

Railroad Historical Almanac



- Circa 1720 A railroad is reportedly used in the construction of the French fortress at Louisburg, Cape Breton, Nova Scotia (Brown, Robert R., *Canada's Earliest Railway Lines*, R&LHS Bulletin #78, October 1949).
- January 21, 1743 John Fitch is born in Windsor, Connecticut.
- Circa 1745 Thomas Leiper is born in Strathaven, Scotland.
- Circa 1749 John Stevens is born in New York City.
- September 13, 1755 Oliver Evans is born in Newport, Delaware.
- Circa 1762-64 British military engineers construct an inclined plane at Lewiston, New York, to carry supplies between the Niagara River and the portage route 300 feet above (Brown).
- Circa 1786(7) Oliver Evans of Philadelphia receives permission from the Maryland legislature to operate steam-powered wagons on roads within the state. Evans is not able to secure financial backing for his venture.
- May 29, 1790 The addition of Rhode Island brings to 13 the number of states in the United States of America.
- March 4, 1791 Vermont becomes a state (see May 29, 1790).
- April 27, 1791 Samuel F.B. Morse is born in Charlestown, Massachusetts.
- December 1, 1791 Asa Whitney (inventor and locomotive builder) is born in Townsend, Massachusetts.
- March 16, 1792 Thomas Rogers is born in Groton, Connecticut.
- June 1, 1792 Kentucky becomes a state (see March 4, 1791).
- Circa 1794 Nathan Reed of Salem, Massachusetts obtains a patent for a steam-powered carriage.
- May 27, 1794 Cornelius VanDerbilt is born on Staten Island, New York.
- Circa 1795 An short, inclined railway with wooden rails is constructed to serve a brick kiln on Beacon Hill in Boston. The system is rope-operated by winch and gravity (Dunbar, Seymour, *A History of Travel in America*, p.876).
- December 10, 1795 Matthias W. Baldwin born in Elizabethtown, New Jersey.
- December 14, 1795 John B. Jervis is born in Huntington, Long Island, New York.
- June 1, 1796 Tennessee becomes a state (see June 1, 1792).

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- October 17, 1796 Ross Winans is born in Vernon township, New Jersey.
- March 14, 1797 Asa Whitney (merchant and railroad promoter) is born in Groton, Connecticut.
- Circa 1798 John Fitch constructs a working model* of a steam-powered rail car with flanged wheels (Wescott, ch.21). Between 1786 and 1790, Fitch had built and operated a series of steamboats on the Delaware River at Philadelphia, which were the **first steam-powered vehicles in North America to carry revenue passengers**. This model is on exhibit at the Ohio State Archaeological & Historical Society in Columbus (Oliver, p.10)
- *Dunbar, p.263, includes an 1854 illustration of Fitch's model, then at the Mercantile Library of St. Louis. It may have been intended to demonstrate steamboat propulsion in a shallow tank.
- July 18, 1798 An overdose of opium ends the life of John Fitch in Bardstown, Kentucky.
- Summer 1799 Boston developers begin to reduce the height of Mount Vernon, prior to building streets and homes. Silas Whitney constructs a gravity railway to move excavated material down the hill to fill marshy areas (Whitehill, Walter Muir, *Boston - A Topographical History*, Cambridge, Harvard University Press, 1959, p.62).
- May 19, 1800 George Washington Whistler is born in Fort Wayne, Indiana Territory.
- March 16, 1802 Congress creates a Corps of Engineers within the US Army, who are destined to be part of surveying and building many early railroads. The same Act establishes a Military Academy of the United States at West Point, New York, where engineering will be an important part of the curriculum.
- May 10, 1802 Horatio Allen is born in Schenectady, New York.
- March 1, 1803 Ohio becomes a state (see June 1, 1796).
- April 11, 1803 John Stevens receives a patent for a steam boiler.
- November 9, 1803 Henry Farnham is born in Scipio, New York.
- September 13, 1804 Oliver Evans' steam-powered dredge *Oruktor Amphibilos* (Amphibious Digger), travels under its own power from Evans' shop at 16th and Spring Garden streets, "up Market Street and around the Centre Square" (sic) in Philadelphia, to the Schuylkill River where it is launched. Fitted with temporary wheels and drive pulleys, it is the **first self-propelled land vehicle in North America**.
- September 26, 1804 Oliver Evans submits a proposal to the directors of the Lancaster turnpike to construct and operate a steam-powered wagon over the turnpike between Philadelphia and Columbia.

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- March 2, 1805 Congress approves the creation of Louisiana Territory from former Spanish and French holdings.
- December 19, 1806 Benjamin H. Latrobe II is born in Philadelphia.
- Circa 1807 Stephen Whitney constructs a railway on Boston's Beacon Hill. Dunbar, p.876 says *Silas Whitney* (see Summer 1799).
- February 10, 1808 John Edgar Thompson is born in Delaware county, Pennsylvania.
- April 6, 1808 Treasury Secretary Albert Gallatin reports to Congress on the improvement of inland transportation, primarily roads and canals. The report includes a brief section on railroads, written by architect Benjamin H. Latrobe (Sr.), describing animal-powered railways in Great Britain.
- July 13, 1809 John Plumbe, Jr. is born in Wales.
- July 31, 1809 A wooden inclined railway is demonstrated in Philadelphia, possibly the same one noted below.
- September 1809 A short experimental railroad is built next to a Philadelphia tavern by a millwright named Somerville. The track, built for Thomas Leiper, has a grade of 1-1/2 inch to the yard (about 4 percent) over its total length of 60 yards, and proves satisfactory when tested with a loaded car (Dunbar, p. 876-7).
- October 1809 John Thompson* surveys the Leiper Railroad, producing the **earliest known US railroad map**. Thomas Leiper (see September 1809) builds the 3/4-mile railroad between his stone quarries in Avondale, on Crum Creek, and a landing on Ridley Creek, the **first railroad in Pennsylvania**. (Dunbar, p.877-8 and *Trains* 2/43, p. 30-34). Both creeks enter the Delaware River at Eddystone, Pennsylvania, near Philadelphia.
- *Thompson's son, John Edgar (see February 10, 1808), will become a civil engineer and railroad builder (see April 9, 1847).
- Circa 1811 Inventor and steamboat pioneer John Stevens of Hoboken, New Jersey applies for a charter to construct a railroad within that state (see April 11, 1803).
- Circa 1811 George Magers designs and builds a 1-mile wooden railroad between a gunpowder mill and its powder storage bunker at Falling's Creek, Virginia. Wagons descend by gravity and are retrieved using a winch, driven by the mill's water wheel (Dunbar, p.878-9, quoting Thomas McKibben of Baltimore in the *American Engineer*, 1886). This appears to be the **first railroad in Virginia**.
- April 8, 1811 Theodore Tuttle Woodruff is born near Watertown, New York.
- November 20, 1811 Construction begins on the federally-funded Cumberland Road, from Cumberland,

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Maryland to Zanesville (Wheeling), Virginia on the Ohio River.

- February 24, 1812 John Stevens sends a letter to New York governor DeWitt Clinton, outlining his plan for a railroad from Albany to Lake Erie (see c.1811).
- April 30, 1812 Louisiana becomes a state (see March 1, 1803).
- May* 1812 John Stevens publishes *Documents Tending to Prove the Superior Advantages of Rail-Ways and Steam-Carriages Over Canal Navigation*, in New York City, the **first North American publication on railroads** (see February 24, 1812).
- *Stevens sends a copy of his pamphlet to John Mitchell on June 4th.
- December 8, 1812 Henry Varnum Poor is born in Andover, Maine.
- December 29, 1812 John Stevens visits Richmond, Virginia presenting a railroad proposal to state legislators (see May 1812). His railroad would haul coal from the falls of the Roanoke River to tidewater on the James River at Petersburg.
- January 1814 John Stevens surveys a 26-mile railroad route between Trenton and New Brunswick, New Jersey (see December 29, 1812).
- January 21, 1815 Daniel Craig McCallum is born in Scotland.
- February 6, 1815 New Jersey grants a charter for a company to "erect a rail-road from the river Delaware near Trenton, to the river Raritan, at or near New Brunswick", as proposed by John Stevens (see January 1814), the **first railroad charter issued in the US**.
- Circa 1816 A railroad is reportedly used at Kiskiminetas Creek, Pennsylvania (Dunbar, p.880).
- Circa 1816 Oliver Evans writes an open letter addressed "To Members of Congress" in the *National Intelligencer*. In it he advocates the use of steam power for many purposes, including "carriages on railway or smooth roads".
- December 11, 1816 Indiana becomes a state (see March 1, 1803).
- October 2, 1817 Webster Wagner is born in Palatine Bridge, New York.
- March 26, 1817 Herman Haupt is born in Philadelphia.
- December 10, 1817 Mississippi becomes a state (see December 11, 1816).
- Circa 1818 An iron-smelting furnace at Bear Creek, Armstrong County, Pennsylvania reportedly has a wooden railroad in operation (Dunbar, p.880).
- Circa 1818 A horse-drawn mine railroad is reported to have been constructed at Pictou, Nova Scotia (Henry S. Poole, *One of the Oldest Rail Roads in Canada*, Transactions of Canadian

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Society of Civil Engineers for 1890), however recent research* finds no evidence of this line predating 1890, casting doubt on its existence.

*MacDonald, Herb, *Nova Scotia's First Tramway: Landmark or Legend?*,
www.trainweb.org.canadianrailways/articles/novascotiasfirsttramway

December 3, 1818	Illinois becomes a state (see December 10, 1817).
Circa 1819	An explosion closes the powder mill at Falling's Creek, Virginia (see circa 1811). The mill does not reopen, but for many years its inclined railroad provides amusement for local residents.
February 12, 1819	A memorial on the subject of steam-powered railroads, authored by Boston resident Benjamin Dearborn, is read in Congress. The bill is referred to the Committee on the Post Office and Post Roads, where it is "dismissed from further consideration" on March 2nd.
March 23, 1819	A Pennsylvania senate committee tables John Stevens' proposal for a Philadelphia-to-Pittsburgh railroad charter.
April 15, 1819	Oliver Evans dies at the age of 64.
August 6, 1819	Alden Partridge establishes the American Literary, Scientific and Military Academy at Norwich, Vermont. With a curriculum including architecture and engineering for the construction of bridges, canals, fortifications, harbors and roads, it is the first civilian, or civil engineering school in the US.
October 27, 1819	Henry Bradley Plant is born in Branford, Connecticut.
December 14, 1819	Alabama becomes a state (see December 3, 1818).
Circa 1820	Robert Mills publishes <i>A Treatise on Inland Navigation</i> , in which he discusses roads, steamboats and "the application of the same moving power to carriages upon rail roads".
Circa 1820	A short, animal-powered railroad is reportedly used at a brick kiln in Savannah, Georgia.
March 15, 1820	Maine becomes a state (see December 14, 1819).
July 31, 1820	John W. Garrett is born in Baltimore.
April 16, 1821	Collis P. Huntington is born in Harwinton, Connecticut.
May 8, 1821	William H. Vanderbilt is born in New Brunswick, New Jersey.
August 1821	After almost eleven years of civil unrest, Spain signs the Treaty of Cordoba, granting

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independence to Mexico.

August 10, 1821	Jay Cooke is born in Sandusky, Ohio.
August 10, 1821	Missouri becomes a state (see March 15, 1820).
May 11, 1822	John Stevens begins operating a steamboat of his own design across the Hudson River between Hoboken, New Jersey and New York City (see February 6, 1815).
Circa 1823	British military engineers construct an inclined railway from the St. Lawrence River to the citadel on Cape Diamond in Quebec City, Lower Canada. Cars are drawn uphill using a winch, powered by a stationary steam engine (Brown, Robert R., <i>Canada's Earliest Railway Lines</i> , R&LHS Bulletin #78, October 1949).
March 31, 1823	Pennsylvania grants a charter for John Stevens' proposed railroad from Philadelphia to the Susquehanna River at Columbia in Lancaster County (see May 11, 1822).
April 9, 1823	Lorenzo S. Coffin is born near Alton, New Hampshire.
April 23, 1823	"The President, Managers and Company of the Delaware and Hudson Canal Company" is chartered by the New York State Legislature.
May 21, 1823	Edward Hulbert is born in Berlin, Connecticut.
December 23, 1823	Thomas A. Scott is born in Loudon, Pennsylvania.
March 2, 1824	Chief Justice John Marshall reads the majority opinion in <i>Gibbons v. Ogden</i> . The high court declares the Fulton-Livingston steamboat monopoly to be unlawful, thereby establishing the right of the federal government to regulate interstate commerce.
March 9, 1824	Leland Stanford is born in Watervliet, New York.
April 30, 1824	Congress passes the General Survey Act, authorizing Army engineers to survey and prepare cost estimates for new transportation routes - primarily canals and roads.
June 8, 1824	John Stevens receives a patent for a proposed method of railroad construction. Stevens advocates a wooden roadway elevated above ground level (see March 31, 1823).
December 1824	Forty-eight Philadelphia businessmen form the "Pennsylvania Society for the Promotion of Internal Improvements in the Commonwealth", and send architect/engineer William Strickland to Great Britain for a study of canals and railroads.
Circa 1825	An inclined railway is reportedly built at Nashua, New Hampshire, to aid in the removal of soil from the top of Indian Head, during construction of a textile mill (Dunbar, p.880).

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- Circa 1825 Thomas Leiper dies at his home in Delaware County, Pennsylvania (see October 1809).
- January 25, 1825 Opening of the College of Science and Engineering at Rensselaer Polytechnic Institute in Troy, New York.
- May 11, 1825 A locomotive capable of hauling several passenger cars, is demonstrated by John Stevens at his estate in Hoboken, New Jersey
- July 4, 1825 Construction begins on extension of the Cumberland Road west from Wheeling, Virginia, a federally-funded project later known as the National Road.
- October 26, 1825 Completion of New York's great public work, the Erie Canal, connecting Lake Erie at Buffalo with the Hudson River at Albany.
- June 16, 1825 William Strickland publishes the first draft* of *Reports on Canals, Railways, Roads and Other Subjects, made to the Pennsylvania Society for the Promotion of Internal Improvement* (see December 1824). A review of British engineering methods, it is the first practical manual on railroad construction available in the US. The illustrated volume, published in 1826, stimulates nationwide interest in railroads.
- *Strickland later alters his original conclusions, under pressure from Judge Kane of Philadelphia, to de-emphasize railroads in favor of canals.
- Circa 1826(?) A 4-mile, animal-powered railroad is reportedly built near Kingsley, Quebec, the **first railroad in British North America (Canada)** (see July 21, 1836)
- March 4, 1826 Granite Railway Company of Massachusetts is chartered to build a three-mile railroad between a quarry in Quincy and the Neponset River, where stone will be shipped by barge to the Bunker Hill battle monument site in Charlestown.
- March 4, 1826 Theodore D. Judah is born in Bridgeport, Connecticut.
- October 7, 1826 Opening of the Granite Railway, the **first railroad in Massachusetts** (see March 4, 1826). Cars loaded with stone descend by gravity, controlled by a rope and winch. Empty cars are returned by animal power.
- Circa 1827 President Simon Bolivar of Columbia commissions a survey to determine the feasibility of a railroad across the Isthmus of Panama. The report published in 1829 is favorable toward the project.
- Circa 1827 An animal-powered railroad is used to haul stone for construction of the Rideau Canal locks at Nepean Point near Bytown (Ottawa), Lower Canada. The tramway would be abandoned when the canal opened in 1832.
- Circa 1827(?) Abraham Potts builds a 1/2-mile, animal-powered railroad from his mines to the

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Schuylkill Canal at Port Carbon, Pennsylvania.

- February 28, 1827 An act of the Maryland legislature charts the Baltimore & Ohio Railroad.
- June 6, 1827 Opening of the Summit Hill-Mauch Chunk Railroad connecting a coal mine at Summit Hill, Pennsylvania with the Lehigh River at Mauch Chunk. Mules haul empty cars uphill and loaded cars, including a car for the mules, return downhill by gravity.
- September 18, 1827 Philadelphia political writer Matthew Carey, using the pen-name *Fulton*, publishes a tract promoting railroad development.
- October 27, 1827 Albert Fink is born in Lauterbach, Germany.
- December 1827 In his report to Pennsylvania canal commissioners, army engineer Major John Wilson finds that “a navigable connection between the eastern and western waters of Pennsylvania is wholly impracticable”. The state is contemplating a network of canals and railroads connecting Philadelphia and Pittsburgh.
- December 19, 1827 Organization of the South Carolina Canal & Rail Road Company.
- July 4, 1828 Ceremonies in Baltimore signal the start of work on the Baltimore & Ohio Railroad. Charles Carroll, the last surviving signer of the Declaration of Independence and a B&O director, presides on this festive occasion.
- Circa 1829 A pamphlet is published in Boston entitled *Practicality and Expediency of a Railroad from Boston to the Hudson River*.
- Circa 1829 William C. Redfield of New York publishes a remarkable pamphlet entitled *Sketch of the Geographical Rout (sic) of a Great Railway, by which it is proposed to connect the canals and navigable waters, of New-York, Pennsylvania, Ohio, Indiana, Illinois, Michigan, Missouri, and the adjacent states and territories; opening thereby, a free communication, at all seasons of the year, between the Atlantic states, and the great valley of the Mississippi*. Redfield advocated a 970-mile route from the Hudson River, via southern New York, to the Mississippi River, above the rapids at Rock Island, Illinois.
- Circa 1829 Thomas Leiper’s railroad is abandoned in favor of a canal (see October 1809).
- January 1829 US Army engineers complete a survey for the proposed Hudson & Berkshire railroad in western Massachusetts (see April 30, 1824).
- January 16, 1829 Engineers submit a *Report to the Board of Directors of Internal Improvements of the State of Massachusetts, on the Practicability and Expediency of a Rail Road from Boston to the Hudson River and from Boston to Providence...* (same as above?)
- February 1829 South Carolina Canal & Railroad Company builds a temporary 150-foot long track in Charleston’s Wentworth Street to test building materials and methods. A single mule is

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reported to have easily pulled a car loaded with 47 bales of cotton (see December 19, 1827).

- April 1829 175-feet of track is constructed on Chisholm's Wharf in Charleston, South Carolina (see February 1829).
- August 8, 1829 The locomotive *Lion*(?)* (built in Stourbridge, on the river Stour, near Birmingham, Great Britain), driven by consulting engineer Horatio Allen, is tested on the railroad of the Delaware & Hudson Canal Company (see April 23, 1823) between Carbondale and Honesdale, Pennsylvania. Finding the eight-ton import too heavy for the bridge over the Lackawaxen River, it is removed from the rails and abandoned. Despite its brief career, it is the **first steam locomotive to operate on a commercial railroad in North America**.
- *This locomotive has been commonly called *Stourbridge Lion*, but a contemporary newspaper account of its arrival in the US on June 12, 1829 says its name was simply *The Lion* (Brown, William H., *The History of the First Locomotives in America*, Chapter 15). Brown's sources also say the front of the locomotive was decorated with the face of a fierce-looking lion.
- September 1829 Peter Cooper tests a small locomotive of his design, built by Baltimore mechanic George W. Johnson and one of his apprentices, James Milholland. The **first locomotive designed and built in North America**, the engine has come to be called *Tom Thumb* (see below)

A locomotive named Tom Thumb?

The image of a tiny steam locomotive striving valiantly against a horse-drawn rail car is one of the icons of American history, found in virtually every book or article about early railroads. But was this little engine ever called *Tom Thumb* during its brief career? The evidence suggests that it was not.

Contemporary eyewitnesses refer to a "locomotive", or "locomotive-engine", or "Cooper's locomotive". William H. Brown devotes an entire chapter to the "Peter Cooper Locomotive" in his 1871 book. Neither Brown, nor Ross Winans, an associate of Cooper who is frequently quoted, ever use the name *Tom Thumb*. An article in *The Railroad and Engineering Journal* (May 1892) uses the phrase "Peter Cooper's little experimental machine" and J. Snowden Bell's authoritative 1912 book on early B&O engines never gives a name to Cooper's locomotive.

The first name, other than Cooper, to be linked with this locomotive appears in an 1868 speech given by John H.B. Latrobe, in which he refers to "the triumph of this *Tom Thumb* engine", a name then familiar to most Americans. At the time, General Tom Thumb (Charles S. Stratton) was the world's most famous midget, and his stage name had become a household word, synonymous with all things small. Latrobe might have been the first and last person to use Peter Cooper and Tom Thumb in the same sentence,

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but as fate would have it, his speech was published and widely read, becoming a source for many subsequent accounts.

- October 6-14, 1829 Locomotive trials are held at Rainhill, near Liverpool, Great Britain, to select the best design for the Liverpool & Manchester Railway. Among the Americans present are George Brown and Ross Winans of the Baltimore & Ohio, and E.L. Miller, representing the South Carolina Canal & Rail Road.

- Circa 1830 Opening of the 4-mile Mill Creek Railroad connecting mines at Broad Mountain with the canal at Port Carbon, Pennsylvania.

- Circa 1830 Thomas Earle of Philadelphia publishes *A Treatise on Rail-roads and Internal Communications, Compiled from the Latest and Best Authors, With Original Sketches and Remarks*.

- January 14, 1830 Directors of the South Carolina Canal & Rail Road vote to adopt steam propulsion, after hearing convincing evidence on the subject from Horatio Allen (see February 1829).

- April 1, 1830 South Carolina Canal & Railroad Company operates a single car, propelled by sail, over its first mile of track (see January 14, 1830).

- May 22, 1830 Fifteen miles of the Baltimore & Ohio from Pratt Street on Baltimore's west side to Ellicott's Mills (Ellicott City) opens for regular service. The railroad contracts with a stagecoach operator, who furnishes drivers and horses, changing teams at Relay House on the Patapsco River. B&O is the **first railroad in Maryland** and the **first railroad in North America to carry revenue passengers**.

- August 8, 1830 The governor of Cuba presides over the first meeting of *Junta de Caminos Hierro* (Railroad Commission).

- August 28, 1830 Peter Cooper's locomotive (see September 1829) pulls a regular train on a round-trip over the Baltimore & Ohio, making the return trip in record time, and becoming the **first American locomotive to transport revenue passengers**.

- October 13, 1830 Camden & Amboy Railroad president Robert L. Stevens, son of John Stevens, sails for Great Britain where he intends to order a locomotive and iron rails. During the voyage, he works on the design of a T-shaped rail which he believes will be superior to the flat iron bars and U-shaped rail currently in use.

- October 22, 1830 Locomotive *Best Friend of Charleston*, arrives in Charleston, destined for service on the South Carolina Canal & Rail Road Company. It is designed by Horatio Allen and built by the West Point Foundry Association of New York City, possibly the first commercial locomotive builder outside of Great Britain (see April 1, 1830).

