk Railway of Canada establishes a 12-cent rate on eastbound grain to New York via the Erie or Lehigh Valley Railroad. (NYT)
- Apr. 1, 1895 Lines West Executive Committee authorizes construction of flour warehouse at Cleveland. (MB)
- Apr. 1, 1895 Pennsylvania Company drops dockage charge of 2 cents per ton on ore at Ashtabula, as other lines at Ashtabula make no charges. (MB)
- Apr. 1, 1895 PCC&StL Railway Executive Committee authorizes paying the

- company's share of the new St. Clair Avenue viaduct at Columbus, Ohio; also a new station at Madison, Ind. (MB)
- Apr. 1, 1895 Norfolk & Western Railroad terminates Pocahontas Coal Company as its General Coal Agent; succeeded by Castner & Curran of Philadelphia, later Castner, Curran & Bullitt. (Lambie, AR)
- Apr. 1, 1895 J.M. Kimball named Lines West Agent at Erie; H.W. Byers named Superintendent of Erie & Ashtabula Division, replacing Kimball. (MB)
- Apr. 1895 Chesapeake & Ohio Railway and Baltimore & Ohio Southwestern Railway withdraw from the Jan. 1 rate agreement on the grounds that the Big Four is manipulating rates. (NYT)
- Apr. 3, 1895 Future railroad reorganization specialist William Wyer (1895-1977) born. (WhosWho)
- Apr. 4, 1895 Representatives of the Great Lakes lines meet in New York; agree to a distribution of eastbound package freight for the 1895 season; lake boats have a differential of 5 cents or 20 cents vs. 25 cents via an all-rail route. (NYT)
- Apr. 1895 PRR completes grade separation with Reading at North Penn Jct. in North Philadelphia. (RRGaz)
- Apr. 5, 1895 Representatives of the anthracite railroads resume their meeting in New York; Lehigh Valley Railroad Pres. Elisha P. Wilbur and Frank Thomson move to have the question of percentages for 1895 referred to arbitrators. (LV AR)
- Apr. 5, 1895 Grand Trunk Railway of Canada, the leader in recent rate cutting, notifies the ICC it will withdraw its 12-cent grain rate on Apr. 13. (NYT)
- Apr. 8, 1895 Pres. Roberts presents papers on Lytle Coal Company, an anthracite producer near Minersville, to PRR Road Committee. (MB)
- Apr. 8, 1895 New brick station opens at Marion on Chicago Division. (AR)
- Apr. 9, 1895 Trunk Lines and Central Traffic Association meet in New York and sign new agreement on eastbound freight; will restore rates effective Apr. 22, when the Lakes open; also agree to maintain the Jan. 1 eastbound passenger rate, and the Chesapeake & Ohio Railway and Baltimore & Ohio Southwestern Railway rescind their threat to withdraw from the agreement. (NYT)
- Apr. 10, 1895 Lehigh Valley Railroad Pres. Elisha P. Wilbur withdraws his support for

- the arbitration of percentages of the anthracite traffic, and the attempt to arbitrate collapses. (AR)
- Apr. 11, 1895      PRR abolishes post of Cashier of Empire Line. (MB)
- Apr. 11, 1895      South Pennsylvania Railway accepts the offer of the Cumberland Valley Railroad to buy its office at Harrisburg. (MB)
- Apr. 11, 1895      Toledo, Ann Arbor & North Michigan Railway sold at foreclosure to F.C. Martin for the bondholders for \$200,000. (NYT)
- Apr. 12, 1895      American Line (International Navigation Company) steamer *St. Paul* launched at Cramp's shipyard; original launch on Mar. 25 aborted because of bad tallow. (Walther)
- Apr. 14, 1895      Manufacturers Railway begins construction of switching line in Toledo. (Church)
- Apr. 15, 1896      PCC&StL Railway Finance Committee approves the first articles for the Joint Traffic Association. (MB)
- Apr. 15, 1895      Pennsylvania Steel Company begins rolling PRR 100-lb. rail. (RyW)
- Apr. 1895          New York Division Superintendent Joseph Crawford (1855?- ), who has been under a doctor's care since a platform he was standing on during the construction of the Jersey City train shed collapsed, breaking his leg, has become mentally unbalanced and is sent to the N.J. State Asylum at Morris Plains. (NYT)
- Apr. 1895          Large lunch room for clerks opens on 6<sup>th</sup> floor of Broad Street Station with 5-cent meal tickets; of 1,500 employees in building, only about 300 are entitled to a free lunch in the company dining room on the 2<sup>nd</sup> floor, the rest getting only a 30-minute lunch break. (RyW)
- Apr. 1895          Press reports that PRR is about to resume construction, including a new line through Bustleton to the Trenton Cutoff to relieve traffic on the New York Division. (RRGaz)
- Apr. 1895          Four-track system completed between Philadelphia and Coatesville Bridge. (CCHS)
- Apr. 1895          PRR tests Richmond Locomotive Works compound 4-6-0 No. 2427 in freight service between Harrisburg and Tyrone. (RRGaz)
- Apr. 1895          Work on Wheeling station stopped by suit of property owners. (RRGaz)

Apr. 1895 PRR has sued City of Chicago for \$46,010 for property destroyed in the Pullman Strike. (RRGaz)

Apr. 1895 Trustees of GR&I Second Mortgage bonds begin foreclosure proceedings.

Apr. 1895 Armour & Co. has established Fruit Growers Express between San Francisco and New York with 400 cars. (RRGaz)

Apr. 17, 1895 *New York Times* notes that Trunk Line traffic is increasing; westbound tonnage through Pittsburgh and Buffalo was 120,925 tons in Mar. 1895, vs. 114,850 tons in Mar. 1894. (NYT)

Apr. 17, 1895 B&O passes semi-annual dividend on common stock. (NYT)

Apr. 18, 1895 Boston & Albany Railroad sells the portion of the Springfield & Northeastern Railroad from the B&A main line south to the New York & New England Railroad at St. James Avenue to the New York & New England Railroad. (NHCorp)

Apr. 21, 1895 Fast run of special newspaper train on PRR, Camden to Atlantic City in 0:51; average 76.5 MPH, maximum 87.8 MPH; train consists of Class P locomotive No. 1658 and combine No. 5116. (RyW, Guide)

Apr. 22, 1895 PRR Road Committee approves half-day Saturdays for General Office personnel for summer months between May 15 and Sep. 15 by 4-2 vote. (MB)

Apr. 23, 1895 Atlantic Avenue Railroad Company of Brooklyn forces the resignation of William J. Richardson, son of the late "Deacon" William Richardson, because he had offered to arbitrate to recent strike, which Pres. Benjamin Norton had rejected. (NYT)

Apr. 23, 1895 Pittsburgh, Marion & Chicago Railway enters receivership; C.H. Smith, receiver. (ICC, Guide)

Apr. 24, 1895 PRR Board authorizes half-holidays on Saturdays for General Office employees between May 15 and Sep. 15. (NYT)

Apr. 24, 1895 PRR annuls 1874 contract with Lehigh Valley Railroad for through operation of coal trains to Trenton and South Amboy. (MB)

Apr. 25, 1895 Gang of 30 tramps seizes a PRR freight train near Huntingdon. (RRGaz)

Apr. 24, 1895 Gen. Justin F. Temple, ex-Pres. and director of the Waynesburg & Washington Railroad, dies at Pittsburgh. (MB)



- Apr. 26, 1895 River & Harbor Transportation Company incorporated in Maine to operate lighterage services at New York Harbor for LIRR. (MB)
- Apr. 26, 1895 Former streetcar executive William J. Richardson (1849-1895) dies at Brooklyn of spinal meningitis. (NYT)
- Apr. 27, 1895 Trustees John E. Davidson and William H. Barnes file for receivers for the Grand Rapids & Indiana Railroad. (NYT)
- Apr. 28, 1895 PRR denies rumors that Pres. George B. Roberts, who is visiting Cape May, is ill. (NYT)
- Apr. 29, 1895 NYC&HR begins running two round trips between New York and Montreal via Mohawk Division and Canadian Pacific Railway. (RRGaz)
- Apr. 30, 1895 LIRR agrees with Brooklyn Elevated Railroad for through route between Brooklyn Bridge and Coney Island via a new connection to be built at 36<sup>th</sup> Street between 5<sup>th</sup> & 7<sup>th</sup> Avenues; Atlantic Avenue Railroad Company of Brooklyn and Brooklyn, Bath & West End Railroad surrender to the Prospect Park & Coney Island Railroad all their rights in the Union Depot at 5<sup>th</sup> Avenue & 36<sup>th</sup> Street built under the agreement of Apr. 1, 1890. (MB, NYState)
- Apr. 30, 1895 Atlantic Avenue Railroad Company of Brooklyn, Brooklyn Elevated Railroad, and Brooklyn, Bath & West End Railroad agree to connect their respective lines: BB&WE may discontinue the Union Depot at 37<sup>th</sup> Street providing that it stops on 5<sup>th</sup> Avenue between 36<sup>th</sup> & 37<sup>th</sup> Streets. (NYState)
- Apr. 30, 1895 Thirty-two Pocahontas coal operators cut wages 20% to meet demand by railroad for higher rates; four-month strike ensues. (Lambie)
- May 1, 18895 Atlantic City Railroad freight station moved from Pier No. 8 North Wharves to Pier No. 8 South Wharves. (Rdg)
- May 1, 1895 B&O opens Baltimore Belt Railroad with coke-burning locomotives for passenger service only, replacing passenger train ferry across Baltimore Harbor; tunnels and first main line railroad electrification designed by Samuel Rea, who had returned to PRR in 1892; operation by B&O begins. (B&O Mag, AR, B&O Val)
- May 1, 1895 Bay Ridge & Annapolis Railroad, running from Short Line Jct. to dock at Bay Ridge, becomes part of B&O system; is to form link with Baltimore & Eastern Shore Railroad. (B&O AR)
- May 1, 1895 Eben B. Thomas (1839-1919) named receiver of the B&O, replacing John

- King, resigned. (NYT)
- May 1, 1895 First third-rail electric transit system installed on \_\_\_ Elevated in Chicago. (Humphrey - verify)
- May 1, 1895 Chicago, Indiana & Eastern Railway opens between Fairmont and Matthews, Ind. (Church)
- May 1, 1895 Wildwood, N.J., incorporated as a borough. (wiki)
- May 1, 1894 Five-month coal strike begins in the Pocahontas Coal Field. (N&W AR)
- May 3, 1895 Lines West Executive Committee authorizes purchase of land for yard at 14<sup>th</sup> & Lexington Streets in Louisville. (MB)
- May 3, 1895 Pennsylvania Company Finance Committee reports that it has purchased stock of Newport & Cincinnati Bridge Company and 220 shares of Cleveland & Marietta Railway. (MB)
- May 3, 1895 PCC&StL Railway Executive Committee admits employees of the Chicago Union Passenger Station and joint track employees to the Voluntary Relief Dept. (MB)
- May 3, 1895 Thomas Rutter (1824-1895), builder of the PRR's Allegheny and Baltimore & Potomac Tunnels, dies at New York. (NCAB)
- May 3, 1895 Fulton Elevated Railroad merged into Kings County Elevated Railway. (NYState)
- May 5, 1895 PRR annual report distributed to stockholders; net earnings for 1894 were \$36.86 million, down \$2,707,403 from 1893; Pres. George B. Roberts blames the decline on the fall-off in manufacturing and constant rate-cutting; notes there will be little hope of relief from the latter until public opinion turns against unrestricted competition. (NYT)
- May 6, 1895 PRR Road Committee hears report on ferries from Exchange Place and Bay Street, Jersey City, to 23<sup>rd</sup> Street in Manhattan; reviews correspondence with Joseph Stickney on his contract to haul coal of the Lytle Coal Company. (MB)
- May 6, 1895 Benjamin Norton resigns as Pres. of the Atlantic Avenue Railroad Company of Brooklyn; to be replaced by H.M. Littell, formerly General Manager of the New Orleans Traction Company, effective July 1. (NYT)
- May 6, 1895 Grand Trunk Railway of Canada officials begin an inspection tour of the Lehigh Valley Railroad from Buffalo to Jersey City. (NYT)

