

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

By Christopher T. Baer

1898

December 2010 Edition

- Jan. 1, 1898 Wall station renamed Pitcairn on Pittsburgh Division. (see 12/97 from Road Committee)
- Jan. 1, 1898 Consolidation of Kings County (Brooklyn), the Bronx, Queens County and Richmond County (Staten Island) into Greater New York becomes effective; the city has a total population of 3,388,834. (Trager)
- Jan. 1, 1898 New York City Dept. of Bridges assumes ownership of Brooklyn Bridge. (Condit)
- Jan .1, 1898 Cumberland Valley Railroad leases and assumes operation of Chambersburg & Gettysburg Railroad, built by New York and Lancaster capitalists; runs from Concocheague Island on the Mont Alto Railroad to the Adams County line; only 10 miles completed; only occasional freight trains operated. (RyW, Watts)
- Jan. 1, 1898 Arthur Hale (1859-1939), Chief Clerk to the General Superintendent of Transportation, is appointed Superintendent of Telegraph of Lines East; is son of Rev. Edward Everett Hale of Boston, grandson of Nathan Hale, founder of the Boston & Worcester Railroad, and great-grandnephew of Nathan Hale the patriot. (MB, PRRMN)
- Jan. 1, 1898 Baltimore & Potomac Railroad surrenders operation of Catonsville Short Line Railroad, which is then operated by its own organization. (Val)
- Jan. 1, 1898 Samuel Harden Church named Assistant Secretary of Lines West. (MB)
- Jan. 1, 1898 New York State outlaws the use of 5-8 ton four-wheel coal “jimmies.” (Karig)
- Jan. 1, 1898 Union Traction Company leases the Hestonville system, finally getting

control of all the street railways in Philadelphia. (Tucker/SEPTA)

- Jan. 3, 1898 Ohio Valley & Junction Railway Board approves an unwritten agreement with the Crown Fire Clay Company to build a line from the lands of the company to Canal Dover. (MB)
- Jan. 3, 1898 Logansport passenger station of Terre Haute & Logansport Railroad partly destroyed by fire; rebuilt later in year. (AR)
- Jan. 4, 1898 Grain elevator opens at 59th Street Chicago on PCC&StL; leased to Pennsylvania Transfer Company. (AR)
- Jan. 7, 1898 George W. Boyd of the PRR and George H. Daniels of the NYC&HR testify to the House Interstate Commerce Committee in favor of the anti-scalping bill now before Congress; claim that the railroads east of Chicago lose \$50,000 a year to ticket scalpers; many scalpers sell stolen tickets. (NYT)
- Jan. 7, 1898 PCC&StL Railway Executive Committee authorizes construction of “___” Interlocking at the end of the four-track system at Carnegie, Pa. (MB)
- Jan. 8, 1898 First PRR Personally Conducted Tourist cars of season leave New York in regular train en route to San Francisco; tour spends 18 days in California, returning via Los Angeles; fare \$335. (Pam)
- Jan. 8, 1898 *Commercial & Financial Chronicle* publishes a formal announcement that J.P. Morgan & Co. has purchased the New York, Susquehanna & Western Railroad for the Erie Railroad; this eliminates the NYS&W as a separate factor in the anthracite coal trade. (NYT)
- Jan. 10, 1898 Removal of Smith and Windmill Islands in Delaware River completed. (Boyer)
- Jan. 11, 1898 LIRR Board authorizes sale of \$1,121,0000 Consolidated Mortgage bonds to United States Mortgage & Trust Company; authorizes making an agreement with the New York Cab Company for service at 34th Street ferry terminal. (MB)
- Jan. 11, 1898 Zanesville Terminal Railway enters receivership; Chase Andrews, receiver. (Church)
- Jan. 11, 1898 John Mitchell (1870-1919) of Illinois is elected VP of the United Mine Workers of America; by now, Pres. Michael D. Ratchford is a figurehead, and Mitchell the de facto head of the union; he begins new organizing drives in the south and the Anthracite Fields; he is formally elected Pres. in 1899. (McDonald)

- Jan. 12, 1898 PRR Board orders foreclosure proceedings against Cresson Springs Company as is no longer profitable; awards life passes to widows of Presidents Thomson, Scott and Roberts. (MB)
- Jan. 12, 1898 Southeastern & Atlantic Railroad renamed Norfolk & Portsmouth Belt Line Railroad; NYP&N has 12½% interest. (Val, C&C)
- Jan. 12, 1898 *Pennsylvania Limited* re-equipped by Pullman makes inaugural run eastbound; color scheme of red, yellow and Brewster green borrowed from private car built for Pres. Porfirio Diaz of Mexico (the colors of the Mexican flag); four train sets or total of 23 cars; on same day, one set exhibited at Broad Street Station: smoker/library/combine *Arcadia*, diner *Savarin*, drawing room sleeping cars *Marigold*, *Narcissa*, *Murcia* and *Wisteria*, and compartment observation car *Fortuna*; first westbound run on Jan, 14; according to *Railway World*, old cars had “olive tints” and may have been Pullman’s standard olive green; train is advertised as “The Railway Train of the Twentieth Century”; perhaps state or company pride keeps it from being named the *Twentieth Century Limited* ahead of its future rival. (RyW, SRea 47/47, PRRMN)
- Jan. 13, 1898 PRR YMCA opens at 3rd & Bridge Streets, Camden. (Boyer)
- Jan. 14, 1898 Brooklyn & Brighton Beach Railroad enters receivership. (NYState)
- Jan. 1898 PRR is removing south slips at Market Street ferry station in Philadelphia and extending to new bulkhead line. (RRGaz)
- Jan. 1898 PRR is cutting 2-3 cents on eastbound grain traffic. (RRGaz)
- Jan. 1898 PRR begins experimenting with German rail joint developed by Hoffman & Friedlander designed to facilitate faster running on 10 miles of Lines West; uses 95-lb. rail; has a T-rail-like section on the outside to hold the running surface in line. (RRGaz)
- Jan. 1898 Western New York & Pennsylvania Railway is rumored to have purchased the Buffalo, St. Marys & Southwestern Railroad (Clermont-Hyde with a branch to Shawmut) and the four collieries of the Shawmut Mining Company. (RRGaz)
- Jan. 1898 PFW&C withdraws experimental mixed train. (RRGaz)
- Jan. 1898 New Haven claims that its copper-sheathed passenger car is a success; plans another car with aluminum sheathing. (NYT)
- Jan. 1898 Empire Transportation Company incorporated in N.J. by the directors of

the International Navigation Company to operate the American Line steamers *Pennsylvania*, *Ohio*, *Indiana* and *Illinois* in service on the Pacific Coast; it apparently does not go into effect and is dissolved in 1906. (C&FC, NJCorp)

- Jan. 16, 1898 Jacob Garabrant Neafie (1815?-1898), Pres. of the Neafie & Levy Ship & Engine Building Company, dies. (RRGaz)
- Jan. 17, 1898 Atlantic Coast Line Railroad's *New York & Florida Special* resumes for the season with new equipment, now running daily except Sundays and on a faster schedule running to Jacksonville in under 25:00. (NYT)
- Jan. 17, 1898 Southern Railway's *New York & Florida Limited* restored for season with new equipment; runs to Jacksonville in 26:30 and new service to Palm Beach via the Florida East Coast Railway. (RRGaz, NYT)
- Jan. 17, 1898 Henry H. Flagler establishes Florida East Coast Steamship Company and begins service between Miami and Nassau. (Bramson)
- Jan. 17, 1898 Fort Myers Hotel, part of the Plant System, opens at Fort Myers, Fla. (NYT, Turner/Bramson)
- Jan. 17, 1898 Former China merchant Warren Delano (1809-1898) dies near Newburgh, N.Y. (NYT)
- Jan. 18, 1898 New twin-screw ferry *New Brunswick* placed in service on 23rd Street run. (HC)
- Jan. 19, 1898 James T. Brooks elected Pres. of Terre Haute & Peoria Railroad , replacing J.J. Parrish. (RRGaz)
- Jan. 20, 1898 LIRR Pres. William H. Baldwin tells the Borough Board of Queens that everything is being done to abate the smoke nuisance at Long Island City, and that all locomotives will burn coke instead of soft coal by Apr. 1. (NYT)
- Jan. 20, 1898 Pennsylvania Company agrees with LS&MS for use of Toledo Passenger Station with trackage rights from East Toledo. (MB)
- Jan. 1898 PRR trains now run into the Union Depot at Toledo. (RRGaz)
- Jan. 1898 PRR Nos. 10-11, a fast train between New York and Cleveland is now equipped with high speed air brakes; have already been applied to the *Empire State Express*, *Congressional Limited* and *Black Diamond Express*. (RRGaz)

- Jan. 21, 1898 Harrison & East Newark Connecting Railway Company incorporated to build a short spur to the coal yard of the Fairlee & Wilson Coal Company in Harrison, N.J. (Val)
- Jan. 22, 1898 First electric streetcars operate through over the Brooklyn Bridge, including those from the Nassau Electric Railroad's 5th Avenue Line. (Cudahy)
- Jan. 23, 1898 Toledo, Walhonding Valley & Ohio Railroad begins operating into the Union Station at Toledo, using the LS&MS. (AR)
- Jan. 24, 1898 National Docks & New Jersey Junction Connecting Railway, Kill von Kull Railway, and Bay Creek Railway merged into the National Docks Railway. (Baird)
- Jan. 24, 1898 Wabash Railroad secures trackage rights over the Grand Trunk Railway of Canada between Windsor and Black Rock and between Welland and Suspension Bridge, and over Erie Railroad between Suspension Bridge and Buffalo; uses Erie station at Buffalo. (AR)
- Jan. 25, 1898 PCC&StL Railway Executive Committee authorizes new station at Lewisville, Ind. (MB)
- Jan. 26, 1898 Cleveland & New Castle Railway incorporated in Ohio to build from Cleveland to Pennsylvania state line in Mahoning County. (Church)
- Jan. 27, 1898 PCC&StL Railway Executive Committee authorizes extending the trackage rights agreement for the use of the Lake Erie & Western Railroad between Indianapolis and Kokomo for 10 years. (MB)
- Jan. 28, 1898 Pennsylvania Company Executive Committee authorizes new freight house on the east pier at Cleveland for Northern Steamship Company; second track between Newburgh and "BQ" Tower, Cleveland. (MB)
- Jan. 28, 1898 PCC&StL Railway Executive Committee authorizes a second track from Wheeling station north to the Water Works (2.1 miles). (MB)
- Jan. 28, 1898 PCC&StL Railway agrees with the Cleveland, Canton & Southern Railroad for an interlocking at the crossing at Morgans Run, Ohio. (MB)
- Jan. 29, 1898 Purchasing Agent A.W. Sumner (1839-1898) dies at Moorestown, N.J., of a hemorrhage after 34 years of service. (MB, RyW)
- Jan. 31, 1898 Atlantic City Railroad agrees with West Jersey & Seashore Railroad to remove crossing at Atco, cutting direct link between old CNJ Atco Branch and Williamstown Branch. (MB)

- Jan. 31, 1898 Queen Anne's Railroad opens for revenue service between Milton and Lewes, Del., completing line from Queenstown.
- Jan. 31, 1898 James F. Smith (1813?-1898), consulting engineer of the Reading and an assistant engineer on the Allegheny Portage Railroad in 1831, dies at Reading. (PubLdgr)
- Feb. 1, 1898 James McCrea, VP of Lines West, elected a trustee of the University of Pennsylvania. (RyW)
- Feb. 1, 1898 West Jersey & Seashore Railroad officials have second conference with Atlantic City officials; the city now proposes to pave Atlantic Avenue with brick from Massachusetts to Florida Avenues and pay 60% of the cost, providing the company removes the Belgian block paving it installed between Massachusetts and Mississippi Avenues at a cost of \$26,854 in 1895-96, lower the grade by 6 inches, and pay 40% of the cost of paving and thereafter pay for maintenance from curb to curb. (MB)
- Feb. 1, 1898 West Jersey & Seashore Railroad agrees with the Delaware River Railroad for the exchange of traffic. (MB)
- Feb. 1, 1898 Waynesburg & Washington Railroad Board authorizes construction of a six-stall brick engine house at Waynesburg. (MB)
- Feb. 1, 1898 Walhonding Coal Company leases colliery and coal lands in Guernsey and Noble Counties, Ind., to Wills Creek Coal Company. (Church)
- Feb. 1, 1898 Erie Railroad obtains control of New York, Susquehanna & Western Railroad; NYS&W passenger trains continue to run to PRR's Exchange Place Terminal in Jersey City instead of the Erie terminal at Pavonia Avenue. (Mohowski)
- Feb. 1, 1898 Samuel Moody named Assistant General Passenger Agent of Lines West at Cincinnati. (PaNews)
- Feb. 1, 1898 James Wood elected Pres. of the Waynesburg & Washington Railroad, replacing John Davidson, deceased. (MB)
- Feb. 1, 1898 North Shore Despatch fast freight line established over West Shore, Reading, Fall Brook, Michigan Central, Cincinnati, Hamilton & Dayton, etc. (RRGaz)
- Feb. 1, 1898 Chicago, Hammond & Western Railroad, Chicago & Indiana State Line Railway, and Union Stock Yards & Transit Company merged to form Chicago Junction Railway. (RRGaz)

- Feb. 3, 1898 The Allan Line steamship *Manitoban*, chartered by the War Dept., leaves the port of Bosekop in Lapland with a cargo of over 500 reindeer, with attendants and supplies for the Yukon Relief Expedition; the War Dept. has received intelligence that many miners in the Klondike are running low on supplies during the Arctic winter, and the plan is to send out a relief train of reindeer sleds and native Laplander crews accustomed to extreme winter conditions. (NYT)
- Feb. 4, 1898 Mineral Railroad & Mining Company reports that the Luke Fidler Colliery has been restored to first class condition after the fires of 1894-95 and orders it to resume operation. (MB)
- Feb. 4, 1898 NYC&HR Board votes to buy Vanderbilt family interest in LS&MS; \$50 million in LS&MS stock for \$100 million in 3½% bonds; first step taken by William K. Vanderbilt in institutionalizing control of system because of the incapacity of Cornelius Vanderbilt and lessening of family involvement; Cornelius Vanderbilt is convalescing in Egypt. (AR, RyW, Wheeler, NYT)
- Feb. 13, 1898 P.S. O'Rourke, Superintendent of Southern Division of GR&I since 1876, dies at Fort Wayne. (RRGaz)
- Feb. 14, 1898 U.S. House tables a bill to give PRR the exclusive cab franchise at its Washington, D.C., station. (RyW)
- Feb. 15, 1898 *U.S.S. Maine*, which had been stationed in Havana harbor to protect Americans during the Cuban revolution against Spain, explodes with loss of 260 lives; cause is unknown but is widely blamed on the Spanish. (EAH)
- Feb. 1898 Old West Jersey ferry house at Market Street, Philadelphia, demolished. (RyW)
- Feb. 1898 Reading begins construction of a ferry house at Chestnut Street, Philadelphia. (RRGaz)
- Feb. 1898 New draw span placed in PW&B Havre-de-Grace Bridge. (RyW)
- Feb. 1898 PRR introduces a bill in the Virginia Legislature to incorporate the Washington Terminal Company, which is to operate and improve the tracks between the B&P Station and Alexandria, including the Long Bridge. (RRGaz)
- Feb. 16, 1898 Third Personally Conducted Tourist train of season leaves New York for New Orleans and Mardi Gras via Cincinnati; then proceeds to San Diego

for four weeks in California and return via San Francisco; fare \$335.
(Pam)