- December 1830 On the Baltimore & Ohio, a driver falls from his seat on an overcrowded, horse-drawn coach and is killed. The driver is not a B&O employee (see May 22, 1830), but the accident marks the **first fatal accident on a US railroad**.

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- December 7, 1830 South Carolina's *Charleston Mercury* states "The locomotive steam engine will start from the Lines at 1 and at half past 3 this afternoon with cotton, and cars for passengers", indicating the start of operation on the **first railroad in South Carolina** (see October 22, 1830).
- December 17, 1830 Former US president John Quincy Adams rides the Baltimore & Ohio between Baltimore and Relay House, Maryland. Adams makes the trip in a carriage which has been loaded aboard a flat car. Adams is the **first US president to travel by rail**, though not during his term in office.
- December 25, 1830 Christmas Day marks the formal public debut of the "locomotive steam engine" (*Best Friend of Charleston*) and cars of the South Carolina Canal & Rail Road, running numerous trips for the citizens of Charleston (see December 7, 1830).
- Circa 1831 Kentucky showman Joseph Bruen tours Indiana and other western states with a small steam locomotive and portable track. Frontier residents gladly pay for the novelty of riding behind the steam car (Dunbar, p 1070-1071).
- January 15, 1831 Soldiers and a small cannon ride the South Carolina Canal & Rail Road (see December 25, 1830), becoming the **first US troops to travel by rail**.
- March 3, 1831 George M. Pullman born in Brocton, Chautauqua County, New York.
- April 12, 1831 Grenville M. Dodge is born in Danvers, Massachusetts.
- April 23, 1831 Start of operation on the Ponchartrain Railroad. The animal-powered railroad between the Mississippi River and Lake Ponchartrain at New Orleans is the **first railroad in Louisiana**.
- April 25, 1831 A model locomotive, capable of hauling two small passenger cars, begins operation at the Philadelphia Museum. It is designed and built by mechanic Matthias Baldwin, at the request of museum owner Franklin Peale.
- May 16, 1831 Camden & Amboy Railroad receives its first shipment of rails (see October 13, 1830). Company president Robert L. Stevens calls his new design "H-rail", intended to be secured with "hook-headed spikes". The rails, manufactured at the Guest Iron Works of Dowlais, Wales (UK), are 16-feet long and weigh about 40 pounds per yard.
- June 17, 1831 A fatal accident occurs in Charleston, on the South Carolina Canal & Railroad (see January 15, 1831). *Best Friend of Charleston*'s boiler explodes when its safety valve is supposed to have been deliberately held shut by the fireman. *Charleston Mercury* reports "A Negro belonging to Mrs. Surr had his thigh broken and another belonging to Mr. Lesesne received a severe cut on his face...". Engineer Nicholas Darrell says that the fireman later died of his injuries (Brown, William H., *The History of the First Locomotives in America*, Chapter 29).

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Slavery and Southern Railroads

In at least one respect, railroads in the southern United States were no different than any other business, making use of the large regional labor force composed of African slaves. Railroad companies owned slaves or leased them from others, and often did both. A list from the South Carolina Rail Road dated December 31, 1859 (Derrick, p. 312-3) shows 90 slaves owned by the company, one having been purchased as early as 1836. Among this company's losses for the fiscal year 1865, the accountant notes "Negroes, 111, emancipated...\$190,973." (Derrick, p. 232).

- June 30, 1831 About 100 members of Maryland's Light Brigade militia ride the Baltimore & Ohio from Baltimore to quell a riot among railroad workers at Sykes's Mill (Sykesville). They become the **first US troops transported by rail to see action***. The militia had to march seven miles from the end of track at the Forks of Patapsco to Sykes's Mill (Dilts, p.136-139).
- *The January 15, 1831 trip on the South Carolina Canal & Rail Road was a peaceful event.
- July 1, 1831 Opening of the Chesterfield Railroad in Virginia. The animal-powered line from Manchester, on the James River opposite Richmond, to coal mines 13½ miles west, is the **first common carrier railroad in Virginia** (see Circa 1811).
- July 4, 1831 "An Association of Gentlemen" in Rogersville, Tennessee, publishes the first issue of *Rail-Road Advocate*, containing current information on railroad construction.
- July 4, 1831 Opening of the New Castle & Frenchtown Railroad. This **first railroad in Delaware** spans the 17 miles between Frenchtown, Maryland and New Castle, Delaware.
- August 9, 1831 The locomotive *DeWitt Clinton* pulls a train from Albany to Schenectady, New York over the Mohawk & Hudson Railroad, the **first railroad in New York**. This train will be immortalized in a detailed silhouette by artist William H. Brown, who sketches the train before boarding.
- Autumn 1831 DeWitt Clinton of the US Army Corps of Engineers, son of the late New York governor, is assigned to reconnoiter a railroad route from the Hudson River to the Mississippi, similar to that proposed by William Redfield (see circa 1829). By winter he has traveled as far west as Ohio, and reports favorably on the route.
- November 12, 1831 New Jersey legislators ride behind the Camden & Amboy's new locomotive *Stevens** (*John Bull*) on a short track in Bordentown, New Jersey. Designed and built in Great Britain by Robert Stephensen & Company, it is assembled in America by mechanic Isaac Dripps, who has never before seen a locomotive.

*Originally named in honor of John Stevens. *John Bull* appears to have been an unofficial nickname, noting the locomotive's British origin, which was officially applied to the engine much later in its career.

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- Circa 1832 Nicholas Wood publishes *A Practical Treatise on Rail Roads, Etc.* in Philadelphia.
- January 2, 1832 First issue of *The American Railroad Journal*. One skeptic writes “Rail-Road Journal? Phoebus, what a name! I should as soon think of a Patent Furnace or Cooking-Stove Journal. A newspaper devoted to *Railroads?*” (*Railway Age*, January 1993)
- February 6, 1832 An article in the Ann Arbor *Emigrant* makes the argument for a railroad from New York to Oregon.
- February 18, 1832 Octave Chanute is born in France.
- February 25, 1832 Incorporation of the Champlain & St. Lawrence Railroad.
- April 16, 1832 The first nine miles of the Boston & Worcester is completed between Boston and Newton, Massachusetts. Not the first railroad in Massachusetts (see October 7, 1826), but its first common carrier of freight and passengers. The Granite Railroad, although first, is a private company serving only the needs of a single industry.
- April 24, 1832 Erie Railroad is chartered to construct a line between the Hudson River and Lake Erie.
- June 6, 1832 Philadelphia, Germantown & Norristown begins regular service between Philadelphia and Germantown, using horse-drawn cars.
- July 25, 1832 Four visitors to the Granite Railway in Quincy, Massachusetts are involved in a runaway car accident, killing one and seriously injuring the others (see October 7, 1826).
- July 31, 1832 The Baltimore *Gazette* reports that Phineas Davis’ locomotive *The York* is the winner of a design competition sponsored by the Baltimore & Ohio. Purchased by the B&O, it is the **first US locomotive designed to burn coal**.
- September 17, 1832 British locomotive *Ponchartrain* begins operation on New Orleans’ Ponchartrain Railroad (see April 23, 1831).
- November 14, 1832 Horse-drawn passenger service on the New York & Harlem begins in Manhattan, along the Bowery between Prince Street and 14th Street.
- November 23, 1832 Matthias Baldwin's locomotive *Old Ironsides* is tested on the Philadelphia, Germantown & Norristown Railroad (see June 6, 1832), running about 6 miles and attaining a top speed of 28 mph. Baldwin’s engine strongly resembles *Stevens/John Bull* (see November 12, 1831), which Baldwin had examined during its assembly in America.
- December 5, 1832 A contractor transporting mail between Philadelphia and Lancaster, Pennsylvania begins using the West Chester Railroad, an animal-powered line between Philadelphia to West Chester, **the first US mail transported by rail(?)**.

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- December 22, 1832 Fourteen miles of the Camden & Amboy Railroad, the **first railroad in New Jersey**, opens for business between Bordentown and Hightstown, New Jersey. The locomotive *Stevens*, or *John Bull*, or simply Number 1, is one of those placed in regular service (see November 12, 1831).
- Circa 1833 William Norris organizes the American Steam Carriage Company in Philadelphia, for the purpose of building locomotives. Norris is a friend and associate of Col. Stephen Long, an engineer and inventor who has been trying to develop a successful locomotive.
- January 1, 1833 Lexington & Ohio Railroad begins operating over its first six miles of track. The animal-powered line is the **first railroad in Kentucky**.
- April 29, 1833 The state of New York grants a charter to the Utica & Schenectady Railroad, which states “Aside from travelers’ customary baggage, however, the railroad *may not carry any freight*”. It is the first of several railroad charters having provisions designed to restrict competition with the Erie Canal (see below).

Protecting the Erie Canal: 1833-1860

Officially opened on October 12, 1825, the Erie Canal had been the largest and most expensive public works project in US history. New York’s waterway between the Hudson River and Lake Erie became the economic lifeline of the region, providing thousands of jobs in daily commerce, in addition to the continuous work of maintaining and improving of the canal itself. Potential competition from *privately-owned* railroads was politically intolerable.

The charter for the Utica & Schenectady is the first to contain language favoring the canal. Later railroad charters do not prohibit the carrying freight, but do require the railroad to pay tolls to the canal commission, equal to those paid by canal shippers. As a result, the railroads could haul freight profitably only during the winter, when the canal was closed due to cold weather.

When the state removes these tolls in 1851, many politicians, including the governor, still demand some form of subsidy payment. In 1860, New York’s Attorney General sues the New York Central Railroad, claiming that the 1851 repeal had been unconstitutional, and seeks to recover \$5 million in unpaid tolls. The state’s suit is eventually dismissed, after several courts refuse to uphold the argument, finally ending efforts to shelter the canal from competition.

- June 6, 1833 President Andrew Jackson rides the Baltimore & Ohio from Ellicott City to Baltimore, becoming the **first US President to travel by rail, during his term in office** (see December 17, 1830).
- October 3, 1833 South Carolina Canal & Rail Road Company completes its line from Charleston to Hamburg, on the Savannah River across from Augusta, Georgia. At 136 miles, it is the

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longest railroad in the world.

- November 11, 1833 Two die in a derailment caused by a overheated axle on the Camden & Amboy at Hightstown, New Jersey. Former US president John Quincy Adams escapes injury, while steamship owner Cornelius Vanderbilt suffers broken ribs and a punctured lung. It is the **first US railroad accident with fatalities among the passengers**.
- Circa 1834 Mill Dam Foundry of Boston, Massachusetts builds a copy of a Stephenson *Planet* type 2-2-0 locomotive, the **first locomotive built in New England**.
- January 31, 1834 Lexington & Ohio is completed from Lexington to Frankfort, Kentucky (see January 1, 1833).
- February 1834 Camden & Amboy begins carrying US mail (see December 5, 1832).
- March 18, 1834 Completion of the Staple Bend Tunnel near Johnstown, Pennsylvania on the Allegheny Portage Railroad, part of the state's Main Line of Public Works (see December 1827). The 901-foot long bore is the **first railroad tunnel in the US**. The date also marks completion of the first track of the 36.7-mile railroad linking canals at Hollidaysburg and Johnstown.
- April 1, 1834 Opening of the state-owned railroad between Philadelphia and Columbia, Pennsylvania, marks the completion of the Main Line of Public Works between Philadelphia and Pittsburgh (see March 18, 1834). A second track is placed in service on October 7th.
- July 4, 1834 The **first railroad in Indiana**, the 1¼ mile Lawrenceburgh & Indianapolis carries holiday crowds in its single horse-drawn car.
- April 23, 1834 Chauncy M. Depew is born in Peekskill, New York.
- October 1, 1834 Ross Winans receives a patent for an eight-wheel passenger car.
- November 1834 Postmaster General Barry's report to President Jackson suggests that the government set standards and rates for the transportation of mail by railroad (see February 1834).
- December 1, 1834 Baltimore & Ohio reaches Harpers Ferry, Virginia. Extending 137 miles from Baltimore, it is now the longest railroad in the world.
- Circa 1835 West Point Foundry Association closes its New York City plant, and quitting the locomotive business.
- March 3, 1835 Congress grants right-of-way through public lands, plus additional privileges to the Tallahassee Railroad Company of Florida, in the **first public land grant to a railroad**. Similar grants have previously been used to aid road and canal projects.
- April 10, 1835 Henry Villard is born Ferdinand Heinrich Gustav Hilgard in Bavaria (Germany).

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May 27, 1835	Charles Francis Adams, Jr. is born in Boston.
June 26, 1835	The Boston & Lowell Railroad opens between its two namesake cities in Massachusetts.
June 27, 1835	The entire 43½ miles of the Boston & Providence Railroad is completed, the first railroad in Rhode Island . Passengers traveling from Boston to New York may connect at Providence with Cornelius Vanderbilt's new steamboat <i>Lexington</i> .
July 1, 1835	Baltimore & Ohio officers and guests tour the newly completed branch to Washington City and the new viaduct over the Patapsco River, named for B&O president Philip E. Thomas. The curving, multi-arch stone bridge is designed by Benjamin H. Latrobe, Jr.
July 4, 1835	Passenger service begins on the Cleveland & Newburgh Railway, along Euclid Avenue between 101st Street and Public Square. The animal-powered line, built primarily to haul stone and lumber, is the first railroad in Ohio .
September 27, 1835	Phineas Davis, chief engineer of the Baltimore & Ohio, is killed in a derailment which occurs as he and several B&O mechanics test a new locomotive on the Washington branch. Thrown from his perch on the locomotive's tender, Davis is the only fatality.
Circa 1836	John Plumbe of Dubuque, Iowa begins to campaign for a railroad between Lake Michigan and Oregon.
January 29, 1836	Opening of the Wilmington & Weldon Railroad, the first railroad in North Carolina .
January 29, 1836	Brooklyn & Jamaica Railroad tests its first locomotive on Long Island.
February 5, 1836	Henry R. Campbell, chief engineer for the Philadelphia, Germantown & Norristown, obtains a patent for a locomotive with a swiveling bogie, or truck, the first 4-4-0 wheel arrangement.
March 1836	Lexington & Ohio receives its first steam locomotive (see January 31, 1834).
March 2, 1836	Texas residents vote to declare independence from Mexico.
April 1836	The railroad car ferry <i>Susquehanna</i> is placed in service, crossing the Susquehanna River between Perryville and Havre De Grace, Maryland.
April 1, 1836	Three die in an accident caused by a broken cable on an inclined plane of the Lexington & Ohio at Frankfort, Kentucky (see March 1836).
April 18, 1836	Opening of the Brooklyn & Jamaica between South Avenue Ferry in Brooklyn, and Jamaica (see January 29, 1836).
June 15, 1836	Arkansas becomes a state (see August 10, 1821).

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July 13, 1836	US Patent No. 1 is issued to John Ruggles for an improvement to railroad locomotives(?).
July 21, 1836	Opening of the Champlain & St. Lawrence Railroad (see February 25, 1832) between St. John's and the St. Lawrence River near LaPrairie, Lower Canada (Quebec), the first railroad in British North America (Canada)? (see Circa 1826).
September 17, 1836	William Jackson Palmer is born near Kinsale, Delaware.
October 6, 1836	Rensselaer & Saratoga completes the first railroad bridge across the Hudson River at Troy, New York.
November 1836	Bangor & Piscataquis Canal & Railroad Company opens its rail line between Bangor and Oldtown, the first railroad in Maine .
November 2, 1836	Opening of the Erie & Kalamazoo between Port Lawrence (Toledo), Ohio and Adrian, Michigan Territory. The animal-powered line is the first railroad in Michigan .
December 5, 1836	President Jackson recommends legislation to set terms for mail-handling contracts with railroads (see November 1834).
December 16, 1836	The Republic of Texas charts the Texas Rail Road, Navigation & Banking Company to construct railroads and canals within the state (see March 2, 1836).
January 20, 1837	Erie & Kalamazoo receives its first steam locomotive.
January 23, 1837	Richmond, Fredericksburg & Potomac begins service between Richmond and Fredericksburg, Virginia.
January 26, 1837	Michigan becomes a state (see June 15, 1836).
February 27, 1837	Illinois legislators vote to spend more than \$10 million on internal improvements, including more than 1,300 miles of state-owned railroads.
March 21-2, 1837	Michigan appoints a Board of Internal Improvements to direct state-financed canals, roads and railroads.
April 17, 1837	John Pierpont Morgan is born in Hartford, Connecticut.
April 22, 1837	The State of Michigan acquires control of the bankrupt Michigan Central Railroad. No part of the road has yet been completed.
May 1837	Work commences on the first of the Illinois state railroads, between Meridosia and Springfield. A locomotive is ordered from Rogers, Ketchum & Grosvenor of Patterson, New Jersey.
May 8, 1837	The first 4-4-0 type locomotive, designed by Henry R. Campbell, is constructed by

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James Brooks in the Philadelphia suburb of Frankford. More than 25,000 engines of this class will be built in the US, the most numerous of any locomotive type.

- May 10, 1837 New York banks temporarily suspend payments in specie, touching off a financial crisis later called the **Panic of 1837**. Over 600 banks will fail this year alone, causing the failure of many railroad companies with them.
- May 16, 1837 The *Public Ledger* reports what appears to be the **first organized work stoppage against a US railroad**. Laborers (of the Camden & Amboy Railroad?) at Bordentown, New Jersey strike to protest an increase in working hours (Commons, vol 1, p.484).
- October 3, 1837 Samuel F.B. Morse receives a US patent for his electric telegraph.
- October 14, 1837 Rogers, Ketchum & Grosvenor ships its first locomotive, the 4-2-0 *Sandusky* to the Mad River & Lake Erie Railroad in Ohio.
- November 19, 1837 Formal opening of the Guines Railroad between Havana and Bejucal, the **first railroad in Cuba**. Cuba becomes the 7th country in the world to have an operating railroad (see August 8, 1830).
- Circa 1838 John Plumbe of Dubuque, Iowa receives \$2,000.00 from the US government to survey a railroad from Lake Michigan to the Mississippi River (see Circa 1836). Plumbe completes the survey, but his route from Milwaukee to Dubuque is never used.
- February 1838 Start of what may be the **first sleeping car service in the US**, on the Cumberland Valley Railroad between Harrisburg and Chambersburg, Pennsylvania.
- February 3, 1838 Opening of the first 30 miles of the state-owned Michigan Central Railroad between Detroit and Ypsilanti (see April 22, 1837).
- June 29, 1838 Congress orders the Secretary of the Treasury to report on the number, types and uses of steam engines in the US. The report is published as House Document No. 21 of the 25th Congress, listing over 3,000 stationary, marine and locomotive engines.
- June 1838 Matthias Baldwin builds the locomotives *Colon* and *Cervantes*, destined for service in Cuba and the **first US-built export locomotives** (?).
- July 7, 1838 President Van Buren signs a bill designating all railroads as postal routes (see December 5, 1836).
- August? 1838 Baldwin locomotive *Indianapolis*, enroute to the Madison & Indianapolis via New Orleans, is pushed overboard during a storm at sea, presumably to save the ship.
- August 27, 1838 Eastern Railroad opens for traffic from Boston to Salem, Massachusetts.
- September 16, 1838 James J. Hill is born in Rockwood, Ontario.

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- October 31, 1838 Start of the **first well-documented sleeping car service in the US** (see February 1838), on the Philadelphia, Wilmington & Baltimore between Philadelphia and Baltimore (Dunbar, p. 1044-5). Pangborn, p.114 quotes October 31 advertisement in the Baltimore *Chronicle*: “The cars intended for night traveling between this city and Philadelphia, and which afford berths for twenty-four persons in each, will be placed on the road and used for the first time to-night”.
- November 1838 Indiana's first steam locomotive conveys the usual dignitaries over the first nine miles of the Madison & Indianapolis.
- November 15, 1838 Austrian railroad builder Franz Anton Ritter von Gerstner and his wife arrive in New York. Von Gerstner is in the US to collect information on American railroads and canals.
- December 1838 British locomotives begin hauling coal over the Albion Mines Railway, from the mines to New Glasgow, Nova Scotia (see circa 1818).
- December 23, 1838 Opening of the Nashua & Lowell Railroad between Nashua, New Hampshire and Lowell, Massachusetts, the **first railroad in New Hampshire**.
- March 4, 1839 William Frederick Harnden begins operating an express company between New York City and Boston, via rail and steamship.
- April 1, 1839 Opening of the Madison & Lafayette Railroad between Madison and Vernon, Indiana. The grade up from the Ohio River at Madison is a staggering 5.89 percent, making it the **steepest railroad grade in the US**. This section of the line is operated with cog, or rack assistance.
- July 22, 1839 David H. Moffat, Jr. is born in Washingtonville, New York.
- December 5, 1839 Philadelphia & Reading Railway Company opens its line between the cities of Philadelphia and Reading, Pennsylvania. The locomotive *Gowan and Marx* pulls the first train leaving Reading.
- December 8, 1839 Alexander Johnston Cassatt is born in Pittsburgh.
- Circa 1840 Hinkley & Drury of Boston build their first locomotive, designed by John Souther.
- Circa 1840 Post Office Department of British North America (Canada) transports closed bags of mail via the Champlain & St. Lawrence Railroad, the **first mail transported by rail in Canada**.
- March 7, 1840 North Carolina's Wilmington & Raleigh operates 161 miles of track between Wilmington and Weldon, on the Roanoke River. The line never went to Raleigh.
- April 12, 1840 Franz Anton Ritter von Gerstner dies in Philadelphia. Gerstner, his wife and infant daughter (born in Philadelphia) have been touring the US (see November 15, 1838).