- May 1895 Joseph Crawford, Superintendent of New York Division, is sent to a private asylum at Morris Plains, N.J.; had been in bad health for a year as result of a girder falling on him during the construction of Jersey City Terminal. (RRGaz)
- May 7, 1895 At the London annual meeting, Sir. Henry Tyler is ousted as Pres. of the Grand Trunk Railway of Canada. (NYT)
- May 8, 1895 PRR Board authorizes establishment of ferry between Jersey City and 23rd Street, New York City. (MB)
- May 1895 Court sets aside the recent sale of the Toledo, Ann Arbor & North Michigan Railway and orders it resold in four lots. (NYT)
- May 9, 1895 George W. Saul named receiver of the Ohio Southern Railroad (Lima-Willston). (NYT)
- May 10, 1895 Kearney, N.J., police arrest 18 tramps and car robbers in a raid at Meadows Yard. (NYT)
- May 11, 1895 Gas explosion wrecks the sleeping car *Tagus* being set up in the Jersey City train shed for a departure to Tampa; the rubber hose used to charge the Pintsch gas tanks ruptured, filling the car with gas. (NYT)
- May 11, 1895 Heavy rains cause a three-quarter mile long landslide in Jacks Narrows, blocking the PRR main line for 24 hours; took 800 men to open; trains detour via Sunbury & Lewistown; the slide partially buries a passing freight train, and a brakeman has to have his leg amputated to be freed. (RRGaz, NYT)
- May 12, 1895 PRR main line at Jacks Narrows reopens but with 15-mile back-up on each side. (RRGaz)
- May 12, 1895 B&O begins formally identifying five southbound and six northbound trips between Jersey City and Washington as "Royal Blue" trains. (Guide)
- May 12, 1895 Southern Railway establishes new sleeping car line on the *Washington & Southwestern Limited* No. 37-38 between Washington and Chattanooga via Salisbury, Asheville, Hot Springs, and Knoxville. (Guide)
- May 12, 1895 George Flatow (1895-1968), future PRR Publicity Representative at New York City, born. (SSDI)
- May 15, 1895 PRR grants office employees half-day Saturdays one month earlier, running to Sep. 15 as before; refuses to grant all year round. (RRGaz)

- May 15, 1895 Pennsylvania Steel Company and Maryland Steel Company of Baltimore County sold at foreclosure to reorganization committee for \$2 million. (RyW, RRGaz)
- May 1895 Clock with terra cotta mountings sculpted by Karl Bitter (1867-1915) placed in corner of tower of Broad Street Station; dial is supported on each side by female figures representing "Transportation and Commerce" and "Prosperity and Plenty"; under clock is head of Mercury and above a Cupid holding a lamp that illuminates the clock face at night. (Watkins)
- May 1895 Wheeling Bridge & Terminal Railway opens extension from South Wheeling to Riverside Iron Works. (Church)
- May 1895 Harbines renamed Alpha on Cincinnati Division. (Guide)
- May 1895 PCC&StL Railway sues the City of Chicago for \$750,000 damages from Pullman Strike. (RRGaz)
- May 1895 T.C. Clarke resigns as Chief Engineer of the New York & New Jersey Bridge Company. (RRGaz)
- May 16, 1895 First special LIRR train arrives at Amagansett over the new line from Bridgehampton. (Seyfried)
- May 17, 1895 Samuel Rea raises possibility of new direct line between New Lisbon and Manahawkin to avoid use of the Tuckerton Railroad. (SRea)
- May. 18, 1895 City of New York asks for an injunction against the LIRR operating the steamboat *Morrisania* between Pier No. 1, N.R. and 65<sup>th</sup> Street, Brooklyn, as it competes with a city ferry between Whitehall Street and Bay Ridge leased to the Staten Island Rapid Transit Railroad; LIRR maintains the service is not a "ferry" because it only carries railroad passengers, not vehicles. (NYT)
- May 18, 1895 Erie & Western Transportation Company opens new freight house on East Slip at Erie. (MB)
- May 20, 1895 Girard Avenue station on Main Line closed because of trolley competition. (SRea)
- May 21, 1895 Secretary of War Daniel S. Lamont approves revised plans for rebuilding the Newport & Cincinnati Bridge. (Church)
- May 22, 1895 PRR Richmond compound No. 2427 runs Altoona-Harrisburg with 27 loaded cars in 3:31. (RRGaz)

May 23, 1895 PRR Richmond compound No. 2437 returns to Altoona with 35 loads in 4:26. (RRGaz)

May 23, 1895 C.O. Brewster elected Pres. & General Manager of Wheeling Bridge & Terminal Railway; Charles H. Cort elected VP. (MB)

May 23, 1895 New Haven announces that it will four-track and grade-separate the first 5 miles of the Providence Division out of Boston. (NYT)

May 24, 1895 Montauk Water Company incorporated in N.Y. (MB)

May 25, 1895 Last run of CCC&StL Railway's *Knickerbocker Special* No. 10 between St. Louis and Cleveland; *Southwestern Limited* renumbered No. 11-18. (Guide)

May 26, 1895 Susquehanna & Tide Water Canal Companies decide not to repair Columbia Dam, which feeds the canal and had been damaged by ice gorges in the spring. (PubLdgr)

May 27, 1895 U.S. Supreme Court affirms conviction of Debs and other American Railway Union leaders; upholds legality of injunctions to break strikes obstructing interstate commerce. (Lindsey)

May 28, 1895 Pres. Roberts presides as Chairman of a "Sound Money" meeting at the Academy of Music; speaks of need to educate public on the issue and to avoid paying workmen in depreciated money. (PubLdgr)

May 28, 1895 Brooklyn & Jamaica RPO established on LIRR. (Kay)

May 28, 1895 PW&B Board declines request of University of Pennsylvania to rename South Street station University station. (MB)

May 28, 1895 Pennsylvania Midland Railroad resumes engineering work at Osterburg. (RRGaz)

May 29, 1895 Rebuilding of Newport & Cincinnati Bridge begins. (Church)

May 29, 1895 Wage scale convention of the United Mine Workers of America takes no action, as the operators refuse to bargain; the union is down to only 11,000 member, 7,000 of whom are in Ohio. (McDonald)

May 30, 1895 Pittsburgh, Crafton & Mansfield Street Railway opens between Pittsburgh and Carnegie, cutting into PRR local traffic. (AR)

May 31, 1895 LIRR Pres. Austin Corbin and VP Charles M. Pratt purchase 5,500 acres

- of land on Fort Pond Bay at Montauk from Frank Sherman Benson, et al., for \$200,000. (Seyfried)
- June 1, 1895 PRR implements revised local fares in Philadelphia area to meet streetcar competition.
- June 1, 1895 Montauk Extension Railroad opens between Bridgehampton and Amagansett; operated by LIRR without agreement. (Val, Seyfried)
- June 1, 1895 Well-known hotel manager Fred Sterry (Sherry??) becomes the lessee of the Bryn Mawr Hotel. (NYT)
- June 1, 1895 PRR appoints G.R. Cadwalader Inspector of Passenger Train Service on PRR Grand Division to attend to passenger comfort. (RRGaz)
- June 1, 1895 Newport & Covington Bridge Company agrees to add two tracks to bridge for South Covington & Cincinnati Street Railway, Cincinnati, Newport & Covington Railway and Newport Electric Railway. (Church)
- June 3, 1895 First test run of five miles made on Mount Holly Branch electrification; uses three interurban type combines built by Jackson & Sharp and trolley poles and wire. (ETFrancis/Marker)
- June 4, 1895 New York & New Jersey State Bridge Commission accepts the plan of the Union Bridge Company for a suspension bridge with a 3,110-foot span and 150 feet clearance to cost \$25 million; the New York & New Jersey Bridge Company then adopts this plan. (RRGaz)
- June 4, 1895 Reports circulate in Boston that the New Haven has secured control of the New York & New England Railroad. (NYT)
- June 4, 1895 Ohio Supreme Court rules that the state grant of the old canal bed to the City of Cincinnati was for sewer and street purposes only, and the Eggleston Avenue track ordinance is not valid; the street belongs to the state, and the city had no right to give it to the PRR. (AR, NYT)
- June 1895 PRR Superintendent Joseph Crawford is now en route to a health resort in California. (RRGaz)
- June 1895 Pittsburgh & Eastern Railroad lets contract for extension from Mehaffey to Rankin Summit, Pa., to P. McManus. (RRGaz)
- June 5, 1895 New American Line (International Navigation Company) steamship *St. Louis*, built by William Cramp & Sons, leaves New York on maiden voyage to Southampton; both *St. Louis* and *St. Paul* were built at a cost of 30% more than at European yards and never made money. (Flayhart,

Navin)

- June 6, 1895 Calvin S. Brice (1845-1898) of Lima and Charles N. Harskell elected directors of the Cleveland, Akron & Columbus Railway, replacing Mills W. Barse of Buffalo and R.M. Gilbert. (MB)
- June 6, 1895 New York act annexes the villages of Wakefield, Eastchester and Williamsbridge, the Town of Westchester, and parts of the Towns of Eastchester and Pelham to New York City and County. (Stokes)
- June 7, 1895 Electric car No. 1 makes first test run over entire line between East Burlington and Mount Holly, N.J. (ETFrancis/Marker, )
- June 7, 1895 Pennsylvania Midland Railroad resumes work on the section between Bedford and McKee's Gap. (RRGaz)
- June 7, 1895 Lines West Executive Committee authorizes second track between Crab Creek and Market Street, Youngstown. (MB)
- June 1895 West Jersey Railroad begins summer-only steam launch service between Longport and Ocean City and between Somers Point and Ocean City; forms a popular local service linking coastal resorts in connection with trolleys between Atlantic City and Longport and steam-dummy locals between Ocean City and Stone Harbor; new landings and floats for launches built at 2nd Street, Ocean City and Somers Point.
- June 1895 Both West Jersey Railroad and South Jersey Railroad are operating summer express trains between Camden and Cape May in 1:45. (RRGaz)
- June 1895 PRR begins construction of a cutoff between Hanover Station on the "Back Road" and Manahawkin. (RRGaz)
- June 11, 1895 Reorganization agreement for Columbus, Sandusky & Hocking Railway signed. (Church)
- June 11, 1895 Secretary of War Lamont approves plans of New York & New Jersey Bridge Company. (RyW)
- June 11, 1895 U.S. grants first automobile patent to Charles E. Duryea. (Shifflet)
- June 12, 1895 Theodore N. Ely begins two-month leave to attend International Railway Congress in London; sails same day on American Liner *New York* with Frank Thomson, James McCrea and European Passenger Agent James L. Taylor. (MB, NYT, Guide)
- June 14, 1895 Pennsylvania Company Executive Committee hears report on dining cars;

are now 11 on Lines West now operated by Pullman Company; lose \$62,500 per year; based on Lines East experience can save \$30,000 a year if it owns cars instead; authorizes purchase for \$10,000 each; authorizes construction of transfer shed and two tracks at East Toledo. (MB)

- June 14, 1895 PCC&StL Railway Executive Committee authorizes double-tracking Tunnels No. 7 and 8 on the Pittsburgh Division; authorizes a new station at North Vernon, Ind. (MB)
- June 14, 1895 Meeting held in Cornelius Vanderbilt's office in Grand Central Station to make arrangements for Vanderbilt control of the Toronto, Hamilton & Buffalo Railway. (NYT)
- June 1895? Future VP James A. McCrea (1875-1923) joins PRR as a rodman after graduating from Yale. (NYT obit)
- June 1895 Rockaway Village Railroad enters receivership. (Cards - must be earlier)
- June 1895 Northern Central Railway (?) has acquired the Baltimore & Sparrows Point Railroad from the Maryland Steel Company of Baltimore County. (RRGaz)
- June 16, 1895 CCC&StL Railway restores *Knickerbocker (Special)* as No. 18, St. Louis to Cleveland, as eastbound counterpart of the *Southwestern Limited* No. 11; eastbound *Southwestern Limited* No. 18 runs Cincinnati-Cleveland only. (Guide)
- June 17, 1895 Pres. Roberts, Third VP Pugh, General Manager Prevost, Chief Engineer Brown, and Assistant to Pres. Samuel Rea leave Broad Street on inspection tour. (RyW)
- June 17, 1895 E.F. Brooks named Superintendent of New York Division, replacing Joseph Crawford, relieved because of illness; William Newell Bannard (1848-1919) named Superintendent of Maryland Division, replacing Brooks; R.E. Marshall named Superintendent of Altoona Division, replacing Bannard; C.M. Mendenhall named Superintendent of Motive Power of PW&B, replacing Marshall. (AR, MB)
- June 20, 1895 First private trial of electric traction on New Haven's Nantasket Beach Branch; public trial is held next day. (RyW, StRyJrnl)
- June 21, 1895 Henry H. Houston (1820-1895), PRR and fast freight line director and former General Freight Agent, dies of a heart attack in his sleep at his country house "Druim Moir" near Wissahickon Heights. (AR, Contosta)
- June 24, 1895 Funeral of Henry H. Houston held from his home and St. Martins-in-the-



Fields Church at Chestnut Hill; interment at St. Thomas Churchyard, Whitemarsh; leaves estate of \$14 million. (PubLdgr, Contosta)