- Feb. 18, 1898 The body of Edward B. Walton, Chief Clerk to Second VP Charles E. Pugh, is found floating in the Delaware River; he was last seen alive on Nov. 20, 1897. (NYT)
- Feb. 19, 1898 Washington Terminal Railway Company incorporated in Va. in interest of PRR, RF&P, ACL, Southern Railway and C&O, but excluding the B&O; to acquire the property of the Washington Southern Railway, Long Bridge, and Baltimore & Potomac Railroad terminals in Washington with the object of developing a new joint station in Washington; plan is delayed by need for Congressional action to approve work in D.C. (Harrison)
- Feb. 19, 1898 PRR contracts with the Delaware River Iron Ship Building Company for a new double-deck screw ferry boat for the 23rd Street run. (NYT)
- Feb. 20, 1898 Sleeping car line established between Pittsburgh and Detroit via Toledo and Michigan Central Railroad. (PassDept)
- Feb. 21, 1898 Samuel M. Felton, Jr. (1853-1930), Receiver of Columbus, Sandusky & Hocking Railroad, renegotiates lease of Columbus Terminal & Transfer Railroad at reduced rent. (Church)
- Feb. 23, 1898 PRR experiments with trolley car type electrical pickup; not successful. (Snyder)
- Feb. 25, 1898 U.S. Supreme Court concludes two days of hearings on Joint Traffic Association case; the railroads argue for their constitutional freedom to make contracts, question whether the Sherman Act was meant to apply to railroads, and state that the public demand is for service for less than its cost; the JTA produces fair and reasonable rates; the government contends that any agreement to coordinate rates constitutes restraint of trade, that the railroads are public agencies and thus subject to government control, that it is the duty of government to see that prices are held down through competition, not guarantee weak railroads, and that railroads must take their chances like other businesses. (NYT, RyW)
- Feb. 25, 1898 West Jersey & Seashore Railroad Board accepts a proposition to operate the Cooper's Point & Philadelphia Ferry Company. (MB)
- Feb. 28, 1898 N.Y. Supreme Court issues a decree of foreclosure against the Hudson Tunnel Railway. (NYState)
- Feb. 28, 1898 Charles Stokes Gauntt (1825?-1898), former captain of *Richard Stockton* and Superintendent of United Companies, dies at Burlington. (RyW)

- Feb. 28, 1898 *Manitoban* ties up at the Central Stock Yard in Jersey City with its cargo of 537 reindeer, 113 Lapp, Finnish and Norwegian drivers, 418 sleds and nearly 4,000 bags of lichens for feed; the animals are off-loaded to the stock yards, pending shipment west on the PRR. (NYT)
- Mar. 1, 1898 The Yukon Reindeer Relief Expedition leaves the PRR's Harsimus Cove Yard in Jersey City at 6:30 PM in two sections, totaling 26 stock cars for the 529 reindeer, 10 box cars for feed and supplies, 2 baggage cars fitted up for cooking and eating, and 3 tourist sleeping cars for the 113 people and one cabin car each; the movement is under the supervision of Advertising Agent Frank N. Barksdale and runs through to Seattle in 146:25 via the PRR, Chicago, Milwaukee & St. Paul Railway and Great Northern Railway; average speed on the PRR is 27.3 MPH; on the same day, the War Dept. cancels the expedition, claiming it has learned that conditions in the Yukon have changed, and no help is needed; however, it is intended to forward the reindeer to Alaska for other uses. (NYT, PubLdgr)
- Mar. 1, 1898 Pennsylvania Company Board authorizes third track between Freedom and Rochester, Pa., on Eastern Division. (MB)
- Mar. 1, 1898 Toledo, Peoria & Western Railway obtains trackage rights over Peoria & Pekin Union Railway between Peoria and Hollis, replacing verbal agreement of June 1885; agreement signed only after prolonged litigation as to rental; under this agreement, Toledo, Peoria & Western Railway becomes one of proprietary companies of P&PU. (Church)
- Mar. 2, 1898 Stables of A.J. Cassatt's Chester Brook Stock Farm near Berwyn are destroyed by fire; 20 prize Guernsey cows are burned to death, but the bulls and horses are saved. (NYT, PubLdgr)
- Mar. 3, 1898 Seaside Park, N.J., incorporated as a borough. (wiki)
- Mar. 5, 1898 LIRR acquires the stock of the Huntington Railroad, a streetcar line between Huntington Station and Huntington Harbor; to be converted to electric traction; LIRR now begins to buy up streetcar lines and charters in its territory. (NYState, RyW, AR)
- Mar. 6, 1898 Hugh Judge Jewett (1817-1898), former Pres. of Little Miami Railroad and Erie Railway, dies at the Hotel Bon Air in Augusta, Ga. (RyW)
- Mar. 8, 1898 LIRR Board authorizes purchase and electrification of Huntington Railroad. (MB)
- Mar. 9, 1898 PW&B Board adopts change of line at Claymont, Del. (MB)

- Mar. 9, 1898 Dustless Roadbed Company incorporated in N.J. with PRR backing; uses patent of Pres. James H. Nichol, Assistant Engineer of West Jersey & Seashore; Secretary-Treasurer is O.J. DeRousse of PRR; other directors include A.J. Cassatt; sprays oil on roadbeds to eliminate dust; PRR has oiled the Northeast Corridor, West Jersey & Seashore, parts of Main Line and Amboy Division. (RyW, RRGaz)
- Mar. 10, 1898 NYP&N Board orders sale of land at Pinner's Point to Water Front Investment Company; contracts with Delaware River Iron Ship Building & Engine Works to build new passenger steamer *Cape Charles*. (MB)
- Mar. 10, 1898 PRR and PW&B demand payment of \$1 million overdue NYP&N interest coupons which they have been buying.
- Mar. 10, 1898 Meeting in Chicago, the Brotherhood of Locomotive Firemen, Brotherhood of Railway Trainmen, Order of Railroad Telegraphers and Order of Railway Conductors agree to merge to form the Federation of American Railway Employees; it is not carried out. (NYT)
- Mar. 11, 1898 PRR announces decision to elevate PFW&C line at Pittsburgh and build new Union Station; D.H. Burnham & Co. selected as architects. (RRGaz)
- Mar. 12, 1898 Col. Bucher Ayres (1818-1898), first PRR conductor in 1849 and a retired fish merchant, dies at Philadelphia. (PRRMN)
- Mar. 12, 1898 Metropolitan Street Railway electrifies the city lines of the New York & Harlem Railroad between City Hall and 135th Street & Madison Avenue. (NYState)
- Mar. 1898 Pres. Frank Thomson issues solid silver life passes to widows of Presidents J. Edgar Thomson, Tom Scott and George B. Roberts. (RyW)
- Mar. 1898 During the month, over 1 million tons of freight are moved to the seaboard in Official Territory, double the amount of last year; the export grain trade has been swelled by a huge foreign demand, and the ice in the Great Lakes has broken up early this year; since Jan. 1, rates on eastbound grain have fallen from 20 cents per cwt. to 8-10 cents, the lowest known, as all lines engage in rate cutting. (NYT)
- Mar. 1898 In recognition of bicycle craze, LIRR begins carrying bicycles in baggage cars. (RyW - see 1897)
- Mar. 1898 Tourist sleeper line established between Jersey City and Los Angeles, one day a week, via St. Louis, Wabash Railroad and Santa Fe Railway; discontinued at end of May (?) 1898. (PassDept - RRGaz implies end of

Feb)

- Mar. 1898 Queen Anne's Railroad contracts extension from Lewes across the meadows to the bay shore. (RRGaz)
- Mar. 1898 NYP&N issues *Prospectus to the Bondholders and Stockholders ...*; PRR and PW&B hold \$1,005,330 in unpaid coupons; plan calls for a foreclosure sale, a 15% assessment on stock, and funding debts into a new \$3 million bond issue. (MB)
- Mar. 1898 Townships of Vandalia and Bear Grove, Ill., and Edward L. Thomas of Belleville sue in Bond County Circuit for a receiver for the St. Louis, Vandalia & Terre Haute Railroad for being managed in the interest of the Terre Haute & Indianapolis Railroad; rent is in arrears on rent, since the TH&I entered receivership. (RRGaz)
- Mar. 1898 Little Kanawha Railroad opens between Parkersburg and Palestine (Owensport), W. Va. (Church)
- Mar. 1898 William Riley McKeen, Jr. (1869-1946), resigns as general foreman of Terre Haute Shops. (RRGaz)
- Mar. 16, 1898 Rockaway Village Railroad sold at foreclosure to the LIRR for \$10,000. (NYState)
- Mar. 16, 1898 Flushing & South Shore Railroad incorporated in interest of LIRR to build from Flushing to a point between Fenhurst and Woodsburg; not built. (MB)
- Mar. 16, 1898 PW&B director Jacob Tome (1810-1898) dies at Port Deposit, Md. (RyW)
- Mar. 17, 1898 Members of the PRR Dept. of the Philadelphia YMCA form a Camera Club for amateur photographers. (PRRMN)
- Mar. 17, 1898 Frank Rockefeller (1845-1917) returns to the Board of the Cleveland, Akron & Columbus Railway. (MB)
- Mar. 1898 Meeting finalizes plan for new Union Station at Pittsburgh; Daniel H. Burnham (1846-1912), architect. (RyW)
- Mar. 18, 1898 Rockaway Village Railroad sold at foreclosure to the LIRR for \$10,000; later reorganized as the Ocean Electric Railway. (NYState)
- Mar. 19, 1898 William J. Howard (1827?-1898), former PRR General Solicitor, dies at Philadelphia. (RRGaz)

- Mar. 21, 1898 Fire breaks out in kitchen of the Keystone restaurant in the waiting room of Jersey City Terminal at Exchange Place at 2:00 AM; destroys waiting room, which is almost entirely of wooden construction; all rolling stock and ferries are removed safely; officials decide to let the waiting room burn and focus the fire brigades' efforts on saving the office building and train shed, while tugboats direct their water cannons on the ferry house; the fire is under control by 5:00 AM, and by 7:00 workers have built temporary wooden bridges between the train shed and ferry house; the entire head house is rebuilt on a larger scale and the train shed extended towards the river; reopened 1899. (AR, NYT)
- Mar. 21, 1898 "United Coal & Coke Company" station renamed "United." (MB)
- Mar. 22, 1898 Record floods in Ohio River Basin; Pittsburgh Division of PCC&StL Railway, Wheeling Branch, New Cumberland Branch, Loudonville-Coshocton, Louisville Division and Cambridge City Branch all cut; flood at 60 feet at Cincinnati. (AR, RRGaz)
- Mar. 22, 1898 Bridge over Koskosing River at Mount Vernon, Ohio, washed out on Cleveland, Akron & Columbus Railway. (MB)
- Mar. 24, 1898 Charles B. Wright (1822-1898), former engineer of the Philadelphia & Erie and Northern Pacific Railroad, dies at Philadelphia. (WwasW)
- Mar. 24, 1898 George Alpert (1898-1988), last Pres. of the New Haven, born at Boston. (nhrhta)
- Mar. 25, 1898 West Jersey & Seashore Railroad changes the name of Lodi station to Orchard on the Medford Branch. (MB)
- Mar. 26, 1898 Wheeling Branch reopens after flood. (AR)
- Mar. 26, 1898 H. Walter Webb (1852-1900) resigns as Third VP of NYC&HR for health; part of William K. Vanderbilt's plan to retire old officers and reduce the number of executive positions. (NYT, RyW)
- Mar. 28, 1898 New York Connecting Railroad authorizes increase of capital stock from \$100,000 to \$5 million. (MB)
- Mar. 28, 1898 Loudonville-Coshocton reopens after flood. (AR)
- Mar. 29, 1898 South Jersey Railroad sold at foreclosure at Winslow Jct. to Robert P. Linderman (1863-1903), Pres. of Bethlehem Iron Company, and Thomas Robb in interest of Reading for \$300,000, giving it control of its access to Ocean City, Sea Isle City and Cape May resorts. (Val)

Mar. 29, 1898 Main line of Louisville Division reopens after flood. (AR)

Mar. 29, 1898 Lykens & Millersburg RPO established. (Kay)

Mar. 29, 1898 Housatonic Railroad merged into the New Haven. (NHCorp)

Mar. 30, 1898 PRR freight leaves Pittsburgh for the East with a rush order of 1.5-inch armor plate from Carnegie to the War Dept. (NYT)

Mar. 30, 1898 PCC&StL main line reopens between Pittsburgh and Columbus after flood. (AR)

Mar. 30, 1898 GR&I buys Widdicomb Extension of Herrick Branch (3.42 miles) from Widdicomb Furniture Company. (C&C)

Mar. 30, 1898 Percival Roberts (1830-1898), Pres. of A. & P. Roberts Co. and cousin of George B. Roberts, dies at Philadelphia; former engineer on PFW&C. (RyW, RRGaz)

Mar. 31, 1898 Cambridge City Branch reopens after flood. (AR)

Apr. 1, 1898 PRR grants General Office employees a half day off on Saturdays between Apr. 1 and Dec. 1. (RRGaz)

Apr. 1, 1898 Pennsylvania Company Executive Committee authorizes additional tracks in Mosier Yard; authorizes connection to P&LE near Lowellville, Ohio. (MB)

Apr. 1, 1898 M.A. Hanna & Co. agrees with Pennsylvania Company to erect new fast ore-handling plant on the dock they occupy at Ashtabula. (MB)

Apr. 1, 1898 PCC&StL Railway Executive Committee authorizes the following projects: extending the second track from the Calumet River to Lansing lap siding (8 miles) on the Chicago Division; grading for a second track from Port Washington to Coshocton; extending the New Cumberland Branch to Chester, Pa.; a new station at Fourth Avenue, Pittsburgh; a second track between the west side of the Scioto River and the Midland Avenue Crossing at Columbus. (MB)

Apr. 1, 1898 Chicago Junction Railway formed by the merger of the Chicago & Indiana State Line Railway and the Chicago, Hammond & Western Railroad; the Union Stock Yard & Transit Company has leased its "transit dept." of railroads to the Chicago, Hammond & Western Railroad. (RRGaz)

Apr. 1, 1898 United Mine Workers of America secures the 8-hour day across the Central Competitive Field, plus a general advance of 10 cents a ton.