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May 3, 1840	Otto Mears is born in Kurland, Russia (Latvia).
July 27, 1841	Boston's Hinkley & Drury deliver their first locomotive, the <i>Cumberland</i> , to the Portland, Saco & Portsmouth.
December 31, 1840	Eastern Railroad is completed from Boston to Portsmouth, New Hampshire.
February 10, 1841	The Union Act unites Upper Canada (Ontario) and Lower Canada (Quebec), creating a single Province of Canada.
December 1841	Charlestown (Massachusetts) Branch Railroad begins hauling ice from Fresh Pond in Cambridge to Charlestown in insulated cars designed by Nathaniel Wyeth
May 1842	Ludwig Klein publishes the first volume of <i>Die innern Communicationen der Vereinigten Staaten von Nordamerika</i> (The Internal Communications of the United States of America), a railroad and canal study by Franz Anton Ritter von Gerstner (see April 12, 1840).
May 1842	The first part of the Philadelphia & Reading is completed from Philadelphia to Pottstown, Pennsylvania.
June 15, 1842	<i>The Boston Traveler</i> reports that the Western Railroad (Massachusetts) is building refrigerator cars (see December 1841).
July 30, 1842	American engineer George Washington Whistler arrives in St. Petersburg, Russia, to begin construction of a railroad from St. Petersburg to Moscow.
September 12, 1842	Start of service between Boston and Albany over the Western Railroad.
October 18, 1842	Samuel F.B. Morse sends and receives signals through a cable submerged in New York harbor, between Castle Garden (Manhattan) and Governors Island (see October 3, 1837). The experiment ends abruptly when the cable is severed by a ship's anchor.
Circa 1843	Erie operates two sleeping cars built by John Stephenson. These cars are known as "Diamond" cars, from their diamond-shaped windows, a result of the cars' diagonal truss framing.
Circa 1843	Central of Georgia's line is extended from Savannah to Macon.
February 3, 1843	William C. Van Horne is born near Joliet, Illinois.
March 13, 1843	Rogers, Ketchum & Grosvenor ship their 43 rd locomotive, the 4-2-2 <i>Real Junta de Fomento</i> to Cuba's Matanzas & Savanilla Railroad. This engine is preserved today in Cuba, the oldest Rogers locomotive still in existence.
June 1, 1843	Start of coordinated passenger service between Albany and Buffalo, New York. The

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through schedule requires 25 hours, over seven different railroad companies.

- August 12, 1843 A passenger on the New Jersey Central is killed, when a broken iron strap-type rail curls upward, penetrating the floor of the car. Known as a “snakehead”, this hazard is common, but rarely lethal. In fact, this may be the only documented fatality caused by a snakehead.
- October 31, 1843 Vermont Central Railroad is chartered to build a line from the Connecticut River at Windsor to Burlington on Lake Champlain.
- Circa 1844 Inclined planes powered by steam winches are installed on the Switchback railway at Mauch Chunk, Pennsylvania (see June 6, 1827).
- April 4, 1844 Thomas W. Pratt receives a patent for a new roof and bridge truss design.
- May 24, 1844 Samuel F.B. Morse transmits a telegraphic message from the Capitol in Washington to the Baltimore & Ohio depot* in Baltimore. The **first telegraph line in the US** is mounted on wooden poles along the B&O right-of-way. Morse originally intended that the cable be placed underground in a lead conduit.
- *The Baltimore location is often incorrectly described as Mt. Clare, which was at the time a minor stop on the city’s west side. The main B&O passenger depot in Baltimore was located on Pratt Street between Charles and Light Streets.
- June 1844 Baltimore & Ohio constructs an iron boxcar at its Mt. Clare shops in Baltimore.
- December 31, 1844 **First iron rails produced in the US** are produced at a rolling mill at Mount Savage, Maryland, owned by the Maryland & New York Iron & Coal Company. The 500 tons rolled during 1844 are of the U-section design, weighing 42 pounds to the yard.
- Circa 1845 A mill at Danville, Pennsylvania begins rolling T-shaped iron rails.
- January 28, 1845 Asa Whitney of New York proposes to Congress the construction of a railroad to the Pacific Ocean, made possible in part by a federal land grant. Whitney is a visionary with enough wealth and influence to be taken seriously.
- March 3, 1845 Florida becomes a state (see January 26, 1837).
- November 1845 Southern & Southwestern Railroad Convention is held in Memphis, Tennessee.
- December 29, 1845 The former Republic of Texas becomes a state (see March 3, 1845 and December 16, 1836).
- Circa 1846 An animal-powered wooden railway is built to connect Abernethys Island in the Willamette River with the east bank at Oregon City, **the first railroad in Washington Territory (Oregon)**. (Culp, Edwin D., *Early Oregon Days*, Caldwell, Idaho, Caxton Printers, 1987)

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- March 28, 1846 Under pressure to sell the state's railroads, Michigan legislators authorize the sale of the Michigan Central (see February 3, 1838). On May 9th, lawmakers approve sale of the Michigan Southern.
- April 13, 1846 Pennsylvania Railroad is chartered. The state charter requires the railroad to pay a tonnage tax, as a way of protecting state canal revenue (see April 29, 1833, "Protecting the Erie Canal: 1833-1860).
- September 24, 1846 The newly-organized Michigan Central Railroad Company acquires control of the Michigan Central (see March 28, 1846).
- December 28, 1846 Iowa becomes a state (see December 29, 1845).
- Circa 1847 A 3-1/2-mile animal-powered portage railway is constructed to bypass Chats Falls on the Ottawa River, about 32 miles west of Bytown (Ottawa), Upper Canada.
- January 1847 Taunton Locomotive Works is incorporated in Taunton, Massachusetts.
- February 11, 1847 Thomas Alva Edison is born in Milan, Ohio.
- March 19, 1847 First ten-wheeler, or 4-6-0 type locomotive, the *Chesapeake* arrives on the Philadelphia & Reading accompanied by its builder Septimus Norris. On almost the same day, Hinkley & Drury of Boston deliver the 4-6-0 *New Hampshire* to the Boston & Maine. Credit for the design is uncertain, but over 17,000 of its type will be built in the United States.
- April 9, 1847 John Edgar Thompson (see October 1809) is appointed chief engineer of the newly-organized Pennsylvania Railroad.
- May 29, 1847 *Rough and Ready* is the first locomotive built by Taunton (Massachusetts) Locomotive Works.
- September 1847 John Doggett, Jr. of New York City publishes his *United States Railroad and Ocean Steam Navigation Guide*, featuring 132 pages of railroad and steamship timetables and a folding railroad map, selling for 12½ cents.
- October 1, 1847 Madison & Indianapolis is open for traffic between Indiana's capitol and the Ohio River (see April 1, 1839).
- November 19, 1847 First train from Montreal's Bonaventure station to Lachine over the Montreal & Lachine.
- Circa 1848 Ezra Cornell, an associate of Samuel F. B. Morse, begins building a commercial telegraph line across southern New York, generally following the route of the Erie Railroad (see May 24, 1844).

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January 1848	Schenectady (New York) Locomotive Works is organized by the Norris brothers, locomotive builders from Philadelphia.
February 25, 1848	Edward Henry Harriman is born in Hempstead, New York.
March 1848	Hinkley & Drury rename their business the Boston Locomotive Works.
May 1848	Swinburne, Smith & Company of Patterson, New Jersey completes its first locomotive for the Erie Railroad.
May 29, 1848	Wisconsin becomes a state (see December 28, 1846).
July 1848	Portland Company of Portland, Maine completes <i>Augusta</i> , its first venture into locomotive construction, for the Portland, Saco & Porsmouth.
September 25, 1848	Ross Winans' patent for an eight-wheel passenger car is extended for another seven years (see October 1, 1834). The patent has been routinely ignored by car builders and their customers, causing Winans to be involved in endless lawsuits.
October 22, 1848	Galena & Chicago Union Railroad's first locomotive arrives in Chicago.
December 1848	New York & New Haven begins operating into Manhattan over the New York & Harlem from Williams Bridge (Woodlawn) to the NY&H depot at 26th Street and 4th Avenue, completing an all-rail route between New York and Boston.
December 4, 1848	Maine's Androscoggin & Kennebec opens for service between Danville Junction and Lewiston.
December 9, 1848	Erie's first locomotive <i>Orange</i> crosses the new Starucca Viaduct near Susquehanna, Pennsylvania, designed and built by Julius Adams and James Kirkwood. Its eighteen stone arches reach 110 feet high and 1,040 feet in length.
December 28, 1848	Binghamton, New York celebrates the arrival of the Erie Railroad.
Circa 1849	The government of Canada offers to loan money for the construction of new railroads. The bill authorizes payment of up to half the cost of any line more than 120 kilometers in length.
Circa 1849	Barney & Smith of Dayton, Ohio enters the car building business.
Circa 1849	Henry V. Poor and John Alfred purchase the <i>American Railroad Journal</i> .
February 13, 1849	Vermont Central Railroad opens for business between Burlington and Windsor, the first railroad to operate in Vermont .
April 1849	Incorporation of the Panama Railroad Company, to build a railroad across the Isthmus of Panama (see circa 1827).

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- April 9, 1849 George Washington Whistler dies of cholera in St. Petersburg, Russia. Whistler had been building a railroad for Czar Nicholas (see July 30, 1842).
- April 23, 1849 Michigan Central reaches Lake Michigan at New Buffalo.
- May 1849 Amoskeag Manufacturing Company of Portland, Maine delivers its first locomotive, *Etna* to the Northern Railroad.
- September 1, 1849 The first 61 miles of the Pennsylvania Railroad opens for service between Harrisburg and Lewistown, including a 3,680-foot wooden bridge across the Susquehanna River at Rockville.
- October 15, 1849 St. Louis hosts a National Railroad Convention, where delegates from fifteen states petition the federal government to build a railroad to the Pacific Ocean. Similar events have been held earlier this year in Boston and Chicago, and a fourth is held later in Memphis (Dunbar, p. 1334-6).
- Circa 1850 Canadian Locomotive Company of Kingston, Ontario is organized.
- Circa 1850 Baltimore & Susquehanna opens its Calvert Station in Baltimore.
- Circa 1850 Tredegar Iron Works of Richmond, Virginia, largest machinery builder in the South, enters the field of locomotive construction.
- February 27, 1850 Henry Huntington is born in Oneonta, New York.
- March 18, 1850 Express companies meet in Buffalo to form the American Express Company.
- April 1850 A transcontinental railroad convention is held in Philadelphia (Dunbar, p. 1334-5).
- May 9, 1850 Georgia-owned Western & Atlantic opens for traffic between Atlanta and Chattanooga, Tennessee.
- June 19, 1850 Union Track Railway connects four Indianapolis railroads.
- September 9, 1850 California becomes a state (see May 29, 1848).
- September 16, 1850 Ceremonial opening of the first section of the **first railroad in Mexico**, the Vera Cruz-Rio San Juan Railway. Regular service between Veracruz and El Molino begins on September 22nd.
- September 20, 1850 President Fillmore signs the Central Railroad Act, a land-grant bill to aid railroad construction. Sponsored by Senators King of Alabama and Douglas of Illinois, the law initially provides aid to the Illinois Central and Mobile & Ohio, intended to creating a Great Lakes-to-Gulf railroad (see March 3, 1835).

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- November 20, 1850 Arson destroys the Michigan Central freight house at Detroit, the most serious incident in a recent wave of vandalism. Farmers angered by insufficient compensation for livestock killed by trains, have been opening switches, placing obstacles on the track and shooting at trains.
- Circa 1851 Canada's *Main Trunk Line Act* establishes a Board of Railway Commissioners.
- Circa 1851 John Plumbe publishes *Memorial against Mr. Asa Whitney's Railroad Scheme*. Plumbe has also been a longtime promoter of a northern transcontinental railroad (circa 1836).
- Circa 1851 Steel tires for locomotive driving wheels made by Krupp of Germany are displayed at the Great Exhibition in London. Soon the longer-lasting tires are being ordered by US railroads.
- Circa 1851 Herman Haupt publishes his *General Theory of Bridge Construction*.
- Circa 1851 A mule-powered wooden tramway is constructed around the Cascade rapids along the south bank of the Columbia River in Washington Territory (Oregon) (see circa 1846).
- February 22, 1851 First train between Cleveland and Columbus over the Cleveland, Columbus & Cincinnati Railroad.
- February 25, 1851 Milwaukee & Mississippi begins service between Milwaukee and Waukesha, Wisconsin.
- April 1851 Baltimore & Ohio opens its new depot in Washington, two blocks north of the Capitol Building.
- April 9, 1851 The last spike is driven at Cuba, New York, completing the Erie Railroad between the Hudson River at Pierpont and Lake Erie at Dunkirk.
- April 19, 1851 32 are arrested and charged in the Michigan Central conspiracy case (see November 20, 1850).
- April 29, 1851 Dr. Charles G. Page of the US Patent Office tests a 16 horsepower, battery-powered electric rail car over the Baltimore & Ohio between Washington and Bladensburg, Maryland. Page's vehicle is constructed on a 4-wheel flat car furnished by the B&O.
- May 14-15, 1851 Special trains on the Erie Railroad convey such notables as President Fillmore, New York governor William Seward and Senator Stephen Douglas. Secretary of State Daniel Webster enjoys the scenery from a rocking chair, secured to a flatcar (see April 9, 1851).
- July 1, 1851 A boxcar of the Northern Railroad (New York), modified to carry iced perishables, is used to ship eight tons of butter to Boston. The car is considered a success and 50 more are built.

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June 14, 1851	Schenectady Locomotive Works is reorganized by new owner John Ellis.
July 1851	Swinburne, Smith & Company of Patterson, New Jersey is reorganized as the New Jersey Locomotive & Machine Company. William Swinburne will soon leave to form his own company.
July 31, 1851	The Province of Canada adopts 5'-6" as its standard railroad gauge.
October 1851	Baltimore & Ohio opens its new brick passenger station at Mt. Clare, on Baltimore's west side.
October 8, 1851	Hudson River Railroad is completed from New York City to Albany.
September 22, 1851	Erie Railroad superintendent Charles Minot, waiting impatiently for an opposing train, uses the commercial telegraph to send orders holding that train at the next station, in the first known use of telegraphy to regulate train movements .
September 25, 1851	A jury in Detroit convicts twelve of sabotage and arson against the Michigan Central Railroad. William H. Seward defends Abel Fitch, leader of the conspiracy. Twenty of those charged in the case are acquitted (see April 19, 1851).
November 1851	Two shiploads of travelers bound for California ride the partially-completed Panama Railroad from Colon to the Chagres River, where they must transfer to native canoes (see April 1849).
November 1851	Schenectady Locomotive Works delivers its first locomotive to the Buffalo, Corning & New York Railroad.
December 1851	New York state legislators remove restrictions on railroad freight which had previously favored the Erie Canal and its tributaries (see April 29, 1833).
Circa 1852	Anthony Harkness renames his machine shop the Cincinnati Locomotive Works.
January 1852	Southwestern Railroad Convention is held in New Orleans.
February 8, 1852	New York & Harlem driver Lancaster "Lank" Odell is killed in a collision between his horse-drawn passenger car and a horse-drawn wagon. Odell was the first driver to operate a car for the NY&H (see November 14, 1832).
February 20, 1852	Michigan Southern enters Chicago, using the tracks of the Rock Island.
March 18, 1852	Henry Wells and William G. Fargo leave American Express (see March 18, 1850) to establish Wells, Fargo & Company. American Express had vetoed their proposal to compete in the booming California trade.
April 1852	Master mechanic Walter McQueen leaves the Hudson River Railroad to join the Schenectady Locomotive Works.

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- May 15, 1852 Illinois Central completes its first 14 miles from Chicago to Calumet. The line is built in cooperation with the Michigan Central, which begins using it on May 21.
- August 9, 1852 Once again, Erie's pioneer locomotive *Orange* inaugurates a new bridge (see December 9, 1848). This time it is the massive Genesee River bridge at Portageville, New York, which rises 234 feet above the mean water level and spans 800 feet, with 1.6 million linear feet of timber.
- September 30, 1852 Richmond, Fredericksburg & Potomac is extended to Quantico, Virginia.
- November 5, 1852 Founding of the *American Society of Civil Engineers and Architects* in New York City. "*Architects*" is later dropped from the title.
- December 10, 1852 Pennsylvania Railroad begins all-rail service between Philadelphia and Pittsburgh. Passengers must switch to the former Allegheny Portage Railroad between Hollidaysburg and Johnstown.
- December 23, 1852 An inaugural train operates over the Pacific Railroad of Missouri, five miles between St. Louis and Cheltenham, the **first railroad in Missouri**, and the **first railroad to operate west of the Mississippi River**.
- December 24, 1852 The Baltimore & Ohio reaches the Ohio River at Wheeling, Virginia. The first train from Baltimore arrives in Wheeling on January 1st.
- Circa 1853 The first locomotive is built at Mason Machine Works of Taunton, Massachusetts.
- Circa 1853 Philadelphia, Wilmington & Baltimore Railroad begins transfer of rail cars across the Susquehanna River at Havre de Grace, Maryland. The steam ferry *Maryland* is able to hold eight passenger cars.
- January 6, 1853 The 12-year-old son of President-elect Franklin Pierce is the only fatality in a derailment on the Boston & Maine at Andover, Massachusetts. The elder Pierce, who is only slightly injured, is initially reported to have been killed. Congress adjourns until news of Pierce's safety is received.
- March 1853 Danforth, Cooke & Company of Patterson, New Jersey completes its first locomotive.
- March 1853 Postmaster General of the Province of Canada announces plans to study "travelling post offices" in Great Britain.
- March 1, 1853 Congress authorizes the War Department to use military engineers for a survey of the most practical route for a railroad from the Mississippi to the Pacific Ocean.
- March 3, 1853 Regular service begins between Philadelphia and Pittsburgh on the Pennsylvania Railroad.

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March 11, 1853	State of Pennsylvania approves the merger of the Lackawanna & Western and the Delaware & Cobb Glenn to form the Delaware, Lackawanna & Western.
April 2, 1853	New York legislature authorizes ten upstate railroad companies* to consolidate under the name New York Central Railroad Company. *Albany & Schenectady; Schenectady & Troy; Utica & Schenectady; Syracuse & Utica; Syracuse & Utica Direct; Rochester & Syracuse; Buffalo & Lockport; Mohawk Valley; Rochester, Lockport & Niagara Falls; Buffalo & Rochester.
April 25, 1853	A Michigan Southern express rams a Michigan Central passenger train carrying primarily German immigrants. Twenty-one persons die in the wreck at Grand Crossing, south of Chicago. Prior to this incident, no single railroad accident had claimed more than seven lives.
April 25, 1853	John F. Stevens is born near West Gardiner, Maine.
May 6, 1853	An eastbound New York & New Haven train, despite a signal indicating an open drawbridge, plunges into the Norwalk River at South Norwalk, Connecticut, killing 46. It is the second major rail disaster in less than two weeks (see April 25, 1853).
July 15, 1853	Six Canadian railroads combine to form the Grand Trunk Railway Company.
July 18, 1853	Completion of an international route connecting Portland, Maine and Montreal, Quebec. The US portion is the Atlantic & St. Lawrence Railway.
August 1, 1853	Service begins on the first 20 miles of the Buffalo Bayou, Brazos & Colorado, the first railroad in Texas . The line extends westward from Harrisburg, near Houston.
August 5, 1853	Grand Trunk Railway leases the Atlantic & St. Lawrence Railroad (see July 18, 1853).
September 30, 1853	Opening of the Union Track Railway's passenger depot at Indianapolis, the first union station in the US .
October 11, 1853	Mason delivers its first locomotive, <i>James Guthrie</i> to the Jeffersonville & Indiana Railroad.
Circa 1854	<i>Pioneer</i> is the first locomotive built by Manchester Locomotive Works in New Hampshire.
Circa 1854	Union Station in Cleveland opens.
Circa 1854	Breese, Kneeland & Company (aka New York Locomotive Works) produces its first locomotive in Jersey City, New Jersey.
January 27, 1854	Great Western Railway completes its main line from Suspension Bridge to Windsor, Ontario.

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- February 22, 1854 Chicago & Rock Island enters Rock Island, Illinois - the **first railroad to reach the Mississippi River from the east.**
- March 1854 First use of postal clerks to sort mail aboard trains in the Province of Canada, aboard specially-constructed travelling post offices.
- April 4, 1854 Dr. B.J. LaMothe of New York City receives a patent for “Improvement in Railroad Cars” built of iron and steel.
- June 1854 Henry V. Poor presents a paper at the American Geographical and Statistical Society on the topic of the Pacific railway, illustrated by Poor’s own map of all existing and proposed railroads in the US.
- July 1, 1854 A group of express companies meet to incorporate The Adams Express Company (see March 18, 1852). Led by Alvin Adams of Adams & Company, they include Harnden Express (see March 4, 1839), Kingsley & Company Express and Hoey’s Charleston Express.
- September 20, 1854 Children’s Aid Society sends a group of orphaned, or otherwise homeless, children by boat and train from New York City to Dowagiac, Michigan, for placement in permanent homes. This is the **first of the “orphan trains”** that relocated children, mainly from Boston and New York, to new homes in small towns and rural areas.
- December 10, 1854 Pennsylvania Railroad begins passenger service between Philadelphia and Pittsburgh without a change of cars (see December 10, 1852).
- January 27, 1855 Rails are joined on a dark and stormy night, completing the 47-3/4 mile Panama Railroad. In the morning (January 28th), the first train makes the journey by rail between the Atlantic Ocean and Pacific Ocean (see November 1851).
- February 1855 Susan Morningstar is hired by the Baltimore & Ohio as a cleaning person at Baltimore, Maryland, becoming the **first female railroad employee in the US** (AAR *Railroads of America*, 1970).
- February 14, 1855 Chicago & Aurora receives permission from the Illinois legislature to change its name to Chicago, Burlington & Quincy.
- March 15, 1855 Employees of the Boston & Thompson (Massachusetts) Railroad strike to collect unpaid wages. The three-week labor action brings an end both to the shaky company and the strikers’ jobs.
- March 16(19), 1855 First train uses John Roebling's suspension bridge across the Niagara River gorge. The town which develops on the American side is named Suspension Bridge, New York.
- March 24, 1855 Manchester Locomotive Works delivers its first locomotive, the *Cossack*, to the Central Military Tract Railroad.

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May 21, 1855	Chicago & Milwaukee Railroad is completed between its two namesake cities.
July 19, 1855	The first locomotive in Iowa, named <i>Antoine Le Claire</i> arrives to help build the Mississippi & Missouri, affiliated with the Chicago & Rock Island (see February 22, 1854).
August 25, 1855	An excursion celebrates completion of the first part of the Louisville & Nashville - a distance of 8 miles from Louisville.
November 1855	Louisville & Nashville begins operation between its two namesake cities.
November 5, 1855	Eugene V. Debs is born in Terre Haute, Indiana.
November 5, 1855	Delegates from 45 railroads meet in Baltimore and organize the National Protective Association of the Brotherhood of Locomotive Engineers of the United States. The group holds annual meetings again in 1856 and 1857.
December 3, 1855	Opening of Great Western's line between Toronto and Hamilton, Ontario.
December 31, 1855	Just minutes before a midnight deadline, Henry Farnham's Mississippi & Missouri Railroad (see July 19, 1855) reaches Iowa City to claim a \$50,000 reward offered by the city.
Circa 1856	Engineers on the Erie Railroad stage a six-month strike under the leadership of Horatio G. Brooks.
Circa 1856	Amoskeag Manufacturing Company of Manchester, New Hampshire ceases locomotive production, having built 234 since 1849.
Circa 1856	New York state legislature enacts a <i>Codification of Rules and Regulations for Running Trains on the Railroads of the State of New York</i> . The list of more than 250 rules comes at a time when railroad accidents in the US are increasing in number and severity.
February 22, 1856	Sacramento Valley Railroad is completed between Sacramento and Folsom, the first railroad in California .
April 4, 1856	Western Union Telegraph Company is chartered by the State of New York.
April 19, 1856	Thomas Rogers dies in New York City.
April 22, 1856	Chicago & Rock Island's 1,535 foot bridge across the Mississippi River is completed, connecting Rock Island, Illinois and Davenport, Iowa (see February 22, 1854).
May 6, 1856	The steamboat <i>Effie Afton</i> collides with the Chicago & Rock Island bridge (see April 22, 1856), starting a fire which destroys the boat and part of the bridge. The railroad is promptly sued for damages by the steamboat's owner, and it is widely believed that

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steamboat operators encouraged the incident to test the right of railroads to bridge navigable waterways.