- June 24, 1895 N.Y. court issues a temporary injunction against the LIRR operating the steamboat *Morrisania* between Pier No. 1 and 65<sup>th</sup> Street, Brooklyn, but allows it to continue to operate providing the LIRR posts a \$25,000 bond to indemnify the city for loss of traffic to its own parallel ferry service. (NYT)
- June 25, 1895 Mountain House at Cresson opens for season; all express trains begin stopping at Cresson for summer, except *Pennsylvania Limited* which makes Cresson a flagstop; observation cars placed on westbound *Pacific Express* and eastbound *Day Express* for daylight travelers over The Hill between Altoona and Johnstown. (RyW)
- June 25, 1895 Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 1.35 miles to Lyons Run. (Val, AR)
- June 1895 Rumors of a strike against the Western New York & Pennsylvania Railroad, as Pres. De Coursey refuses to rescind a wage cut made in the spring of 1894, although it was only supposed to last 3 months. (NYT)
- June 26, 1895 Prince of Wales, later Edward VII (1841-1910) opens fifth meeting of International Railway Congress at West Kensington, London; Theodore N. Ely leads PRR delegation; Congress concludes on July 9. (Guide, NYT)
- June 26, 1895 Electric generators installed on Baltimore Belt Line. (RRGaz)
- June 27, 1895 Trunk Line and Central Traffic Association presidents meet in New York with George B. Roberts in the chair; under suasion from J. Pierpont Morgan, they agree to restore eastbound rates effective July 8; on a motion of Chauncey M. Depew, the power to fix eastbound rates is vested in a permanent commission to be appointed by Roberts; the C&O joins the Trunk Line Association for the first time, although its Pres. Melville E. Ingalls has long been a member as representative of the Big Four; after the meeting, 50 presidents and VPs dine attend a dinner hosted by Morgan at the Metropolitan Club; bad weather necessitated a last-minute change of venue from Morgan's yacht *Corsair*. (NYT, RRGaz)
- June 27, 1895 Rockaway Village Railroad track in Mott Avenue is torn up by the town authorities for *non user*; has been out of service for some time. (NYT)
- June 27, 1895 Long Island Railroad Company, North Shore Branch, opens between Port Jefferson and Wading River; operated by LIRR. (Guide - Val has Spring 1895)

- June 27, 1895 LIRR opens between Bridgehampton and Amagansett. (Guide - see above)
- June 27, 1895 Elizur B. Hinsdale resigns as Secretary of LIRR. (MB)
- June 27, 1895 Brigantine Beach Railroad sold at foreclosure for \$50,000. (RRGaz)
- June 27, 1895 First trial run of B&O electric locomotive No. 1, built by GE, at Baltimore tunnels; makes two trips hauling trains with steam locomotives; electrification extends 3.75 miles from Camden Station to Waverly Interlocking. (B&O Mag, RRGaz)
- June 27, 1895 Ohio Supreme Court rules that the bed of the old Miami & Erie Canal in Eggleston Avenue, Cincinnati, is state property and orders PCC&StL to remove its tracks within 120 days. (Church)
- June 28, 1895 Special train carrying Pres. Austin Corbin runs over the Montauk Extension Railroad to just west of Montauk. (Seyfried)
- June 28, 1895 Columbus, Sandusky & Hocking Railway enters receivership; Nicholas Monsarrat (1839-1910), formerly receiver of the Valley Railway, appointed receiver by Court of Common Pleas of Crawford County, replacing J.H. Stewart. (Church, RRGaz)
- June 29, 1895 Atlantic Avenue Railroad Company of Brooklyn, Prospect Park & Coney Island Railroad, and Brooklyn, Bath & West End Railroad make agreement covering joint trackage into the Union Depot between 5<sup>th</sup> & 7<sup>th</sup> Avenues and 36<sup>th</sup> & 37<sup>th</sup> Streets; Prospect Park & Coney Island Railroad receives sole title to the Union Depot land. (NYState)
- June 29, 1895 J.K. Geddes appointed receiver of Bellaire, Zanesville & Cincinnati Railway. (Church)
- June 29, 1895 Railway Cripples Association, composed of men who have lost hands or limbs, holds picnic at Pittsburgh. (RyW)
- June 29, 1895 Louisville Trust Company gets an injunction against laying the last tracks at the Big Four's Louisville terminal to be argued before the court on Monday July 1; before the injunction can be enforced, the first test train crosses the Louisville Bridge just before midnight; tracks on the Louisville side are completed June 30. (RRGaz)
- June 30, 1895 New Haven inaugurates first U.S. revenue mainline railroad electrification on Nantasket Beach Railroad from Nantasket Jct. to Pemberton near Hull, Mass. with 600 v. d.c. trolley wire; uses interurban type locomotive hauling open cars for summer-only service. (RRGaz, McGarigle, Humphrey, AR)

June 30, 1895 U.S. gold reserves have been replenished and now stand at \$107.5 million. (Carosso)

June 30, 1895 Federal government ends fiscal year with first deficit in 29 years.

June 30, 1895 Transcontinental Company incorporated in Illinois to build an elevated electric railroad between Chicago and New York to be operated at 100 MPH. (RRGaz)

July 1, 1895 PRR purchases and assumes operation of all Pullman diners assigned to PRR system and Vandalia Line; appoints J.F. Trout Dining Car Superintendent at Jersey City; Lines West purchase 11 Pullman diners as it is more economical for the PRR to operate them. (Guide, AR)

July 1, 1895 Retrial of the National Docks & New Jersey Junction Connecting Railway tunnel under the PRR's Waldo Avenue Yard begins in the Hudson County Court. (NYT)

July 1, 1895 PRR restores 60-trip and 180-trip tickets on the Chestnut Hill Branch instead of 100-trip tickets; between Philadelphia and Downingtown has cut one-way and round-trip excursion fares and introduced 10-trip and 100-trip tickets good for one year. (RRGaz)

July 1, 1895 Baltimore & Faulkner RPO changed to Bowie & Popes Creek RPO. (Kay)

July 1, 1895 Toledo, Peoria & Western Railway obtains running rights over CB&Q between Iowa Jct. (Lomax) and Burlington by verbal agreement. (Church)

July 1, 1895 Fourth Annual Assembly of Pennsylvania Chautauqua begins one month session at Mount Gretna on Cornwall & Lebanon Railroad. (RyW)

July 1, 1895 Big Four obtains trackage rights over B&O Southwestern Railway between North Vernon, Ind., and Louisville. (RRGaz)

July 1, 1895 Through electric trolley service begins between Exchange Place Ferry and downtown Newark via Kearny and Harrison. (NYT)

July 2, 1895 PRR Board approves additional issue of \$5 million Consolidated Mortgage bonds to be sold to Speyer & Co.; authorizes lease of old General Office Building to Philadelphia Museums (later Commercial Museum) for their displays of local manufactures. (MB)

July 2, 1895 C. Stuart Patterson (1842-1924) elected a PRR director, replacing H.H. Houston, deceased. (MB, NYT)

- July 2, 1895 Toledo, Ann Arbor & North Michigan Railway sold at foreclosure a second time in lots to R.C. Martin for the bondholders. (NYT)
- July 4, 1895 The Paul Boyton Company opens "Shoot the Chutes," a water slide boat ride, at Coney Island; grows into the first self-contained amusement park. (BrklnEgle, Cudahy)
- July 1895 PRR issues \$5 million in 3½% Consolidated Mortgage bonds in London through Speyer & Co. (NYT)
- July 5, 1895 South Chicago & Southern Railroad authorizes a branch from its main line at Calumet Park westward to the Chicago & Eastern Illinois Railroad. (MB)
- July 6, 1895 American Line steamship *Southwark* makes last departure from Philadelphia; transferred to New York-Antwerp service. (Flayhart)
- July 6, 1895 Illinois Terminal Railroad Company incorporated in Illinois by the merger of the Illinois Terminal Company and the Mississippi Valley Terminal Company. (Moody's)
- July 8, 1895 A.A. Jackson (1831?-1895), former official of Allegheny Valley Railroad and New York & New England Railroad, dies at Norwood, Mass. (RRGaz)
- July 9, 1895 PW&B freight train is attacked by 50 tramps at Bay View Jct.; engine crew uncouples the locomotive and runs it back to Canton; returning with police, they capture 16 of the attackers. (RRGaz)
- July 9, 1895 International Railway Congress closes; U.S. delegation fetes PRR General European Passenger Agent James L. Taylor at the Café Royal and presents him with a large silver loving cup for arranging accommodations and tours. (Guide)
- July 9, 1895 New York & New England Railroad sold at foreclosure of the Second mortgage. (NHCorp)
- July 1895 Reading places Baldwin Vaucrain compound 4-2-2 No. 385 with 84" drivers in service on fast Jersey City-Philadelphia trains. (RRGaz - ca. 7/9)
- July 1895 Mount Holly Jct. renamed East Burlington, N.J., on Amboy Division. (Guide)
- July 14, 1895 Cincinnati, Hamilton & Dayton Railway formed by merger of Cincinnati, Hamilton & Dayton Railroad, Cincinnati, Dayton & Chicago Railroad, and Cincinnati, Dayton & Ironton Railroad. (ICC)

July 15, 1895 PRR implements second revision of commuter fares on Paoli and Chestnut Hill lines.

July 15, 1895 Court takes possession of old Susquehanna & Tide Water Canal under foreclosure of Maryland state loans. (Rdg)

July 1895 PRR has arranged to sell £1 million in 3½% Consolidated Mortgage bonds in London through Speyer & Co. (RRGaz)

July 1895 Pennsylvania Midland Railroad resumes track laying between Ashtola and Osterburg. (RRGaz)

July 1895 Pennsylvania Company issues rule against the use of freight cars that do not comply with federal law on grab irons and drawbar height. (RRGaz)

July 1895 Cleveland & Pittsburgh Railroad is building a new coal dumper at Cleveland; tips the car over and dumps the coal into six buckets, which then load the ship. (RRGaz)

July 1895 Newport & Cincinnati Bridge being rebuilt by the Edge Moor Iron Company. (RRGaz)

July 1895 Baldwin Locomotive Works and Westinghouse Electric & Manufacturing Company establish joint venture to manufacture electric locomotives and power systems under David L. Barnes and Ernest R. Hill. (RRGaz, Condit)

July 19, 1895 Pittsburgh & Eastern Railroad contracts for an additional 45 miles to Saltsburg, Pa. (RRGaz)

July 20, 1895 New record for number of cars passing over the Middle Division in a single day, 5,830 vs. 5,494 on Aug. 11, 1894. (RRGaz)

July 20, 1895 Reading Vaucrain compound No. 385 runs with a 8-car train from Jersey City to Wayne Jct. in 1:55. (RRGaz)

July 20, 1895 American Line steamship *Kensington* makes last departure from Philadelphia; transferred to New York-Antwerp run. (Flayhart)

July 20, 1895 Compromise solution announced by which the Wheeling & Lake Erie Railway and B&O will both have the use of the Valley Railway in Ohio; gives the W&LE access to Cleveland. (NYT)

July 21, 1895 County Court upholds Cincinnati & Muskingum Valley lease in the Evan J. Henry Suit and orders PCC&StL Railway to continue operating it;

Pennsylvania Company is to pay \$750,000 in back interest due since the lease was cancelled; the court rules that the 1892-93 attempt to cancel the lease is illegal because it began after the appeal of the Henry suit was begun and because it was not approved by 66% of the C&MV stockholders, only a small majority; PCC&StL will appeal. (AR, RRGaz)

- July 22, 1895 Regular PRR electric service begins between East Burlington and Mount Holly with nine round trips; fare reduced from 24 cents to 10 cents; the City of Burlington refuses permission to extend service to the center of town or double-track the old Camden & Amboy main in the center of Broad Street; the PRR responds by making East Burlington the principal stop and only stopping local trains at Burlington station. (RRGaz, ETFrancis/Marker - NYT has rev. service 7/23)
- July 22, 1895 New York banker Charles Moran (1811-1895), former Pres. of New York & Erie Railroad and investor in Lines West, dies. (Mott, NYT)
- July 23, 1895 Melville E. Ingalls presides at a meeting of Trunk Line and Central Traffic Association officials at the Oriental Hotel at Manhattan Beach; they appoint a subcommittee, including Horace J. Hayden, Eben B. Thomas, William H. Joyce and D.S. Gray to draw up a permanent agreement to stabilize rates; the subcommittee continues to meet for two more days at the Trunk Line Association rooms in New York. (NYT)
- July 23, 1895 Terre Haute & Indianapolis Railroad Executive Committee approves a loan of \$75,000 from the Pennsylvania Company and the sale of 36,000 share to the Pennsylvania Company at par 50; authorizes the purchase of 4 passenger locomotives from the Schenectady Locomotive Works and 2 freight locomotives from the Pittsburgh Locomotive Works; construction of an interlocking plant at the crossing of the Peoria, Decatur & Evansville Railway at Greenup, Ill. (MB)
- July 25, 1895 Cornelius Vanderbilt, head of the NYC&HR, hosts the first dinner party at "The Breakers," the most opulent of Newport's mansions, designed by Richard Morris Hunt, replacing a more modest frame house of the same name burned in Nov. 1892; the 70-room house is largely the result of Vanderbilt's wife Alice Gwynne Vanderbilt's (1845-1934) determination to outdo her hated sister-in-law Alva Vanderbilt's "Marble House" of 1892; ironically, Cornelius Vanderbilt will enjoy his summer palace for exactly one season. (NYT, Vndrblt)
- July 27, 1895 City of New York secures a permanent injunction against the LIRR operating the steamboat *Morrisania* between Pier No. 1 and 65<sup>th</sup> Street, Brooklyn, despite the payment of a \$25,000 bond. (NYT)
- July 27, 1895 Former PRR VP Edmund Smith (1829-1895) is admitted to Hudson Street