(McDonald)

- Apr. 4, 1898 LIRR Board authorizes purchasing 15 elevated railway-type locomotives from the Lake Street Railway at Chicago for pending rapid transit services; approves acquisition of Rockaway Village Railroad. (MB)
- Apr. 4, 1898 Standard Oil Company tug boat *Tea Rose* rams the PRR ferry *Princeton* eastbound to Debrosses Street at 9:20 AM; strikes abaft of the paddle box, cutting a large hole into the mens' cabin. (NYT)
- Apr. 4, 1898 Ellendale & Queenstown RPO extended to Lewes & Queenstown RPO on Queen Anne's Railroad. (Kay)
- Apr. 1898 PRR has contract to move Naval Reserve units from St. Paul, Duluth, Milwaukee and Chicago to New York for war mobilization. (RyW)
- Apr. 9, 1898 Atlantic City Railroad begins operating property of former South Jersey Railroad under lease; agrees with Thomas Robb and Robert P. Linderman to reorganize South Jersey Railroad. (Rdg)
- Apr. 9, 1898 Seacoast Railroad deposits \$37,600 with Atlantic City Railroad to be used for building overhead crossings of West Jersey & Seashore Railroad at Woodbine Jct. and Cape May Court House as required by reorganization of South Jersey Railroad. (Rdg)
- Apr. 9, 1898 New Radebaugh Tunnel and Greensburgh-Radebaugh cutoff line opens on the Pittsburgh Division. (RRGaz, AR)
- Apr. 9, 1898 New Cumberland Branch reopens to Kenilworth after flood. (AR)
- Apr. 1898 PRR orders 1,000 52-ton steel hopper cars from Schoen Pressed Steel Company of Pittsburgh; largest order for steel cars yet placed. (NYT)
- Apr. 11, 1898 Pennsylvania Company Executive Committee authorizes new freight station at Englewood, Ill. (MB)
- Apr. 11, 1898 Philadelphia, Reading & New England Railroad adopts reorganization plan. (RRGaz)
- Apr. 12, 1898 LIRR Board authorizes purchase of property of Frederick W. Dunton at Jamaica. (MB)
- Apr. 13, 1898 Brooklyn Elevated Railroad and LIRR sign the "Flatbush Avenue Agreement"; LIRR is to build a connecting ramp to the elevated line at its Flatbush Avenue Terminal and operate rapid transit trains from the turning loop at the el terminal at the east end of Brooklyn Bridge with right of free

transfer to the bridge cars. (MB)

- Apr. 13, 1898 Brooklyn Elevated Railroad grants LIRR rights to operate over its elevated lines to Brooklyn Bridge and to the Manhattan end of the proposed Williamsburg Bridge; ramp track connections are to be built at Chestnut Street in East New York and at 5th Avenue & 36th Street to the Prospect & Coney Island Railroad; routes are to be from Broadway Ferry (and later over Williamsburg Bridge) to Rockaway Park via Chestnut Street, Brooklyn Bridge to Jamaica via Chestnut Street, and Brooklyn Bridge to Coney Island via 36th Street; Brooklyn El may also operate to Coney Island via PP&CI Railroad; contract may be cancelled if LIRR builds a tunnel to New York. (MB, NYState)
- Apr. 13, 1898 Mineral Railroad & Mining Company appoints J.H. Bowden to be Chief Engineer. (MB)
- Apr. 13, 1898 NYC&HR Board votes to buy \$18.7 million Vanderbilt interest in Michigan Central Railroad for \$21.6 million in bonds. (AR, Wheeler)
- Apr. 13, 1898 U.S. Navy requisitions American Line steamships *St. Paul* and *St. Louis* for conversion to merchant cruisers. (Flayhart)
- Apr. 14, 1898 Delaware, Maryland & Virginia Railroad begins 1.5 mile extension to government iron pier at Lewes, Del. (RRGaz)
- Apr. 14, 1898 U.S. Navy requisitions American Line steamships *New York* and *Paris*; renamed *U.S.S. Harvard* and *U.S.S. Yale*. (Flayhart)
- Apr. 1898 LIRR and West Jersey & Seashore Railroad contact with the Dustless Roadbed Company. (RRGaz)
- Apr. 1898 NYP&N agrees on reorganization without foreclosure. (RRGaz)
- Apr. 1898 Eureka Branch No. 32 of Scalp Level Railroad opens from south of Windber to coal mine. (Val)
- Apr. 1898 PRR orders its first 1,000 all-steel Class G1 hopper cars from the Schoen Pressed Steel Company for \$1 million, the largest order for steel freight cars placed thus far; are to carry 55 tons of ore or 51 tons of coal between the Pittsburgh District and the Lake Erie ports; the maximum capacity of wooden cars was 40 tons; new cars feature a pressed steel body and center sill. (NYT, Karig)
- Apr. 1898 PRR is reported in negotiations to obtain control of the Raritan River Railroad. (NYT)

- Apr. 1898 Traffic agreement between GR&I and Chicago & West Michigan Railroad terminated. (RyW)
- Apr. 1898 Police Dept. organized on Southwest System of Lines West.(RyW)
- Apr. 17, 1898 American Line steamship *St. Paul* leaves New York for the Philadelphia Navy Yard for conversion to an auxiliary cruiser for the Navy. (NYT)
- Apr. 19, 1898 Word circulates at Chicago that U.S. Supreme Court will find the Joint Traffic Association illegal, so there is no need to pay attention to its rulings; roads begin cutting grain rates to as low as 10 cents per cwt. (RyW)
- Apr. 19, 1898 PRR and B&O begin moving regular army troops and artillery stationed in New York State south in the event of war over Cuba; 3 trainloads of troops from Sacketts Harbor arrive at Jersey City via the West Shore Railroad at 1:00 AM and are immediately sent south via the PRR; at 12:45 PM, the ferry *Annex No. 4* brings troops and equipment directly from Governor's Island to Bay Street, Jersey City, where they are put on a special train of 7 coaches, 2 box cars, 12 flat cars and a sleeping car; they depart at 2:30 for Tampa; other units travel via the CNJ-Reading-B&O route to Camp Thomas, a training camp on the old Civil War battlefield of Chickamauga; troop mobilizations of this sort are the first since the opening of the Civil War; officers travel in sleeping cars and enlisted men in coaches; Bay Street ferry, in the Harsimus Cove Yards, becomes the departure point, rather than the Exchange Place Terminal, because of the need to move both men and field artillery; Camp Thomas proves to be a tropical pest hole where soldiers are wasted by malaria, typhoid and dysentery before ever leaving the U.S. (NYT)
- Apr. 20, 1898 Pres. McKinley delivers an ultimatum to Spain to grant Cuba independence or U.S. will intervene on the side of the Cuban rebels. (EAH)
- Apr. 20, 1898 Pres. Frank Thomson tells the press that he has not been asked by the War Dept. to join the staff of the Secretary of War as a transportation expert; thinks there will be no need for a special transportation service as there was in the Civil War. (NYT)
- Apr. 20, 1898 The Fall River steamer *Priscilla* arrives in New York at 8:00 AM with Light Battery F of the 2nd Artillery; guns are transferred directly from the Fall River Line pier to Bay Street in the *Annex No. 4*, while the men march south to Cortlandt Street; depart Harsimus Cove in a train of 5 flat cars, 4 stock cars, 3 coaches and a baggage car. (NYT)
- Apr. 20, 1898 Cornelius Vanderbilt resigns as Chairman of NYC&HR, and William K.

Vanderbilt resigns as Chairman of LS&MS and Nickel Plate; Chauncey M. Depew elected Chairman of NYC&HR, LS&MS, Nickel Plate and Michigan Central; Samuel Rodger Callaway (1850-1904) promoted from Pres. of LS&MS to Pres. of NYC&HR; Callaway replaces Ashbel Green as NYC&HR director; done for greater unity of operations and to safeguard against the effects of the death of one or both Vanderbilts. (RyW, NYT)

- Apr. 20, 1898 Headquarters of the North Jersey Street Railway Company moved from Newark to Jersey City. (NJCorp)
- Apr. 21, 1898 Assistant Secretary of the Navy Theodore Roosevelt (1858-1919) makes a flying trip to New York on the *Congressional Limited*; refuses comments to reporters. (NYT)
- Apr. 21, 1898 Pennsylvania Company leases dock 50 feet west of Water Street, Cleveland, to C.H. Tucker, agent for various steamship lines, for 4 years from Apr. 1. (MB)
- Apr. 24, 1898 Spain declares war on U.S. in response to U.S. ultimatum and blockade of Cuba.
- Apr. 25, 1898 Congress declares war on Spain. (EAH)
- Apr. 25, 1898 Juniata Scales placed in service. (Snyder)
- Apr. 26, 1898 ATO Committee on Conducting Transportation reports no objection to operating locomotives 250 miles through on bituminous coal; differences in riding qualities of PRR passenger cars is slight and not worth testing; report on minimum curves notes that gauge on curves is sometimes 4'-9½" or even 4'-10" on sharp curves. (ATO)
- Apr. 27, 1898 PRR notes it has received three portraits of George B. Roberts by Louis Hasselbusch; one for Board Room, one for the family, and one for proposed Altoona Mechanics' Library. (MB)
- Apr. 27, 1898 Samuel R. Callaway (1850-1904) assumes his duties as Pres. of NYC&HR replacing Chauncey M. Depew. (AR)
- Apr. 28, 1898 Seacoast Railroad organized as reorganization of South Jersey Railroad; Thomas Robb, Pres.; signs new through traffic agreement with Atlantic City Railroad. (Val, Rdg)
- Apr. 1898 Daniel H. Burham presents a scheme for Pittsburgh Union Station with a Classical three-storey head house. (RyW)

- Apr. 29, 1898 West Jersey & Seashore Railroad Board adopts the location for a branch from Pleasantville on the old West Jersey & Atlantic Railroad to Absecon on the old Camden & Atlantic Railroad. (MB)
- Apr. 29, 1898 Samuel R. Callaway begins streamlining NYC&HR organization in line with plans of William K. Vanderbilt, eliminating one level of management; First VP Horace J. Hayden (1840-1900), who formerly headed Traffic Dept., given full time to serve as Chairman of Joint Traffic Association; General Passenger Agent George H. Daniels and Traffic Manager Nathan Guilford placed at head of Passenger and Freight Depts. respectively, reporting directly to Callaway; former General Manager John M. Toucey (1828-1898) retired as Assistant to Pres. and office abolished. (RyW)
- Apr. 30, 1898 New Pullman equipment for *Congressional Limited* displayed at Jersey City; same red, cream and green scheme as applied to *Pennsylvania Limited*; consist is PRR combine, PRR diner, Pullman parlor cars *Ogygia*, *Oenone*, *Ocellina*, *Aphrodite*, and parlor-observation *Electra*. (SRea 47/47, NYT)
- May 1, 1898 Admiral George Dewey (1837-1917) destroys the Spanish Pacific Fleet at the Battle of Manila Bay, suffering only 8 wounded. (EAH)
- May 2, 1898 Camp Black opens of the Hempstead Plains for New York National Guard units; LIRR carries 8,500 troops and baggage from its western terminals to the camp on two days notice in a total of 170 coaches and 20 cars of baggage; the camp draws its water from wells that may become contaminated, and the soldiers suffer from exposure in their tents during the wet spring. (NYT)
- May 2, 1898 Atlantic City Railroad leases Seacoast Railroad, running from Winslow Jct. to Ocean City, Sea Isle City and Cape May as Cape May Division; Seacoast Railroad leases Ocean City Railroad. (Val, MB, Rdg)
- May 2, 1898 New equipment placed in revenue service on *Congressional Limited*. (NYT)
- May 3, 1898 War Dept. appoints Joint Traffic Commissioner George R. Blanchard (1841-1900) to coordinate rail transportation for the war with the rank of Brigadier-General; Frank Thomson had been rumored for this honor, but after consultations with Thomson, Chauncey M. Depew and Melville E. Ingalls, the recommendation goes to Blanchard. (NYT)
- May 4, 1898 West Jersey & Seashore Railroad completes double track between Berlin and Atlantic City, completing whole line, including upgrade to 100-lb. rail; also elevated track over crossing of New Jersey Southern Railway at

- Winslow Jct.; done to accommodate fast trains via Delair Bridge route.
(AR, RRGaz)
- May 4, 1898 Through *New York & Atlantic City Express* resumes for the season, now rerouted via Delair and West Haddonfield instead of running via Camden.
(NYT, PassDept)
- May 4, 1898 The 50-foot steam launch *Frank Thomson*, a gift of Pres. Thomson to the Harvard University Rowing Association, arrives in Jersey City from Philadelphia en route to Boston; is to be used in coaching the Harvard crew teams. (NYT)
- May 4, 1898 Gen. Robert F. Stockton, Jr. (1832-1898), Pres. of United New Jersey Railroad & Canal Company, dies. (MB)
- May 6, 1898 PRR Dept. of the YMCA of Philadelphia opens seven separate rooms in the basement of the 41st Street YMCA for its Junior Dept. for boys under 16, with a tea and social. (PRRMN)
- May 6, 1898 Assistant Secretary of the Navy Theodore Roosevelt resigns and with Col. Leonard Wood (1860-1927) organizes the 1st U.S. Volunteer Cavalry, popularly known as the Rough Riders, drawn mostly from young men of elite families and Ivy League athletes; among the Rough Riders is Capt. Edward Buchanan Cassatt (1869-1922), eldest son of A.J. Cassatt and a career military officer who is later assigned to duty in the Philippines.
(Trager, HvrfdClgBios)
- May 8, 1898 B&O begins advertising its two 5-hour New York-Washington trains as the *Royal Limiteds*. (NYT)
- May 9, 1898 ICC dismisses the complaint of the New York Produce Exchange against the members of the Joint Traffic Association on the port differential question; rules that preferring one location to another does not violate Section 3 of the Interstate Commerce Act unless such preference is clearly unreasonable. (NYT)
- May 10, 1898 NYP&N purchases Norfolk pier at Brooke Avenue, leased from McCullough Estate since 1887; contracts with Chesapeake & Ohio Railway for joint station at head of the wharf; C&O operates connecting boats to Newport News. (MB)
- May 10, 1898 ICC rules that Trunk Line port differentials are legitimate in principal in proceedings brought by New York Produce Exchange. (RyW)
- May 11, 1898 Central Traffic Association meets and agrees to restore rates effective May 30. (NYT)