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| May 18, 1856 | Samuel M. Vauclain is born. |
| June 1856 | Rogers, Ketchum & Grosvenor is reorganized as the Rogers Locomotive & Machine Works, following the death of Thomas Rogers (see April 19, 1856). The firm of RK&G built a total of 687 locomotives (see October 14, 1837). |
| June 2, 1856 | Start of the Democratic national convention in Cincinnati. The party votes 138 to 120 against endorsing a Pacific railway. |
| June 4, 1856 | Opening of the Ohio & Mississippi between Cincinnati and St. Louis. The Marietta & Cincinnati, opened on June 2nd, connects with the Baltimore & Ohio at Wheeling, Virginia, creating an almost-continuous* rail route from the Chesapeake Bay to the Mississippi. |
| | *Passengers and freight must still cross the Ohio River by ferry. |
| July 17, 1856 | An excursion train of the North Pennsylvania Railroad, carrying Philadelphia school children to a country outing, collides head-on with a regular train at Camp Hill*, Pennsylvania. At least sixty passengers die, all of them passengers on the special train, which catches fire upon impact. |
| | *No longer called Camp Hill, the wreck site is located between the stations of Oreland and Fort Washington on SEPTA's R5 line. |
| August 1, 1856 | Pittsburgh, Ft. Wayne & Chicago acquires control of three railroads spanning Ohio, Indiana and Illinois. |
| September 11, 1856 | Prominent citizens and the press ride a special train over the Memphis & Little Rock Railroad from Hopefield, Arkansas, across the Mississippi River from Memphis, to the end of track about ten miles west. This is the first railroad in Arkansas . |
| September 21, 1856 | Illinois Central Railroad is completed from Chicago to Cairo, Illinois on the Ohio River. |
| October 1856 | Morton & Hinds machine works of Kingston, Ontario, a predecessor of Canadian Locomotive Company, delivers its first locomotive to the Grand Trunk. |
| October 16, 1856 | John Brown and his followers attack Harpers Ferry, Virginia, hoping to use weapons from the US arsenal to start an insurrection that will free slaves. Among those fatally wounded by the abolitionist group is an unarmed Baltimore & Ohio employee named Hayward Sheppard, a free black man. |
| October 27, 1856 | Grand Trunk Railway completes its line between Montreal and Toronto. |
| November 1, 1856 | Henry Villard, a reporter for the New York <i>Staats-Zeitung</i> , meets US senate candidate |

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Abraham Lincoln. The two discuss politics as they seek shelter from a thunderstorm, sitting in a boxcar at a flag stop 20 miles west of Springfield.

- December 2, 1856 Two patents are issued to T.T. Woodruff, master car builder of the Terre Haute, Alton & St. Louis Railroad. The patents are for a sleeping car seat and couch.
- Circa 1857 Samuel Sharp designs and builds a sleeping car for the Great Western Railway at Hamilton, Ontario.
- January 1, 1857 Theodore Judah publishes *A Practical Plan for Building The Pacific Railroad*.
- February 1857 Baltimore & Ohio directors meet in the new Camden Station in Baltimore, shortly before it opens to the public.
- March 17, 1857 A Great Western passenger train derails while crossing a bridge near Hamilton, Ontario causing the bridge to collapse into the frozen canal below. The accident claims 60 lives out of 90 aboard the train.
- April 1, 1857 Completion of the Memphis & Charleston Railroad creates the first Atlantic-to-Mississippi rail route in the South.
- April 15, 1857 Milwaukee & Mississippi reaches the Mississippi River at Prairie Du Chien, Wisconsin.
- May 29, 1857 John Plumbe, Jr. commits suicide at his brother's home in Dubuque, Iowa, reportedly by cutting his own throat (see Circa 1851). Plumbe's daguerreotype business had failed, leaving him broke, and he had been sick with recurring bouts of malaria, contracted on a trip to California during the recent Gold Rush.
- June 25, 1857 Pennsylvania Railroad is the only bidder for the state-owned Main Line of Public Works, a system of canals, inclined planes and railroads extending from Philadelphia to Pittsburgh. PRR takes control of the system on July 31st.
- July 4, 1857 Ceremonial first train of the LaVilla Railway runs from Mexico City to Guadalupe Hidalgo.
- July 25, 1857 Frank Sprague born in Milford, Connecticut.
- August 24, 1857 Failure of the New York office of the Ohio Life Insurance and Trust Company sets off a wave of bank and business closings, known as the **Panic of 1857**. Many railroads will be among the nearly 5,000 subsequent business failures.
- August 31, 1857 President Comonfort issues a concession to Don Antonio Escandon, granting him the exclusive right to construct a railroad from Acapulco to Veracruz via Mexico City. Escandon and his brother Don Manuel are Veracruz businessmen, active in stagecoach and mining operations.
- September 1, 1857 Hired to defend the railroad in the Rock Island bridge case, Abraham Lincoln visits the

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ruined structure to interview witnesses and gather evidence (see May 6, 1856).

- October 1857 Wason Car Company of Springfield, Massachusetts constructs a prototype sleeping car from the design of Theodore T. Woodruff (see December 2, 1856).
- November 1, 1857 End of operation over the former Allegheny Portage Railroad between Johnstown and Hollidaysburg, Pennsylvania (see June 25, 1857).
- November 2, 1857 Great Western (of Canada) purchases control of the Detroit & Milwaukee.
- December 31, 1857 Queen Victoria selects Ottawa to be the new capitol of the Province of Canada (Quebec and Ontario).
- Circa 1858 Breese, Kneeland & Company reorganizes as the Jersey City Locomotive Works.
- Circa 1858 The defunct Kentucky Locomotive Works in Louisville is sold to the Louisville & Nashville Railroad.
- Circa 1858 William Swinburne closes his factory in Patterson, New Jersey, after having built 104 locomotives.
- February 1, 1858 The first train of three cars is hauled by oxen between Swanson's Landing and Marshall, Texas on the Southern Pacific Railroad Co. (of Texas).
- March 18, 1858 Rudolf Diesel is born in Paris.
- April 13, 1858 First train through the Crozet Tunnel (AKA Blue Ridge, or Rockfish Tunnel) near Waynesboro, (West) Virginia, designed and built by Claudius (Claude) Crozet, a French civil engineer. The 4,273 foot long bore is the world's longest railroad tunnel.
- May 1858 Webster Wagner contracts to operate Theodore T. Woodruff's sleeping cars on the New York Central between Albany and Buffalo (see October 1857).
- May 11, 1858 Minnesota becomes a state (see September 9, 1850).
- June 1, 1858 Baltimore & Ohio sponsors an Artists' Excursion over its line. The train carrying 14 painters, 4 photographers and others features a complete darkroom. Since several photographers were aboard, this train appears in many photos.
- September 15, 1858 T.T. Woodruff receives a contract to supply sleeping cars for the Pennsylvania Railroad (see May 1858).
- November 22, 1858 The first Detroit & Milwaukee train enters Grand Haven, Michigan.
- November 17, 1858 John W. Garrett becomes president of the Baltimore & Ohio.

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December 1858	US Supreme Court declines to uphold Ross Winans' patent for an eight-wheel passenger car (see September 25, 1848).
December 15, 1858	Province of Nova Scotia completes the first section of the Nova Scotia Railway between Richmond (Halifax) and Truro, Nova Scotia.
January 1, 1859	Pittsburgh, Ft. Wayne & Chicago begins operation between Pittsburgh and Chicago (see August 1, 1856).
February 11, 1859	Kansas legislators approve a charter for the Atcheson & Topeka Railroad Company.
February 14, 1859	Oregon becomes a state (see May 11, 1858).
February 15, 1859	Hannibal & St. Joseph begins operation over its entire line between the Mississippi and Missouri Rivers.
June 12, 1859	Gold and silver are discovered in Storey County, Nevada, near what will become Virginia City. Named for prospector Henry Comstock, the "Comstock Lode" attracts tens of thousands, adding to the demand for outside railroad connections.
June 28, 1859	Philadelphia businessman E.C. Knight receives the first of several patents for sleeping car seats and berths.
July 27, 1859	William Cundell of Patterson, New Jersey delivers a sixty-passenger iron day coach to the Boston & Worcester. The car's design is based on the patents of Dr. B.J. LaMothe (see April 4, 1854).
August 15, 1859	George Pullman and partner Benjamin Field demonstrate their first sleeping car in Chicago.
September 1859	Abraham Lincoln meets Grenville Dodge in Council Bluffs, Iowa. Their talks convince Lincoln that a Pacific railroad project is feasible.
October 1859	Creditors force closure of the Boston Locomotive Works.
October 21, 1859	Arthur E. Stillwell is born in Rochester, New York.
October 27, 1859	Louisville & Nashville completes its line between the two cities.
December 12, 1859	First train crosses the St. Lawrence River on the 10,284-foot Victoria Bridge. Designed by Robert Stephenson, the bridge is a single-track, fully-enclosed tubular structure, having smoke ventilation problems not unlike those of a tunnel.
Circa 1860	Tredegar Iron Works of Richmond, Virginia ceases production of locomotives, having built about 70. The company continues to make other railroad goods.
February 1860	Galveston, Houston & Henderson begins operation between Galveston and Houston, Texas.

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April 3, 1860	Overland mail service to California begins, as the first Pony Express rider departs St. Joseph, Missouri on the first leg of the 1,966 mile trip. A special mail train named <i>Pony Express</i> operates over the Hannibal & St. Joseph Railroad, traveling the 206 mile route in just over 4 hours.
April 24, 1860	William Sellers of Philadelphia receives a US patent for Henri Giffard's injector. This simple device based on the Venturi principle uses steam to draw water into a boiler.
May 18, 1860	The Republican national convention in Chicago nominates Abraham Lincoln as their presidential candidate. Part of the party platform reads "A Railroad to the Pacific Ocean is imperatively demanded by the interests of the whole country; the Federal Government ought to render immediate and efficient aid in its construction" (see September 1859).
October 12, 1860	Elmer A. Sperry is born in Cortland, New York.
October 17, 1860	A railroad convention, held in Topeka, Kansas, resolves that public lands be used to aid railroad construction.
December 31, 1860	Brockville & Ottawa Railway opens its tunnel at Brockville, Ontario, the first railroad tunnel in Canada .
Circa 1861	John B. Jervis publishes his <i>Railway Property. A Treatise on the Construction and Management of Railways</i> .
January 1, 1861	Over 45 percent of US rail trackage is built to a gauge of 4'-10 or larger, with 22 percent built to a gauge of 5'-0.
January 29, 1861	Kansas becomes a state (see February 14, 1859).
February 11, 1861	A special train leaves Springfield, Illinois, carrying president-elect Abraham Lincoln and his family to Washington.
February 22, 1861	Warned of an assassination plot in Baltimore, Abraham Lincoln leaves his wife and entourage in Harrisburg. The President-elect departs after dark, on a special train, after all telegraph lines entering the city had been cut. Not being expected in Baltimore until afternoon, Lincoln's train passes through the city without incident.
April 15, 1861	Arson destroys the Patterson, New Jersey workshop of William Cundell, melting the iron passenger car undergoing repairs inside. The car destroyed is the fourth, and last to be built by Cundell, as he is not able to rebuild his business (see July 27, 1859).
April 22, 1861	Mobile & Ohio completes its line from Mobile, Alabama to the Ohio River at Columbus, Kentucky.
May 1, 1861	The state of Georgia grants a charter to The Southern Express Company, organized to

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acquire control of the assets of Adams Express Company in the Confederate states (see July 1, 1854). Adams acquires control of Southern after the war.

May 23, 1861	Confederate forces under General Thomas Jackson seize a section of the Baltimore & Ohio between Point of Rocks, Maryland and Martinsburg, Virginia.
June 14, 1861	Confederate troops destroy the Baltimore & Ohio's bridge over the Potomac River at Harpers Ferry, Virginia.
June 28, 1861	Incorporation of the Central Pacific Railway Company.
August 1861	Following the Battle of Wilson's Creek, wounded Union soldiers are evacuated on a special train from Rolla, Missouri to St. Louis, the first recorded ambulance, or hospital train .
October 4, 1861	Railroads of the newly-created Confederate States of America hold their first convention in Chattanooga, Tennessee to set rates to be used during the war.
January 11, 1862	Edwin M. Stanton is appointed US Secretary of War. Stanton replaces Simon Cameron, who has been accused, among other things, of using his position to defend his Northern Central Railroad while leaving the rival Baltimore & Ohio unprotected.
January 31, 1862	Congress passes the Railways and Telegraph Act, authorizing the federal government to take control of any railroad property deemed necessary for public safety. Property seized under this act is incorporated into the US Military Railroad.
February 3, 1862	Thomas A. Edison prints and sells his first <i>Grand Trunk Herald</i> newspaper, printed aboard a train between Port Huron and Detroit, Michigan.
February 11, 1862	Daniel C. McCallum is appointed military director of US railroads.
March 1862	Dickson Manufacturing Company of Scranton, Pennsylvania builds its first locomotives for the Delaware & Hudson.
April 12, 1862	Union soldiers led by Captain James Andrews steal a Western & Atlantic train, behind Confederate lines at the depot in Kenesaw, Georgia, hoping to disrupt rail and telegraph links between Chattanooga and Atlanta. The raiders are eventually captured, and several, including Andrews, are executed as spies.
April 26, 1862	Herman Haupt leaves his position as chief engineer of the Hoosic Tunnel to enter the US Army.
May 1, 1862	Henry B. Plant begins operating the Southern Express Company, having purchased contracts of the Adams Express Company within the Confederate States.
May 10, 1862	Locomotive <i>Oregon Pony</i> begins steam operation on the Oregon Portage Railway along the Columbia River in Oregon. The railway offers a short ride between connecting

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steamboats unable to pass the Cascade rapids.

- May 10, 1862 Union army extends the partially-completed Nashville & Northwestern to the Tennessee River at Johnsonville.
- May 20, 1862 President Lincoln signs the Homestead Act, granting 160 acres of land to any citizen or immigrant willing to occupy and farm the land for at least five years.
- July 1, 1862 President Lincoln signs the Pacific Railroad Act, incorporating the Union Pacific Railroad Company to build a railroad west from the Missouri River, and authorizing the existing Central Pacific Railroad to build east from Sacramento to the Nevada border. The bill also provides for a telegraph line along the route. Track gauge is not yet determined.
- July 1, 1862 Congress passes an internal revenue act which taxes railroads, steamboats and ferries on their gross revenue from passenger operations.
- July 2, 1862 The first ten miles of the St. Paul & Pacific Railroad opens for business between St. Paul and St. Anthony (Minneapolis), the **first railroad in Minnesota**.
- July 28, 1862 The assistant postmaster of St. Joseph, Missouri, William A. Davis initiates the sorting of mail destined for California and other western points, aboard the Hannibal & St. Joseph Railroad, using a modified baggage car. This will soon lead to development of a specialized Railway Post Office car.
- October 28, 1862 Maine Central Railroad is created in a consolidation of the Androscoggin & Kennebec and the Penobscot & Kennebec.
- December 1862 Theodore T. Woodruff & Company is reorganized by Andrew Carnegie as the Central Transportation Company, incorporating the assets and patents of competitor E.C. Knight (see September 15, 1858).
- Circa 1863 Province of Canada passes the Railway Postal Service Act, setting conditions for railroads carrying mail.
- January 16, 1863 Construction begins on the Central Pacific at Sacramento (see July 1, 1862).
- March 1863 After lengthy debate, Congress establishes the gauge of the Pacific Railroad at 4'-8-1/2" (see January 16, 1863). President Lincoln is said to have favored a gauge of 5'-0".
- March 31, 1863 Ezra Miller receives a patent for an improved hook-type coupler.
- April 17, 1863 Thirteen locomotive engineers from the Michigan Central meet at the home of William D. Robinson in Marshall, Michigan to discuss the need for a protective labor organization. Robinson had been secretary of an earlier group (see November 5, 1855).
- April 20, 1863 Opening of the Columbia River Portage Railroad, built to circumvent rapids on the river

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between The Dalles and Celilo, Oregon.

May 1, 1863	President Jefferson Davis signs a law allowing his government to make use of southern railroads for military purposes. The law is seldom used, as the Confederacy is reluctant to interfere with private property.
May 8, 1863	At a meeting in Detroit, engineers from several Michigan railroads form the Brotherhood of the Footboard (see April 17, 1863).
June 20, 1863	West Virginia joins the Union as a state (see January 29, 1861), formally severing ties with secessionist Virginia.
August 17-18, 1863	First meeting of the Grand National Division, of Brotherhood of the Foot Board is held in Detroit. William D. Robinson is elected Grand Chief Engineer (see April 17, 1863).
November 1863	A car having wheels which can be moved along the axle to accomodate different track gauges is tested. The system is used for a while, but frequent accidents cause it to be abandoned.
November 2, 1863	Theodore Judah dies in a New York City hotel, from yellow fever contracted while crossing the Isthmus of Panama. His wife accompanies his body to Massachusetts for burial.
November 17, 1863	President Lincoln issues a proclamation setting the starting point of the Pacific railway within the city of Omaha, Nebraska (see March 1863).
November 24, 1863	Atcheson & Topeka changes its name to Atcheson, Topeka & Santa Fe.
December 2, 1863	Grading for the Union Pacific begins at Omaha, Nebraska (see November 17, 1863).
Circa 1864	Fire destroys Union Station in Cleveland (see Circa 1854).
January 16, 1864	San Francisco & San Jose is completed between its namesake cities.
June 29, 1864	An immigrant train from Quebec plunges through the open drawbridge over the Richelieu River at St. Hilaire, Lower Canada (Quebec). The exact death toll aboard the Grand Trunk train is unknown (Shaw, p.235 & 477, says between 86 and 100), but it is the worst rail disaster in North America.
July 2, 1864	Congress amends the Pacific Railroad Act to overcome objections to the original bill. President Lincoln also signs an Act creating the Northern Pacific Railroad Company to build a railroad and telegraph line between Lake Superior and Puget Sound (see December 2, 1863).
July 15, 1864	An Erie train carrying Confederate prisoners-of-war collides head-on with a coal train near Shohola, New York, killing approximately 60, including 17 Union army guards.

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August 17, 1864	At a national meeting of the Brotherhood of the Foot Board in Indianapolis, members change the name to The Brotherhood of Locomotive Engineers. The group receives unwanted attention when it is rumored that radical delegates are plotting to release Confederate prisoners being held in the city.
August 19, 1864	Don Antonio Escandon and British investors form the Imperial Mexican Railway Company, Ltd. to construct a railroad from Mexico City to Vera Cruz (see August 31, 1857).
August 28, 1864	The first car specifically constructed as a United States Railway Post Office (RPO) begins operation between Chicago and Clinton, Iowa on the Chicago & North Western. Shortly afterward, a New York and Washington RPO route is established, running on the Camden & Amboy, the Baltimore & Ohio and the Philadelphia, Washington & Baltimore (J.E. White, p.8).
September 1, 1864	A train of Confederate wounded being evacuated from Atlanta collides head-on with a train attempting to supply the army. About thirty die in the accident on the Macon & Western near Barnesville, Georgia. Both trains had been operated “wild”, or without orders.
September 2, 1864	Confederate forces evacuating the city of Atlanta and unable to move 81 boxcars of ammunition, detonate the explosives rather than leave it for the approaching Union army.
October 31, 1864	Nevada becomes a state (see June 20, 1863).
November 1864	Union forces leave Atlanta after destroying the roundhouse and shops of the Western & Atlantic, and the city’s union passenger depot.
December 22, 1864	Post Office Department appoints a deputy to oversee railway post offices and railway mails.
Circa 1865	<i>California</i> is the first locomotive built by the Vulcan Iron Works of San Francisco.
Circa 1865	Danforth, Cooke & Company is reorganized as the Danforth Locomotive and Machine Company, as John Cooke leaves the firm.
January 31, 1865	Ezra Miller patents an improvement to his previous coupler design, incorporating a passenger car end platform and buffer. By 1875, Miller’s system is adopted by 85 percent of all North American railroads.
April 21, 1865	The funeral train of Abraham Lincoln leaves Washington, scheduled to stop for tributes in virtually all major cities of the north.
May 3, 1865	The body of Abraham Lincoln returns home to Springfield, Illinois over the Chicago & Alton, traveling in George M. Pullman’s experimental sleeping car <i>Pioneer</i> .

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- May 5, 1865 A passenger train of Ohio & Mississippi is deliberately derailed and robbed at North Bend, Ohio, 7-1/2 miles west of Cincinnati. This raid is believed to have been conducted by former Confederate soldiers, who then fled across the Ohio River to Kentucky.
- May 24, 1865 The **first steel rails rolled in the US** are produced at Chicago Rolling Mills, from ingots produced at the Eureka Iron Works at Wyandotte, Michigan, near Detroit. The facility at Wyandotte produced the first Bessemer-process steel in the US in September 1864. The first railroad to buy and use the new rail is the Chicago & North Western. The rail weighs 57 pounds to the yard and has the T-type profile.
- July 10, 1865 Track-laying begins on the Union Pacific west from Omaha, Nebraska.
- September 1, 1865 Amos Densmore ships two 1,700 gallon wooden tanks filled with crude oil (about 160 barrels), from Miller's Farm, Pennsylvania to New York City. The tanks are transported on a conventional railroad flat car.
- September 19, 1865 Last spike completes the Pacific Railroad between St. Louis and Kansas City.
- September 25, 1865 US Military Railroad returns the Western & Atlantic to its previous owner, the state of Georgia.
- October 1865 George Westinghouse receives a patent for a railroad car re-railer.
- November 9, 1865 Rear-end collision in Kentucky between two Union troop trains (R&LHS Bulletin #6, p.69).
- December 2, 1865 Southern Pacific Railroad Company of California is incorporated.
- December 26, 1865 First train enters Chicago's new Union Stock Yard.
- Circa 1866 Webster Wagner forms the New York Central Sleeping Car Company to provide service on railroads controlled by Cornelius Vanderbilt (see May 1858).
- Circa 1866 Norris Locomotive Works of Philadelphia closes, having built 1,244 locomotives since 1833.
- Circa 1866 Kate Shelley is born in County Tipperary, Ireland. She comes to the US at the age of 9 months when her parents emigrate to Iowa.
- January 6, 1866 More than \$700,000. disappears from a safe aboard an Adams Express car on a train traveling between New York and Boston. Detective Allan Pinkerton eventually tracks down the burglars* and recovers most of the missing money.