- Hospital at New York after suffering a stroke at the Rector Street "EI" station; blood is drawn in an unsuccessful attempt to relieve swelling of the brain. (NYT)
- July 28, 1895 Hudson County Court awards the PRR \$130,000 in damages for the National Docks & New Jersey Junction Connecting Railway tunnel under Waldo Avenue Yard. (NYT)
- July 28, 1895 Several hundred PRR men attend a meeting at Rodgers Hall on Lancaster Avenue in West Philadelphia in response to notices posted in 40<sup>th</sup> Street Yard; meeting has been called by an American Railway Union organizer from Chicago, who signs up less than 100 and establishes a new branch; members of Brotherhoods oppose ARU. (PubLdgr)
- July 28, 1895 Rumors appear in the Chicago newspapers that the PRR and CB&Q are to be amalgamated; each will retain its existing management with an exchange of directors and oversight by a joint Executive Committee. (NYT)
- July 1895 "Spirit of Transportation" terra cotta high relief by sculptor Karl Bitter installed on west wall of waiting room of Broad Street Station; the panel is centered around an allegorical female figure representing the Spirit of Transportation in a classical triumphal car; she symbolically links the "East", represented by an old Arab man and a young Japanese girl, with the "West", represented by a youth in Puritan garb for the North and a Spanish woman for the South; at the front of the car, a woman in modern dress represents the Present, while several children in front of her carry models of a steamboat and a locomotive; the youngest carries a Jules Verne type airship, representing the Future; at the left of the panel, a Spaniard holds a model of the *Santa Maria*, and to his left is a pioneer covered wagon; the waiting room also features a system map 15 feet high and 112'-5" wide with 4,000 place names. (NYT, RRGaz)
- July 31, 1895 Former PRR VP Edmund Smith (1829-1895) dies in Hudson Street Hospital at New York, having suffered a stroke at the Rector Street "EI" station on the 27th. (PubLdgr, NYT)
- July 31, 1895 Peninsula Construction Company formed to build the Queen Anne's Railroad from Queenstown to Rehoboth Beach; Douglas Gordon, Pres. (RRGaz)
- Summer 1895 Chicago & North Western Railway builds a locomotive test plant at its West 40<sup>th</sup> Street Shops in Chicago. (RRGaz)
- Aug. 1, 1895 New organization manual.

- Aug. 1, 1895 C.M. Mendenhall appointed Superintendent of Motive Power of the PW&B, replacing R.E. Marshall, promoted. (AR)
- Aug. 1, 1895 Baltimore & Potomac Railroad grants use of Long Bridge and approaches to Washington, Alexandria & Mount Vernon Railway (check name); it is to string trolley wire; rent is set at \$25,000 per year to compensate for loss of B&P local traffic between Washington and Alexandria, but is later lowered. (MB)
- Aug. 1, 1895 Baltimore & Potomac Railroad grants 10 cents a day raise to laborers, restoring wages to pre-depression levels. (RyW)
- Aug. 1, 1895 PRR signs agreement for maintaining interlocking at crossing of \_\_\_ (later N&W) at Dunreith, Ind. (MB)
- Aug. 1, 1895 Susquehanna Coal Company contracts with Lytle Coal Company, the lessee of all coal on the Lytle, Wolf Creek and Primrose Tracts near Minersville, Pa.; Lytle Coal Company is to ship at least 100,000 tons of anthracite per year via PRR; under a prior contract, one-third of the output of the Lytle Tract must be sold to the Philadelphia & Reading Coal & Iron Company. (MB)
- Aug. 1, 1895 George V. Massey (1841-1924) named Assistant General Solicitor, replacing James A. Logan, promoted. (AR)
- Aug. 1, 1895 A new Pennsylvania Steel Company incorporated in Pa. as a reorganization of the old company of the same name. (BethSteel)
- Aug. 3, 1895 PW&B train No. 51 with new Class P locomotive No. 92 (check class) runs the 5.1 miles from Landover to Anacostia in 3 minutes, for a claim of 102 MPH. (RRGaz)
- Aug. 3, 1895 American Line steamer *Southwark* arrives at Philadelphia on last crossing from Liverpool; to be transferred to New York run. (RyW)
- Aug. 4, 1895 B&O begins revenue electric service through Baltimore Belt Line tunnels; freight service shifted from car ferry to Belt Line and ferry abandoned; 675 volt d.c. current distributed by two Z-bars supported over center line between tracks to keep out of line of exhaust gases; electric locomotive No. 1 hauls two trains and steam locomotives over 3.75 mile line; pioneer use of quill drive is unsuccessful because of difficulties in protecting trucks from track shocks. (B&O Mag, AR, NYT, Condit)
- Aug. 5, 1895 PRR rejects the award of the Hudson County Court in the case of the National Docks & New Jersey Junction Connecting Railway and asks for a new trial. (NYT)



- Aug. 5, 1895 Baldwin Locomotive Works and Westinghouse Electric & Manufacturing Company announce a partnership to manufacture electric locomotives. (Walther, NYT)
- Aug. 12, 1895 New York Sinking Fund Commissioners set \$22,500 per year, plus 5% of gross receipts on New York side for 10 years as price of granting franchise for PRR's proposed 23rd Street ferry; PRR has wanted \$7,500 per year. (NYT)
- Aug. 13, 1895 In a freak accident, PRR 0-4-0 locomotive No. 708 (Class Q/A1) and a freight car back off the freight pier at 5<sup>th</sup> Street, Brooklyn; a car coupler, John West, 40, of South Amboy, has his clothes caught in the fittings of the freight car and is dragged and held under 5 feet of water until he drowns. (NYT)
- Aug. 14, 1895 Noted artist Thomas Hovenden (1840-1895) is killed at a grade crossing on the Trenton Cutoff in Plymouth Township near Norristown; Hovenden is walking across a gap in the Chestnut Hill trolley line, when a 10 year old girl runs ahead and freezes as the train approaches; Hovenden manages to grab the girl but cannot jump clear before being struck, and both are killed. (NYT)
- Aug. 14, 1895 Cornelius and Alice Gwynne Vanderbilt hold the first ball at "The Breakers" with 300 guests for their daughter Gertrude; it is held exactly two weeks ahead of their rival Alva Vanderbilt's first dance at "Marble House" in honor of their daughter Consuelo. (NYT)
- Aug. 15, 1895 Melville E. Ingalls presides at a meeting at the Trunk Line Association offices in New York at which the subcommittee presents a draft agreement for a "Union Traffic Association" to replace both the Trunk Line Association and the Central Traffic Association with stricter controls to prevent rate wars. (NYT)
- Aug. 15, 1895 An African American excursion train leaves Camden for Lake Side Park with 1,600 people in two sections; as the train pulls into Haddon Avenue station, one of the organizing committee tries to jump to the platform to organize those waiting to board and is killed before their eyes when he falls under the wheels; on the return trip, the first section is rear-ended while stopped at Liberty Park by the Atlantic City mail train; the excursion train is telescoped and catches fire; a six-year-old boy is burned to death in the wreckage and 30 are injured. (NYT)
- Aug. 15, 1895 Philadelphia & West Chester Traction Company opens from 63<sup>rd</sup> Street, Philadelphia, to Newtown Square; the PRR will not permit a crossing of the Newtown Square Branch at Llanerch; service is by steam "dummy"

- cars east of the gap and electric trolleys to the west. (DeGrawColl)
- Aug. 1895 Atlantic City Railroad informs the Brigantine Beach Railroad that it will cease operating it. (RRGaz)
- Aug. 1895 Claymont Branch of PW&B opens from South Chester Railroad at Delaware state line to Naamans Creek, 0.72 miles. (Val)
- Aug. 1895 Block operators on the Philadelphia Division who work 12 hour days are to be relieved for two consecutive days each month. (RRGaz)
- Aug. 1895 Susquehanna Coal Company abandons No. 3 Breaker at Nanticoke. (WBRecord)
- Aug. 1895 PCC&StL Railway has had to build bicycle racks at the Columbus Shops for the approximately 150 employees who bike to work. (RRGaz)
- Aug.? 1895 Vandalia Line opens a new cutoff at Cutler, Ind. (RRGaz - verify)
- Aug. 16, 1895 Chicago & Southeastern Railway obtains trackage rights over Terre Haute & Logansport Railroad between Sand Creek and Waveland Jct., Ind. (Church)
- Aug. 18, 1895 CCC&StL Railway begins passenger service to Louisville by using the B&O Southwestern Railway from North Vernon. (Guide, RRGaz)
- Aug. 19, 1895 National Docks & New Jersey Junction Connecting Railway resumes work of tunneling under PRR tracks at Point of Rocks, Jersey City. (NYT)
- Aug. 20, 1895 Peninsular Construction Company contracts to build the western section of the Queen Anne's Railroad. (RRGaz)
- Aug. 20, 1895 Lines West Executive Committee authorizes construction of breakwater at new Cuddy-Mullin coal pier at Cleveland. (MB)
- Aug. 21, 1895 Queen Anne's Railroad Board accepts its Delaware charter and elects 6 additional directors from Delaware, including Gov. James Ponder. (MB)
- Aug. 21, 1895 PCC&StL Railway agrees with the Chicago Sanitary District for crossing the PCC&StL right of way between 31<sup>st</sup> & 33<sup>rd</sup> Streets. (MB)
- Aug. 21, 1895 London & North Western Railway sets new long-distance passenger train record between London and Aberdeen of 540 miles in 539 minutes, or 63.33 MPH, average. (NYT)
- Aug. 21, 1895 Columbus, Sandusky & Hocking Railroad incorporated in Ohio to be

- reorganization of Columbus, Sandusky & Hocking Railway. (Church, GrnBk)
- Aug. 22, 1895 Columbus, Sandusky & Hocking Railroad organized. (GrnBk)
- Aug. 22, 1895 Milwaukee freight house of Anchor Line burns. (MB)
- Aug. 22, 1895 Great Northern Railway beats London & North Western Railway by running London to Aberdeen, 527 miles, in 520 minutes; London & North Western Railway responds by running 540 miles in 535 minutes. (NYT)
- Aug. 24, 1895 Lehigh & New York Railroad incorporated in N.Y. as a reorganization of the Southern Central Railroad. (ICC)
- Aug. 26, 1895 New England Railroad organized. (NHCorp)
- Aug. 27, 1895 Confrontation between PRR men and crews building the National Docks & New Jersey Junction Connecting Railway tunnel under Waldo Avenue Yard in Jersey City; 80 PRR laborers begin shoveling ash and cinders into the excavation, and the NJJ men shovel it away just as fast; at 2:00 PM, the PRR turns two hoses on the NJJ men; at 3:30 it begins driving planks into the ground; at this point the NJJ men charge and a general melee ensues with men fighting amidst the spray from the hoses; when police arrive, they turn the hoses on the police until they shut them off and arrest 27 men; overnight, the PRR dumps two carloads of large rocks in the path of the tunnel. (RRGaz)
- Aug. 28, 1895 Both sides maintain a standoff at the Point of Rocks tunnel site. (NYT)
- Aug. 29, 1895 National Docks & New Jersey Junction Connecting Railway obtains a preliminary injunction against the PRR interfering with its work of building a tunnel under PRR tracks at Point of Rocks, Jersey City; will do no work on the tunnel itself, pending a hearing on Sep. 16. (NYT, RRGaz)
- Aug. 30, 1895 Grand Rapids & Muskegon RPO established. (Kay)
- Aug. 31, 1895 Theodore N. Ely returns to U.S. from International Railway Congress in London; reports after touring Europe that U.S. railroads are generally in advance of those abroad, particularly in the size of the rolling stock; English roads are better equipped with signals, but the best American signals are equal to the best British. (NYT)
- Sep. 1, 1895 PCC&StL completes widening Bells Tunnel for two tracks on Chartiers Branch; begun before depression. (AR)
- Sep. 1, 1895 New York & New England Railroad is reorganized as New England