- May 12, 1898 Columbus, Sandusky & Hocking Railroad syndicate managers Strong, Sturgis & Co. and reorganization committee of Louis Fitzgerald, Levi C. Weir, John J. Terry, Frank K. Sturgis, John G. Deshler and Henry W. Putnam, Jr., adopt a reorganization plan; plan later proves impractical and Pennsylvania Company and Hocking Valley Railway each move to acquire large holdings of bonds. (Church, GrnBk, NYT)
- May 13, 1898 LIRR purchases Montauk Steamboat Company, Limited operating summer-only passenger and freight steamers to Sea Cliff, Sag Harbor, Block Island, and New London. (NO - Sea Cliff line and New London line (?) added later)
- Mar. 14, 1898 As the movement of National Guard units to training camps begins, the 71st New York and 2nd Massachusetts leave New York for Tampa on the PRR. (NYT)
- May 1898 PRR contracts for a new ferry house at Market Street, Philadelphia. (RRGaz)
- May 1898 PRR's Mont Alto Branch is to be extended 0.75 mile to the Geiser Manufacturing Company at South Waynesboro, Pa. (RRGaz)
- May 1898 Erie Railroad opens the elevation of three of seven main tracks through Jersey City east of Bergen Hill. (AR)
- May 16, 1898 Seacoast Railroad incorporated in New Jersey as reorganization of South Jersey Railroad; controlled by Reading (filing date). (Val)
- May 16, 1898 PRR is awarded the contracts to transport the 8th, 9th and 12th New York; it will also carry New Jersey National Guard units from their encampment at Sea Girt and Pennsylvania units from Mount Gretna near Cornwall. (NYT)
- May 17, 1898 The 12th New York is landed directly at Bay Street by boat from its camp at Peekskill; departs at 5:40 PM in three sections of 14 cars each. (NYT)
- May 17, 1898 Toledo & Mansfield RPO extended to Pittsburgh & Toledo RPO. (Kay)
- May 17, 1898 William H. Newman (1847-1918) elected Pres. of LS&MS, replacing Samuel R. Callaway, promoted; William H. Canniff (1847-1925) elected Pres. of Nickel Plate; Newman had begun his career on the Texas & Pacific Railway under Tom Scott. (RyW, NYT)
- May. 18, 1898 F. Wolcott Jackson elected Pres. of United New Jersey Railroad & Canal Company, replacing Robert F. Stockton, deceased. (MB)

- May 18, 1898 Brooklyn Union Elevated Company and New York, Brooklyn & Manhattan Beach Railway begin first through service over the Brooklyn Bridge from Park Row in Manhattan to Manhattan Beach. (Cudahy)
- May 19, 1898 1st New Jersey National Guard departs its camp at Sea Girt for a U.S. Army camp at Munson's Hills, Va., via the PRR in 50 cars at 5:30 PM. (NYT)
- May 1898 PRR donates portrait of Pres. George B. Roberts to Altoona Mechanics' Library & Railroad Association; also donates a portrait of Pres. Tom Scott received from the Union Pacific Railroad. (MB)
- May 1898 Nettleton Neff, Assistant Engineer of Western Division of PFW&C, resigns to join the "Rough Riders." (RRGaz)
- May 22, 1898 LIRR carries about 50,000 visitors to military Camp Black on the Hempstead Plains; this is the first Sunday since the camp opened that it has not rained. (NYT)
- May 23, 1898 The 69th New York (the "Fighting 69th") leaves Camp Black for Camp Thomas near Chickamauga; the 8th New York leaves the Bay Street ferry for Camp Thomas in 4 sections at 6:00 PM. (NYT)
- May 23, 1898 Cleveland & Marietta Railway removes old switchback line over Liberty Hill. (AR)
- May 24, 1898 PCC&StL Railway Executive Committee authorizes construction of a steam motor car for the Springfield (Ohio) Branch. (MB)
- May 25, 1898 Richland & Mahoning Railway incorporated in Ohio to build from Mansfield to Pa. state line in Mahoning County; no work done. (Church)
- May 26, 1898 *New York Times* reports that the railroads running between New York and Buffalo have agreed to form a combination to fix eastbound grain rates; traffic is to be divided 40% to NYC&HR, 25% to the Erie, 16% to the Lehigh Valley Railroad, 15% to the West Shore Railroad, and 4% to the DL&W; hope to have the agreement in place by July 1. (NYT)
- May 28, 1898 Reading inaugurates *Century Flyer* scheduled at 80 minutes between Camden and Ocean City, N.J., sharply undercutting PRR time. (Coxey)
- May 29, 1898 NYC&HR inaugurates *Buffalo & Southwestern Special* No. 33 between New York and Buffalo. (CntrlHdlite)
- May 30, 1898 PRR and Cincinnati, Hamilton & Dayton Railway begin operating through

- sleeping car between Toledo and Louisville via Indianapolis. (RRGaz)
- May 31, 1898 City of New York renews ferry franchises to the LIRR, the 34th Street ferry for 10 years at \$20,000, and the James Slip ferry for 5 years at \$8,000. (NYT)
- May 31, 1898 PRR begins paying all dividends by check; previously, local stockholders were required to bring certificates to office. (RyW)
- May 31, 1898 U.S. Supreme Court reverses lower court ruling in case of *Pullman's Palace Car Company v. Central Transportation Company*; cuts award to CTCo. from \$4.2 million to \$727,846 with interest from 1885, the value of the property in 1885, for a total of \$1.32 million; Justices Harlan and White dissenting. (NYT, RyW)
- May 31, 1898 Atlantic Avenue Railroad Company of Brooklyn signs modified agreement with Brooklyn, Bath & West End Railroad and Prospect Park & Coney Island Railroad; PP&CI is to have sole control of the two tracks leading from its line into the Union Depot at 7th Avenue. (NYState)
- May 31, 1898 Northern Central Railway informs the State of Maryland that it intends to pay off the \$1.5 million mortgage to the state on June 15; the state rejects this and expects its quarterly \$90,000 payments to continue. (MB)
- June 1, 1898 Congress passes Erdman Act superseding the Arbitration Act of 1888 and authorizing government mediation and voluntary arbitration of labor disputes that threaten to disrupt interstate commerce; drops the investigative provisions of the Arbitration Act; also forbids blacklisting and discrimination against union members. (PMiddleton, EAH)
- June 1, 1898 Assistant Secretary Daniel S. Newhall (1849-1913) appointed Purchasing Agent replacing A.W. Sumner (1838-1898), deceased; John C. Sims (1845-1901) to Superintendent of Employes Saving Fund replacing D.S. Newhall, promoted; Lewis Neilson (1860-) to Assistant Secretary; A.J. County (1871 -1944) to Chief Clerk of Secretary's office, replacing Neilson. (RyW)
- June 1, 1898 Cleveland & Marietta Railway puts all passenger trainmen in uniform for first time. (AR)
- June 1, 1898 PRR is road testing its first Class G1 steel 50-ton hopper cars. (Snyder)
- June 2, 1898 A. J. Cassatt gives a dinner at Chester Brook Farm for Secretary of War Russell A. Alger (1836-1907) and Capt. Alfred Thayer Mahan (1840-1914) of the Naval Strategic Board, the architect of the modern American Navy. (NYT)

June 4, 1898 Overbrook Club opens tennis courts and a cricket field at Upland Way & Woodbine Avenue. (LMHS)

June 1898 Most railroads, including PRR, have suspended construction work to see how the war develops. (RyW)

June 6, 1898 North Jersey Street Railway Company leases the properties of the Consolidated Traction Company in the Newark-Jersey City area, retroactive to June 1. (NYT, StRyJrnl)

June 7, 1898 Lines West Executive Committee adopts revised plan for enlargement of Conway Yard calling for 6.5 miles of track and a 15-stall engine house and coaling station; by end of year has capacity of 2,860 cars. (MB, Conway)

June 7, 1898 Pennsylvania Company grants Wheeling & Lake Erie Railway use of Cleveland & Pittsburgh tracks at Rush Run Narrows. (MB)

June 7, 1898 PCC&StL Railway Executive Committee authorizes enlarging yard at Sheridan. (MB)

June 9, 1898 Northern Central Railway Pres. Frank Thomson cancels his agreement with Warren F. Walworth to buy the York Southern Railroad and \$142,000 of its bonds on his refusal to deliver them. (MB)

June 10, 1898 North Jersey Street Railway obtains running rights over additional street railways in the Newark-Paterson-Jersey City area, including former PRR properties Jersey City & Bergen Railroad, Newark Plank Road Company, Bergen Point & Staten Island Ferry Company, Port Richmond & Bergen Point Ferry Company, etc. (NJCorp)

June 11, 1898 U.S. Marines land at Guantanamo, Cuba.

June 11, 1898 PRR runs a special train to the Princeton-Yale baseball game at Princeton. (NYT)

June 13, 1898 B&O, Reading, CNJ, Baltimore & New York Railway, and Staten Island Rapid Transit Railroad sign new contract for through service between New York and Washington. (Rdg)

June 13, 1898 B&O grants Reading trackage rights between Park Jct. and Eastwick. (B&O Val)

June 13, 1898 Reading, Western Maryland Railroad, and B&O sign contract for through freight traffic via Cherry Run gateway. (Rdg)

- June 14, 1898 Pres. Baldwin informs LIRR Board that as the Bay Ridge ferry won't be operated this year, he has contracted with the South Brooklyn Railroad & Terminal Company and the Prospect Park & Coney Island Railroad for ferry privileges between Whitehall Street and 39th Street, Brooklyn; Board authorizes siding to State Hospital at Kings Point. (MB)
- June 14, 1898 Main U.S. expeditionary force, including the 1st Volunteer Cavalry (the "Rough Riders") under Col. Leonard Wood and Lt. Col. Theodore Roosevelt, embarks from Tampa for Cuba; in contrast to the Navy, the U.S. Army is poorly trained and organized. (EAH)
- June 15, 1898 East St. Louis Belt Railroad incorporated in Illinois to build from Mississippi River in Madison County to point on Mississippi River opposite St. Louis. (Church)
- June 15, 1898 Future General Manager, Freight Sales & Services Irvin Theodore Marine (1898-) born at Philadelphia. (WWRR)
- June 1898 Prototype of Class H5 2-8-0, No. 872, introduced as helper on Eastern Slope; too big for present turntable at Altoona; is heaviest and most powerful 2-8-0 yet built. (RRGaz)
- June 1898 New York Dock Board is negotiating with the PRR to build two piers at the Wallabout Market in Brooklyn for lease to the PRR as a Brooklyn freight terminal; could float cars directly from Jersey City, bypassing the congestion in Manhattan. (NYT)
- June 1898 NYC&HR, LS&MS, Michigan Central and Nickel Plate adopt standard color scheme of olive green and gold striping for passenger cars. (RyW)
- June 1898 Scalp Level Railroad extended 6.25 miles from Scalp Level to Babcock's Mills of the Babcock Lumber Company (Ashtola). (Val, RRGaz, AR)
- June 1898 PCC&StL is reducing grades between Bradford and Logansport. (RyW)
- June 1898 PCC&StL is laying 85-lb. rail between Bradford and Richmond. (RRGaz)
- June 1898 Lines West General Manager L.F. Loree appointed Quartermaster on staff of new 2nd Brigade of Pennsylvania. (RyW)
- June 1898 Schoen Pressed Steel Company builds the first five Class Gm 50-ton steel hopper cars, the first adopted for general service on the PRR. (ATO)
- June 1898 Lake Erie & Western Railroad begins extending Akron to New Castle, Pa., to meet Buffalo, Rochester & Pittsburgh which is extending

- Punxsutawney to Butler, Pa. (RyW)
- June 16, 1898 Court orders sale of Illinois & Lake Michigan Railway; rules Terre Haute & Indianapolis Railroad guarantee is void. (AR)
- June 16, 1898 Standard electric rapid transit cars begin operating over Brooklyn Bridge, replacing cable cars. (RRGaz)
- June 17, 1898 Huntington Railroad reopens as an electric trolley line under LIRR control. (MB)
- June 17, 1898 Poughkeepsie & Eastern Railway enters receivership. (RRGaz)
- June 18, 1898 LIRR begins frequent race train service between Brooklyn Bridge and the Sheepshead Bay Race Track. (MB)
- June 20, 1898 PW&B opens portion of Bacon Hill Cutoff between Bacon Hill and North East, Md. (RyW)
- June 20, 1898 Bethany station renamed Ruffdale. (MB)
- June 22, 1898 N.Y. Board of Railroad Commissioners authorizes Huntington Railroad to convert from horses to electric trolley power. (NYState)
- June 22, 1898 PRR orders 1,500 40-ton box cars, 500 of which are to be built at Altoona; largest previous box cars were 30-ton. (NYT)
- June 22, 1898 Bellwood Railroad YMCA destroyed by fire. (PRRMN)
- June 23, 1898 Great Neck & Port Washington Railroad opens between Great Neck and Port Washington; operated by LIRR. (Val, AR)
- June 23, 1898 LIRR's new summer timetable has about 1,200 trains. (RyW)
- June 23, 1898 Queen Anne's Railroad begins summer-only connecting service to Rehoboth over PRR from Lewes, Del. (BaltAm)
- June 23, 1898 New Cincinnati & Muskingum Valley Railroad incorporated to reorganize Cincinnati & Muskingum Valley Railway. (Church)
- June 24, 1898 It is announced in Baltimore that Mary Garrett, the daughter of John W. Garrett and formerly his private secretary and financial adviser, has some months ago sold her 20,000 shares of B&O stock at 10 to a New York syndicate interested in the reorganization; has also sold 5,000 shares of the Consolidation Coal Company at 35; Mrs. Robert Garrett, Mrs. T. Harrison Garrett and her children, and the Fricks, who are related to the Garretts,

- still own 45,000 shares of B&O. (NYT)
- June 25, 1898 Special 7-car PRR train with government supplies leaves Jersey City at 7:57 PM; arrives at Tampa at 9:30 AM on June 27, making the run in 37:33. (NYT)
- June 25, 1898 Benjamin Champney (1823-1898), ferry master at Jersey City since 1852, dies at Jersey City of Bright's Disease. (NYT)
- June 25, 1898 Pennsylvania Company obtains revised trackage rights over LS&MS Railway from East Toledo and use of Toledo Station; have arranged to use less of LS&MS and use Cincinnati, Hamilton & Dayton Railway to eliminate reverse movement. (MB, Church)
- June 26, 1898 Toledo, Walhonding Valley & Ohio Railroad switches from the LS&MS to the Cincinnati, Hamilton & Dayton Railroad to reach the Toledo Union Station to save a back-up move. (AR)
- June 26, 1898? Big Four cuts running time of *Knickerbocker Special* (St. Louis-NY) by 0:20 to compete with Wabash Railroad's new *Continental Limited*, which has started a speed war; PRR cuts time by 1:10; PRR had operated its New York-St. Louis service conservatively in past. (RyW)
- June 27, 1898 New York City renews the PRR ferry franchises for 10 years; Cortlandt Street for \$11,000 and Debrosses Street for \$7,200. (NYT)
- June 27, 1898 Pennsylvania Company obtains trackage rights over Cincinnati, Hamilton & Dayton Railway in East Toledo from Oak Street to LS&MS Crossing. (Church)
- June 27, 1898 Interstate Sand & Car Transfer Company renamed Interstate Car Transfer Company. (Church)
- June 27, 1898 PRR adopts the tonnage system, i.e., loading locomotives to capacity, for Class I and Class R locomotives on the Eastern and Susquehanna Divisions. (ATO)
- June 1898 N.J. Court of Chancery grants temporary injunction against West Jersey & Seashore Railroad interfering with crossing being built by Atlantic City Railroad in Atlantic City. (RyW)
- June 1898 PRR installs pneumatic tube system between Passenger Dept. at South 4th Street and ticket stock room at 1515 Market Street. (RyW)
- June 1898 Further enlargement of Conway Yard and engine terminal begins. (ConwayYd)