*Technically, this is a *burglary*, not a robbery, since no victims were present.

- January 17, 1866 Engineers and firemen strike against the Michigan Southern & Northern Indiana

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- February 15, 1866 First train across the Hudson River bridge at Albany, New York. The first passenger train crosses on February 22nd. It is owned by the Albany Bridge Company, which is itself owned 50% by the New York Central, and 25% each by the Hudson River Railroad and Albany & Boston road.
- April 20, 1866 The Red Line Transit Company, a through-freight line operating between Boston/New York and Chicago, proposes a "Code of Interchange Rules" for the many railroads over which their cars travel.
- June 15, 1866 New York Central recommends that the Red Line's interchange standards be adopted by their connecting lines (see April 20, 1866).
- June 15, 1866 President Johnson signs an act which authorizes and encourages railroads to form "continuous lines of transportation" by physical connections and other means to enable interstate movement of passengers and freight.
- June 26, 1866 A fire destroys most of the Schenectady Locomotive Works.
- June 30, 1866 The Hartford Steam Boiler Inspection & Insurance Company is incorporated in Hartford, Connecticut. Partners Jeremiah Allen and Edward Reed are inspired to act following the April 27, 1865 boiler explosion on the steamboat *Sultana*, which killed over 1,600 passengers.
- July 3, 1866 The Pacific Railroad Act is amended, allowing the Central Pacific to build east from California to meet the Union Pacific (see July 2, 1864).
- July 25, 1866 Federal act authorizing construction of bridges across the Mississippi River, to be "free for the crossing of all trains of railroads terminating on either side of the river for reasonable compensation".
- September 1866 Rhode Island Locomotive Works of Providence completes its first locomotive, *The Governor Burnside*.
- September 7, 1866 Matthias Baldwin dies. His funeral is attended by most of Philadelphia's civic and political leaders.
- September 16, 1866 Representatives of eleven railroads meet in Adrian, Michigan to discuss standardization of cars interchanged between railroads (see June 15, 1866).
- September 25, 1866 George W. Richardson patents his improved automatic safety valve, which comes to be known as the "pop valve", for its quick-opening nature.
- October 6, 1866 Two masked, armed men rob the express car of an Ohio & Mississippi train at Seymour, Indiana, making off with a small safe. Generally attributed to the Reno brothers, or members of their gang, it is the **first peacetime* robbery of a moving train in the US**

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(see May 5, 1865).

*Train robberies by guerillas and army deserters had been common during the recent war.

- November 10, 1866 Opening of the new Union Station in Cleveland (see Circa 1864). The new depot encloses a space of over 108,000 square feet.
- November 26, 1866 Opening of the new railroad bridge over the Susquehanna River between Perryville and Havre De Grace, Maryland (see April 1836).
- Circa 1867 Smith & Porter of Pittsburgh complete their first locomotive.
- January 1867 Volume 1, number 1 of the *Locomotive Engineers' Monthly Journal* is distributed to members of the Brotherhood of Locomotive Engineers.
- January 14, 1867 Cornelius Vanderbilt's Hudson River Railroad refuses to interchange traffic with the New York Central at Albany (see February 15, 1866).
- January 29, 1867 L.F. Ward receives a patent for a movable hook which allows a postal clerk on a moving train to retrieve a mail sack from a trackside hanger. The device quickly becomes standard on US Railway Post Offices.
- March 1, 1867 Nebraska becomes a state (see October 31, 1864).
- April 1867 New Jersey Locomotive & Machine Works of Patterson, New Jersey is renamed Grant Locomotive Works.
- April 1867 The first locomotive is built at Pittsburgh Locomotive & Car Works in Allegheny City, Pennsylvania. Andrew Carnegie is a principal investor and Thacher Perkins is superintendent.
- June 16, 1867 Following the overthrow of Emperor Maximilian, the Imperial Mexican Railway Co. Ltd. is renamed Compania Limitada del Ferrocarril Mexicano, or Mexican Railway (see August 19, 1864).
- July 1, 1867 The British North America Act creates the Dominion of Canada, which unites the Province of Canada (see February 10, 1841), New Brunswick and Nova Scotia. As a condition of confederation, the Dominion government agrees to acquire control of existing railroads in New Brunswick and Nova Scotia, and extend them to connect with lines in Quebec.
- July 15, 1867 Incorporation of Pullman's Palace Car Company.
- August 1867 Cheyenne warriors led by Spotted Wolf wreck a Union Pacific freight train near North Platte, Nebraska, killing the crew and looting the derailed cars. The incident is one in a series of Cheyenne and Sioux raids on the UP.

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- September 4, 1867 Boston & Albany Railroad Co. is organized to consolidate the Boston & Worcester (see April 16, 1832) and the Western Railroad (see September 12, 1842).
- September 5, 1867 The first train load of longhorn cattle leaves Abilene, Kansas for Chicago. This begins a period of overland cattle drives from central Texas to Abilene, and other towns along the Kansas Pacific Railroad, which mark the northern end of the Chisholm Trail.
- September 18, 1867 Delegates from at least 29 railroads meet in Altoona, Pennsylvania to form the Master Car Builders Association.
- October 1, 1867 Illinois Central leases the Dubuque & Sioux City and the Cedar Falls & Minnesota, giving it a line to the Missouri River.
- October 3, 1867 A hurricane destroys the Galveston, Houston & Henderson Railroad bridge across Galveston Bay.
- December 1867 Chicago & North Western completes its line to Council Bluffs, Iowa.
- December 3, 1867 Locomotive Engineers' Mutual Life Insurance Association is established in Port Jervis, New York for the benefit of members of the Brotherhood of Locomotive Engineers. It is patterned an insurance association for New York City policemen.
- December 4, 1867 Patrons of Husbandry, commonly known as Grangers, are organized in Washington to represent the interests of farmers in national and state legislation.
- December 11, 1867 Cornelius Vanderbilt is elected president of the New York Central (see January 14, 1867). Vanderbilt is allowed to select the board of directors.
- Circa 1868 General Railway Act for Canada establishes a Railway Committee of Privy Council.
- Circa 1868 Cincinnati Locomotive Works closes after building as many as 200 locomotives since 1845.
- Circa 1868 Henry Varnum Poor and his son Henry William launch their *Manual of the Railroads of the United States*.
- Circa 1868 Norris & Sons Locomotive Works of Philadelphia merges with Schenectady Locomotive Works, and all work is soon transferred to Schenectady.
- Spring 1868 A group of Illinois Central conductors form the Conductors' Brotherhood at Amboy, Illinois.
- April 1868 George Pullman's *Delmonico* is exhibited prior to entering service. It is the **first full-service "restaurant", or dining car**, and its first regular run is Chicago-St. Louis on the Chicago & Alton. Only limited food service had previously been offered by railroads.

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April 1, 1868	First official day for the Post Office of the Dominion of Canada (see circa 1863).
April 14, 1868	An Erie express train derails along the Delaware River at Carr's Rock, near Port Jervis, New York, killing 24. A disgruntled former railroad employee is arrested for sabotage in the incident.
May 16, 1868	Newly-organized Cleveland, Columbus, Cincinnati & Indianapolis Railway acquires control of the Cleveland, Columbus & Cincinnati Railroad and the Bellefontaine Railway.
June 1868	American Railways Master Mechanics Association is organized in Cleveland.
June 17, 1868	Burlington conductors form a union at Galesburg, Illinois.
July 6, 1868	Illinois Central and Burlington conductors' groups merge to form the Conductors' Brotherhood.
August 13, 1868	Chicago, Burlington & Quincy opens its 2,237-foot iron bridge over the Mississippi River at Burlington, Iowa.
August 31, 1868	Virginia Central and the Covington & Ohio merge to form the Chesapeake & Ohio Railroad.
September 1868	A local passenger train of the Panhandle Railroad, equipped with George Westinghouse's air brakes has a dramatic trial in Pittsburgh, as a horse and wagon stray onto the track. The train stops quickly, shaking the dignitaries on board, but avoiding a tragic mishap.
September 30, 1868	American Railway Master Mechanics Association is formed to standardize locomotive construction and safety features, primarily for the prevention of boiler explosions.
November 1868	Columbus, Ohio hosts the first national convention of the Conductors' Brotherhood (see Spring 1868).
January 15, 1869	Opening of the Albany & Susquehanna between Binghamton and Albany, New York.
March 1, 1869	US postage stamps issued on this date include a 3-cent blue stamp depicting a locomotive, designed by the National Bank Note Company of New York City.
March 8, 1869	Union Pacific reaches Ogden, Utah and continues westward. Also on this day, Brigham Young and other Mormon elders organize the the Utah Central Railroad to build from Ogden to Salt Lake City.
April 5, 1869	Union Pacific Eastern Division changes its name to Kansas Pacific Railway.
April 6, 1869	Lake Shore & Michigan Southern Railway is formed to acquire control of four

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railroads, creating a continuous line from Buffalo to Chicago.

- April 8-9, 1869 In Washington, Grenville Dodge of the Union Pacific and Collis Huntington of the Central Pacific negotiate how and where the two railroads will meet. President Grant has requested the meeting to avoid unnecessary duplication of trackage in Utah.
- April 13, 1869 22-year old George Westinghouse receives a patent for his “straight-air” brake, AKA “steam power brake” (see September 1868). The air brake, and subsequent refinements, may be the most inventions in the railroad industry.
- April 28, 1869 During a regular twelve hour work day, crews of the Central Pacific lay ten miles of track in Utah. A stunt more than a week in preparation, it is the result of a \$10,000 wager between CP's Charles Crocker and Union Pacific's Thomas Durant. Crocker wins.
- May 10, 1869 Rails of the Central Pacific and Union Pacific are formally joined at Promontory, Utah, a desolate spot north of the Great Salt Lake, completing the Pacific railroad authorized by Congress seven years earlier. As negotiated, the two companies actually connect at Ogden (see April 8, 1869).
- May 15, 1869 Regular service begins on the "transcontinental" railroad between Omaha and Sacramento. It will be several more years before connections are built allowing true Atlantic-to-Pacific travel by rail.
- July 1, 1869 Massachusetts establishes a state railroad commission, with Charles F. Adams as one of the commissioners.
- July 1, 1869 Pennsylvania Railroad acquires control, by lease, of the Pittsburgh, Ft. Wayne & Chicago Railway (see January 1, 1859).
- July 1, 1869 Railway Mail Service is organized as part of the Post Office Department.
- July 3, 1869 Completion of the Mt. Washington (New Hampshire) Cog Railway, running 3-1/2 miles to the summit at 6,288 feet.
- July 3, 1869 Opening of the 1,400-foot Kansas City, or Hannibal Bridge, the **first railroad bridge across the Missouri River**. The bridge is designed by French-born engineer Octave Chanute.
- September 16, 1869 President Benito Juarez officially opens a section of the Mexican Railway between Mexico City and Puebla (see June 16, 1867).
- September 23, 1869 John Bowen pleads guilty to charges of trainwrecking, receiving a 10-year prison sentence, for his role in an Erie derailment (see April 14, 1868).
- September 28, 1869 Incorporation of the Westinghouse Air Brake Company (see April 13, 1869).

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October 26, 1869	The newly-assembled locomotive <i>Los Angeles</i> marks the formal opening of the Los Angeles & San Pedro Railroad with free trips between the city and Wilmington, on San Pedro Bay. The first railroad in southern California gives Los Angeles an important link to the ocean.
November 1869	Cornelius Vanderbilt gains control of the Lake Shore & Michigan Southern.
November 1, 1869	New York Central & Hudson River Railroad Co. is organized to consolidate the New York Central and the Hudson River Railroad (see December 11, 1867).
November 8, 1869	Central Pacific completes its line from Sacramento to Oakland, California (see May 15, 1869).
November 11, 1869	Former Erie engineer Horatio Brooks organizes the Brooks Locomotive Works, having leased the Erie's repair shop at Dunkirk, New York.
December 1, 1869	Brooks Locomotive Works delivers its first locomotive to its landlord, the Erie.
December 26, 1869	Garment cutters in Philadelphia organize the Noble Order of the Knights of Labor.
December 31, 1869	During 1869, an estimated 150,000 Texas longhorns are shipped out of Abilene over the Kansas Pacific (see September 5, 1867).
Circa 1870	The coal-hauling switchback railway at Mauch Chunk, Pennsylvania is converted to a tourist railroad (see circa 1844).
Circa 1870	Chicago area switchmen begin forming small mutual aid groups.
January 1870	The first passenger train passes over the Virginia & Truckee, between the Central Pacific at Carson City, Nevada and mining center Virginia City (see June 12, 1859).
January 3, 1870	Burlington & Missouri River Railroad begins operation to Council Bluffs, Iowa, across from Omaha, Nebraska. Transcontinental passengers must cross the Missouri River on a ferry boat (see May 15, 1869).
January 10, 1870	Utah Central begins operation between Salt Lake City and Ogden, connecting the Mormon capitol with the transcontinental railroad.
January 31, 1870	Jay Gould of the Erie Railroad establishes a seniority system to be used in the promotion of engineers, and their assignment to specific engines and trains.
February 3, 1870	Union Pacific Railway Company, Southern Branch changes its name to Missouri, Kansas & Texas Railway Company.
February 17, 1870	Pullman's Palace Car Company leases the Central Transportation Company, of Andrew Carnegie and Theodore T. Woodruff (see December 1862).

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March 1, 1870	Opening of the 14th Street Bridge over the Ohio River at Louisville, designed by Albert Fink.
April 1, 1870	First issue of <i>Railway Age</i> magazine.
May 23, 1870	Boston's leading citizens depart for a six-day rail journey to San Francisco.
June 24, 1870	Opening of the Denver Pacific Railroad, connecting Denver with the Union Pacific at Cheyenne, Wyoming.
July 1870	Buffalo Bayou, Brazos & Colorado is reorganized as the Galveston, Harrisburg & San Antonio.
June 1870	Track pans are placed in service on the New York Central & Hudson River Railroad at Montrose, New York, the first of their kind in the US. These shallow troughs between the rails allow locomotives to take on water without stopping, by means of a retractable scoop (<i>American Railway Journal</i> , July 2, 1870).
July 15, 1870	Manitoba becomes a province of the Dominion of Canada (see July 1, 1867).
August 15, 1870	Completion of the Kansas Pacific.
August 23, 1870	Northern Pacific subsidiary Lake Superior & Mississippi begins service between Duluth and St. Paul, Minnesota.
September 13, 1870	Pullman's Palace Car Company purchases the Detroit Car & Manufacturing Company to build sleeping cars (see February 17, 1870).
September 29, 1870	Oregon Central Railroad is completed from Portland to Salem.
October 1870	Grand Rapids & Indiana is completed from Ft. Wayne to Grand Rapids.
October 1870	United New Jersey Railroad & Canal Company installs an interlocking plant at Top-of-the-Hill, near Trenton. The British-made interlocking frame is the first to be installed in the US (see below).

Interlocking

Interlocking refers to a mechanical system of levers and latches used to control signals and direct trains through turnouts at busy junctions. An interlocking mechanism is designed to prevent two trains from occupying the same track, where a lever thrown incorrectly would cause only a delay, not a collision. The technology is first perfected in Great Britain, and it is a Saxby & Farmer frame from the UK that is installed at Top-of-the-Hill in New Jersey.

Rows of huge levers transmit movement through a series of rods and crank pins to

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control devices that were often several hundred feet away, and the leverman needed real strength to overcome the friction in such a system. After the invention of power-assisted interlocking, the older, straight mechanical installations were often referred to as “armstrong” plants.

- October 27, 1870 William J. Palmer organizes the Denver & Rio Grande to construct a narrow gauge railroad from Denver to Mexico City.
- November 5, 1870 Six armed robbers make off with \$40,000 from the express car of a Central Pacific train at Verdi, Nevada. A second robbery, 24 hours later and 400 miles to the east nets a similar amount.
- December 27, 1870 State of Georgia leases the Western & Atlantic to a private syndicate including Thomas A. Scott and Henry B. Plant. Governor Bullock is later investigated for accepting the lowest bid for the lease.
- February 15, 1871 Houston & Great Northern Railroad Co. receives its first locomotive by barge at Buffalo Bayou.
- March 3, 1871 Congress grants a charter to The Texas & Pacific Railroad Company, to build a line from Marshall, Texas to San Diego, California, via El Paso. The charter allows the T&P to acquire control of the Southern Pacific Railroad Company (see February 1, 1858).
- April 1871 National Locomotive Works is organized in Connelsville, Pennsylvania.
- April 7, 1871 Illinois establishes a state railroad and warehouse commission, believed to be the **first Grainger legislation** enacted by a state.
- April 11, 1871 Memphis & Little Rock Railroad is completed, linking its namesake cities (see September 11, 1856).
- May 1871 Pennsylvania Railroad acquires control, by lease, of the United New Jersey Railroad & Canal Company, giving the PRR a line to Jersey City, New Jersey and the New York City area.
- June 1871 Workers at the factory of George Westinghouse in Pittsburgh are given a half-day holiday every Saturday. The average American worker typically works all day Saturday.
- July 13, 1871 The 6'-0" gauge Ohio & Mississippi completes conversion to 4'-9". This benefits the “standard” gauge Baltimore & Ohio and presents a problem for six-foot gauge Erie, both eastern connections for the O&M.
- July 20, 1871 British Columbia joins the Dominion of Canada, on the promise that the national government would begin construction of a railroad linking the province with the rest of Canada within two years, and that the railroad would be finished within ten years.

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- July 30, 1871 City of Louisville persuades the Louisville, Cincinnati & Lexington to change its gauge to 4'-9" in order that it not be able to interchange directly with 5'-0" gauge railroads in the city, thus aiding local businesses which transport and store freight.
- August 1871 Col. Edward Hulbert publishes *The Narrow Gauge Railway*, a pamphlet designed to be influential in the narrow gauge movement.
- October 8-9, 1871 A disastrous fire consumes much of central Chicago, including the lakefront depot used by the Illinois Central and the Michigan Central, the LaSalle Street depot of the Rock Island and the Michigan Southern railroads and the offices of Pullman's Palace Car Company and the Parmalee Stage & Omnibus Company.
- October 18, 1871 New York & Harlem begins using the new Grand Central Station at 42nd Street in Manhattan. New York Central and the New York & New Haven begin using the station within months.
- Circa 1872 The bankrupt Pacific Railroad is reorganized as the Missouri Pacific Railway Company (see September 19, 1865).
- Circa 1872 Hinkley & Williams Locomotive Works changes its name to Hinkley Locomotive Works.
- Circa 1872 A new Connecticut law removes obstacles to the merger of the New York & New Haven with the Hartford & New Haven. State representative William D. Bishop, sponsor of the legislation, is also president of the NY&NH.
- January 9, 1872 William d'Alton Mann receives a patent for a room-style sleeping car, a departure from the typical North American sleeping cars.
- April 1, 1872 Union Pacific opens its new bridge over the Missouri River between Council Bluffs, Iowa and Omaha, Nebraska (see January 3, 1870), closing the last gap in an all-rail link from Atlantic to Pacific. However, travelers must still disembark in Council Bluffs, ride another train across the bridge, then board their westbound train in Omaha.
- April 14, 1872 A group of men meeting at Cleveland Union Depot form the Railroad Young Men's Christian Association, on the principles of the national YMCA.
- April 18, 1872 The **first circus begins traveling by rail full-time**, upon leaving New Brunswick, New Jersey in the first week of the season. P.T. Barnum's show, managed by William C. Coup, initially leases cars from the Pennsylvania Railroad.
- April 22, 1872 Samuel F.B. Morse dies at his home in Poughkeepsie, New York.
- April 27, 1872 *Railroad Gazette* magazine suggests the title "American" Class for the 4-4-0 type locomotive.

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May 14, 1872	Formation of the General Superintendents for the Arrangement of a Summer Time Schedule, an early step toward reducing the confusion caused by operating trains through dozens of different local time zones.
June 15, 1872	Denver & Rio Grande is completed between Denver and Pueblo, Colorado (see October 27, 1870).
June 19-20, 1872	The first National Narrow Gauge Convention is held in St. Louis (see August 1871).
August 20, 1872	Dr. William Robinson is granted a patent for the closed track circuit, the foundation of modern railroad signaling. The first such signal system is installed later that year on the Philadelphia & Erie Railroad at Kinzua, Pennsylvania.
September 17, 1872	Merchant and railroad promoter Asa Whitney dies of typhoid fever at his estate near Washington.
October 1, 1872	General managers of major railroads meet in Louisville, Kentucky in the first of a series of gatherings called "Time-Table Conventions" (see May 14, 1872).
October 25, 1872	Re-opening of La Salle Street Station in Chicago, after repairing damage from the Great Fire of 1871.
November 1872	Grand Trunk Railway converts its trackage between Sarnia, Ontario and Buffalo, New York from 5'-6" gauge to standard gauge (see July 31, 1851).
November 5, 1872	Citizens of Los Angeles vote to subsidize construction of the Southern Pacific, ensuring that the transcontinental line will pass through their city (see December 2, 1865). SP favored a shorter route via Cajon Pass which would have bypassed Los Angeles. The voters also give SP their stock in the Los Angeles & San Pedro Railroad (see October 26, 1869).
November 11, 1872	Nova Scotia Railway opens its line between St. John, New Brunswick and Halifax, Nova Scotia.
December 1872	William H. Rand and Andrew McNally publish their first two maps in the current issue of their <i>Rand McNally Railway Guide</i> .
December 1872	Missouri, Kansas & Texas reaches the Red River near Denison, Texas, completing a line from Fort Riley, Kansas.
December 1, 1872	Oregon & California Railroad Co. completes its line between Portland and Roseburg, Oregon.
December 28, 1872	AT&SF reaches the Colorado state line.
December 31, 1872	Chicago, Burlington & Quincy acquires control, by lease, of the Burlington & Missouri River Railroad.