- Railroad Company; Grant B. Schley (1845-1917) Pres. (NHCorp, RRGaz)
- Sep. 2, 1895 Fire destroys engine house and car shed at Barnegat City on Barnegat Railroad; two coaches of the Manahawkin & Long Beach Transportation Company's "Yellow Jacket" destroyed; PRR loans replacement equipment. (Brinckmann)
- Sep. 2, 1895 Cleveland, Akron & Columbus Railway Pres. George W. Saul reports the sale of 9,020 shares to the interest of Charles N. Harskell; Saul, Frank Rockefeller, James W. Hoyt, L.M. Coe and William Chisholm resign as directors, and J.H. Dempsey, A.L. Conger and W.B. Whiting elected; Calvin S. Brice elected Pres. (MB)
- Sep. 2, 1895 Chicago & Alton Railroad obtains trackage rights over Toledo, Peoria & Western Railway between Washington and Peoria, Ill. (Church)
- Sep. 3, 1895 Fire destroys the roundhouse, locomotive and two cars of the Long Beach Railroad at Barnegat Station, N.J. (RRGaz)
- Sep. 1895 LIRR Conductor William Buchell of the Sag Harbor Express is fired for disobeying Mrs. Austin Corbin and following instructions to have her private car cut out at Babylon and not taken to Easthampton; revised orders to take the car to Easthampton did not reach him in time. (NYT)
- Sep. 6, 1895 Samuel Thomas, Andrew Squire, Edward R. Thomas and Stewart M. Brice elected directors of the Cleveland, Akron & Columbus Railway, replacing W.B. Whiting and J.H. Dempsey; Board authorizes Pres. Calvin S. Brice to borrow money on Consolidated bonds. (MB)
- Sep. 6, 1895 B&O stages a publicity run of electric locomotive No. 1 running upgrade through the Howard Street Tunnel at speeds up to 61 MPH. (NYT)
- Sep. 6, 1895 Union Traction Company of Philadelphia incorporated for the purpose of combining the Electric Traction Company of Philadelphia, Philadelphia Traction Company, and Peoples Traction Company. (SEPTA)
- Sep. 8, 1895 Westbound track elevation at Elizabeth, N.J. opens, completing track elevation and four tracks through town. (CE, AR, C&C)
- Sep. 9, 1895 Week-long annual convention of the Grand Army of the Republic is held in Louisville; the Louisville & Nashville Railroad has helped the PRR to get the convention business, only to have the PRR route it via Indianapolis; the PRR has inaugurated through cars between New York and Louisville via Indianapolis, diverting much business that used to run over the L&N between Cincinnati and Louisville and upsetting the longstanding agreement between the PRR and L&N to interchange

eastbound passengers via Cincinnati;. (NYT, RRGaz)

- Sep. 9, 1895 Jacksonville, St. Augustine & Indian River Railway renamed Florida East Coast Railway. (Bramson)
- Sep. 10, 1895 *New York Times* reports that the PRR is planning to put a telephone in every tower between Philadelphia and Chicago and also to put telephones instead of push buttons in every berth of the *Pennsylvania Limited*. (NYT)
- Sep. 10, 1895 Queen Anne's & Kent Railroad sold on suit of PW&B for debt. (MB)
- Sep. 10, 1895 W. J. Holman patents a "speeding wheel" system by stacking a regular locomotive on top of two layers of friction wheels; the Holman locomotive is supposed to reach speeds over 100 MPH; experienced mechanical engineers denounce it as a monstrosity and fraud. (NYT, Sinclair)
- Sep. 11, 1895 New York City sells the PRR a 10-year lease of a ferry from 23<sup>rd</sup> Street to Exchange Place and Bay Street in Jersey City at \$22,000 annual rent plus 5% of the gross receipts from passengers boarding at New York. (NYT)
- Sep. 11, 1895 NYC&HR posts fast run between New York and East Buffalo with four cars in 6:51 excluding stops or an average of 64.26 MPH, a new world's record for sustained running; train was a 4-car special ordered by VP H. Walter Webb to beat a new British record of 63.93 MPH set during the competitive "Race to Aberdeen" in Aug. (NYT, Guide, RRGaz)
- Sep. 11, 1895 Major Atlantic shipping lines announce agreement to stabilize fares. (Flayhart)
- Sep. 12, 1895 PRR announces that it will provide Hansom cab service when it opens its new 23<sup>rd</sup> Street ferry. (NYT)
- Sep. 12, 1895 Lines West Executive Committee authorizes construction of dock for J.M. Diver's lumber business in West Outer Harbor at Cleveland; authorizes acquiring right of way for branch of South Chicago & Southern Railroad from Calumet Park to Dolton. (MB)
- Sep. 14, 1895 Columbus, Sandusky & Hocking Railway sold at foreclosure at Bucyrus to Daniel B. Hatch and George W. Sinks of purchasing committee for \$4.1 million for whole property on suit brought by Metropolitan Trust Company of New York. (Church, GrnBk)
- Sep. 15, 1895 Atlantic Coast Line begins running Jersey City-Atlanta sleeping car via Augusta on Nos. 32-35 for the Atlanta Cotton States International Exposition. (RyW, RRGaz)

- Sep. 15, 1895 Reading begins offering 100-trip tickets for points between Philadelphia and Trenton; PRR follows. (RRGaz)
- Sep. 1895 PRR borrows a light passenger train from the New Haven for testing in Philadelphia suburban service; train was built for the Harlem River Branch and is similar in construction to the cars of elevated railways. (RRGaz)
- Sep. 1895 West Jersey Railroad is to build a new brick station at Jackson Street in Cape May. (RRGaz)
- Sep. 1895 Electro-pneumatic interlocking being installed at Mantua Jct., Philadelphia. (RRGaz)
- Sep. 1895 Philadelphia & Erie Railroad contracts for a branch to the brick works at Farrandsville. (RRGaz)
- Sep. 1895 Muddy Run Branch of Tyrone & Clearfield Railway extended 0.42 mile. (Val)
- Sep. 1895 Northwest System of Lines West now makes up passenger trains with the heaviest cars in front, i.e., baggage and mail, Pullmans, diner, coaches. (RRGaz)
- Sep. 1895 PCC&StL Railway abandons the “chain gang” system of having freight crews taking the next available locomotive and returns to having a locomotive assigned to each crew. (RRGaz)
- Sep. 1895 Susquehanna Canal Company, the part of the Susquehanna & Tide Water Canal in Pennsylvania, sold at foreclosure on order of the York County Court. (RRGaz)
- Sep. 16, 1895 Calumet River Railway opens between 100th Street on PFW&C and Hegewisch on South Chicago & Southern; operated by Pennsylvania Company. (Church)
- Sep. 16, 1895 Crawford County Court of Common Pleas sets aside sale of Columbus, Sandusky & Hocking Railway on grounds other bidders served only to bid up price and orders another sale. (Church, GrnBk)
- Sep. 18, 1895 PRR locomotive No. 1651, one of 13 Class P locomotives built at Altoona (not on Lovell list - or Class L?); makes fast run from Jersey City to Philadelphia in 1:39 with 7-car train of the type used on the *Pennsylvania Limited* weighing 663,827 pounds; average speed 53.88 MPH; train was 115,000 pounds heavier than *Empire State Express*. (NYT, RRGaz)

- Sep. 18, 1895      Committee of NY&LB commuters from area between Long Branch and Asbury Park asking that the summer-only express commuter train be continued to run year-round; shows area in transition from summer "cottage" colonies to all-year suburbs. (NYT)
- Sep. 18, 1895      Cotton States International Exposition opens in Atlanta to showcase the rebuilt "New South." (RRGaz)
- Sep. 18, 1895      Valley Railway (Ohio) enters receivership. (B&O Val)
- Sep. 19, 1895      J. Pierpont Morgan publicly announces that he purchased control of the New York & New England Railroad on the open market last spring; the stock will be offered to the New Haven. (NYT)
- Sep. 20, 1895      Pres. George B. Roberts presides at a meeting of presidents in New York which discusses, but fails to adopt the subcommittee's plan for a Union Traffic Association; instead, they appoint a Committee of Ten to revise the agreement. (NYT)
- Sep. 21, 1895      The Committee of Ten begins three days of deliberations at the Trunk Line Association rooms in the CNJ Building; the original plan called for each road to pay 2.5% of its gross earnings each month into the Association treasury and maximum penalties of \$5,000; this is changed to 1% per month and no maximum to penalties; the association is to be managed by a board of nine commissioners. (NYT)
- Sep. 21, 1895      VP Charles E. Pugh reports to Road Committee on loss of Philadelphia suburban business to trolleys. (MB)
- Sep. 21, 1895      Ann Arbor Railroad incorporated in Mich. as a reorganization of the Toledo & Ann Arbor Railroad. (Moody's)
- Sep. 22, 1895      Barnegat City, N.J., engine house destroyed by fire; replaced later in year. (AR)
- Sep. 22, 1895      Old Colony Railroad adopts right-hand running; had operated left-handed since 1854. (RRGaz)
- Sep. 24, 1895      George L. Bradbury named VP of Cleveland, Akron & Columbus Railway. (MB)
- Sep. 24, 1895      Cleveland & Marietta Railway contracts for new line between Kimbolton and Gurnsey, around Liberty Hill and collapsed Tunnel No. 2. (AR)
- Sep. 24, 1895      NYC&HR operates a special from New York to Syracuse for the *New York Times* to deliver papers to the New York State Democratic

- Convention with 4-4-0 No. 999; covers 146.34 miles in 2:10 or 67.19 MPH. (RRGaz)
- Sep. 27, 1895 In a dispatch to *Railroad Gazette*, Theodore N. Ely says that based on official records, the London & North Western Railway runs faster on a regular basis than the NYC&HR, with an average speed of 64.8 MPH. (RRGaz)
- Sep. 30, 1895 PRR extends the deadline for residents of Long Beach Island, N.J., to raise \$100,000 for a direct PRR railroad line to Nov. 30. (RRGaz)
- Sep. 30, 1895 Chicago & Alton Railroad begins using the Peoria & Pekin Union Railway. (Church)
- Oct. 1, 1895 George W. Creighton named Superintendent of Middle Division, replacing Frank Ellmaker, resigned to be Superintendent of Consolidated Traction Company of N.J., of which Frank Thomson, A.J. Cassatt and William L. Elkins are directors; Almet E. Reed named Superintendent of Sunbury & Shamokin Divisions, replacing Creighton; Victor Wierman named Superintendent of Lewistown Division, replacing Reed; William Baird McCaleb (1862-1947) named Superintendent of Bedford Division, replacing Wierman. (MB, AR, RyW, PRRBio)
- Oct. 1, 1895 Union Line opens office at Memphis. (MB)
- Oct. 1, 1895 Union Traction Company of Philadelphia leases Philadelphia Traction Company. (SEPTA)
- Oct. 2, 1895 A horse-drawn wagon on the eastbound PRR ferry *Washington* catches fire in mid-river at about 4:30 PM, causing a panic among the 200-300 passengers; the boat lands at Cortlandt Street as the fire is spreading to the ladies cabin; as the passengers flee, PRR tugs are able to pull the burning wreckage into the river. (NYT)
- Oct. 1895 William H. Cookman (?-1950) appointed Architect in office of Chief Engineer; Cookman will be responsible for many of the standard station and building designs. (from payroll - may be date architect was moved into CE office from elsewhere)
- Oct. 2, 1895 General office building of Cleveland & Marietta Railway at Cambridge, Ohio, destroyed by fire. (AR)
- Oct. 4, 1895 PCC&StL Railway Executive Committee authorizes a new station at a new location at Bronson's, Ind., and a new station at London, Ohio. (MB)
- Oct. 1895 PRR's dynamometer car is being tested at Purdue University's testing



laboratory. (RRGaz)

- Oct. 6, 1895 Southern Railway inaugurates *Exposition Flyer*, Nos. 31-32, as third express train between New York and Atlanta to serve Cotton States & International Exposition; New York sleeping car on Southern's *United States Fast Mail* extended from Montgomery, Ala., to New Orleans. (Guide)
- Oct. 6, 1895 NYC&HR opens a new Syracuse station at Franklin & Fayette Streets; designed by W.L. Gilbert in the Romanesque style. (RRsSyracuse)
- Oct. 7, 1895 First water train of tank cars with 70,000 gallons from the Hollidaysburg reservoir leaves Hollidaysburg for Altoona; trains run all day because of the drought. (NYT)
- Oct. 8, 1895 Pennsylvania Company assumes operation of Marginal Railroad at Beaver Falls, Pa.
- Oct. 9, 1895 Car on westbound mail train No. 13 jumps the track at Manor Station near Pittsburgh; the conductor of a freight stopped on the next track is crushed to death by the derailed cars; 25 others injured. (NYT)
- Oct. 9, 1895 New American Line steamship *St. Paul*, built by William Cramp & Sons, leaves New York on maiden voyage to Southampton. (Flayhart)
- Oct. 10, 1895 Trunk Line presidents with George B. Roberts in the chair deliberate for seven hours on the "Depew-Ingalls" plan for the Joint Traffic Association, after which it is returned to the Committee of Ten for final engrossing; PRR and B&O had wanted control vested in a board of five impartial commissioners who are not employees of any railroad; NYC&HR demanded and won a board composed of one representative from each of nine large systems; agreement will exempt coal, ore, limestone and petroleum. (NYT, RRGaz)
- Oct. 11, 1895 LIRR Pres. Austin Corbin reports that Charles Pratt and George S. Edgell have purchased a large tract at Montauk Point and organized the Montauk Company; LIRR agrees to deed its land there to the Montauk Company in return for a quarter of its stock. (MB)
- Oct. 13, 1895 Annual PRR fall inspection trip leaves Philadelphia; lasts two weeks. (NYT)
- Oct. 1895 Drought in central Pennsylvania is so bad that the PRR is drawing 11 trains of water per day from Hollidaysburg to supply Altoona. (RRGaz)
- Oct. 1895 Elkton & Middletown Railroad of Cecil County opens 0.31-mile branch

line from Elkton, Md. to Big Elk River; operated by PW&B; no other part built; about \$75,000 spent to acquire right of way between Elkton and Middletown. (Val, RRGaz)