- June 28, 1898 Pennsylvania Company Executive Committee authorizes construction of interlocking plant at Rochester, Pa. (MB)
- June 29, 1898 Cincinnati & Muskingum Valley Railway sold at foreclosure to John P. Green, who had replaced the late Charles Moran as mortgage trustee, for \$500,000. (Church, AR, RyW)
- Summer 1898 Babylon Railroad begins operating with a fireless steam locomotive; operates for two seasons before reverting to horses. (Cards)
- July 1, 1898 Headquarters of Indianapolis Division moved from Indianapolis to Columbus and Indianapolis-Kokomo (trackage rights) ceded from Indianapolis Division to Louisville Division; all Indianapolis terminal tracks placed under Superintendent of Indianapolis & Vincennes Railroad; Columbus terminals ceded from Pittsburgh Division to Indianapolis Division; P.A. Bonebrake appointed Superintendent of Indianapolis Division, replacing Frank G. Darlington, resigned for health; Bushrod W. Taylor appointed Superintendent of Louisville Division, replacing Bonebrake; M.W. Mansfield appointed Superintendent of Indianapolis terminals and Indianapolis & Vincennes Railroad. (MB, AR)
- July 1, 1898 Sleeping car line established between Pittsburgh and Atlantic City. (PassDept)
- July 1, 1898 PRR resumes running a New York-Cape May buffet parlor car for the summer season. (NYT)
- July 1, 1898 Atlantic City Railroad resumes summer-only "60-minute flyer"; this year, PRR matches it. (RRGaz)
- July 1, 1898 Erie Railroad assumes operation of New York, Susquehanna & Western Railroad under lease dated Feb. 1, 1898; freight and milk trains moved from PRR facilities at Jersey City to those of the Erie; NYS&W passenger trains remain at Exchange Place. (RyW, NYT, Lucas)
- July 1, 1898 New Haven leases the New England Railroad under an agreement of May 10, 1898; carries with it control of the Norwich & New York Transportation Company steamers between New York and New London; also leases the Shepaug, Litchfield & Northern Railroad under an agreement of May 2. (NHCorp, Dunbaugh)
- July 1, 1898 LIRR opens new station on Linden Boulevard in St. Albans, Queens, a new development being built by a Manhattan syndicate. (Trager)
- July 1, 1898 Bethany station on Pittsburgh Division renamed Ruffsdale.

- July 1, 1898 Staten Island Rapid Transit Railroad defaults on interest. (NYState)
- July 1, 1898 In battles of El Caney and San Juan Hill, Americans seize the heights overlooking Santiago, where the Spanish fleet is trapped by the U.S. blockade. (EAH)
- July, 1, 1898 Former PRR official Richard H. Soule named Chicago representative of Baldwin Locomotive Works. (RRGaz)
- July 3, 1898 PRR completes new two-track steel truss bridge over Delaware River at Trenton for westbound tracks; with 1892 bridge, give four-track crossing; 1876 two-track iron bridge adjacent to old Trenton-Delaware road bridge removed. (RyW, C&C, AR)
- July 3, 1898 Battle of Santiago; Commodore Winfield S. Schley (1839-1911) destroys the Spanish Atlantic fleet in a running engagement as it attempts to fight its way out of Santiago harbor in Cuba, leaving most of its ships sunk or wrecked on the shore. (EAH)
- July 3, 1898 The International Navigation Company steamer *Waesland* arrives in Philadelphia with a cargo of the genuine “ould sod” from Ireland; it is shipped on the PRR next day to the Irish Fair in San Francisco. (NYT)
- July 3 ,1899 Heidrick, Matson & Co. sell their lumber mill at Brookville and shares in Brookville Railway to Newton E. Graham of East Brady and Anthony Wayne Cook of Cooksburg. (Kline 12)
- July 5, 1898 The 8th Ohio leaves Camp Alger near Washington for New York overnight via the PRR; they embark the following day on the *St. Paul* for Santiago; other units are shipped from Camp Alger via Charleston, S.C. (NYT)
- July 6, 1898 Group of 32 boys of the Junior Dept. of the PRR Dept. of the YMCA of Philadelphia begins a 10-day camping session at “Camp William J. Latta,” a tent camp on the beach at Ocean City, N.J.; a nor’easter on the eighth day drenches everyone and brings the excursion to a premature end. (PRRMN)
- July 8, 1898 Twenty-five more Red Cross nurses leave on the 23rd Street ferry for hospitals in Tampa and Key West in a belated effort to cope with disease-ridden conditions in the army camps. (NYT)
- July 9, 1898 Shepaug, Litchfield & Northern Railroad merged into the New Haven. (NHCorp)
- July 12, 1898 Camp Voorhees reopens at Sea Girt, N.J., to receive the 4th New Jersey

- National Guard regiment, part of Pres. McKinley's second call for troops; are assembled from all over the state on PRR trains; Battery K of the 7th Artillery is transported from Willets Point to the PRR at Jersey City by the Quartermaster's steamboat *General Meigs*. (NYT)
- July 12, 1898 Pennsylvania Company, LS&MS and Chicago, Rock Island & Pacific Railway signs agreement covering construction and operation of Union Station at Englewood; Nickel Plate admitted as a tenant. (Church)
- July 12, 1898 PCC&StL Railway agrees with Chicago & South Eastern Railroad to build a connecting track at Anderson, Ind. (MB)
- July 14, 1898 New 104-lever "RJ" Tower opens at Rockville, Pa. (, AR)
- July 14, 1898 Staten Island Rapid Transit Railroad enters receivership. (NYState)
- July 15, 1898 Banker James A. Roosevelt (1825-1898) dies; VP of Chemical National Bank; director of Nickel Plate and Buffalo, Rochester & Pittsburgh Railway, formerly associated with parts of Lines West. (RRGaz)
- July 1898 Southwest System of Lines West systematizes train numbers: 1-30 for through passenger trains, 30-99 for locals, and 100+ for suburban trains. (RRGaz)
- July 1898 Western New York & Pennsylvania Railway has contracted with Jamestown & Lake Erie Railway to run solid trains No. 15-16 Buffalo-Jamestown and Pittsburgh-Jamestown; previously only connected at Maysville. (RyW)
- July 1898 Delmarva peach crop fails; only 300,000 baskets or one-third that of 1897. (RRGaz)
- July 1898 New freight yard for perishables opens at Front Street & Broadway in Cincinnati. (AR)
- July 1898 David McCargo (1835-1902), General Superintendent of Allegheny Valley Railroad, suffers a paralytic stroke. (RRGaz)
- July 1898 PRR orders passenger trainmen to wear polished black shoes and dark ties. (RyW)
- July 1898 Chauncey M. Depew notes that the growing use of the long-distance telephone has cut passenger business, particularly on the New York-Chicago limited; Depew once spent 20 days on the road to 10 days in the office, but this is now reversed. (RRGaz)

- July 1898 New Haven opens electrification of New Britain-Bristol, Conn., branch with center third rail; one track is electrified and one left for steam service; trains run half-hourly Hartford to New Britain and hourly to Bristol. (RyW, StRyJrnl)
- July 1898 For summer resort season, GR&I runs the following trains out of Petoskey: 15 round trips to Harbor Springs, 7 round trips to Oden, 5 to Walloon Lake, 4 to Mackinaw City and “dummy” trains every 20 minutes to the Methodist Camp Meeting Grounds at Bay View. (MichRRs)
- July 1898 Court approves Terre Haute & Indianapolis Railroad receiver Volney T. Malott’s plan to extend Hadleytown Branch (2 miles). (RRGaz)
- July 16, 1898 Some General Mortgage bondholders of Columbus, Sandusky & Hocking Railroad reject reorganization plan and sign new agreement; time for depositing securities under old plan expires Aug. 15. (NYT)
- July 17, 1898 Joint service inaugurated by LIRR and Brooklyn Union Elevated Railroad between Williamsburg ferry and Rockaway Park via connecting ramp between Union Elevated and LIRR Atlantic Branch at Chestnut Street in East New York. (RRGaz - Val - has 7/16 citing Eng file)
- July 17, 1898 Spanish garrison surrenders Santiago de Cuba. (EAH)
- July 18, 1898 Altoona Transfer freight station placed in service. (Snyder)
- July 18, 1898 Stockholders of Central Transportation Company meet in Philadelphia; William E. Lockwood, one of two surviving trustees, urges that company not accept reduced award of Supreme Court and file exceptions; stockholders vote to accept award, dissolve company, and distribute \$28 per share; Lockwood is the sole dissenting vote. (RyW, NYT - ICC val says Pullman pd CT \$1.559.092 for rights but bought only 2 of 119 cars)
- July 18, 1898 The 1,780-foot Steel Pier, a major amusement center, opens at the foot of Virginia Avenue in Atlantic City. (Butler)
- July 18, 1898 Wilmington, Columbia & Augusta Railroad, Cheraw & Darlington Railroad, Florence Railroad, Manchester & Augusta Railroad, and the Northeastern Railroad all merged into the Atlantic Coast Line Railroad Company of South Carolina, consolidating the Atlantic Coast Line system in that state. (ICC)
- July 19, 1898 Freight Claim Dept. established on Lines West under Freight Claim Agent Edward G. Wright. (MB)
- July 19, 1898 Ezekiel W. Woodward, former Chief Engineer of Cincinnati, Wilmington

- & Zanesville Railroad and Steubenville & Indiana Railroad, dies at West Springfield, Mass. (RRGaz)
- July 21, 1898 Liberty Express Company incorporated in Pa.; operates within a 15 mile radius of Pittsburgh and later operates bus service between Pittsburgh and Scully Yard for PRR employees. (MB)
- July 21, 1898 Vandalia Line closes Effingham Shops and eliminates it as an engine change point. (AR)
- July 22, 1898 PCC&StL Railway Executive Committee authorizes subscribing for 1,600 shares of the New Cumberland & Pittsburgh Railway at 50 par; NC&P has been unable to complete its line within five years as required by law. (MB)
- July 25, 1898 Hudson Tunnel Railway bondholders petition N.J. Court of Chancery to foreclose \$4 million mortgage. (RRGaz)
- July 25, 1898 New Cumberland & Pittsburgh Railway incorporated in Pennsylvania to extend from W.Va. state line along south bank of Ohio River to junction with P&LE in Moon Township; replaced New Cumberland & Pittsburgh Railroad of 1893, whose charter had expired. (Church)
- July 25, 1898 U.S. occupies Puerto Rico. (EAH)
- July 26, 1898 Body of Sgt. Hamilton Fish, Jr., (1873-1898) of the Rough Riders, shot through the heart in the Battle of Las Guasiman in Cuba on June 24, arrives in New York via the PRR's 23rd Street ferry. (NYT, waymarking.com)
- July 1898 PRR orders retrenchment in shops. (RyW)
- July 27, 1898 PRR places the first Class G1 50-ton hopper car in service; built by the Schoen Pressed Steel Company; first of a lot of 1,000 used on Lines West to carry coal to the Lakes and Lake ore to Pittsburgh. (ATO)
- July 28, 1898 PRR has received the contract from the Navy to handle all movements of recruits, servicemen and supplies through June 30, 1899. (NYT)
- July 29, 1898 Ottawa & New York Railway opens between Cornwall and Ottawa, Ont.; bridge over the St. Lawrence River not done. (RRGaz, GrnBk)
- July 30, 1898 Thomaston & Long Island City RPO extended to Port Washington & Long Island City RPO. (Kay)
- Aug. 1, 1898 PRR places new Pullman sleeping cars *Cleveland, New York* and

Pittsburgh in service on the train leaving New York at 5:50 PM and Cleveland at 1:40 PM. (NYT)

- Aug. 1, 1898 Pennsylvania Company takes possession of Cincinnati & Muskingum Valley Railroad. (AR)
- Aug. 1, 1898 Freight Claim Dept. created on Lines West; Edward G. Wright appointed Freight Claim Agent. (PCC&StL MB)
- Aug. 2, 1898 Double track opens on Cincinnati Division from Scioto River to B&O crossing near Columbus, 1.26 miles. (AR)
- Aug. 5, 1898 Government is building a camp (Camp Wikoff) for the quarantine and recuperation of troops from Cuba at Montauk, Long Island; LIRR is forced to carry the men for low rate. (AR, NYT)
- Aug. 5, 1898 LIRR transfers the right to purchase the Rockaway Village Railroad to the Ocean Electric Railway in return for 60% of its stock and 20% of its bonds; the Ocean Electric Railway becomes the second trolley line acquired by the LIRR. (NYState)
- Aug. 5, 1898 NYC&HR completes remodeling of Grand Central Depot head house to plan of architect Bradford L. Gilbert (1853-1911); three stories are added, along with new facade of artificial stone, turrets, and cast-iron eagles; Gilbert's plans for interior renovations, including a single large waiting room, are not executed; Gilbert is supposedly sacked for refusing to approve "extras" asked for by a favored contractor; interior is then designed by Samuel Huckel, Jr. (1858-1917), along lines originally suggested by Gilbert. (NYT, RRGaz)
- Aug. 7, 1898 Rough Riders and other units leave Cuba for Montauk Point to escape yellow fever and typhoid; 5,083 of 5,462 U.S. war deaths are due to disease or unsanitary conditions. (EAH)
- Aug. 7, 1898 New Haven inaugurates trolley wire electrification on its Stamford-New Canaan Branch; power car and trailer replace a steam shuttle train; cars turn on a loop of the Stamford Street Railway Company to get from the eastbound to westbound New Haven stations in Stamford.
(www.imediaet.com/ncrr, StRyJrnl)
- Aug. 8, 1898 First troops bound for Montauk, consisting of elements of the 6th Cavalry, arrive at the PRR's Jersey City Terminal at 4:00 AM; are delivered direct to the LIRR at Long Island City on the ferry *Jersey City*; LIRR has borrowed 10 heavy locomotives from the CNJ to help handle the troop movements. (NYT)