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- Circa 1873 The former Norris locomotive factory in Philadelphia is purchased by Baldwin.
- Circa 1873 Nashville & Chattanooga changes its name to Nashville, Chattanooga & St. Louis.
- January 1, 1873 The ceremonial first train runs from Mexico City to Veracruz over the Mexican Railway (see June 16, 1867). Regular service begins on January 22nd.
- January 29, 1873 Chesapeake & Ohio completed between Richmond, Virginia and the Ohio River at Huntington, West Virginia, named for C&O president Collis P. Huntington.
- April 1, 1873 New York Central & Hudson River acquires control, by lease, of the New York & Harlem, giving the former exclusive rail access to the center of Manhattan.
- April 2, 1873 The Farmers' Convention held in Springfield, Illinois passes resolutions attacking "chartered monopolies" (generally understood to mean railroads), and demanding regulation of freight and passenger rates.
- April 29, 1873 Eli H. Janney of Alexandria, Virginia receives a patent for an open-jaw, or knuckle coupler, the type still used throughout North America.
- May 28, 1873 Baltimore & Ohio opens its Metropolitan Branch from Point of Rocks, Maryland to Washington.
- June 3, 1873 Northern Pacific track reaches the Missouri River. The company names the site "Bismarck" after the chancellor of Germany, where the railroad is currently seeking investors and immigrants.
- June 11, 1873 A trial is held by the Master Car Builders Association, between the Westinghouse "plain automatic" air brake and the Smith vacuum brake. The results of the contest, held on the Boston & Maine, favors the Westinghouse design.
- July 1, 1873 Prince Edward Island joins the Dominion of Canada (see July 15, 1870), and its railway comes under the control of the dominion government.
- July 21, 1873 Jesse James and his gang stage their first train heist on the Rock Island between Adair and Council Bluffs, Iowa, derailing the train before taking the express shipments and robbing passengers.
- August 13, 1873 Farmers' Anti-Monopoly Convention at Des Moines, Iowa resolves to regulate corporations (railroads) and seek rate regulation.
- September 18, 1873 The **Panic of 1873** begins as Jay Cooke & Company, the largest bank in the US closes its doors. The failure is primarily due to Cooke's inability to sell Northern Pacific Railroad Company bonds.
- September 30, 1873 International-Great Northern Railroad Company is created by consolidation of the

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International Railroad Company and the Houston & Great Northern Railroad.

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|-------------------|---|
| October 1, 1873 | President Grant signs anti-cruelty legislation requiring that animals shipped by rail be removed from their cars for at least five hours in each 28 hour period, to be given food, water and rest. |
| October 3-4, 1873 | Grand Trunk Railway converts its trackage between Stratford, Ontario and Montreal from 5'-6" gauge to standard gauge (see November 1872). |
| November 15, 1873 | Canada Southern Railway is completed between International Bridge and Amherstburg, Ontario. |
| November 27, 1873 | The first construction train traverses the Hoosic Tunnel beneath the Berkshire Mountains of western Massachusetts. The 25,081-foot bore is notable for the early use of compressed air for drilling rock, and the first use of nitroglycerine in tunneling. |
| December 1, 1873 | Brotherhood of Locomotive Firemen is formed by several Erie Railroad firemen at Port Jervis, New York. |
| December 11, 1873 | Opening of the Chesapeake & Ohio's 4,000-foot Church Hill tunnel in Richmond, Virginia. |
| December 16, 1873 | Northern Pacific opens its line in Washington Territory from Kalama, on the Columbia River to Tacoma, on Puget Sound. |
| March 11, 1874 | Wisconsin enacts legislation to regulate intra-state railroad freight rates, known as the Potter Law. Iowa passes a similar law on March 23 (see April 7, 1871). |
| May 27, 1874 | John Edgar Thompson dies at his home in Philadelphia. |
| June 4, 1874 | Inventor and locomotive builder Asa Whitney dies in Philadelphia. |
| July 2, 1874 | A public test marks completion of the Eads Bridge across the Mississippi River at St. Louis, as fourteen locomotives cross the span to demonstrate its safety. The official dedication on July 4th, includes a new double-track tunnel connecting the bridge to railroads in the Mill Creek valley. |
| June 25, 1874 | Atlantic & Great Western stockholders approve Erie's lease of the A&GW. |
| September 1874 | All tracks of the Grand Trunk Railway east of Montreal are converted from 5'-6" gauge to standard gauge (see October 3-4, 1873). |
| October 29, 1874 | Permission is granted to construct a railroad tunnel under the Hudson River between New Jersey and New York City. |
| November 23, 1874 | New York Central & Hudson River completes a four-track main line between Albany |

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and Buffalo (see April 1, 1873).

- November 23, 1874 Baltimore & Ohio Chicago Railway Company, a subsidiary of the B&O, begins operation between Chicago Junction (Willard), Ohio and Chicago. B&O trains entering Chicago use the tracks and lakefront depot of the Illinois Central.
- Circa 1875 Southern Railway & Steamship Association is formed in Atlanta, as a pool to regulate traffic and rates among its members. Strong rules and the South's unique economy make this pool more successful than most.
- Circa 1875 Chesapeake & Ohio placed in receivership.
- January 26, 1875 Locomotive engineers sign a labor agreement with the New York Central & Hudson River, believed to be the **first written railroad labor agreement**.
- March 1875 Creditors force closure and reorganization of Grant Locomotive Works.
- April 5, 1875 First regular freight train uses the Hoosic Tunnel. The first passenger train passes through on October 13, speeding travel between Boston and the West (see November 27, 1873).
- April 23, 1875 The bankrupt Northern Pacific is sold to a committee of its bondholders.
- May 6, 1875 A spectacular nighttime blaze destroys the Erie bridge at Portageville, New York (see August 9, 1852).
- June 1, 1875 First construction on the Canadian Pacific Railway occurs in Fort William.
- June 13, 1875 First train uses the new St. Louis Union Depot.
- July 1, 1875 Opening of the Intercolonial Railway between Halifax, Nova Scotia and Rivière-du-Loup, Quebec, on the St. Lawrence River, where it connects with the Grand Trunk.
- July 31, 1875 An iron bridge is completed for the Erie Railroad, 234 feet above the Genesee River at Portageville, New York (see May 6, 1875).
- September 16, 1875 First trip of *The Fast Mail* between New York and Chicago, over the New York Central and Lake Shore & Michigan Southern. The run is completed in 27 hours and 15 minutes, nearly ten hours less than the fastest regular passenger train.
- October 13, 1875 The regular meetings of railroad managers known as the Time-Table Meeting (or Convention) changes its name to the General Time Convention (see October 1, 1872).
- Circa 1876 A passenger monorail is constructed by General Roy Stone for the US Centennial celebration at Fairmont Park in Philadelphia. It is believed to be the **first monorail system in the world to carry passengers**.

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March 15, 1876	Over a period of 48 hours, the Delaware, Lackawanna & Western changes the gauge of its main line from 6'-0" to 4'-8-1/2".
June 1-4, 1876	The Jarrett & Palmer Trans-Continental Special, hired by two New York City theater managers, travels 3,313-1/2 miles from Jersey City, New Jersey to Oakland, California in 84 hours, 17 minutes - just 3-1/2 days. The 438-1/2 mile run from Jersey City to Pittsburgh is made non-stop.
June 17, 1876	First issue of <i>The Railway Age</i> magazine.
July 12, 1876	US Congress orders a 10% reduction in the compensation paid to railroads for carrying mail. On July 22nd the railroads respond by discontinuing their fast mail trains (see September 16, 1875).
July 19, 1876	Texas & Pacific reaches Fort Worth (see March 3, 1871).
August 1, 1876	Colorado becomes a state (see March 1, 1867).
August 12, 1876	The first Southern Pacific train passes through the 7,000-foot San Fernando Tunnel, giving the SP access to southern California (see November 5, 1872).
September 5, 1876	The Southern Pacific runs its first train from San Francisco to Los Angeles, via the Tehachapi and San Fernando Mountains (see August 12, 1876).
December 1876	Lima (Ohio) Agricultural Works is reorganized as the Lima Machine Works. The company specializes in sawmill machinery.
December 1876	First issue of <i>Locomotive Firemen's Magazine</i> .
Circa 1877	Central Railroad of New Jersey is placed in receivership.
January 4, 1877	"Commodore" Cornelius Vanderbilt dies at his home in New York City. His personal fortune of \$105 million, or about \$1.5 billion today, makes him the richest man in the United States (see below). Later that day, a heavy accumulation of snow collapses the iron and glass train shed of Vanderbilt's Grand Central Station.

The Wealthiest Americans

In October 1998, *American Heritage* published "The American Heritage 40", a list of the forty richest Americans of all time, their fortunes having been adjusted for inflation and charitable giving. The following railroad tycoons appear on the list:

3. Cornelius Vanderbilt
9. Jay Gould
24. Edward H. Harriman
28. Collis P. Huntington

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- 33. Mark Hopkins
- 35. Leland Stanford
- 36. James J. Hill

Others with connections to railroading are: (2) Andrew Carnegie - whose business career began as a telegrapher and assistant to Thomas A. Scott of the Pennsylvania Railroad; Carnegie was also a friend and business partner of George Pullman. (10) Marshall Field - friend and business partner of George Pullman. (19) Russell Sage - financier and business partner of Jay Gould. (23) J. Pierpont Morgan - banker and financier, noted for his skill in reorganizing troubled railroads. (31) Philip D. Armour - Chicago meat packer and pioneer of the railroad refrigerator car. (40) Claus Spreckels - sugar tycoon and California railroad owner.

www.americanheritage.com/98/oct/40index.htm

- February 5, 1877 San Antonio, Texas welcomes the arrival of the Galveston, Harrisburg and San Antonio Railway (see July 1870).
- April 1877 Southern Pacific requests permission to cross into Arizona at the Fort Yuma Military Reservation (see September 5, 1876). Approval is delayed in Congress by friends of Thomas Scott, whose rival Texas & Pacific also hopes to use the Yuma crossing (see July 19, 1876).
- May 21, 1877 Alexander Graham Bell's new telephone is installed at the Pennsylvania Railroad shops in Altoona by Thomas Watson, Bell's mechanical expert. PRR becomes the **first railroad to install its own telephone system.**
- June 1, 1877 Pennsylvania Railroad cuts wages 10%, followed by the Lackawanna on June 15, the Erie and New York Central on July 1, and major railroads across the country after July 1.
- June 16, 1877 Wisconsin Central begins through operation between Milwaukee and Ashland, Wisconsin on Lake Superior.
- July 17, 1877 Baltimore & Ohio trainmen at Martinsburg, West Virginia refuse to allow further train movements until their wages are restored, the first incident in a summer of labor unrest.
- August 1877 Telephones are used to dispatch trains on the Sydney Mines Railway, Glace Bay, Nova Scotia. The railroad's owner Gardiner Hubbard is father-in-law to Alexander Graham Bell (see May 21, 1877).
- August 18, 1877 Chicago-area switchmen form a Switchmen's Association, or mutual aid organization (see circa 1870).
- September 30, 1877 The first locomotive crosses the Southern Pacific's new Colorado River bridge into Fort Yuma, Arizona without approval of Congress or the War Department (see April 1877).

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Summoned to Washington by President Hayes, Collis P. Huntington first receives a reprimand, followed by permission to use the right-of-way he has already occupied. The SP becomes the **first railroad in Arizona**.

October 9, 1877	Canadian Pacific's first locomotive <i>Countess of Dufferin</i> and several work cars arrive in Winnipeg aboard a barge towed by one of James J. Hill's steamboats. Lady Dufferin is the wife of the Governor-General of Canada.
Circa 1878	At its 10th annual convention, the Conductor's Brotherhood changes its name to Order of Railway Conductors of America.
January 1878	First volume of <i>Railway Engineering and Mechanics</i> magazine.
March 29, 1878	Mark Hopkins dies aboard his private car at Yuma, Arizona. Hopkins had sought to improve his health in the warmth of the desert.
June 21, 1878	Toledo & Ann Arbor Railroad opens for regular service between Toledo, Ohio and Ann Arbor, Michigan.
August 1878	King Kalakaua of the Sandwich (Hawaiian) Islands signs <i>An Act to Promote the Construction of Railways</i> .
September 1878	Lima (Ohio) Machine Works produces its first locomotive for a logging operation in Michigan.
Circa 1878	Dr. William Robinson organizes the Union Electric Signal Company, predecessor of Union Switch & Signal Company (see August 20, 1872).
Circa 1878	Locomotive builder Porter, Bell & Company of Pittsburgh is reorganized as the H.K. Porter Company.
April 2, 1878	The reorganized Chesapeake & Ohio Railway emerges from receivership.
April 27, 1878	The bankrupt Erie Railway is sold to the newly-created New York, Lake Erie & Western Railroad Company.
June 1878	Creditors force closure of National Locomotive Works of Connellsville, Pennsylvania. The firm has built about 260 locomotives since 1871.
July 10, 1878	Denver & Rio Grande reaches Alamosa, Colorado, 274 miles from Denver.
July 17, 1878	A second National Narrow Gauge Convention opens in Cincinnati (see June 19, 1872).
December 1878	Erie completes its conversion from 6'-0" gauge to standard.
Circa 1879	<i>Societe Intrnationale du Canal Interoceanique</i> purchases the Panama Railroad (see January 27, 1855) to aid in the construction of a sea-level canal.

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Circa 1879	Beginning of operation on the Kahului Railroad on the island of Maui (see August 1878).
April 24, 1879	Oris Paxton (O.P.) Van Sweringin is born near Wooster, Ohio.
April 29, 1879	Sonora Railway is incorporated in the US with strong participation from the Santa Fe. Guaymas harbor on the Gulf of California is the proposed terminal.
May 20, 1879	The government of Canada creates a Department of Railways and Canals.
June 5, 1879	Rogers Locomotive & Machine Works ships the 4-4-0 engine <i>E.D. Standiford</i> to the Louisville & Nashville, notable only because the locomotive is a gift from Rogers to the L&N, one of its best customers.
August 20, 1879	Ralph Budd is born near Washburn, Iowa.
December 1879	Louisville & Nashville acquires control, through purchase of stock, of the Nashville, Chattanooga & St. Louis.
Circa 1880	The first geared locomotive, designed by Ephraim Shay, is constructed by the Lima Machine Works of Lima, Ohio.
Circa 1880	Philadelphia & Reading 4-6-0 locomotive #411 is the first in the US to burn anthracite coal . Its firebox, invented by P&R general manager John E. Wootten, is so large that the locomotive cab is placed ahead of it, near the middle of the boiler.
Circa 1880	Hinkley Locomotive Works is reorganized as Hinkley Locomotive Company.
January 1880	Property of bankrupt Atlantic & Great Western is sold to newly-organized New York, Pennsylvania & Ohio Railroad Company.
February 9, 1880	Santa Fe, New Mexico Territory, is linked with the main line of the Atchison, Topeka & Santa Fe at Lamy, via an 18-mile branch line, after engineers considered it impractical to locate the main line through Santa Fe.
March 9, 1880	Utah & Northern, operating under Union Pacific control, enters Montana from the south at Monida Pass, making it the first railroad in Montana .
March 20, 1880	The first Southern Pacific train enters Tuscon, Arizona (see September 30, 1877).
April 1880	Construction begins on the new Pullman Palace Car factory and town, along the Illinois Central Railroad south of Chicago. The facility is to be the largest railroad car manufacturing plant in the world.
May 13, 1880	Thomas Edison tests a small electric locomotive at his Menlo Park, New Jersey laboratory.

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- June 1, 1880 Mexico passes the new *General Law for the Construction of International and Inter-oceanic Railways*, giving the government new powers to regulate railroads, particularly those built by foreign investors.
- June 22, 1880 New York, Lake Erie & Western completes conversion of its New York-Buffalo main line from a gauge of 6'-0" to 4'-8-1/2". The railroad had been operating with dual gauges for some time.
- July 21, 1880 A blowout occurs in the Hudson & Manhattan tunnel beneath the Hudson River (see October 29, 1874). Compressed air escapes through the river bed, flooding the tunnel and drowning 21 workers.
- September 1, 1880 All British territories and islands in North America, with the exception of Newfoundland, are added to the Dominion of Canada (see July 1, 1873).
- Circa 1881 Henry V. Poor forms Poor's Railroad Manual Company.
- Circa 1881 Opening of Alpine Tunnel on the Denver, South Park & Pacific. At an elevation of 11,940 feet, it is the **highest railroad tunnel in the US**.
- Circa 1881 New York Locomotive Works of Rome, New York is organized.
- Circa 1881 Association of Railway Superintendents is organized in New York.
- January 31, 1881 The Quebec, Montreal, Ottawa and Occidental Railway opens a line built on the frozen St. Lawrence River, replacing its summer carferry operation between Montreal and Longueuil.
- February 8, 1881 The train shed at Buffalo's Exchange Street station collapses under a load of heavy snow, killing four railroad employees. The depot was nearly empty at the time, a factor in the small number of casualties.
- February 15, 1881 Canada's Railway Bill becomes law, authorizing construction of a railroad to the Pacific.
- February 16, 1881 Canadian Pacific Railway is organized.
- March 5, 1881 President Hayes has a narrow escape (?) in a head-on collision on the Pennsylvania Railroad at Severn, Maryland (Shaw, p. 478).
- March 10, 1881 Ohio newspaper *Norwalk Chronicle* refers to the proposed New York, Chicago & St. Louis as a "double track, **nickel plated** railroad". The nickname becomes widely used within a year.
- April 2, 1881 Eleven-year-old Florence Pullman starts the massive Corliss engine, sending power throughout the new Pullman company shops south of Chicago (see April 1880).

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- April 4, 1881 Opening of Union Station* in Chicago, jointly owned by the Chicago & Alton, Chicago, Burlington & Quincy, Chicago Milwaukee & St. Paul, Pittsburgh, Cincinnati, Chicago & St. Louis and Pittsburgh, Ft. Wayne & Chicago.
- *Chicago has long had several “union” stations, occupied by more than one railroad, but only one so-named.
- May 1881 Union Switch & Signal Company is organized to manufacture George Westinghouse’s patented interlocking switch controls, powered by compressed air.
- May 13*, 1881 Southern Pacific tracklayers reach El Paso, Texas (see March 20, 1880). *Sonnichsen, C.L., *Pass of the North*, El Paso, Westson Press, 1968. The Handbook of Texas Online says “about May 19”.
- May 21, 1881 Thomas A. Scott dies at his home in Darby, Pennsylvania.
- June 14, 1881 Ephraim Shay receives a patent for his geared locomotive design, being built by Lima Machine Works (see c. 1880).
- June 24, 1881 Mexico’s newly-opened Morelos Railroad suffers a catastrophic wreck at Malpais as a bridge collapses under a train, killing as many as 200.
- June 25, 1881 Northern Pacific’s first train enters Spokane, Washington.
- July 2, 1881 President James Garfield is shot as he walks through the depot of the Baltimore & Potomac (later Pennsylvania) Railroad on the mall in Washington. Garfield later dies of his wounds. A plaque in the depot floor marks the site of the assassination until 1907, when the building is demolished.
- July 6, 1881 Fifteen-year-old Kate Shelley saves a Chicago & North Western passenger train from disaster at the flooded Honey Creek bridge near Moingona, Iowa, making her a national celebrity. A grateful C&NW gives her a lifetime pass, among other gifts, and the Order of Railway Conductors presents her with a gold watch (see circa 1866).
- July 8, 1881 Mantis James (M.J.) Van Sweringin is born near Wooster, Ohio.
- July 21, 1881 Denver & Rio Grande Western is organized by William J. Palmer to extend his Colorado narrow-gauge system into Utah.
- July 27, 1881 Palmer’s Denver & Rio Grande reaches Durango, Colorado (see July 10, 1878).
- July 29, 1881 Chicago, St. Louis & New Orleans changes the gauge on 561 miles of its main line between East Cairo, Kentucky and New Orleans. The conversion from 5'-0 to standard gauge is accomplished in just over three hours, eliminating the transfer of freight and passengers at the Ohio River.

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September 1881	A subsidiary of the Norfolk & Western Railroad organizes the Roanoke Machine Works to build and repair locomotives for the N&W, as <i>July 29, 1881</i> well as other lines.
September 14, 1881	Thomas Edison signs a contract with Henry Villard, who proposes to fund development of electric railway technology.
September 15, 1881	Henry Villard is elected president of the Northern Pacific.
December 5, 1881	Pennsylvania Railroad opens Broad Street Station, its new terminal in Philadelphia.
December 16, 1881	Texas & Pacific connects with Southern Pacific at Sierra Blanca, Texas, 92 miles east of El Paso, completing a southern transcontinental route (see May 13, 1881). The T&P is granted use of SP trackage to serve El Paso.
December 19, 1881	Detroit, Mackinac & Marquette is completed from Marquette to St. Ignace, Michigan.
December 21, 1881	Narrow-gauge Utah & Northern reaches Butte, Montana.
December 31, 1881	International & Great Northern reaches Laredo, Texas, on the Rio Grande.
Circa 1882	Association of Railway Telegraph Superintendents organized.
Circa 1882	Henry B. Plant organizes the Plant Investment Company to manage his railroad holdings in the South.
Circa 1882(?)	Opening of James J. Hill's 2,100-foot long stone arch bridge across the Mississippi River at Minneapolis. The bridge serves Hill's Great Northern and other Twin Cities railroads.
January 13, 1882	Webster Wagner of Wagner Palace Car Company is killed in a fiery rear-end collision at Spuyten Duyvil on the New York Central & Hudson River Railroad. Wagner, a New York state senator, is returning from Albany in one of his sleeping cars when the accident occurs.
May 1, 1882	Chesapeake & Ohio begins regular service to Newport News, Virginia. Limited service had been provided since October 19, 1881.
June 17, 1882	Canadian Pacific completes its line between Port Arthur and Winnipeg.
July 1, 1882	Illinois Central leases the Chicago, St. Louis & New Orleans.
July 3, 1882	Grand Rapids & Indiana reaches Mackinaw City, Michigan.
August 1882	Dunkirk Iron Works of Dunkirk, New York builds a geared locomotive of their own design.