- Oct. 1895 Pennsylvania Midland Railroad again suspends work in Bedford, Blair and Somerset Counties. (RRGaz)
- Oct. 1895 Western New York & Pennsylvania Railway purchases 32 acres at Ebenezer, N.Y., near Buffalo, for a freight yard. (RRGaz)
- Oct. 1895 New brick station opens at Piqua, Ohio. (AR)
- Oct. 1895 New Haven agrees to admit the NYC&HR to equal access to Boston and southeastern New England over its lines, to cease making the PRR its primary connection to the West, and not to divert freight around New York. (NYT)
- Oct. 16, 1895 Samuel Rea elected director of Pennsylvania Company, replacing H.H. Houston, deceased. (MB)
- Oct. 16, 1895 Henry D. Welsh (1824-1896) elected a director of the PCC&StL Railway, replacing H.H. Houston, deceased. (MB)
- Oct. 16, 1895 Ashbel Welch, Jr., named General Manager of Philadelphia Belt Line Railroad. (Rdg)
- Oct. 16, 1895 A stopped water train on the Hollidaysburg Branch is rear-ended by the Henrietta passenger train; the head brakeman of the water train is crushed to death between two cars, and the fireman of the passenger train is crushed in his engine. (NYT)
- Oct. 18, 1895 American Railway Association rules that when the Safety Appliance Act for grab irons and handholds takes effect on Dec. 1, modifications are to be made by whatever road the car is on at the time and billed to the owner. (NYT)
- Oct. 19, 1895 Columbus, Sandusky & Hocking Railway sold at foreclosure a second time, this time in lots; old Columbus, Shawnee & Hocking Railway sold to George W. Sinks and Daniel B. Hatch for \$750,000; Sandusky & Columbus Short Line Railway to Sinks & Hatch for \$750,000; all lands and chattels to Sinks & Hatch for \$1.5 million. (Church, GrnBk)
- Oct. 20, 1895 New England Railroad introduces the *Air Line Limited* operating via Willimantic with a single intermediate stop at Middletown; runs New York-Boston (Park Square) in 5:00; first time a New York-Boston train has not stopped in New Haven; old *New England Limited* withdrawn.

(Guide - this is Sun - NYT has 10/14 but a preliminary announcement)

- Oct. 20, 1895 *Atlanta Special* established with through cars between Chicago and Atlanta via \_\_\_\_\_. (Watkins - prob. not correct - may have been in connection with Expo - lv. Chi. 10:30 AM, arr 11:00)
- Oct. 21, 1895 N.J. Chancellor McGill refuses to grant a permanent injunction to block the PRR from interfering with the National Docks & New Jersey Junction Connecting Railway's attempt to build tunnel under PRR tracks at Point of Rocks, Jersey City, and remands the case to Vice-Chancellor Reed; all work is to be suspended during the trial. (NYT, RRGaz)
- Oct. 21, 1895 New England Railroad inaugurates *Air Line Limited* between Boston and New York, replacing the famous "White Train" of the former New York & New England Railroad; rerouted from old NY&NE depot at Sumner Street over Boston & Providence Railroad between Islington Jct. and Park Square Station, Boston; amenities equal to the five-hour, all-parlor car trains on the Shore Line, with a \$7 fare; stops only at Middletown, Conn. for engine change. (RRGaz, RRH)
- Oct. 21, 1895 Boston & Albany Railroad establishes a 5:32 New York-Boston express via the Inland Route. (RRGaz)
- Oct. 23, 1895 Heads of Vanderbilt Lines, including NYC&HR, LS&MS, West Shore, Michigan Central, and Nickel Plate, meet at Grand Central Station and sign the Joint Traffic Association agreement. (NYT)
- Oct. 23, 1895 B&O announces that it has contracted for a new railroad terminal and ferry house at St. George, Staten Island, and will continue with plans to make it its main New York terminal. (NYT)
- Oct. 1895 George B. Roberts and other PRR officers visit the Westinghouse Electric Works in Pittsburgh; George Westinghouse makes a sales pitch for electric traction; says Lines East alone burns 5 million tons a year as fuel coal, equal to 20 loaded trains per day with the use of 3,000 cars; electric generators would use only 600,000 tons of coal; power plants would be situated 10-12 miles apart; electric locomotives can be operated by one man and also serve as office and crew's quarters. (NYT)
- Oct. 24, 1895 Experimental PRR Class P locomotive No. 1651 makes another fast run between Jersey City and Philadelphia in 1:33 with a train of 7 sleeping cars weighing 57 tons less than the run of Sep. 18; hits 62.24 MPH; water scoop failed to work at Monmouth Jct. (RRGaz)
- Oct. 24, 1895 Breaking axle on eastbound freight at Trimmer's Rock, two miles east of Newport on the Middle Division, causes derailed cars to foul westbound

main directly in front of westbound *Southwestern Express*, No. 7, at about 2:00 AM; No. 7 derails at speed; locomotive and first four of six mail and express cars tumble down bank into old Juniata Canal, and catch fire; engine crew of No. 7 killed, 9 injured; four postal cars destroyed and 150,000 letters burned. (NYT, White)

- Oct. 24, 1895 Not to be outdone by the Trunk Lines and British railways, LIRR Pres. Austin Corbin has a fast train run from Long Island City to Amagansett, 105.5 miles in 103 minutes. (NYT)
- Oct. 24, 1895 PCC&StL Railway agrees with the Ohio Joint Board of Canal Commissioners to lease old Miami & Erie Canal bed, now Eggleston Avenue, in Cincinnati for 15 years at an annual rent of 6% of its value, which is set at \$157,000; track in Eggleston Avenue had been built by PC&StL in 1876 but ruled property of state in 1893; also agrees to value the Hamilton, Ohio, property at \$30,000. (MB, Church, AR)
- Oct. 24, 1895 LS&MS runs trial special with Wagner Palace Car Company Pres. W. Seward Webb from the outskirts of Chicago to just west of Buffalo, 510 miles, in 8:01, or 63.61 MPH average with speeds up to 92.8 MPH; 3-car train is drawn by a Brooks 4-4-0 built in 1893 for the *Exposition Flyer* between Chicago and Erie and by Brooks 4-6-0 No. 564 from Erie to Buffalo; train connects with the *Empire State Express* for a 17:45 trip to New York. (RRGaz, NYT, Steinbrenner)
- Oct. 25, 1895 PRR begins charging for carrying bicycles 12% of the regular passenger fare or the equivalent of 100 lbs. of excess baggage because of the amount of space they take up; the move angers the growing number of members of cycling clubs who rely on trains to take them out into the countryside for riding. (NYT)
- Oct. 26, 1895 Steam Railroad Mens' Protective Association of New Jersey formed at Newark by D.E. Chapin, editor of *The Railroad Employee*, with representatives from all New Jersey railroads; to oppose the expansion of trolley lines as threatening railroad jobs. (NYT)
- Oct. 27, 1895 Four track system opens between "CK" and "DU" Towers at Sheridan on PCC&StL. (AR)
- Oct. 1895 Pennsylvania Midland Railroad enters receivership; contractor J.W. Rutherford of New York appointed receiver, and work stops. (RRGaz - check)
- Oct. 29, 1895 PRR Board approves and ratifies articles of association of Joint Traffic Association. (MB)

- Oct. 1895 Pres. Roberts announces that the PRR will continue with improvements, including completing the fourth track between Atglen and Gap, Rockville Bridge to Cove, Tyrone to Elizabeth Furnace, and Blairsville Intersection to Derry. (RRGaz)
- Oct. 30, 1895 Trunk Line presidents discuss the Joint Traffic Association for several hours, but postpone action until Nov. 19; 10 or 12 of the 16 presidents are believed ready to sign, but George B. Roberts and several other conservatives are believed to be reluctant to become involved in a possible violation of the Interstate Commerce Law. (NYT, RRGaz)
- Oct. 31, 1895 Greenville & Hudson Railway incorporated in N.J. in interest of Lehigh Valley Railroad to build direct line between Constable Jct. and Communipaw; it will allow trains to run directly from the Newark Bay Bridge to the Johnston Avenue Yards without reverse movements from the National Docks Railway above; most of the line is on trestling and fill across the meadows and the CNJ main line. (Baird)
- Oct. 31, 1895 Heavy rains end the drought in Pennsylvania. (RRGaz)
- Nov. 1, 1895 D.J.H. Carnegie named Cashier of Union Line, replacing W.B. Edwards, resigned. (MB)
- Nov. 2, 1895 PRR runs numerous specials to the Harvard-Princeton football game at Princeton. (NYT)
- Nov. 4, 1895 Pennsylvania Company Executive Committee authorizes second track between Wheeler and Winslow on Western Division; authorizes improving ore facilities at Erie Dock for Carnegie Steel Company and building coal handling machinery on east side of Dock No. 2. (MB)
- Nov. 4, 1895 PCC&StL Railway Executive Committee authorizes a new freight house at Columbus, Ohio. (MB)
- Nov. 4, 1895 Property of Columbus, Sandusky & Hocking Railway conveyed to Columbus, Sandusky & Hocking Railroad; includes Columbus Terminal & Transfer Railroad and Zanesville Terminal Railway. (Church)
- Nov. 6, 1895 Canton & East Liverpool Railway incorporated in Ohio to build between those two points via Salineville. (Cards - RRG has 11/9 - filing?)
- Nov. 6, 1895 Consuelo Vanderbilt (1877-1964), daughter of William K. Vanderbilt of NYC&HR, marries Charles Richard John Spencer-Churchill, 9th Duke of Marlborough (1871-1934), at St. Thomas Church in New York in a ceremony boycotted by other branches of the family; immediately after the ceremony, W.K. Vanderbilt signs a contract in the church vestry granting

the Duke the income for life from \$2.5 million in Beech Creek Railroad stock (4% guaranteed dividend) placed in trust with the Vanderbilt family; this trust lasts for over 50 years; also a separate agreement to pay the couple \$100,000 a year for life; both are in love with other people; the Duke marries for the money needed to maintain Blenheim Palace, the huge family estate in Oxfordshire, and Consuelo under pressure from her social-climbing mother, Alva; the couple separates in 1906 after she produces an heir to the dukedom. (Vndrblt)

- Nov. 6, 1895      New York, Lake Erie & Western Railroad sold at foreclosure to reorganization trustees. (Minor, AR)
- Nov. 7, 1895      Queen Anne's Railroad Board cancels its First Mortgage bond issue of Dec. 1894; new bond of Dec. 2, 1895 issued to the Peninsular Construction Company. (MB)
- Nov. 9, 1895      Last run of passenger service between Tryonville and Lakeville on Western New York & Pennsylvania Railway. (Guide)
- Nov. 11, 1895      Townsend renamed Vandegrift on Western Pennsylvania Division. (MB)
- Nov. 12, 1895      Pennsylvania Company Executive Committee authorizes construction of second track Haselton-Crab Creek and Younstown-Brier Hill; cutting off ends of Docks No. 3 & No. 4 at Ashtabula to permit 430-foot boats to get into Dock No. 2. (MB)
- Nov. 12, 1895      PCC&StL Railway Executive Committee authorizes a new station at Greenville; completing the eastbound yard at Cincinnati. (MB)
- Nov. 14, 1895      Erie Railroad incorporated as reorganization of New York, Lake Erie & Western Railroad. (Minor - AR has 11/13)
- Nov. 14, 1895      New Haven Pres. Charles P. Clark elected Pres. of the New England Railroad, replacing Grant B. Schley. (NYT, NHCorp)
- Nov. 15, 1895      Four tramps, believed to be discharged PRR employees from Jersey City, rob southbound Adams Express train at Morrisville, Pa., around 10:00 PM and flee into woods with about 30 parcels, mostly food, cigars, etc.; believed to have entered train in Jersey City and signaled for a stop at Morrisville to make their getaway. (NYT)
- Nov. 15, 1895      Columbus, Sandusky & Hocking Railroad assumes operation of former Columbus, Sandusky & Hocking Railway; Nicholas Monsarrat, formerly receiver, is Pres. & General Manager. (Circ)
- Nov. 1895          PRR General Passenger Agent James R. Wood sends a letter to other