- Aug. 8, 1898 Class H5 2-8-0 No. 872 hauls 130 cars of coal, 5,212 tons, from Altoona to Columbia; usual train was 60 cars and 2,350 tons; next day continues to Morrisville; used two crews on Middle Division. (RyW, RRGaz)
- Aug. 9, 1898 NYC&HR runs first excursion from Cleveland to Atlantic City. (RyW)
- Aug. 10, 1898 Three special trains of Rough Riders, with their horses and forage, arrive at Jersey City during the early morning hours; the trains run to Bay Street in Harsimus Cove and are taken to Bay Ridge by car float; these are men who were left in Florida and never saw action in Cuba. (NYT)
- Aug. 10, 1898 Henry Algernon du Pont (1838-1926) agrees to sell a controlling interest in the Wilmington & Northern Railroad to the Reading. (Rdg)
- Aug. 11, 1898 More Rough Riders from Florida arrive in Jersey City over the course of the day; Gen. Young has embargoed the LIRR because of congestion leading to Montauk; some of the men forwarded earlier have been marooned in trains out on the line; new arrivals stay in Jersey City, where they are welcomed into the homes of the residents. (NYT)
- Aug. 12, 1898 Spain signs armistice ending the Spanish-American War; promises independence to Cuba and cedes Puerto Rico and Guam to the U.S.
- Aug. 13, 1898 Last run of *North Shore Limited* on NYC&HR and Michigan Central because of loss of business; NYC system still has one 24-hour train to match PRR and has speeded up a number of non-limited trains. (RRGaz)
- Aug. 14, 1898 Spanish forces surrender the Philippines to U.S. military occupation. (EAH)
- Aug. 14, 1898 Theodore Roosevelt and the Rough Riders from Cuba return to Montauk Point directly by ship for a six-week quarantine; Rough Riders now at Jersey City are told to report to Montauk. (Trager, NYT)
- Aug. 15, 1898 Train No. 509 on CNJ-Reading route runs Jersey City to Philadelphia in 1:40. (RRGaz)
- Aug. 1898 PRR begins scrapping 32 old Silver Palace sleeping cars stored near Newry, Pa., for 20 years; were subject to litigation between Pullman's Palace Car Company and Central Transportation Company, now settled. (RRGaz)
- Aug. 1898 PCC&StL is daylighting Flinn Tunnel on Chartiers Valley Branch. (RyW)
- Aug. 16, 1898 Rough Riders transferred from Jersey City direct to Long Island City on the PRR ferry *Jersey City*. (NYT)

- Aug. 17, 1898 NYC&HR, New York & Harlem Railroad and New Haven make third supplemental agreement for the operation of Grand Central Station covering the reallocation of space in the old and new portions of the building. (NYState)
- Aug. 20, 1898 Stoneboro & New Castle RPO extended to Oil City & New Castle RPO. (Kay)
- Aug. 20, 1898 Admiral Sampson's fleet arrives in New York for a huge victory celebration and review. (NYT)
- Aug. 22, 1898 Charles M. Reynolds deeds the portion of the former Central Railroad Company of Long Island right-of-way from Lawrence Street, Flushing, to Creedmoor to William H. Baldwin of LIRR. (Val)
- Aug. 22, 1898 Two cars of convalescing soldiers from Camp Thomas at Chickamauga arrive at the PRR's Jersey City Terminal on the *Southern Express* at 7:20 AM; the camp had no proper drainage and many soldiers contract malaria and typhoid fever in the summer heat without leaving the U.S.; one Massachusetts soldier calls Camp Thomas a "death hole"; in contrast to the hero's welcome for some, wasted and bitter soldiers begin to trickle back to their homes in the North on the PRR over the next weeks; many are so devastated by disease that they die soon after returning. (NYT)
- Aug. 23, 1898 Two soldiers on a troop train from Tampa are killed when they lean too far out of their train to wave to crowds who have come to see them pass and have their heads crushed by bridge girders at Ridge Avenue, Philadelphia. (NYT)
- Aug. 23, 1898 Cave in kills 10 and injures 5 workers engaged in enlarging the Carnegie Tunnel on the Chartiers Branch. (NYT, RRGaz - or daylighting the Flinn Tunnel)
- Aug. 24, 1898 New York City renews LIRR ferry franchises for 34th Street and James Slip routes, retroactive to May 1. (MB, NYState)
- Aug. 26, 1898 Admiral Winfield S. Schley travels from New York to Washington over the PRR; at the stopover at Broad Street Station, he detrains to shake hands with the engine crews, other employees and passengers; many gather at trackside to watch the train pass; arrives at Washington at 4:00 PM and rides to the White House to meet Pres. McKinley. (NYT)
- Aug. 28, 1898 PRR runs special trains from Philadelphia and Pittsburgh to Camp Meade near Middletown, where Pres. McKinley is to review the troops. (NYT)

- Aug. 29, 1898 Two hospital cars carrying 40 men of the 9th and 14th New York from Camp Thomas arrive at Jersey City at 7:20 AM; many men are so emaciated that their families cannot recognize them. (NYT)
- Aug. 31, 1898 In the evening, the Rev. C. K. Coykendall and lawyer Edward K. Somerville begin greeting the sick soldiers as they arrive at Jersey City Terminal, handing out medicine, brandy or milk or buying meals at the restaurant; they establish the Soldiers' Comfort Committee; the government has made little or no provision for the soldiers' safe return, and they are dependent upon the charity of private citizens, most of whom go out of their way to render aid. (NYT)
- Sep. 1, 1898 In contrast to the scenes at Jersey City, the engineer officers of Admiral Sampson's fleet are feted at the New York Engineers Club; guests include Theodore N. Ely of the PRR and John Fritz of the Bethlehem Steel Company, maker of armor plate for the new steel Navy. (NYT)
- Sep. 1, 1898 Pres. McKinley leaves Canton, Ohio, in a special PRR train en route to Montauk to inspect Camp Wikoff. (NYT)
- Sep. 4, 1898 Rev. C. K. Coykendall is assisted by his mother and daughter and by the daughter of PRR Superintendent Edward F. Brooks. (NYT)
- Sep. 4, 1898 Ashbel Green (1825-1898), longtime railroad lawyer of the firm of Alexander & Green and NYC&HR General Counsel, dies at Tenefly, N.J.. (RRGaz, AR)
- Sep. 5, 1898 National Stock Yards Company begins performing all switching at East St. Louis stock yards under agreement of July 28. (AR)
- Sep. 6, 1898 The Soldiers' Comfort Committee now has a hospital of 15 cots in a corner of the waiting room of Jersey City Terminal. (NYT)
- Sep. 6, 1898 Four-track system opens between "BH" Tower at Crafton and "CH" Tower at Carnegie on Pittsburgh Division of PCC&StL. (AR)
- Sep. 6, 1898 Toledo Dock & Warehouse Company incorporated in Ohio as warehouse and terminal company in interest of Manufacturers Railway. (Church)
- Sep. 9, 1898 Federal Steel Company incorporated in N.J.; organized by the Morgan interests as a holding company to combine the Illinois Steel Company, the Indiana Steel Company, the National Tube Company, the Minnesota Iron Company, the Lorain Steel Companies of Pa. and Ohio, and the Elgin, Joliet & Eastern Railway; Judge Elbert H. Gary (1846-1927) made Pres. (Moody's, Nasaw, NJCorp - note not all these companies formed yet)

- Sep. 11, 1898 Gen. Bates orders Camp Wikoff at Montauk closed and all men sent home within four days; night temperatures are dropping into the 40s, and the men are without heavy coats or blankets. (NYT)
- Sep. 12, 1898 Cresson Springs Company property, including Mountain House at Cresson, sold at foreclosure to John C. Wilson for Manor Real Estate & Trust Company for \$25,000. (MB, SRea)
- Sep. 13, 1898 PRR parks a Pullman palace car on the north track of Jersey City Terminal for use as a hospital by the Soldiers' Comfort Committee; a government hospital train that has sat in the station for two days leaves for New London, Conn. (NYT)
- Sep. 14, 1898 PRR Board authorizes realignment between Shafton and Larimer; approves plans for new Pittsburgh Union Station and terminal improvements estimated to cost \$1.5 million. (MB)
- Sep. 15, 1898 NYC opens Terminal Railway of Buffalo, a freight bypass running east of the city between Depew on the NYC&HR to Blasdell on LS&MS; includes a large gravity yard at Gardenville. (GrnBkRRGaz)
- Sep. 1898 LIRR Pres. William H. Baldwin informs the Board of Health that 25 of its locomotives burn anthracite and 31% of its coal is anthracite, although it costs twice the price of bituminous coal (RRGaz)
- Sep. 1898 Government charters the Montauk Steamboat Company, Limited, steamboat *Shinnecock* at \$1,000 a day to carry sick and wounded soldiers from Montauk to New York. (Dunbaugh)
- Sep. 1898 Chancellor McGill of New Jersey has ordered the sale of the Hudson Tunnel Railway. (RRGaz)
- Sep. 16, 1898 Troop transport *Alamo* arrives at Bay Street, Jersey City, from Ponce, Puerto Rico, after a stormy voyage compounded by bad and spoiled food; the men have had to subsist on nothing but canned tomatoes and hardtack and are grateful for the sandwiches they receive at Jersey City Terminal. (NYT)
- Sep. 17, 1898 Philadelphia, Cedar Brook & Atlantic City RPO established on Atlantic City Railroad. (Kay)
- Sep. 17, 1898 Lewis L. Haupt (1826-1898), the brother of Herman Haupt who organized the PRR Passenger Dept. as General Ticket Agent and now Pres. of the North American Life Insurance Company, dies at the home of his son at Lancaster at 72. (PRRMN, PubLdgr)

- Sep. 18, 1898 First party of sick soldiers from Camp Wikoff at Montauk whose transportation is being paid for by the War Dept. arrives at Jersey City on the steamboat *Shinnecock*; 133 soldiers transferred to a special PRR train to Philadelphia. (PubLdgr)
- Sep. 18, 1898 New Providence (R.I.) Union Station opens; had sat vacant since 1897 because the city demanded construction of a train shed; has 2 freight tracks, 4 through passenger tracks, and 3 stub passenger tracks on west side and 4 on east side. (RRGaz)
- Sep. 19, 1898 Property of Rockaway Village Railroad conveyed to Ocean Electric Railway for \$30,000 after foreclosure sale. (NYState, Poors)
- Sep. 19, 1898 NYP&N begins two days of trial runs of its new steamboat *Cape Charles* at Norfolk; fails to make speed and is not accepted. (MB)
- Sep. 20, 1898 PRR Road Committee approves plans for new Pittsburgh Union Station and cost estimate of \$1.645 million. (MB)
- Sep. 20, 1898 NYC&HR inaugurates *Fast Mail No. 3* and *Limited Fast Mail No. 6* between New York and Chicago. (CntrlHdlite)
- Sep. 21, 1898 Brooklyn, Bath & West End Railroad merged into Atlantic Avenue Railroad Company of Brooklyn. (NYState)
- Sep. 1898 Eureka No. 31 Branch of Scalp Level Railroad opens from Windber to coal mine. (Val)
- Sep. 1898 Eureka No. 34 Branch of Scalp Level Railroad opens from south of Windber to coal mine. (Val)
- Sep. 1898 Eureka No. 35 Branch of Scalp Level Railroad opens from Windber to coal mine. (Val)
- Sep. 1898 Pittsburgh & Eastern Railroad makes new surveys between Mehaffey and West Newton. (RRGaz)
- Sep. 23, 1898 PCC&StL Railway Executive Committee resolves to pay the Pennsylvania Company \$100,000 for the entire \$2 million stock of the Cincinnati & Muskingum Valley Railroad; the Pennsylvania Company has negotiated a settlement of the suits between the C&MV and PCC&StL over the termination of the lease and has spent \$100,000 in settling with and buying out the C&MV; PCC&StL Executive Committee resolves to acquire from the Louisville Bridge Company title to certain land in Louisville, the Byrne property and the track in Arbegust Avenue on payment to the Pennsylvania Company of \$300,512 plus interest to Aug.

- 31, 1898, to reimburse it for the purchase money. (MB)
- Sep. 23, 1898 Former NYC&HR General Manager John M. Toucey (1828-1898) dies at Garrison, N.Y.; pallbearers include George Westinghouse and Charles E. Pugh and Theodore N. Ely from the PRR. (RRGaz)
- Sep. 26, 1898 NYP&N's Port Norfolk freight yard opens on the west bank of the Elizabeth River at Portsmouth; through freight transferred there, and old Norfolk pier used for local freight only; Port Norfolk is connected to the Norfolk & Portsmouth Belt Line Railroad, which also opens from Port Norfolk Yard on NYP&N to Berkley Avenue on N&W (5.72 miles). (MB, Val)
- Sep. 26, 1898 Railroad contractor Thomas Collins (1823?-1898) dies at Bellefonte, Pa. (RyW)
- Sep. 29, 1898 PRR annual inspection tour leaves Philadelphia to Cape May and Atlantic City, continues to Long Branch and South Amboy on Sep. 30. (RRGaz)
- Oct. 1, 1898 Dyson station renamed Pleasant City on Cleveland & Marietta Railway. (AR)
- Oct. 1, 1898 G.H. Kimball appointed Superintendent of Columbus, Sandusky & Hocking Railroad, replacing M.F. Bonzano, resigned. (RyW)
- Oct. 1, 1898 Chicago, Indiana & Eastern Railway begins extension from Swayzee to Converse. (RRGaz)
- Oct. 1, 1898 NYC&HR consolidates its eight fast freight lines into two, both of which are to be managed from Buffalo by two General Managers; one to be made up of Red, White and Blue Lines, Midland Line, and Canada Southern Line to operate over NYC&HR; the other of the West Shore Line, North Shore Despatch and Nickel Plate Lines to operate over West Shore and Nickel Plate; each of the old line names will retained for advertising purposes. (RRGaz)
- Oct. 3, 1898 PRR annual inspection tour begins covering Lines East. (RRGaz)
- Oct. 3, 1898 Pennsylvania Company Executive Committee authorizes construction of additional ore storage facilities at Ashtabula as ore is being received from lake boats faster than it can be hauled away; authorizes purchase of land for expanding Conway Yard. (MB)
- Oct. 3, 1898 Thomas Fortune Ryan again fails in his quest to get control of the Seaboard & Roanoke Railroad. (RyW)

- Oct. 6, 1898 Philadelphia, Reading & New England Railroad sold at foreclosure at Poughkeepsie to the reorganization committee for \$3.087 million. (RRGaz)
- Oct. 6, 1898 Vandalia Line starts an additional set of three dispatchers on Main Line Division. (AR)
- Oct. 7, 1898 PRR announces that it will continue to run the *New York & Atlantic City Express* through the fall and winter season. (NYT)
- Oct. 11, 1898 Swatara Water Company incorporated in Pa. to supply water to Swatara and Lower Swatara Townships, Dauphin County. (MB)
- Oct. 11, 1898 ICC orders an investigation of charges of rate cutting by the B&O receivers on traffic to the East from west of the Mississippi via St. Louis. (NYT)
- Oct 12, 1898 PCC&StL Railway Executive Committee authorizes purchase of Superior Drill Company property at Springfield, Ohio, and construction of a connecting track and joint station there. (MB)
- Oct. 12, 1898 Pennsylvania Land Company incorporated in Kentucky to hold real estate now held by Louisville Bridge Company in trust for PCC&StL. (Church)
- Oct. 13, 1898 Baltimore, Chesapeake & Atlantic Railway authorizes building a pedestrian bridge over Light Street at Pier 3½; authorizes the purchase of the Sinepuxent Bridge from the Ocean City Bridge Company on the expiration of the lease. (MB, Burgess)
- Oct. 1898 Capt. Joseph U. Crawford, Chief Engineer of Norfolk & Portsmouth Belt Line Railroad, selected by government to examine Cuban railroads for ability to transport U.S. troops. (RRGaz)
- Oct. 1898 Cleveland & New Castle Railway in Portage County suspends construction. (Church)
- Oct. 1898 All four American Line liners returned to New York-Southampton service after naval duty. (Flayhart)
- Oct. 1898 All 2-6-0 freight locomotives on Philadelphia Division are being fitted with passenger train air signal apparatus. (RRG)
- Oct. 16, 1898 PRR annual inspection begins covering Lines West; concludes on Oct. 22. (RRGaz)
- Oct. 17, 1898 Cleveland, Akron & Columbus Railway agrees with Fox Lake Coal