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August 12, 1882	Great Western Railway (Canada) is merged into the Grand Trunk.
August 29, 1882	Completion of New York, Lake Erie & Western's viaduct over Kinzua Creek in McKean County, Pennsylvania - 301 feet high and 2,000 feet long.
October 9, 1882	First appearance of a newspaper story in which William H. Vanderbilt is said to have used the phrase "the public be damned". However, the quote, and the whole Vanderbilt interview may have been fabricated by an ambitious reporter, frustrated when his request for an interview was denied.
October 23, 1882	Regular service begins on the Nickel Plate.
October 25, 1882	A ceremony at the border in Nogales marks the opening of the Sonora Railway between Benson, Arizona and the port of Guaymas, Sonora, Mexico.
October 26, 1882	Lake Shore & Michigan Southern, owned by W.H. Vanderbilt, acquires a controlling interest in the Nickel Plate.
Circa 1883	Lorenzo S. Coffin is appointed to the Iowa Railroad Commission.
Circa 1883	Grant Locomotive Works relocates its operation from Patterson, New Jersey to Chicago (see April 1867).
Circa 1883	The Mann Boudoir Car Company is organized to manufacture sleeping cars of William d'Alton Mann's unique design.
Circa 1883	Danforth Locomotive & Machine Company is renamed Cooke Locomotive & Manufacturing Company.
January 12, 1883	Southern Pacific tracklayers heading east meet those of the Galveston, Harrisburg & San Antonio near the Pecos River, completing the Sunset Route between New Orleans and Los Angeles.
February 5, 1883	Through trains between New Orleans and Los Angeles depart from both terminals on the newly named "Sunset Route" (see January 12, 1883).
3/4(?) 6, 1883	New York, Pennsylvania & Ohio is leased by the New York, Lake Erie & Western, giving the latter a line into Chicago.
March 1883	Denver & Rio Grande Western enters Salt Lake City, Utah, completing its narrow gauge line from Denver.
May 3, 1883	James J. Hill resigns his position as a director of the Canadian Pacific, to concentrate on building a rival railroad south of the border.
May 5, 1883	Electric Railway Company of the United States is incorporated to develop and manufacture electric railway apparatus based on the patents of Thomas Edison.

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May 11, 1883	Suicide of Amasa Stone. He had been depressed since a bridge designed by him collapsed under a passenger train six years earlier (see December 29, 1876).
May 16, 1883	D&RGW extends its line to Ogden, Utah (see March 1883).
June 1883	Eight brakemen employed by the Delaware & Hudson meet in a caboose to organize the Brotherhood of Railroad Brakemen.
June 1883	Chicago & Atlantic is completed from Marion, Ohio to Hammond, Indiana, giving the Erie access to Chicago via the Chicago & Western Indiana.
June 5-23, 1883	Thomas Edison's electric locomotive <i>The Judge</i> demonstrates its practicality by hauling visitors around the exhibit hall at the Chicago Railway Exposition.
July 1883	Brooks Locomotive Works purchases its leased facility in Dunkirk, New York from the Erie Railroad.
August 10(13), 1883	The first Canadian Pacific train arrives in Calgary, Alberta. Regular service to Winnipeg is established by December.
September 8, 1883	Last spike ceremony at Gold Creek, Montana marks completion of the Northern Pacific from St. Paul, Minnesota to Tacoma, Washington on the Columbia River. The first train from the East arrives in Portland, Oregon on September 11th.
September 23, 1883	Brotherhood of Railroad Brakemen formed at Oneonta, New York. Eugene Debs assists eight Delaware & Hudson brakemen in organizing the mutual aid group.
September 26, 1884	Baltimore & Ohio president John W. Garrett dies at his home in Deer Park, Maryland. Garrett had been despondent since the death of his wife in 1883.
October 4, 1883	Henry Farnham dies in New Haven, Connecticut.
November 1883	Leo Daft operates an experimental electric locomotive on New York's Saratoga & Mt. McGregor Railroad. The 12 hp <i>Ampere</i> is capable of pulling a fully-loaded railroad coach.
November 1883	Opening of James J. Hill's stone arch bridge over the Mississippi River at Minneapolis.
November 18, 1883	US and Canadian railroads adopt a system of standard time, in which the continent is divided into one-hour time zones. The change takes place at noon in each of the new time zones, resulting in a "day with two noons".
Circa 1884	Climax Manufacturing Company is formed in Corry, Pennsylvania.
January 1, 1884	New York, West Shore & Buffalo officially begins service between Jersey City, New Jersey and Buffalo, New York.

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- February 22, 1884 Delegates meet at Chicago to form the Switchmen's Mutual Aid Association.
- March 1, 1884 Central Pacific begins trials of the giant 4-10-0 locomotive *El Gobernador*, designed for service assisting trains over the Tehachapi Mountains. Built at the CP shops in Sacramento, its name honors California Governor and CP partner Leland Stanford.
- March 13, 1884 Fifteen-year-old Leland Stanford, Jr. dies of typhoid fever while on vacation with his parents in Italy. The death of his only child prompts the elder Stanford to establish Stanford University in memory of his son.
- March 22, 1884 Ferrocarril Central Mexicano (FCP) Railroad begins service between Mexico City and Paso del Norte (Ciudad Juarez), Chihuahua, across the Rio Grande from El Paso, Texas.
- April 22, 1884 Orange Jull receives a patent for a steam-powered rotary snow plow.
- May 1, 1884 Oregon & California Railroad extends its line to Ashland, Oregon (see December 3, 1872).
- May 29, 1884 Federal act prohibits the interstate transportation of diseased livestock.
- June 1884 *Railway Age* magazine reports that the AT&SF is installing Westinghouse air brakes on its freight cars at a rate of 25 cars per day.
- June 2, 1884 Second bankruptcy for the Philadelphia & Reading.
- June 29, 1884 Northern Pacific operates its first train from Gardiner, Montana Territory, to the north entrance of Yellowstone National Park.
- July 3, 1884 American journalist Charles Dow (1851-1902) publishes his first list, which tracks the average price of the stock of nine US railroads, plus Western Union and Pacific Mail (steamship). Until 1896, when Dow creates a separate industrial stocks list, his averages mainly reflect the price of railroad stock.
- July 31, 1884 Opening of the Duluth & Iron Range Railroad, built to move ore to the docks at Agate Bay (Two Harbors), Minnesota.
- October 24, 1884 *The Railroad Gazette* reports that the Texas & Pacific recently hired colored firemen, replacing whites. Shortly thereafter, trains began being stopped along the New Orleans division by masked men, who forced the new firemen to leave the train.
- November 16, 1884 General Time Convention adopts a Code of Uniform Train Signals to standardize bell cord, hand, flag and lantern signals, and locomotive bell and whistle signals.
- December 22, 1884 Former Camden & Amboy locomotive *John Bull* is exhibited at the Smithsonian.
- November 11, 1884 Oregon Railway & Navigation and Oregon Short Line tracks meet at Huntington.

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December 2, 1884	Boston & Maine leases the Eastern Railroad.
Circa 1885	Allied with the CB&Q, the Chicago, Burlington & Northern builds a line along the Mississippi River to St. Paul.
January 1, 1885	The first passenger train runs through from Omaha to Portland, over the Union Pacific, Oregon Short Line and Oregon Railway & Navigation Co.
January 7, 1885	Taunton Locomotive Works delivers serial number 916, its last locomotive.
January 12, 1885	John B. Jervis dies at his home in Rome, New York.
February 17, 1885	Southern Pacific acquires control, by lease, of the Central Pacific.
March 6, 1885	Richard M. Dilworth is born in Seattle.
April 1885	Illinois Central experiments with an electric headlight on one of its Chicago area suburban locomotives (<i>Railway Age</i>).
May 8, 1885	Opening of Chicago's Dearborn Station, owned by the Chicago & Western Indiana.
Summer 1885	John and Edward Leslie begin manufacturing parts for a rotary snow plow to be assembled at Cooke Locomotive & Machine Works, Patterson, New Jersey. The plow is based on Orange Jull's patent.
July 1, 1885	Mobile & Ohio converts 500 miles of its track between Mobile, Alabama and Cairo, Illinois from 5'-0" gauge to 4'-8-1/2".
July 4, 1885	Rival railroad presidents Chauncey Depew of the New York Central & Hudson River and George Roberts of the Pennsylvania are invited to take a cruise around Manhattan on J.P. Morgan's yacht <i>Corsair</i> . Morgan forces them to reach an agreement to end wasteful competition. The NYC&HR agrees to take over the PRR's West Shore Line in return for abandonment of the Vanderbilt-backed South Pennsylvania Railroad project.
August 1885	An electric headlight is tested on the Lehigh Valley, causing local residents to stay up late for a glimpse of the special locomotive. The test is discontinued when crews on approaching trains complain of being blinded by the brilliant light (see April 1885).
August 8, 1885	The first "Tea Train" leaves Tacoma, Washington on the Northern Pacific. Its cargo of perishable Chinese tea reaches New York City in 8 days, 4 hours.
September 1885	Master Car Builders Association sponsors performance trials for automatic couplers at Buffalo, New York. Of some 3,100 patented designs, only 42 are actually tested.
September 2-3, 1885	Chinese strikebreakers hired by the Union Pacific during a walkout at company-owned coal mines are attacked by striking workers and sympathizers. At least 28 Chinese die in ethnic violence at Rock Springs and elsewhere along the UP in Wyoming.

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- September 5, 1885 US troops arrive in Rock Springs to restore order, but are not explicitly ordered to protect the Chinese until September 8th.
- September 15, 1885 As the Barnum & Bailey circus prepares to leave St. Thomas, Ontario in the evening darkness, the giant elephant *Jumbo* is struck and killed by a freight train. The locomotive involved in the incident afterward carries the likeness of a running elephant near its headlight.
- November 7, 1885 Last spike at Eagle Pass (Craigellachie), British Columbia, marks completion of the Canadian Pacific Railway.
- November 9, 1885 California Southern Railroad, affiliated with the Santa Fe, is completed from San Diego through Cajon Pass to Barstow. The first Santa Fe train enters Los Angeles over Southern Pacific rails from San Bernardino.
- December 8, 1885 William H. Vanderbilt collapses suddenly and dies at his home in New York City, during a meeting with Baltimore & Ohio president Robert Garrett. Vanderbilt's fortune is estimated at \$175 million (see January 4, 1877).
- Circa 1886 In Virginia, the Richmond Locomotive & Machine Works is formed for the purpose of building railway and marine engines.
- January 1, 1886 New York Central & Hudson River acquires control, by lease, of the recently reorganized West Shore Railroad Company (see January 1, 1884).
- January 8, 1886 Incorporation of the Westinghouse Electric Company.
- February 1886 Delegates meeting in Chicago form the Switchmen's Mutual Aid Association of the United States of America (see August 18, 1877).
- February 1886 Wisconsin Central completes its line to Chicago (see June 16, 1877).
- February 2, 1886 Representatives of remaining 5'-0 gauge lines meet in Atlanta to discuss ways and means of conversion to standard gauge.
- March 1, 1886 A work stoppage later known as the "Southwestern Strike" begins in Texas. The Knights of Labor lead the strike against railroads in the region owned by Jay Gould. Members of the Brotherhood of Locomotive Engineers elect to honor their agreements and stay on the job.
- March 5, 1886 Thomas Edison's system for using telegraphy aboard a moving train is tested on the Chicago, Milwaukee & St. Paul between Milwaukee and Wadsworth, Illinois.
- April 1886 Southern Railway Time Convention is consolidated with the General Time Convention (see October 13, 1875).

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- April 7, 1886 A breakdown in negotiations between Jay Gould and the Knights of Labor sparks riots in East St. Louis, Illinois. Eleven persons are killed and railroad property is burned and looted. Strikers return to work after May 3rd without winning their demands.
- May 1886 Cherokee legislators formally protest an Act of Congress granting railroads right-of-way through Indian Territory (Oklahoma).
- May 31-June 1, 1886 Ten southern railroads convert just under 13,000 miles of track from 5'-0" gauge to "standard" 4'-9" gauge. On both days traffic is suspended between 3:30 am and 4:00 pm while one rail is shifted 3 inches inward. As of Tuesday June 1, 1886 the United States has an almost completely integrated rail network.
- June 14, 1886 Mason delivers its last locomotive, number 729, and quits building locomotives.
- June 23, 1886 Thomas Edison announces that his Edison Machine Works will relocate to the vacant plant of the McQueen Locomotive Works in Schenectady, New York. While still a vice-president of Schenectady Locomotive Works, Walter McQueen attempts to form his own manufacturing firm, but is not able to occupy the new buildings.
- June 24, 1886 The first special trainload of California fruit is sent eastward from Sacramento on the Central Pacific.
- July 13-Aug. 3, 1886 Automatic-brake trials are staged by the Master Car Builders Association near Burlington, Iowa. Five major manufacturers each provide fifty cars equipped with their braking systems, to compete in tests contrasting air and vacuum braking. Nearly identical trials held May 9-20, 1887 pit mechanical air brakes against electro-mechanical brakes.
- August 13, 1886 Prime Minister Sir John MacDonald drives the last spike completing the Esquamalt & Nanaimo Railway on Vancouver Island, British Columbia. The 70-mile line extends from Victoria up the east coast of the island.
- August 23, 1886 Burlington completes its line to St. Paul, Minnesota.
- September 20, 1886 First annual meeting of the Switchmen's Mutual Aid Association at Kansas City. Twenty five lodges, or chapters, are represented.
- October 25, 1886 US Supreme Court decision on *Wabash, St. Louis & Pacific v. Illinois*, a case challenging an 1871 Illinois law prohibiting rate discrimination. The court appears to reverse earlier decisions upholding the right of states to regulate railroads in interstate commerce.
- December 1886 Chicago, Milwaukee & St. Paul opens its new depot in Milwaukee, which it occupies along with tenant Wisconsin Central.
- December 22, 1886 Duluth, South Shore & Atlantic is formed consolidating three railroads.

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- December 31, 1886 St. Paul, Minneapolis & Manitoba is the first to adopt a “dual pay” system for engine crews which defines twelve hours or less, *or* 100 miles or less as a day’s work.
- Circa 1887 Opening of a new union station in Indianapolis.
- Circa 1887 Railroad car ferry St. Ignace is placed in service across the Straits of Mackinac between Mackinaw City and St. Ignace, Michigan.*
- Circa 1887 Vulcan Iron Works of Wilkes-Barre, Pennsylvania purchases the Wyoming Valley Manufacturing Company, a builder of industrial locomotives since 1872.
- Circa 1887 Grand Trunk opens its Bonaventure Station in Montreal.
- February 4, 1887 President Cleveland signs an Act to Regulate Commerce, creating the Interstate Commerce Commission (see below).

Act to Regulate Commerce - February 4, 1887

- 👍 Its title suggests that the Act governs all forms of commerce, but the law applies only to railroads, and water carriers owned, or operated by, railroads. Only railroads operating entirely within the borders of one state, and having no interchange with railroads operating across state lines, are exempt from the provisions of the Act.
- 👍 Special rates given to large shippers (discounts, rebates, etc.) which discriminate against the smaller shipper, are declared unlawful. Preferences of any kind, not limited to price are held to be illegal.

- March 2, 1887 Congress permits the Chicago, Kansas & Nebraska (Rock Island) to build a line through Indian Territory (Oklahoma).
- March 10, 1887 Buffalo, Rochester & Pittsburgh Railway Co. is formed by consolidation of the BR&P Railroad (NY) and the Pittsburgh & State Line Railroad (PA).
- March 31, 1887 Interstate Commerce Commission (ICC) is formally organized and begins work (see February 4, 1887).
- April 7, 1887 General Time Convention resolution on standard track gauge?
- April 14, 1887 General Time Convention adopts a *Standard Code of Train Rules* governing train movements.
- May 1887 Canadian Pacific track enters Vancouver, British Columbia.

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- May 10, 1887 Colorado & Texas Construction Co, makes a connection with the Ft. Worth & Denver City.
- June 1, 1887 Northern Pacific completes its line over Stampede Pass in the Cascade Mountains, Washington Territory, giving the railroad a more direct route to Puget Sound (see September 8, 1883). The NP uses a switchback until a tunnel is finished.
- Summer 1887 A Canadian government survey party travels from Skaguay (Skagway) Bay, Alaska Territory to Lake Bennett, British Columbia by way of a previously unexplored pass. William Ogilvie names this new pass after Minister of the Interior, Thomas White.
- June 28, 1887 The first transcontinental shipment of fresh fruit arrives at the Erie terminal in Jersey City, New Jersey. The fruit originated at Vaccaville, California on the Central Pacific (Viekman, p.4).
- July 1, 1887 Central Pacific acquires control, by lease, of the Oregon & California Railroad (see May 4, 1884).
- July 23, 1887 ICC hears a complaint of racial discrimination brought by William H. Council against the Western & Atlantic Railroad. Commissioner William Morrison finds "That colored people may be assigned separate cars on equal terms, without disadvantage to either race and with increased comfort to both."
- September 15, 1887 Master Car Builders Association begins testing 42 different automatic couplers at Buffalo, New York. All but twelve are eliminated as workable.
- December 1, 1887 First *Report of the Interstate Commerce Commission*, addressed to Lucius Q.C. Lamar, Secretary of the Interior (see March 31, 1887).
- December 10, 1887 Minneapolis, Sault Ste. Marie & Atlantic completes its line to Sault Ste. Marie.
- December 17, 1887 Charles Crocker drives the last spike in Ashland, Oregon, completing the Central Pacific's line between Marysville, California and Portland, Oregon (see July 1, 1887).
- December 18, 1887 Colorado Midland Railway begins regular service between Colorado Springs and Glenwood, Colorado.
- December 31, 1887 Opening of an international railroad bridge at Sault Ste. Marie, Ontario, allowing the Canadian Pacific to connect with US railroads.
- Circa 1888 Canadian Pacific opens its Windsor Station in Montreal.
- Circa 1888 Dunkirk Engineering Works is organized from the defunct Dunkirk Iron Works (see August 1882). One of the new owners is president of Brooks Locomotive Works, also of Dunkirk, New York.
- Circa 1888 Chesapeake & Ohio is again reorganized, this time under Vanderbilt control.

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- February 27, 1888 Brotherhood of Locomotive Engineers goes on strike against the Burlington. The Knights of Labor do not support the work stoppage.
- March 1888 The first geared locomotive is built by Climax Manufacturing Company of Corry, Pennsylvania (see c. 1884). The locomotive is based on the design of local lumberman Charles D. Scott.
- March 1888 Its strike unsuccessful so far, the Brotherhood of Locomotive Engineers orders its members to refuse to handle Burlington cars, clogging rail yards in the mid-west (see February 27, 1888).
- March 14, 1888 Ft. Worth & Denver City connects with the Denver, Texas & Ft. Worth at Texline, Texas on the Colorado border.
- March 28, 1888 Narrow-gauge promoter Edward Hulbert dies at his home in Atlanta.
- March 31, 1888 *Railway Review* reports that the Chicago & North Western has plans to extend its line from Casper, Wyoming to Ogden, Utah and possibly further.
- May 1, 1888 Santa Fe begins regular service on its new line between Kansas City and Chicago.
- May 27, 1888 First train passes through Northern Pacific's Stampede Tunnel (see June 1, 1887).
- June 11, 1888 Minneapolis, St. Paul & Sault Ste. Marie is formed in a consolidation of four railroads. Canadian Pacific has controlling interest in the new company.
- June 30, 1888 End of the first fiscal year during which railroad statistics are collected by the Interstate Commerce Commission.
- August 14, 1888 Charles Crocker dies at his Del Monte Hotel in Monterey, California.
- September 17, 1888 Completion of a new Union Station in Indianapolis (see September 30, 1853).
- October 1888 George Westinghouse patents a new draft gear design.
- October 1, 1888 Congress passes an act calling for arbitration in labor disputes which could threaten interstate commerce.
- November 1, 1888 Mexican National Railway completes a 1,350 km narrow gauge line connecting Mexico City with Nuevo Laredo on the Rio Grande.
- November 1888 Orange Jull receives a patent for a completely different type of steam-powered snow plow, with its cutter resembling a giant screw auger. Jull organizes his own manufacturing company after the Leslie brothers patent numerous improvements to his original rotary plow.

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- December 1, 1888 The second *Report of the Interstate Commerce Commission*, and the first to contain statistics of US railroads for the year (see June 30, 1888).
- December 4, 1888 A patent is granted to George D. Gilbert for the geared locomotives being built by Climax Manufacturing Company. Gilbert drew up the patent application for Charles Scott, without including his name on the documents (see March 1888).
- December 7, 1888 Rail car ferry *Maryland* burns to the waterline moments after arriving at its Harlem River dock with four passenger cars from Jersey City. Occupants of the train are rescued by tugboat and switch engine crews at the wharf.
- Circa 1889 Samuel M. Vauclain receives a patent for a four-cylinder compound locomotive.
- Circa 1889 The troubled Hinkley Locomotive Company of Boston closes its doors, having built 1,811 locomotives since 1841.
- Circa 1889 Pullman purchases the Union Palace Car Company.
- Circa 1889 Brotherhood of Railroad Brakemen changes its name to Brotherhood of Railroad Trainmen, reflecting its representation of other trades (see June 1883).
- Circa 1889 A state railroad commissioners' convention urges the Interstate Commerce Commission to push for nationwide railroad safety laws.
- Circa 1889 Taunton (Massachusetts) Locomotive Manufacturing Company completes the last of 982 locomotives built since 1847.
- Circa 1889 Asa Phillip Randolph is born in Crescent City, Florida.
- January 1889 In the first appeal of an Interstate Commerce Commission ruling, a federal judge overturns the commission's findings, setting the stage for a struggle between the commission and the courts.
- January 1, 1889 The first passenger train crosses the Poughkeepsie Bridge over the Hudson River, a 3,094-foot cantilever span rising 212 feet above the water.
- May 16, 1889 Denver & Rio Grande Western is reorganized as the Rio Grande Western (see March 1883).
- May 31, 1889 The collapse of a rain-weakened dam sends a towering wall of water down upon the Pennsylvania Railroad's *Day Express* stopped at Conemaugh, Pennsylvania, killing 26 passengers and crew. At Johnstown, flood victims and survivors are swept up against the PRR's stone-arch railroad bridge, where combustible debris later catch fire. Pennsylvania Railroad tracks into Johnstown are washed away, but the Baltimore & Ohio tracks are untouched, allowing emergency aid to arrive.
- June 3, 1889 Canadian Pacific completes its "Short Line" extension from Montreal, across Maine, to

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St. Johns, New Brunswick, making the CP a true transcontinental railroad.