General Passenger Agents asking support for his position that charges for Pullman upper berths should be lower than those for lowers, as travelers don't like them. (NYT)

- Nov. 1895 PRR begins straightening and 4-tracking the Middle Division. (NYT)
- Nov. 1895 Last rails removed from narrow gauge Kendall & Eldred Railroad. (Stout)
- Nov. 1895 Pennsylvania Company announces that it will no longer employ minors under 21 years of age. (RRGaz)
- Nov. 1895 Maryland Steel Company of Baltimore County restarts its blast furnaces at Sparrows Point for the first time since the receivership. (RRGaz)
- Nov. 18, 1895 Brooklyn delegation to "Brooklyn Day" at the Cotton States & International Exposition in Atlanta leaves Jersey City at 4:43 PM. (NYT)
- Nov. 18, 1895 Burlington City authorities stop PRR crews from laying a double track through town; later secure a permanent injunction. (ETFrancis/Marker)
- Nov. 19, 1895 Representatives of railroads in Trunk Line territory north of the Ohio River and east of the Mississippi River sign articles of organization for Joint Traffic Association, to take effect Jan. 1; excludes coal, coke, iron ore, cinders, limestone and petroleum and any traffic to or from south of C&O; Norfolk & Western Railroad does not join; Pres. of all member companies are to form a Board of Control; nine representatives of PRR, Vanderbilt lines, B&O, C&O, Erie, Grand Trunk, DL&W, Lehigh Valley, and Wabash are to form Board of Managers; reports say the PRR lost enthusiasm for the plan after the Oct. 10 meeting and proposed amendments; the Board of Managers may only recommend rates, not fix them. (MB, RRGaz)
- Nov. 19, 1895 PRR Board approves revised articles of agreement establishing the Joint Traffic Association. (MB)
- Nov. 20, 1895 New York, Pennsylvania & Ohio Railroad enters receivership. (Minor)
- Nov. 21, 1895 Eight special trains, each consisting of a diner, smoker, 5 sleeping cars, and an observation car, depart Jersey City with New York City officials en route to "Manhattan Day" at the Cotton States & International Exposition in Atlanta. (NYT)
- Nov. 22, 1895 Eugene V. Debs is released from jail in Woodstock, Ill., and is met by a trainload of 500 supporters from Chicago; in jail, Debs reads extensively and emerges a committed socialist. (RRGaz)

- Nov. 23, 1895 Grant County Circuit Court appoints George B. Sweetser receiver of Chicago, Indiana & Eastern Railway. (Church)
- Nov. 23, 1895 Future New Haven officer and trustee Harry William Dorigan (1895-1966) born at Taunton, Mass. (WWRR)
- Nov. 24, 1895 New Hampshire Sen. William E. Chandler (1835-1917) makes public a letter to Pres. Cleveland denouncing the Joint Traffic Association as a violation of the Sherman Act; J. Pierpont Morgan says that Chandler's complaints are without foundation. (NYT)
- Nov. 25, 1895 "Manhattan Day" at the Cotton States & International Exposition at Atlanta. (NYT)
- Nov. 26, 1895 PW&B Board approves change of line between Iron Hill and Elkton. (MB)
- Nov. 26, 1895 N.Y. Court of Appeals overturns the award against Stevenson Burke, et al., for defrauding the Columbus, Hocking Valley & Toledo Railway on appeal. (NYT)
- Nov. 27, 1895 PRR Board approves line revisions at Kinzer, at east end of old Elizabethtown tunnel, at Trimmer's Rock, at Port Royal, between Lilly and Portage, at Ninevah, and west of Greensburg with new Radebaugh Tunnel. (MB)
- Nov. 30, 1895 In month ending this day, 136,943 freight cars have passed through Harrisburg Yard. (RRGaz)
- Nov. 30, 1895 *Railway World* begins serializing the memoirs of William Hassel Wilson. (RyW)
- Nov. 30, 1895 Last run of New England Railroad express between Boston and Poughkeepsie. (NYT)
- Late 1895 Special 0-8-0T No. 8434 modified at Columbus Shops assigned to Madison Hill. (Sulzer)
- Dec. 1, 1895 Erie Railroad Company assumes the operation of the former New York, Lake Erie & Western Railroad. (AR)
- Dec. 1, 1895 Joseph Ramsey, Jr., elected VP & General Manager of the Wabash Railroad. (RRGaz, BioDirRyOffcls)
- Dec. 2, 1895 NYC&HR cuts running time of *Empire State Express* by 25 minutes to 8:15 or average 53.33 MPH in order to beat a new British record of 51.75



MPH; train is hauled on the first day by No. 870 from Grand Central to Albany, No. 999 from Albany to Syracuse, and No. 904 from Syracuse to Buffalo; broken water scoop on No. 904 causes the train to be 23 minutes late at Buffalo. (NYT, Guide)

- Dec. 2, 1895 Echo & Long Island City RPO extended to Wading River & Long Island City RPO. (Kay)
- Dec. 2, 1895 In annual message, Pres. Grover Cleveland notes U.S. gold reserves are dangerously low. (BHR 34)
- Dec. 4, 1895 Making up for its poor showing on its first run on the new schedule, the *Empire State Express* makes the run to Buffalo in 8:10. (NYT)
- Dec. 4, 1895 New engineering laboratory dedicated at Purdue University. (RRGaz)
- Dec. 6, 1895 Bondholders of Hudson Tunnel Railway appoint British tunnel engineer Charles Mattathias Jacobs (1850-1919), Major\_\_ Law, R.A., and Daniel Lord to report on condition of abandoned tunnel at 15th Street, Jersey City; north tunnel extends 3,916 feet from N.J. shaft and 160 feet from N.Y. shaft; south tunnel extends 570 feet from N.J. shaft; Jacobs had worked with Sir James Henry Greathead, inventor of Greathead shield, in building City & South London underground railway; the tunnels have filled with water to within four feet of the top of the New Jersey shaft and have to be pumped out; Jacobs's report is favorable. (H&M, Jacobs)
- Dec. 6, 1895 Pennsylvania Company and PCC&StL Railway approve the revised articles of the Joint Traffic Association; appoint David S. Gray as their representative on the JTA. (MB)
- Dec. 9, 1895 Former PRR Comptroller Samuel G. Lewis (1827-1895) dies at home at Philadelphia of heart disease. (NYT, RRGaz)
- Dec. 12, 1895 Trunk Line presidents meet at New York on call of Pres. Roberts to organize Board of Control of new Joint Traffic Association and elect three arbitrators under terms of agreement creating Association; George B. Roberts is elected permanent Chairman; F.H. Hoyt Secretary; David S. Gray, Manager of Union Line, is PRR representative on Association's Board of Managers; arbitrators are Garret A. Hobart, James Frederick Goddard and Jacob Dolson Cox. (NYT, RRGaz)
- Dec. 1895 PRR has recently built an experimental compound 2-6-0 designed by General Superintendent of Motive Power F.D. Casanave. (RRGaz)
- Dec. 1895 PRR handles 139,726 freight cars past Harrisburg, a new record. (RRGaz)
- Dec. 1895 Richard N. Durborrow (1859-1911) named Master Mechanic of the West

- Philadelphia Shops, replacing M. Garrett, retired. (RRGaz)
- Dec. 1895 Over the winter, the Erie & Pittsburgh Dock Company, lessee, with rebuild all the ore docks of the Erie & Pittsburgh Railroad at Erie and double-track the line from the docks to the junction with the LS&MS main line west of town; the Philadelphia & Erie Railroad will also rebuild its Erie docks. (RRGaz)
- Dec. 1895 Southern Railway's *Washington & Southwestern Vestibuled Limited* now runs through as a solid train between Jersey City and Atlanta; carries sleeping cars Jersey City-New Orleans, Jersey City-Memphis, Jersey City-Asheville-Hot Springs, and Jersey City-Tampa via Savannah, plus a dining car Jersey City-New Orleans. (RRGaz)
- Dec. 1895 Post-panic recovery peaks; 18-month contraction begins. (NBER)
- Dec. 16, 1895 LIRR discontinues rapid transit service between Long Island City and Jamaica via Montauk Branch.
- Dec. 16, 1895 Trenton & New Brunswick Turnpike Company reduces capital to \$10,000. (NJCorp)
- Dec. 16, 1895 Syndicate led by J.P. Morgan & Co. issues its reorganization plan for the Reading System simultaneously in New York, Philadelphia and London; calls for foreclosure and a new company capitalized at \$70 million common stock, \$70 million preferred stock, and \$114 million in 4% bonds; stock is to be placed in a five-year voting trust; stockholders and junior bondholders are to be assessed up to 20%. (NYT)
- Dec. 16, 1895 Pres. Grover Cleveland meets with financial leaders to try to negotiate a bond issue to strengthen the Treasury. (BHR 34)
- Dec. 17, 1895 Montauk Extension Railroad opens between Bridgehampton and Montauk; operated by LIRR; Pres. Corbin's death the next year ends plans to extend it further east from Fort Pond Bay to Culloden Point. (RRGaz, RyW, Seyfried)
- Dec. 17, 1895 PRR Road Committee recommends building 20 new hansom cabs on the London model and one coupé for trial at Broad Street Station. (MB)
- Dec. 17, 1895 New station opens at Wheeling on Pittsburgh, Wheeling & Kentucky Railroad. (AR)
- Dec. 17, 1895 Pres. Grover Cleveland issues declaration warning Great Britain to submit its dispute with Venezuela to international arbitration and implying the U.S. will use force if Britain persists; stock market reacts positively. (BHR)

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- Dec. 1895 Board of Managers of the Joint Traffic Association organized with Horace J. Hayden, Second VP of the NYC&HR as Chairman. (RRGaz)
- Dec. 18, 1895 New B&O Board holds organization meeting; Pres. Charles F. Mayer announces that he will retire within 60 days; the new directors are Eugene Delano (1843-1920) of Brown Brothers, Howland Davis, William A. Reed and Gen. Louis Fitzgerald (1838-1908), all New York bankers. (NYT)
- Dec. 19, 1895 N.J. Vice Chancellor Reed takes testimony in the suit of the National Docks & New Jersey Junction Connecting Railway against the PRR for building the tunnel under Waldo Avenue Yard. (NYT)
- Dec. 20, 1895 One-day stock market crash with losses of \$170 million sparked by British selling and depleted U.S. gold reserves. (BHR 34)
- Dec. 21, 1895 William H. Gatzmer (1807-1895), former Pres. of United Companies and Secretary-Treasurer of Camden & Philadelphia Steam Boat Ferry Company, dies of old age at Tacony. (MB)
- Dec. 23, 1895 PRR stock advance sharply on the Philadelphia Stock Exchange to 52, up from 50 on Sat. Dec. 21. (NYT)
- Dec. 24, 1895 Cincinnati, Lebanon & Northern Railway grants trackage rights between Hageman and East Norwood to Cincinnati, Jackson & Mackinaw Railway and Cincinnati Northern Railroad. (Church)
- Dec. 1895 PRR lets contracts for straightening the line between Rheems and Elizabethtown, at Mount Joy, between Pequea and Gordonville, between Kinzers and Leaman Place, between Portage and Lilly, at Ninevah and at the Radebaugh Tunnel; the latter is on a straight line between Radebaugh and Greensburg. (RRGaz)
- Dec. 1895 First Class U (A3) 0-4-0 switching locomotive, No. 566, built at Altoona. (Lovell)
- Dec. 25, 1895 Charles F. Mayer resigns as Pres. of the B&O. (RRGaz)
- Dec. 25, 1895 George Washington Vanderbilt (1862-1914), the youngest son of William H. Vanderbilt who takes no part in the affairs of the NYC&HR, holds a Christmas party to officially open "Biltmore," the largest of the Gilded Age country houses, near Asheville, N.C.; designed by Richard Morris Hunt (1827-1895) with landscaping by Frederick Law Olmsted (1822-1903), "Biltmore" is a replica of a French Renaissance chateau with 250 rooms on 146,000 acres; carvings by sculptor Karl Bitter (1867-1915),