Company for construction of Messenger Branch. (Church)

- Oct. 24, 1898 Peace Jubilee held in Philadelphia; over next eight days, PRR handles 981,029 passengers at its Philadelphia stations, of which 425,271 arrive and depart from Broad Street Station; main parades are postponed by rain until Oct. 28. (PRRMN, NYT)
- Oct. 24, 1898 U.S. Supreme Court rules that Joint Traffic Association violates Sherman Antitrust Act in 5-3 decision, Justices Gray, Shiras and White dissenting; reverses lower court by holding case is same as that against Trans-Missouri Association in 1897; holds Congress is free to outlaw any combination that ends competition, even though the rates set are reasonable; since Trans-Missouri decision, JTA has had little influence, since most assume it will be ruled illegal. (NYT, RRGaz)
- Oct. 24, 1898 Helen Gould (1870-1938), philanthropist daughter of Jay Gould, visits the Soldiers' Comfort Committee at Jersey City; since the start of the war, they have cared for 8,846 sick soldiers. (NYT)
- Oct. 24, 1898 PRR announces its plan for rebuilding Jersey City Terminal; new building is to have a steel frame with exterior copper sheathing; includes a new waiting room 80' x 97' and a restaurant 40' x 65'; the train shed is to be extended eastward 125 feet into the space formerly occupied by the old waiting room. (NYT)
- Oct. 24, 1898 Second Mortgage bondholders institute foreclosure proceedings against Columbus, Sandusky & Hocking Railroad. (GrnBk)
- Oct. 25, 1898 N.Y. Board of Railroad Commissioners authorizes "temporary" abandonment of LIRR rapid transit stops between Flatbush Avenue and Chestnut Street pending construction of Atlantic Avenue Improvement; stops are at Vanderbilt Avenue, Grand Avenue, Nostrand Avenue, Brooklyn Avenue, Kingston Avenue, Troy Avenue, Utica Avenue, Ralph Avenue, Saratoga Avenue, Rockaway Avenue, Pennsylvania Avenue, Van Sicklen Avenue and Linwood Street. (NYState)
- Oct. 25, 1898 Joint Traffic Association Board of Managers meets but takes no action. (NYT)
- Oct. 26, 1898 Joint Traffic Association Board of Managers meets again to review the text of the Supreme Court decision. (NYT)
- Oct. 27, 1898 Civic Day at the Peace Jubilee; PRR carries 192,142 passengers, busiest day at Philadelphia so far. (PRRMN)
- Oct. 29, 1898 Pennsylvania Transfer Company Limited formed as Pa. limited

partnership as successor to John Haney Transfer Company, a Pittsburgh area teamster business.

- Oct. 30, 1898 “CH” (?) Tower opens at junction of PCC&StL and Chartiers Branch at Carnegie, Pa. (AR)
- Oct. 31, 1898 NYC&HR Chairman Chauncey M. Depew states that the Joint Traffic Association will be dissolved; says that it was weak because it was unable to form a pool; repeats his statement that rate cutting actually favors big, high-volume shippers, not the average businessman. (NYT)
- Nov. 1, 1898 PRR Board authorizes exchange of PRR's remaining 14,500 shares of International Navigation Company for Navigation Company's remaining 9,333 shares of Girard Point Storage Company, giving PRR 100% ownership. (MB)
- Nov. 1?, 1898 PRR begins a cab service at Washington. D.C., similar to those at Philadelphia and New York, after Congress permits it to maintain a cab stand in B Street in a space formerly used by independent hacks; PRR offers newer equipment and cheaper service. (NYT)
- Nov. 1, 1898 Wheeling Bridge & Terminal Railway and Wheeling & Lake Erie Railway agree for joint passenger service between Steubenville and Wheeling for one year from Nov. 15. (Church)
- Nov. 1, 1898 Chicago, Indiana & Eastern Railway opens between Fairmont and Swayzee, Ind. (Church)
- Nov. 1, 1898 New brick station opens at North Vernon, Ind. (AR)
- Nov. 2, 1898 ATO hears report on iron and steel freight cars; notes the Class G1 car built by the Schoen Pressed Steel Company; PRR Lines West has been testing a Pittsburgh, Bessemer & Lake Erie Railroad 50-ton hoppers for six months. (ATO)
- Nov. 2, 1898 ATO Committee on Motive Power reports on the best method of electric lighting of passenger cars; decides that storage batteries that are recharged off the train are not economical; recommends the carburetor with Gordon-Mitchell business as the cheapest and most effective. (ATO)
- Nov. 3, 1898 CCC&StL Railway (Big Four) Pres. Melville E. Ingalls gives an interview in which he says that the Supreme Court decision will be a great benefit, as the Joint Traffic Association was unable to prevent the demoralization of rates. (NYT)
- Nov. 4, 1898 Joint Traffic Association Board of Control meets at New York and votes

unanimously to dissolve in wake of Supreme Court ruling; old Trunk Line Association and Central Freight & Passenger Committees are to continue for purpose of revising tariffs and collecting statistics; railroads call upon Congress to pass a law to permit pooling. (RRGaz, NYT)

- Nov. 4, 1898 Station at Galena, Ohio, on the Cleveland, Akron & Columbus Railway destroyed by fire. (MB)
- Nov. 1898 Central Freight Association and Central Passenger Association revise constitutions in light of Joint Traffic Association ruling. (RyW)
- Nov. 8, 1898 NYP&N moves all through freight to Port Norfolk and relocates transfer bridge there; Norfolk wharf for local freight only.
- Nov. 9, 1898 PRR Board approves dissolving Joint Traffic Association; rules that it is inexpedient to extend branch from Vintondale to Black Lick on the Indiana Branch. (MB)
- Nov. 9, 1898 Union Depot Company (Columbus) adopts bylaws, rules and organization for its Board of Managers. (MB)
- Nov. 10., 1898 Third track opens between Altoona and Gallitzin. (RRGaz)
- Nov. 10, 1898 Railroad entering Columbus, Ohio, form Terminal Committee to report on freight facilities.
- Nov. 10, 1898 PCC&StL Railway Executive Committee authorizes new station at Eaton, Ohio. (MB)
- Nov. 10, 1898 New Haven leases the Middletown, Meriden & Waterbury Railroad (Waterburty to Cromwell). (NHCorp)
- Nov. 10, 1898 Henry B. Plant suffers a spell of dizziness and temporary paralysis in his private car No. 100 as it arrives from Florida at the PRR's Jersey City Terminal; Plant is too ill to be removed, and after spending the night in the car, he is taken home via the 23rd Street ferry; his doctors deny he has suffered a stroke. (NYT, Reynolds)
- Nov. 10, 1898 Brooklyn Elevated Railroad sold at foreclosure for \$1.75 million. (NYState)
- Nov. 12, 1898 PRR operates 11 extra trains of 10-12 cars carrying about 10,000 from Jersey City to Princeton for college football game. (RRGaz)
- Nov. 12, 1898 B&O displays new equipment for the *Royal Limited* at its Washington station. (NYT)

- Nov. 14, 1898 Cambria Steel Company incorporated in Pa. for the purpose of leasing and enlarging the plant of Cambria Iron Company at Johnstown. (BethStl)
- Nov. 14, 1898 Jamestown & Lake Erie Railway sold at foreclosure. (RyW)
- Nov. 15, 1898 LIRR Board authorizes new bridge over the Shinnecock Canal. (MB)
- Nov. 15, 1898 PRR inaugurates the *Pittsburgh Limited*, running through overnight from Pittsburgh to New York in an unprecedented 10:00, two hours faster than the best previous schedule; consists of 5 Pullman cars. (NYT)
- Nov. 1898 PRR begins track realignment at Black Log Curve above Mifflin on Middle Division; is to increase Harrisburg Yard from 21 to 26 tracks. (RRGaz)
- Nov. 1898 Oil discovered at Scio on Pittsburgh Division of PCC&StL. (AR)
- Nov. 16, 1898 Freight representatives of PRR, B&O, Reading, Beech Creek, Chesapeake & Ohio Railway and Norfolk & Western Railway meet at the PRR office to negotiate an increase in bituminous coal rates for 1899; 1898 pact was not observed. (RyW)
- Nov. 17, 1898 The pool of Johns Hopkins University, the State of Maryland, et al., complete the sale of 25,000 shares of B&O First Preferred stock to the New York reorganization syndicate; Johns Hopkins had held 10,000 shares; the suits brought by the preferred stockholders are to be withdrawn. (NYT)
- Nov. 18, 1898 Eastbound commuter express from Millstone plows into a track gang in heavy fog just west of the Hackensack River near Meadows Shops, killing 19; the train was running at 50 MPH, and the engineer was blinded by smoke and steam from a passing freight; Michael Dougherty, the rear lookout, was the first to be struck and killed before he could sound an alarm. (NYT)
- Nov. 18, 1898 PCC&StL Railway Executive Committee authorizes new engine house at Pendleton, Cincinnati. (MB)
- Nov. 18, 1898 Terre Haute & Logansport Railroad sold at foreclosure at Crawfordsville to Joshua Twing Brooks for \$1.106 million. (AR, Church, C&C)
- Nov. 18, 1898 B&O exhibits new *Royal Limited* train set at Philadelphia. (RyW)
- Nov. 19, 1898 PRR announces that it will not meet B&O's reduction in fares between New York/Philadelphia and Pittsburgh. (NYT)

- Nov. 19, 1898 PRR signs exclusive traffic contract with Rosslyn Packing Company to ship livestock to its stockyard at Rosslyn, Va. (MB)
- Nov. 19, 1898 General Mortgage bondholders of Columbus, Sandusky & Hocking Railroad agree on new reorganization plan. (RRGaz)
- Nov. 19, 1898 B&O exhibits the new *Royal Limited* train set at the CNJ's Jersey City Terminal. (NYT)
- Nov. 20, 1898 *Pittsburgh Limited* placed in fast overnight service between Pittsburgh and Jersey City via Trenton Cutoff, running in 9:45 vs. 11:30 on *Pennsylvania Limited*; first use of Cut-off west of Earnest for passenger service; also carries Washington cars. (RRGaz, PassDept)
- Nov. 20, 1898 Vandalia Line places *Fast Mail* No. 14 with sleeping and dining car in service between St. Louis and New York, leaving St. Louis at 2:45 AM and running through in 27:45. (AR, RRGaz)
- Nov. 20, 1898 B&O reequips *Royal Limited* as an all-first class train with de luxe equipment between New York and Washington; leaves each city at 3:00 PM as the B&O's answer to the *Congressional Limited*; wide-vestibule consist includes smoker (?), dining cars *Waldorf* and *Astoria*, parlor cars *Empress*, *Czarina* and *Queen*, and observation cars *Jupiter*, *Mercury* and *Neptune*. (Guide, NYT, RRGaz)
- Nov. 20, 1898 B&O cuts its New York-Pittsburgh fare by \$1.50 to meet the competition of the PRR's new *Pittsburgh Limited*; the B&O had announced a fast overnight Pittsburgh-New York express two or three weeks before the PRR. (RRGaz)
- Nov. 21, 1898 Pennsylvania Company Executive Committee authorizes new station at Rochester, Pa.; authorizes rebuilding McMyler car dumper at Erie to handle 50-ton cars. (MB)
- Nov. 21, 1898 Petersburg Railroad merged into Richmond & Petersburg Railroad, which then changes its name to the Atlantic Coast Line Railroad Company of Virginia, consolidating the main line in that state. (ICC)
- Nov. 25, 1898 Camden & Philadelphia Steam Boat Ferry Company authorizes construction of new boat and disposing of extra boat *Suffolk County*. (MB)
- Nov. 25, 1898 First air brake and steam heat "motive power instruction car" No. 5580 arrives in Pittsburgh after being outshopped at Altoona. (RyW)
- Nov. 26, 1898 Blizzard hits New York-Philadelphia area; LIRR blocked; suburban

- service at Philadelphia suspended; trains between New York and Philadelphia run 4 hours late. (NYT, RRGaz)
- Nov. 27, 1898 New Haven closes Park Square freight station in Boston. (RRGaz)
- Nov. 29, 1898 LIRR buys a rotary snow plow. (RRGaz)
- Nov. 29, 1898 Charles B. Dudley gives first lecture of Purdue Railroad Course for 1898-99 term on "The Relation of Chemistry to the Railroad."; notes PRR pays almost as much for stationery each year as for rails. (RRGaz)
- Nov. 29, 1898 PW&B Board authorizes purchase of Queen Annes & Kent Railroad stock; approves agreement with Rosslyn Packing Company (Va.) re shipments of livestock; approves agreement to provide freight service over Catonsville Short Line Railroad. (MB)
- Nov. 30, 1898 Trustee William Jackson conveys property of Salineville Railroad (Salineville to C&P) to Cleveland & Pittsburgh Railroad. (Church)
- Nov. 30, 1898 Terre Haute & Logansport Railway incorporated as reorganization of Terre Haute & Logansport Railroad under control of Pennsylvania Company. (Church, AR)
- Late 1898 Grade reduction completed between Rochester and New Brighton, Pa.. (AR)
- Late 1898 New Castle & Beaver Valley Railroad and Pittsburgh, Youngstown & Ashtabula Railway begin operating parallel lines between Lawrence Jct. and Wampum Jct. as single, double-track railroad; most Erie & Ashtabula Division passenger trains are removed from the New Castle & Beaver Valley Railroad and run via Homewood Jct. (AR)
- Dec. 1, 1898 Track elevation opens between 51st Street and South Park Avenue, Chicago, on Western Division of the PFW&C. (AR)
- Dec. 1, 1898 Receiver Volney T. Malott of Terre Haute & Indianapolis Railroad surrenders operation of Terre Haute & Logansport Railway; continues operation as Trustee of Terre Haute & Logansport. (Church)
- Dec. 1, 1898 PW&B and B&O discontinue use of \$20 100-trip tickets between Philadelphia and Wilmington; with regular round trip fare \$1, holders would rent them to others at 25% profit. (RRGaz)
- Dec. 1, 1898 J. Taylor Gause (1823-1898), Pres. of Harlan & Hollingsworth Company, dies at Wilmington, Del. (RRGaz)

- Dec. 1898 David McCargo is forced to resign as General Superintendent of the Allegheny Valley Railroad by a stroke; Charles B. Price appointed acting General Superintendent. (RRGaz)
- Dec. 2, 1898 Terre Haute & Logansport Railway organized. (Church)
- Dec. 3, 1898 LIRR finally opens both tracks between Mineola and Hicksville after the blizzard. (RRGaz)
- Dec. 3, 1898 Freight through Altoona sets new record; 2,528 cars eastbound; 2,277 westbound. (RRGaz)
- Dec. 5, 1898 PRR opens new straight alignment between Lilly and Wilmore on Pittsburgh Division. (RRGaz)
- Dec. 6, 1898 PCC&StL Railway Executive Committee authorizes enlarging yard at Trinway. (MB)
- Dec. 7, 1898 Chauncey M. Depew and Samuel Sloan issue statements denying rumors that William K. Vanderbilt has purchased Sloan's holdings of the DL&W. (NYT)
- Dec. 8, 1898 GR&I Railroad transfers all rights to remaining land grant lands to Continental Improvement Company. (Church)
- Dec. 8, 1898 Indiana & Lake Michigan Railway Company sold at foreclosure for \$100,000 to ex-Gov. Bulkley of Conn. and Maurice L. Scudder of New York for bondholders; control passes from Vandalia System and eventually becomes part of Michigan Central system. (Church, RRGaz)
- Dec. 10, 1898 Treaty of Paris ends Spanish-American War; Cuba becomes independent, although really under American domination; Spain cedes Puerto Rico and Guam to the U.S.; the U.S. is to occupy the Philippines pending arrangements for their independence. (EAH)
- Dec. 12, 1898 Under PRR pressure, B&O ends rate cutting between Columbus and Chicago. (RyW)
- Dec. 13, 1898 LIRR Finance Committee reports to Board recommending the merger of subsidiaries and a new \$40 million mortgage on the whole property to refund the floating debt and the bonds of subsidiary companies; propose \$3.2 million in modernization improvements over the next 10 years. (MB)
- Dec. 14, 1898 Terminal Railroad Association of St. Louis Board meets and agrees on plan for new Relay Station in East St. Louis to replace one destroyed in tornado in 1896. (RyW)

- Dec. 15, 1898 Former Senator and railroad president Calvin S. Brice (1845-1898) dies of pneumonia at New York City; Pres. of Lake Erie & Western Railroad, Cincinnati Northern Railroad, Cleveland, Akron & Columbus Railway, and Cincinnati, Jackson & Mackinaw Railway, and VP of Duluth, South Shore & Atlantic Railway; his death ends any plan to combine these roads into a coherent system. (CongBio, RyW, RRGaz)
- Dec. 1898 PRR plans for Pittsburgh Station now has only three floors of offices over the waiting room and a square cab stand. (RRGaz)
- Dec. 1898 J.P. Morgan & Co. forms a bondholders' protective committee for the Pittsburgh & Western Railway and calls for the deposit of bonds. (NYT)
- Dec. 1898 John L. Williams & Sons (J. Skelton Williams is the son) of Richmond and Middendorf, Oliver & Co. of Baltimore buy the Seaboard & Roanoke Railroad; Thomas Fortune Ryan, who claims 2,700 shares, has been trying to get control for two years. (Hoffman, RyW)
- Dec. 16, 1898 NYP&N Board authorizes sale of its half-interest in the steamboat *Neuse* used in North Carolina to the Norfolk & Southern Railroad. (MB)
- Dec. 16, 1898 New steamboat *Cape Charles*, rejected by NYP&N, destroyed by fire at Pinners Point, Va. (RRGaz)
- Dec. 19, 1898 West Jersey & Seashore Railroad rejects terms offered by Atlantic City for repaving Atlantic Avenue. (MB)
- Dec. 20, 1898 B&O receivers complain to ICC that other trunk lines are doing business below published rates. (Wheeler)
- Dec. 20, 1898 Relay Depot Association approves plan for new station at East St. Louis. (RyW)
- Dec. 21, 1898 New York City renews the LIRR's license for the Long Island City-Pine Street Annex ferry. (MB)
- Dec. 21, 1898 Second section of eastbound express from Chicago due in New York at 6:20 AM is rear-ended by the second section of Night Express from Washington while stopped at signal in heavy fog at Colonia, N.J.; both trains were running late; 2 killed, 7 seriously injured. (NYT)
- Dec. 21, 1898 Pennsylvania Company Executive Committee approves sale of Salineville Railroad by Isaac A. Warner to Cleveland & Pittsburgh Railroad. (MB)
- Dec. 21, 1898 PCC&StL Railway Executive Committee authorizes enlarging yard at

Indianapolis. (MB)

- Dec. 24, 1898 U.S. Peace Commissioners return from Paris on the *St. Louis* with a copy of the treaty; leave Jersey City for Washington at 11:30 PM on a PRR special train of a baggage car, dining car and two Pullman parlor cars. (NYT)
- Dec. 27, 1898 PW&B Board approves purchase of Junction Railroad stock. (MB)
- Dec. 27, 1898 Foreclosure proceedings begun by Second Mortgage bondholders of Columbus, Sandusky & Hocking Railroad on Oct. 24 consolidated with that of First Mortgage bondholders. (Church, GrnBk)
- Dec. 28, 1898 PRR secures control of Lancaster & Reading Narrow Gauge Railroad. (Lovell - verify)
- Dec. 29, 1898 Melville E. Ingalls, Pres. of Big Four and C&O, gives a dinner for midwestern railroad presidents at his home in Cincinnati; make gentlemen's agreement to maintain freight rates. (RRGaz)
- Dec. 30, 1898 South Station, Boston, dedicated. (RRGaz)
- Dec. 30, 1898 Jamestown & Chautauqua Railway incorporated in N.Y. as reorganization of Jamestown & Lake Erie Railway. (NYState)
- Dec. 31, 1898 Philadelphia & West Chester Traction Company opens from Newtown Square to Gay & Adams Street, West Chester, completing the line from the Philadelphia city line along West Chester Pike. (RyW, DeGrawColl)
- Dec. 31, 1898 Baltimore & Ohio Southwestern Railway enters receivership; Judson Harmon appointed receiver. (NYT)
- 1898 Freight rates have fallen to an average of 4.99 mills per ton-mile. (AR)
- 1898 PRR installs air brakes on 4,682 freight cars and MCB knuckle couplers on 10,519 cars.
- 1898 PRR improves Pennsylvania Annex ferry station at Fulton Street, Brooklyn. (AR)
- 1898 Electric lights installed at Meadows Shops. (AR)
- 1898 Old Bridge Yard enlarged on the Amboy Division. (AR)
- 1898 New station built at Farmingdale, N.J. (AR)
- 1898 New joint station with CNJ built at Whitings, N.J., replacing one burned in

1897. (AR)
- 1898 New passenger yard built at Princeton for football specials. (AR)
- 1898 New main line coaling station built at Millham Jct. north of Trenton. (AR)
- 1898 “__” Interlocking built at Bristol, Pa. (AR - may just be new machine)
- 1898 Double track completed between Delair and West Haddonfield. (AR)
- 1898 Automatic electro-pneumatic block signal system completed between Monmouth Jct. and Holmesburg Jct. (AR)
- 1898 New freight yard built at 12th Street & Germantown Avenue in North Philadelphia. (AR)
- 1898 PW&B adopts 85-pound rail as standard, replacing 60-pound.
- 1898 PW&B opens new freight yard at Darby. (AR)
- 1898 PW&B opens new signal tower at Ridley Creek. (AR)
- 1898 New alignment opens between Iron Hill, Del., and Elkton, Md., and between Bacon Hill and Charlestown on PW&B. (AR)
- 1898 PW&B opens new excursion house at Rehoboth, Del. (AR)
- 1898 PW&B remodels freight yard at Delmar. (AR)
- 1898 PW&B builds new stations at Galt and Oak Grove; shelters at Swarthmore, Armstrong, Queen Anne and Llandaff. (AR)
- 1898 Baltimore & Potomac Railroad installs new ventilating fan at B&P Tunnel in Baltimore. (AR)
- 1898 New shelters built at Paoli and Ship Road on the Philadelphia Division. (AR)
- 1898 New alignments open, Kinzer-Gordonville on the Philadelphia Division. (AR).

- 1898 “__” Interlocking at Gordonville enlarged. (AR)
- 1898 Double track completed Rheems to a point east of Elizabethtown, Pa. (AR)
- 1898 Pennsylvania Canal Company purchases the last five boats operating on the Juniata Division Canal from their owners for \$1,100 and applies to the Legislature to abandon the Juniata Division from Duncans Island Jct. to Newton Hamilton. (AR)
- 1898 Martic Water & Power Company, which has purchased the Susquehanna & Tide Water Canal, begins restoring the Columbia Dam for hydroelectric purposes. (AR)
- 1898 Shelter built at Tyrone on the Middle Division. (AR)
- 1898 Mont Alto Railroad opens extension from Waynesboro to Geiser, about one mile. (Val)
- 1898 Third track opens Kittanning Point-Gallitzin and Johnstown-Sang Hollow on the Pittsburgh Division. (AR), Gray-Ridgeview;, and Gray-Ridgeview. (AR)
- 1898 Fourth track opens Altoona-Kittanning Point and Allegrippus-Cresson on the Pittsburgh Division. (AR)
- 1898 New Portage Railroad and Portage Tunnel at Gallitzin rebuilt as freight bypass line. (i.e. reopens tunnel and connects to PRR at each end only); double track line built on the New Portage right of way between Cresson and Bennington.
- 1898 New alignments open between Conemaugh and Ninevah and between Lilly and Wilmore on the Pittsburgh Division main line. (AR)
- 1898 Third and fourth track opens between Gray and Ridgeview on the Pittsburgh Division main line. (AR)
- 1898 Beaver Branch of South Fork Railroad opens between Lovett and Lloydell, Pa.; (2.58 miles) (Val, AR)

- 1898 Branches built off the Scalp Level Railroad to Eureka No. 2 (0.76 mile), Eureka No. 3 (0.78 mile), and Eureka No. 4 (0.35 mile). (AR - mine designation later changed)
- 1898 New stations built at Scalp Level, Springdale and Blairsville Intersection and shelters built at Blairsville Intersection and Turners on the Pittsburgh Division.(AR)
- 1898 Automatic electro-pneumatic block signals placed in service between Larimers and South-Western Pennsylvania Jct. on the Pittsburgh Division. (AR)
- 1898 Double track opens between Allenport and Lucyville on Monongahela Division. (AR)
- 1898 Moorewood Branch of South-West Pennsylvania Railway extended 0.48 mile at Moorewood. (Val)
- 1898 Small extension built on Lippincott Branch off the South-West Pennsylvania Railway. (AR)
- 1898 “__” Interlocking built at North Point on the Philadelphia & Erie Railroad. (AR)
- 1898 Interlocking at WNY&P Jct. on the Philadelphia & Erie Railroad enlarged. (AR)
- 1898 10th Street Track at Erie, Pa., extended to Behrend Paper Mills on the Lake. (AR)
- 1898 Pennsylvania Company enlarges yard at Dock Jct. and builds coal-handling machinery on the docks at Erie. (AR)
- 1898 Kinzua Railway changed from narrow to standard gauge. (Corp Hist)
- 1898 Third and fourth tracks placed in service between Conway and Rochester, Pa., on Eastern Division for trains entering and leaving Conway Yard. (AR)

- 1898 New interlockings placed in service at Baden and Rochester Jct., Pa., on the Eastern Division of the PFW&C. (AR)
- 1898 Double track opens between Rochester and Beaver, Pa. (AR)
- 1898 New Castle Branch of Western New York & Pennsylvania Railway extended from New Castle to Mahoningtown, Pa. (Val - first half)
- 1898 Double track placed in service for 5.4 miles east of Newburg on the Cleveland & Pittsburgh Division. (AR)
- 1898 Third and fourth track placed in service for 6.52 miles at Cleveland. (AR)
- 1898 New interlockings built at Orrville and Adams on the PFW&C. (AR)
- 1898 Glenn Tunnel converted to open cut on Chartiers Railway and second track completed from Carnegie to Woodville. (AR)
- 1898 Pittsburgh, Chartiers & Youghiogheny Railway opens second track between Junction No. 1 and Woodville. (AR)
- 1898 Ohio Valley & Junction Railway opens between Canal Dover and works of Crown Fire Clay Company at Parral. (Church - is in first half of year RRG, pre 8/1, MB)
- 1898 "___" Interlocking opens at Newcomerstown on Cleveland & Marietta Railway. (C&C)
- 1898 New interlockings built at East Chicago and 101st Street, Chicago, on the Western Division of the PFW&C. (AR)
- 1898 Third and fourth track placed in service between Englewood and Park Manor on the Western Division of the PFW&C. (AR)
- 1898 Englewood Connecting Railway begins track elevation at east end at Stewart Avenue; work continues until 1904.
- 1898 PCC&StL Railway completes rebuilding of Pendleton Shops near Cincinnati. (AR)

- 1898 Cincinnati, Lebanon & Northern Railway purchases land for future yard purposes at Idlewild near Cincinnati. (C&C)
- 1898 Cincinnati, Lebanon & Northern Railway opens connecting track to PCC&StL Railway at McCullough. (AR)
- 1898 PCC&StL closes stations at Flockton, Lyndchester, Oakley Grove, Grainthorpe and Norwood Heights on the lower Richmond Division. (AR)
- 1898 Vandalia Line enlarges roundhouse at Indianapolis; completes new roundhouse at East St. Louis replacing facilities destroyed in tornado of May 1896. (AR)
- 1898 Swing span of Louisville Bridge replaced by span from old Union Bridge at Toledo. (PennsyWest)
- 1898 Class B4a 0-6-0 switching locomotive introduced.
- 1898 Erie Railroad replaces the iron train shed from its Pavonia Avenue Terminal in Jersey City with wooden umbrella shelters; increases from 8 to 10 tracks and 4 to 5 platforms for growing traffic. (AR)
- 1898 Frank Brown, son of Chief Engineer William Henry Brown, leaves the contracting firm of Drake & Stratton to become a partner in H.S. Kerbaugh & Co., another big contractor of PRR projects; he supervises the work on the Rockville Bridge and the rebuilding of the New Brunswick Bridge. (Cnl&RevFmlsPa)
- 1898 George H. Hulett of Cleveland builds his first ore-unloader for Andrew Carnegie at Conneaut, Ohio; cuts unloading costs from 19 cents per ton with manual labor to 6 cents per ton. (verify)
- 1898 Air brake test laboratory moved from Altoona to Purdue University at Lafayette, Ind. (NRHS)
- 1898 New Haven extends third rail electrification from East Weymouth to Braintree, Mass. (AR, McGarigle)
- 1898 Second Mortgage bondholders' committee of the Pittsburgh & Western Railway sells \$2 million Second Mortgage bonds to the Lake Erie &

Western Railroad (Brice) interests. (NYT)

1898 International Navigation Company sells the original American Line steamships *Pennsylvania*, *Ohio* and *Indiana* for gold rush service between Seattle and Alaska. (Flayhart)

1898 International Navigation Company sells the original American Line steamship *Illinois* to the U.S. Navy for Spanish-American war duty; renamed *U.S.S. Supply* and remains in Navy service until 1921. (Flayhart)