- who worked on Broad Street Station; Vanderbilt plans “Biltmore” as a scientific farm and forest preserve, but it proves to be more than even he can afford. (NYT, Vndrblt)
- Dec. 26, 1895 Part of roofs of Pavonia, N.J., Shops blown off in windstorm; shops are closed, throwing 400 men out of work temporarily. (AR, NYT)
- Dec. 26, 1895 Bedford, Pa., engine house destroyed by fire. (AR)
- Dec. 26, 1895 The ICC sends copies of the articles of association of the Joint Traffic Association to the Senate and Democratic Attorney General Judson Harmon (1846-1927) with an opinion that it violates the Interstate Commerce Act. (NYT)
- Dec. 27, 1895 Terre Haute & Indianapolis Railroad Executive Committee authorizes a loan of \$1,000 to Capt. Edward Morris to build a new boat for service on Lake Maxinkuckee. (MB)
- Dec. 27, 1895 Lehigh Valley Railroad begins two-day exhibit of about 250 photos taken by William H. Rau during the summer at the Union League in Philadelphia. (NYT)
- Dec. 1895 H.H. Carter, former Superintendent of the Indianapolis Division, dies at Washington, D.C. (RRGaz - verify)
- Dec. 28, 1895 Attorney General Judson Harmon orders a suit brought against the Joint Traffic Association in the U.S. District Court for the Southern District of New York. (NYT)
- Dec. 28, 1895 Reading contracts with Hall Signal Company for automatic signals between Camden and Atlantic City. (Rdg)
- Dec. 31, 1895 Tiffin & North Western Railroad leases about two miles of unused roadbed through Napoleon, Ohio, including abutments and piers in Maumee River, to Lima Northern Railway. (Church)
- Dec. 31, 1895 Terre Haute & Indianapolis Railroad discharges General Superintendent N.K. Elliott and Superintendent of Motive Power George H. Prescott to bring the company in line with the Lines West organization. (MB)
- 1895 PRR stock price peaks at 57¼, marking recovery from worst effects of the Panic of 1893.
- 1895 PRR Lines East gross earnings up from \$58.7 million in 1894 to \$64.6 million in 1895; net earnings from \$9.38 million to \$11.22 million. (AR)

- 1895 Prosperity is returning to the iron and steel industry on the east end of Lines West; freight is up 8.1 million tons on the Northwest System and 2.2 million tons on the Southwest System. (AR)
- 1895 Year of cutthroat competition in bituminous coal trade; no attempt made to control production or support prices. (Lambie)
- 1895 Axel Vogt designs the Class F1 2-6-0 for fast freight service operating at 30-35 MPH; 5 prototypes are built, one simple and 4 compounds with Pittsburgh Locomotive Works, Richmond Locomotive Works, Von Borries and Gölsdorf systems; 15 simple types are built at Altoona starting in 1896. (RRGaz)
- 1895 Class D16 4-4-0 introduced. (C&C)
- 1895 PRR adopts new classification system for locomotives using letters to denote the wheel arrangement instead of the order of introduction.
- 1895 PRR adopts 100-lb. rail standard section.
- 1895 At New York, the New Haven operates the train ferry *Maryland*, carrying 6 passenger or 12 freight cars, and the *Express*, carrying 10 passenger or 19 freight cars, which is used as a freight and relief boat. (RRGaz)
- 1895 New No. 7 transfer bridge built at Harsimus Cove. (AR)
- 1895 New smith shop built at Hoboken Shop. (AR)
- 1895 Shelter station built at South Elizabeth, N.J. (AR)
- 1895 “\_\_” Interlocking built at South Elizabeth, N.J. (AR)
- 1895 New freight classification yard opens at Old Bridge on Amboy Division for coal and other traffic using the South Amboy terminal. (AR)
- 1895 New station built at Ortley, N.J., and shelter stations built at South Trenton, Highland and Cambridge, N.J. (AR)
- 1895 Interlockings rebuilt at Long Branch Jct., Princeton Jct. and Haddon Avenue, Camden. (AR)
- 1895 New station built at Croydon and shelter station built at Morrisville on the New York Division. (AR)
- 1895 PRR completes track elevation between Holmesburg Jct. and Frankford, Pa. (AR)

- 1895 PRR tracks elevated at North Penn Jct. in North Philadelphia, eliminating grade crossing of the Reading. (AR)
- 1895 Stone arch built at 23<sup>rd</sup> Street on the Filbert Street Extension, replacing the original iron elevated structure. (AR)
- 1895 Old No. 1 roundhouse at West Philadelphia torn down. (PaNews)
- 1895 Camden & Atlantic Railroad buys three steam launches for service between Longport, Ocean City and Somers Point. (AR)
- 1895 Camden & Atlantic Railroad extends track on Mediterranean Avenue from main line to intersect Atlantic Avenue track at Maine Avenue; used by steam trains to cottage district and Inlet. (AR)
- 1895 West Jersey Railroad builds new landing and float for Camden & Atlantic Railroad steam launches at 2<sup>nd</sup> Street, Ocean City, and at Somers Point. (AR)
- 1895 West Jersey Railroad builds new brick station at Jackson Street, Cape May, replacing old wooden station used for winter traffic. (AR)
- 1895 PW&B builds new turntable at 16<sup>th</sup> Street & Washington Avenue in Philadelphia. (AR)
- 1895 One mile of line relocated at Morea, Pa., on the Schuylkill Division because of undermining by coal mining. (AR)
- 1895 Four-track system completed between Philadelphia and Coatesville Bridge, Atglen and Gap, Gordonville and Big Conestoga, Blairsville Intersection and Derry; third track opens between Ninevah and New Florence. (AR - some may be early 1896 - Downingtown-Thorndale and Gordonville-Big Conestoga are first half of 1895, RRGaz)
- 1895 PRR opens Union Stock Yard Company on cutoff in Lancaster, Pa. (AR, Pate)
- 1895 New alignment opens at Salunga on Philadelphia Division, completing double track between Dillerville and Mount Joy. (AR - in first half of year, RRGaz)
- 1895 Lamokin Run Branch of PW&B extended. (AR - more info from C&C)
- 1895 PW&B builds new interlocking at Wilmington (West Yards?). (AR)

- 1895 Baltimore & Delaware Bay Railroad discontinues operations over Nicholson Branch between Worton and Nicholson. (Val)
- 1895 Baltimore, Chesapeake & Atlantic Railway repaints passenger cars from light green to Tuscan red; steamer *Cambridge* rebuilt from night boat to day boat for Baltimore-Claiborne ferry. (AR)
- 1895 The New York, Philadelphia & Norfolk Railroad operates two passenger steamboats and a fleet of three tugs and four carfloats between Cape Charles and Norfolk; the carfloats hold 24 cars on 4 tracks and take 4:30 to 5:30 to make the crossing. (RRGaz)
- 1895 New No. 3 Boiler Shop built at Altoona and Test Dept. building enlarged. (AR)
- 1895 Osceola Branch of Tyrone & Clearfield Railway opens from Osceola Jct. to terminus (0.78 mile). (Val)
- 1895 New stations built at Philipsburg, Spangler, Brownfield, Frugality and Smoke Run. (AR)
- 1895 Coal Pit Run Branch opens on Cresson & Clearfield Division from Twin Rocks to terminus (0.78 mile). (AR)
- 1895 Stroud Branch of Pennsylvania & North Western Railroad extended from Max Frick's mines (0.01 mile). (Val)
- c. 1895 Elk Run Branch of Pennsylvania & North Western Railroad opens between Punxsutawney and mines of Anita Coal Mining Company. (Val - see above)
- 1895 Ebensburg & Black Lick Branch extended one mile to Ritter's Furnace. (AR)
- 1895 Brookville Branch of Allegheny Valley Railway opens at Brookville (1.39 miles). (Val)
- 1895 New stations built at Wetmore and Vicksburg on the Philadelphia & Erie Railroad. (AR)
- 1895 PRR inaugurates through cars between New York and Louisville via Indianapolis; this reroutes much business that used to run over the Louisville & Nashville Railroad between Cincinnati and Louisville and upsets the longstanding agreement between the PRR and L&N to interchange eastbound passengers via Cincinnati. (RRGaz)

- 1895 Vandalia Line establishes a new through passenger train each way, with dining cars. (AR)
- 1895 PRR extends double track between Wilson and Wiley on the Monongahela Division because of increased traffic. (AR)
- 1895 PRR begins sending freight from the PCC&StL Railway via South Side and Turtle Creek instead of through Pittsburgh. (AR)
- 1895 PRR acquires Haskell Dock at Ashtabula.
- 1895 Pennsylvania Company begins construction of third track between Glenfield and Leetsdale. (AR)
- 1895 Pittsburgh suburb of Rennerdale founded by employees of the Lines West Accounting Dept. and named for John W. Renner, Comptroller; purchase 60 acres on PCC&StL line near Pittsburgh at \$200-300 per acre. (RyW)
- 1895? Portion of old Darlington Cannel Coal Railroad between Cannelton Jct. and Cannelton Mines conveyed to \_\_\_\_ (see Pittsburgh, Lisbon & Western)
- 1895 Pennsylvania Company builds new dock 600 x 111 and flour warehouse at Cleveland. (AR)
- 1895 Millersburgh, Jeromeville & Greenwich Railroad (Lorain, Ashland & Southern predecessor) opens between Custaloga and Jeromeville, Ohio. (Church - probably typo, should be 1897?)
- 1895 PCC&StL begins construction of new freight house and rearranging yards between 4<sup>th</sup> & 5<sup>th</sup> Streets in Columbus, Ohio. (AR)
- 1895 Cincinnati & Muskingum Valley Railway completes rebuilding of Lancaster Shops. (AR)
- 1895 Cincinnati & Muskingum Valley Railway completes substitution of steel for iron rails. (AR)
- 1895 Cleveland & Marietta Railway completes new hump yard at Cambridge, Ohio, for coal traffic.
- 1895 Lines West builds new stations at Madison, Ind., Marion, Ind., and Piqua, Ohio. (AR)
- 1895 Union Bridge over Maumee River at Toledo, unused since 1889, demolished. (Church)



- 1895 Pennsylvania Company build new freight transfer at East Toledo. (AR)
- 1895 Union Station completed at Muskegon; designed in the Romanesque style by Stanley J. Osgood; used by GR&I, Chicago & West Michigan Railroad, and Toledo, Saginaw & Muskegon Railroad. (MichRRs)
- 1895 Interlocking built at St. Elmo on the St. Louis, Vandalia & Terre Haute Railroad. (AR)
- 1895 Future Engineer of Bridges & Buildings John Carlisle Bland (1853-1927) rejoins PRR in the office of the Chief Engineer-Southwest System at Pittsburgh. (PaNews)
- 1895 Brake & Brake Equipment Committee of the Master Car Builders Association concludes two years of tests using the PRR's 50-car air brake test rack at Altoona to develop the first train brake performance specifications. (Trains)
- 1895 Irving A. Stearns (1845-1920) introduces the first high-pressure compressed air mine locomotives in the U.S. at the PRR's anthracite coal mines. (AIMMPE)
- 1895 Baldwin Locomotive Works builds its first electric locomotive designed by Frank J. Sprague, Louis Duncan of GE and Cary T. Hutchinson of Johns Hopkins University; electrical gear produced by Westinghouse Electric & Manufacturing Company. (Condit)
- 1895 E. Rowland Hill appointed special engineering assistant to George Westinghouse specializing in railroad electrification. (G&H)
- 1895 Baldwin Locomotive Works and Westinghouse Electric & Manufacturing Company build experimental B-B box cab electric locomotive which is subject to 11 years of testing on a test track built for Westinghouse by PRR at Turtle Creek; tested with both d.c. and a.c. power from trolley wire; eventually sold to Lackawanna & Wyoming Valley Railroad as d.c. locomotive in 1906. (Condit)
- 1895 Engineers of Orleans Railway of France (Compagnie du Chemin de Fer de Paris à Orleans) tour U.S. to study electrified underground railroads, notably Boston subway, the first (?) electrified subway; influences final design of Quay d'Orsay line in Paris, which in turn influences design of Penn Station. (Balso)
- 1895? Plant Investment Company leases the Sanford & St. Petersburg Railway; Plant converts the section between St. Petersburg and Trilby, on the Pemberton Branch of his South Florida Railroad, to standard gauge,

making it part of his West Coast Route that bypasses Jacksonville through Croom and Dunnellon. (Turner/Bramson)

- 1895 Henry B. Plant buys the Ocala House in Ocala, Fla., near the tourist attraction of Silver Springs. (Turner/Bramson)
- 1895 The Johnson Company, founded by Tom Loftin Johnson (1854-1911) for the manufacture of street railway trackage and frogs, moves its rolling mill from Johnstown, Pa., to Lorain, Ohio. (Rehor)
- 1895 Warming trend, which began around 1850 with intermittent cold periods, accelerates; with a few exceptions, relatively milder winters prevail until about 1940. (Fagan)
- 1895 Former PRR official John Pitcairn (1841-1916), brother of Superintendent Robert Pitcairn, moves his family from Philadelphia to his new country house, "Cairnbrook," the centerpiece of his Swedenborgian community of Bryn Athyn in Bucks County, Pa. (wiki)