- | | |
|-------------------|--|
| June 30, 1889 | Cleveland, Cincinnati, Chicago & St. Louis (Big Four) is organized to consolidate Cleveland Columbus Cincinnati & Indianapolis Railway, the Cincinnati Indianapolis St. Louis & Chicago Railway, and the Indianapolis & St. Louis Railway Company. |
| October 29, 1889 | Illinois Central opens its bridge across the Ohio River at Cairo, Illinois, giving the IC a continuous line from Chicago to New Orleans. |
| November 2, 1889 | North Dakota and South Dakota become the 39th and 40th states (see August 1, 1876). |
| November 8, 1889 | Montana becomes a state (see November 2, 1889). |
| November 11, 1889 | Washington becomes a state (see November 8, 1889). |
| November 16, 1889 | The first nine miles of Hawaii's Oahu Railway & Land Company opens on King Kalakaua's birthday. |
| December 9, 1889 | Chicago & North Western opens its new depot in Milwaukee. |
| December 31, 1889 | Horatio Allen dies in East Orange, New Jersey. |
| Circa 1890 | Establishment of the Home for Aged and Disabled Railroad Employees in Highland Park, Illinois. |
| Circa 1890 | Mason Machine Works of Taunton, Massachusetts ceases to build locomotives, having completed 754 since 1853. Mason continues to build textile machinery, which has always been its main business. |
| January 20, 1890 | Snow closes the Central Pacific until March 24th. |
| January 23, 1890 | A special Santa Fe train carries Nellie Bly between La Junta, Colorado and Chicago, at an average speed of 78.1 mph. The New York <i>World</i> reporter is on the final leg of her around-the-world journey. |
| February 1890 | Leslie "Rotary" and Jull "Excavator" steam-powered snow plows are tested side-by-side at Colorado's 11,615-foot Alpine Pass on the Denver, Leadville & Gunnison. Both units clear snow effectively, but the Jull has an tendency to derail, whereas the Leslie does not. |
| February 6, 1890 | Canadian Pacific's telegraph line opens for business between Halifax, Nova Scotia and Vancouver, British Columbia. (<i>Toronto Star</i>) |
| May 1890 | Dunkirk Engineering Works builds a vertical-boiler geared locomotive based on the patent of George Gilbert (see December 4, 1888). Climax had switched to a horizontal-boiler design, no longer needing the Gilbert patent. |

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July 2, 1890	Senator John Sherman of Ohio introduces a bill entitled <i>An Act to Protect Trade and Commerce Against Unlawful Restraints and Monopolies</i> , popularly known as the Sherman Anti-Trust Act. Most people believe that this law will not be applied to railroads.
July 3, 1890	Idaho becomes a state (see November 11, 1889).
July 10, 1890	Wyoming becomes a state (see July 3, 1890).
September 1890	A baggage porter at Grand Central Station in New York ties a red cloth around his cap, to be better recognized in the crowd. Railroads gradually adopt the red cap for station porters, and “red cap” becomes synonymous with the job.
September 19, 1890	Grand Trunk opens its tunnel beneath the St. Clair River, between Sarnia, Ontario and Port Huron, Michigan.
October 8, 1890	General Time Convention adopts the Master Car Builders’ Association’s automatic freight car coupler as its standard.
October 11, 1890	Baltimore & Ohio, Philadelphia & Reading and Central Railroad of New Jersey begin thru service between Washington and New York. The “Royal Blue Line” uses special all-blue equipment.
November 14, 1890	The Episcopal Church purchases a 60-foot chapel car for use by Bishop William D. Walker in North Dakota, possibly the first such car in the US. Walker names the car <i>Church of the Advent - The Cathedral Car of North Dakota</i> .
November 15, 1890	Standard-gauge rail service between Denver and Salt Lake City/Ogden is established jointly by the Colorado Midland (see December 18, 1887), Denver & Rio Grande and the Rio Grande Western. The D&RG and RGW have recently converted their main lines from 3'-0" gauge.
December 8, 1890	Wisconsin Central Railway opens (Grand) Central Station in Chicago, designed by architect Solon Spencer Berman.
December 27, 1890	Nashville, Chattanooga & St. Louis acquires control, by lease, of the Western & Atlantic.
January 12, 1891	St. Louis Southwestern Railway Company is incorporated in Texas to acquire the assets of the St. Louis, Arkansas and Texas Railway. The company is also incorporated in Arkansas and Missouri.
February 13, 1891	Bangor & Aroostook Railroad is incorporated to construct a railroad between Brownsville and Van Buren, Maine.
Spring 1891	Canadian Pacific’s ocean steamships <i>Empress of China</i> , <i>Empress of India</i> and <i>Empress of Japan</i> begin operation.

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April 3, 1891	Texas legislators establish a state railroad commission.
April 18, 1891	Six postal clerks are killed in an accident on the Lake Shore & Michigan Southern at Kipton, Ohio. The tragedy brings calls for development of safer postal cars.
May 23, 1891	Dedication of the chapel car <i>Evangel</i> , the first of seven such cars built for the American Baptist Publication Society by Barney & Smith. The cars serve remote communities and are generally granted free passage by the railroads.
June 1, 1891	Opening of the Manitou & Pike's Peak Railway. The summit of the rack railway is 14,110 feet, making it the highest railroad in the US .
July 1891	<i>Railway Age</i> reports that the Chicago, Milwaukee & St. Paul has been using electric fans to cool passengers on its trains.
September 7, 1891	Opening of Louisville Union Station, home to the Louisville & Nashville, Pennsylvania and Indianapolis & Louisville.
September 19, 1891	Opening of the St. Clair River Tunnel on the Grand Trunk Railway between Port Huron, Michigan and Sarnia, Ontario.
October 14, 1891	General Time Convention changes its name to the American Railway Association (see April 1886). During the same convention, the association adopts standards for train lighting.
October 26, 1891	First run of the New York-Buffalo "Empire State Express". This daylight train on the New York Central & Hudson River is scheduled to cover the 439 miles in 8 hours, 41 minutes.
November 27, 1891	Seattle & Montana is completed between Seattle and New Westminster, British Columbia.
December 19, 1891	Completion of the Rio Grande Southern, connecting Durango with Telluride and Ridgeway, Colorado.
Circa 1892	Lima (Ohio) Machine Works is reorganized as the Lima Locomotive & Machine Company.
April 5, 1892	General Electric Company is formed from consolidation of Edison General Electric and Thompson-Houston Electric Co.
May 2, 1892	Sleeping car pioneer Theodore T. Woodruff is struck and killed by a train at Gloucester, New Jersey.
May 23, 1892	Opening of the Inter-Oceanic Railroad between Mexico City and Veracruz.
June 1, 1892	Great Northern tracklayers reach Spokane, Washington.

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- August 4-9, 1892 A special, top-secret train operated by the US Postal Service conveys \$20 million in gold coin from the sub-treasury in San Francisco to the sub-treasury in New York City (White, J.E., p 181-197).
- September 1892 Opening of the Lehigh Valley's extension to Buffalo, New York.
- September 1892 Charles Heisler receives a patent for a geared locomotive.
- October 12, 1892 American Railway Association adopts a *Code of Car Service Rules*.
- October 14, 1892 American Railway Association adopts standards for the heating of passenger trains.
- October 18, 1892 Opening of the Duluth, Missabi & Northern between Mesabi Range iron mines and ore docks at Duluth.
- November 24, 1892 Toledo & Ann Arbor Railroad car ferry* *Ann Arbor No. 1*, bound from Frankfort, Michigan, runs aground near Kewaunee, Wisconsin. Despite the mishap, the day marks the **first North American railroad ferry service across open water**.
- *Great Lakes railroad ferries have been called "car ferries", just as Great Lakes vessels are called "boats" rather than ships.
- December 2, 1892 Jay Gould dies of consumption (tuberculosis) at the age of 56.
- December 20, 1892 A court awards Charles D. Scott patent rights to the geared locomotive design produced by Climax Manufacturing Company (see December 4, 1888 and May 1890).
- Circa 1893 Pennsylvania Railroad completes a significant enlargement of its Broad Street Station in Philadelphia.
- January 7, 1893 Completion of the Great Northern, at Madison (Scenic), Washington.
- January 14, 1893 Former president Rutherford B. Hayes is stricken by a heart attack while at the railroad station in Cleveland, Ohio. Hayes boards the train with his son, Webb and returns to his estate, Spiegel Grove, in Fremont, Ohio, where he dies that night.
- January 21, 1893 Opening of Detroit's Fort Street Union Depot, jointly owned by the Canadian Pacific, Flint & Pere Marquette and the Wabash.
- January 29, 1893 Trains begin using the Philadelphia & Reading's new train shed and terminal at Twelfth and Market Streets in Philadelphia. The company occupies the office building in August.
- February 1893 Rogers Locomotive & Machine Works is reorganized as the Rogers Locomotive Company (see June 1856).

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- February 20, 1893 Philadelphia & Reading Railroad is placed in receivership, a key element in the disastrous financial year of 1893.
- March 2, 1893 President Harrison signs the Safety Appliance Act into law (see below).

Safety Appliance Act - March 2, 1893

- 👍 Automatic couplers that self-close and hold upon impact are required by January 1, 1898. The railroad industry is already standardizing on the knuckle-style coupler patented by Eli Janney (see April 29, 1873). Many automatic couplers feature a slot in the knuckle to accommodate remaining link-and-pin couplers.
- 👍 Standard drawbar heights for freight cars, critical for automatic coupling, will be required by July 1, 1895. When drawbar and floor heights are uniform, one car is also less likely to override another in a collision and “telescope”.
- 👍 Continuous brakes (air brakes) are required by January 1, 1898. The law merely specifies that “a sufficient number” of cars in each train be so equipped. A few railroads, especially in the west, already have most of their cars fitted with air brakes (see June 1884). Some eastern roads reportedly have installed air brakes on less than 10 percent of their fleet.

- April 7, 1893 Illinois Central opens Central Station on Chicago’s lakefront.
- April 12, 1893 American Railway Association adopts a single standard drawbar height for freight cars in order to comply with the Safety Appliance Act (see March 2, 1893).
- April 17, 1893 Camden & Amboy (Pennsylvania Railroad) locomotive *John Bull* (see November 12, 1831) leaves Washington under its own power, destined for Chicago’s Columbian Exhibition. Hauling two coaches, it travels 913 miles, arriving on April 22nd.
- April 18, 1893 Formation of the American Railway Union, credited largely to Eugene V. Debs, formerly of the Brotherhood of Locomotive Firemen. Debs hopes to unite railroad trade unions into a powerful nationwide force.
- May 10, 1893 New York Central & Hudson River *Empire State Express* is clocked at 112.5 mph near Batavia, New York.
- May 1, 1893 Opening of the Columbian Exhibition in Chicago.
- June 1893 Grant Locomotive Works closes after building 1,888 locomotives in Patterson, New Jersey and Chicago (see April 1867).
- June 1893 New York Locomotive Works is reorganized as the Rome Locomotive & Machine Works to concentrate on repair rather than new construction of locomotives.

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June 21, 1893	Leland Stanford dies at his home in Palo Alto, California. A founder of the Central Pacific, he also established Stanford University in memory of his son, Leland, Jr., was governor of California, and served in the US Senate from March 1885 until his death.
June 27, 1893	Crash of the New York stock market, a major element in the depression later known as the Panic of 1893 .
July 1893	Receivers are appointed for the bankrupt Richmond & West Point Terminal Railway & Warehouse Co.
July 26, 1893	Court-appointed receivers take charge of bankrupt New York, Lake Erie & Western.
July 29, 1893	Atcheson, Topka & Santa Fe opens its La Grande depot in Los Angeles.
September 1, 1893	Chicago & North Western acquires control of the Milwaukee, Lake Shore & Western.
October 20, 1893	Northern Pacific is placed in receivership for the second time.
October 23, 1893	A receiver is appointed for the bankrupt Ft. Worth & Denver City.
December 23, 1893	Atchison, Topeka & Santa Fe enters receivership.
December 31, 1893	During the year 1893, the economic depression sees the failure of 74 railroads totaling 27,000 miles of track - about 10 percent of U.S. mileage.
Circa 1894	Roanoke (Virginia) Machine Works ceases commercial locomotive building and becomes a shop for the Norfolk & Western.
January 1, 1894	Boston & Maine opens North Station in Boston. For decades it is the busiest station in the US occupied by a single railroad.
February 1894	Ohio reformer Jacob S. Coxey announces a plan to leave his hometown of Massillon on March 25th with a group of supporters to begin a march on Washington (see below).

Coxey's Army - 1894

The focus of Coxey's march is to present a petition to Congress on May 1st, proposing a federal "good roads" program which will put thousands to work. In the midst of an economic depression, unemployed men from all parts of the country make plans to join Coxey in Washington. Marchers range from non-violent social activists to anarchist radicals seeking confrontation. Various groups, especially in the far west, begin using force to gain passage eastward by rail.

This pervasive atmosphere of unrest contributes to a summer of violence in the Pullman strike (see May 11, 1894).

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- March 19, 1894 Followers of Lewis C. Fry seizes a Southern Pacific freight train at Colton, California, which carries them to Tucson, Arizona, where Fry has been soliciting donations (see Coxey's Army).
- April 1894 After a pay cut on the Northern Pacific, strikes throughout the northwest force owner James J. Hill to restore wages. The American Railway Union is widely credited for the labor victory.
- April 6, 1894 Charles T. Kelley and his followers leave Oakland, California, heading east in a train of empty freight cars furnished free by the Central Pacific (see Coxey's Army).
- April 12, 1894 Stalled in Utah for days, Kelley's group "captures" an eastbound Union Pacific train, which stops alongside their camp with just the right number of empty boxcars, and a division superintendent to see them safely to Omaha (see April 6, 1894).
- April 24, 1894 Unemployed miners in Butte, Montana steal a Northern Pacific freight train. Trustees for the NP and other bankrupt railroads immediately seek federal protection for their property. Then, pursued by a train carrying US marshals, the stolen train runs wild (without orders) east across the mountains, finally being recaptured by soldiers in Forsyth, Montana (see Coxey's Army).
- April 28, 1894 Supporters of S.L. Scheffer seize a Union Pacific train at Troutdale, Oregon and head east, also pursued by federal marshals. The train is eventually stopped by US cavalry at Arlington, Oregon (see Coxey's Army).
- May 11, 1894 Employees at the Pullman Palace Car Company shops in Chicago begin a walkout, after several American Railway Union members are dismissed during a wage dispute.
- June 18, 1894 Southern Railway Company is incorporated to acquire control of the Richmond & West Point Terminal Railway & Warehouse Co.
- June 21, 1894 At a convention of the American Railway Union in Chicago, members agree not to handle trains carrying Pullman cars as of June 26th, in sympathy for the shop strike (see May 11, 1894).
- July 4, 1894 12,000 federal troops and state militia arrive in Chicago, as mob violence against railroad property escalates. Dozens of rioters are killed in clashes with troops in Illinois, and in other states (see June 21, 1894).
- July 10, 1894 With unrest in Chicago subsiding, Eugene Debs and other officers of the American Railway Union are indicted and arrested, charged with conspiracy to obstruct interstate commerce (see July 4, 1894).
- August 20, 1894 The first geared locomotive designed by Charles Heisler is completed by Stearns Manufacturing Company of Erie, Pennsylvania.

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- September 1894 Southern Railway purchases the East Tennessee, Virginia & Georgia, the Georgia Pacific and several other southeastern railroads.
- September 1, 1894 Opening of Union Station in St. Louis (see June 13, 1875), owned by the Terminal Railroad Association of St. Louis. The train shed, completed November 25, 1893, is the **largest train shed in the world**.
- September 1, 1894 A forest fire engulfs the area around Hinckley, Minnesota, as residents flee on a hastily-assembled train. Another passenger train must retreat backwards from the fire, until its flaming wooden coaches must be abandoned. Most of its passengers and crew survive, finding refuge in a shallow lake. The disaster claims an estimated 500 lives before the fires burn out.
- October 23, 1894 Following the failure of the Switchmen's Mutual Aid Association, switchmen meeting in Kansas City form the Switchmen's Union of North America (see February 1886).
- November 25, 1894 First run of the Southern Pacific's *Sunset Limited* between New Orleans and San Francisco.
- December 14, 1894 Eugene V. Debs is sentenced to six months in prison for his role in the Pullman strike during the summer of 1893. Former railroad attorney Clarence Darrow is retained to defend Debs (see July 10, 1894).
- February 6, 1895 Norfolk & Western is placed in receivership.
- May 1, 1895 Baltimore & Ohio's new tunnel, beneath Howard Street in Baltimore, opens for passenger traffic. The 7,341foot, double-track bore links Camden Station with B&O line to Philadelphia.
- June 30, 1895 New Haven electrifies its Nantasket Beach branch line - the first US conversion of a steam railroad to electric operation, using overhead power distribution.
- July 9, 1895 Toronto, Hamilton & Buffalo is acquired, thru purchase of stock, by the New York Central (37%), Canadian Pacific (27 %), Michigan Central (18%), and Canada Southern (18%).
- July 27, 1895 The first electric locomotive traverses the Baltimore & Ohio's Howard Street tunnel pulling a steam-powered train in regular service (see May 1, 1895).
- September 21, 1895 Ann Arbor Railroad Company is organized to acquire the assets of the bankrupt Toledo & Ann Arbor (see June 21, 1878).
- November 3, 1895 The newly-created Erie Railroad Company acquires the assets of the bankrupt New York Lake Erie & Western (see April 27, 1878).
- Circa 1896 American Refrigerator Transit Company is organized to build and operate refrigerator

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cars. The company is owned jointly by the Missouri Pacific and Wabash.

January 1, 1896	Nashville, Chattanooga & St. Louis acquires control, by lease, of the Louisville & Nashville's Paducah & Memphis division.
January 1, 1896	Santa Fe is reorganized and out of receivership (see December 23, 1893).
January 4, 1896	Utah becomes a state (see July 10, 1890).
February 14, 1896	Portland's new Union Station opens on the 37th anniversary of Oregon statehood. Boston architect Henry Van Brunt has designed other large depots for the Union Pacific, a joint owner with the Northern Pacific and Southern Pacific.
March 1896	Receivership for the Atlantic & Pacific Railroad.
March 1, 1896	Baltimore & Ohio is placed in receivership.
March 16, 1896	Following its second bankruptcy, the Northern Pacific is reorganized as the Northern Pacific Railway (see October 20, 1893).
April 6, 1896	Canadian Pacific is granted trackage rights between Hamilton and Toronto, over the Grand Trunk. Both the CP and the Toronto, Hamilton & Buffalo will use this Toronto access.
April 15, 1896	American Railway Association adopts a <i>Code of Block Signal Rules</i> .
May 1896	Green Bay & Western is organized to acquire the assets of the bankrupt Green Bay, Winona & St. Paul.
May 1896	The US Supreme Court renders its decision in <i>Plessy v. Ferguson</i> , which upholds as constitutional a separate-but-equal policy when accommodating different races (see July 23, 1887).
May 18, 1896	First run of Lehigh Valley's <i>Black Diamond</i> between New York City and Buffalo.
July 1896	Creditors force closure of the troubled Rhode Island Locomotive Works, pending reorganization.
July 26, 1896	New Haven extends its Nantasket Beach electrification about 3-1/2 miles, this time the first US railroad to convert surface trackage to third rail power distribution.
August 17, 1896	The discovery of gold in Yukon Territory, Canada marks the start of the Klondike gold rush, bringing thousands to Alaska and the Yukon.
September 1, 1896	Baltimore & Ohio opens its Mount Royal station in Baltimore, at the north end of the Howard Street tunnel (see July 27, 1895).

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- September 15, 1896 William G. Crush stages a deliberate head-on crash between two antiquated steam locomotives, before a large crowd at “Crush”, on the Missouri, Kansas & Texas near Waco, Texas. Several spectators are killed and many injured when the boilers explode upon impact.
- September 24, 1896 Norfolk & Western Railroad is reorganized as the N&W Railway.
- December 31, 1896 Dr. Rudolf Diesel exhibits his oil-burning, internal-combustion engine in Paris. A single-cylinder version of his engine ran successfully for the first time on August 10, 1893.
- Circa 1897 Baldwin delivers freight locomotives to the Nippon Railway (Japan). The new design features an oversized firebox, placed behind the rear drivers, supported by a trailing truck. The 2-8-2 engine is dubbed "Mikado", after the Emperor of Japan.
- Circa 1897 Canada's Post Office Department creates a Railway Mail Service branch.
- Circa 1897 First use of a friction draft gear, invented by George Westinghouse.
- January 1897 Opening of Union Station in Jacksonville, Florida.
- January 9, 1897 Norfolk & Western acquires control of the Roanoke Machine Works. The facility becomes the N&W Roanoke shops (see September 1881).
- February 14, 1897 Robert R. Young is born in Canadian, Texas.
- March 22, 1897 In the *Trans-Missouri Freight* case, the US Supreme Court rules that railroads are subject to the provisions of the Sherman anti-trust act.
- April 3, 1897 Albert Fink dies of pneumonia at a sanitarium in Sing Sing, New York, having been in poor health for eight years.
- April 7, 1897 American Railway Association adopts 4'-8-1/2" as its standard track gauge. Conversion of remaining 4'-9" track is done gradually, during regular maintenance, and is complete by about 1901.
- May 30, 1897 Toronto, Hamilton & Buffalo operates its first passenger train between Toronto and Buffalo (April 6, 1896).
- June 11, 1897 A bullet ends the life of the dog "Owney", mascot of the Railway Mail Service, in Toledo, Ohio. In 1888, the homeless mutt was adopted by postal workers at Albany, New York, and he soon began traveling on railway post office cars. Having visited much of North America, Owney was sent on a 132-day around-the-world trip in 1895. His remains are preserved at the National Postal Museum in Washington, DC.
- Summer 1897 A wagon road is completed over the White Pass from Skagway to Lake Bennett (see summer 1887).

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- July 7, 1897 Santa Fe acquires control of the Atlantic & Pacific.
- September 11, 1897 Completion of the Kansas City, Pittsburg & Gulf Railroad between Kansas City and Port Arthur, Texas. The newly-developed ocean port on Lake Sabine is named for railroad president Arthur Stillwell.
- October 1897 American Railway Engineering Association is organized in Chicago.
- October 6, 1897 American Railway Association adopts a *Code of Interlocking Rules*.
- October 19, 1897 George M. Pullman dies at his home in Chicago.
- November 1897 Multiple-unit electric cars designed by Frank Sprague begin operation on the South Side Elevated Railway in Chicago. Within months, steam power is completely replaced.
- November 1, 1897 Union Pacific is sold at a foreclosure sale in Omaha to a new group of investors, including E.H. Harriman.
- December 23, 1897 The deadline for US railroads to install air brakes and automatic couplers is extended to January 1, 1900 (later extended to August 1, 1900).
- Circa 1898 Vermont Central is reorganized as the Central Vermont Railway, under the control of the Grand Trunk.
- Circa 1898 Heisler Locomotive Works is formed in Erie, Pennsylvania.
- May 1898 Southern Pacific launches its *Sunset Magazine* aimed at promoting SP's home territory. Sold by the railroad in 1914, *Sunset* continues as a popular western magazine.
- May 14, 1898 Congress authorizes land grants and other enticements to private companies who build railroads in the Territory of Alaska. By March of 1899, eleven companies have sought charters to construct railroads in Alaska.
- July 15, 1898 Southern Pacific leases the Sonora Railway from the Santa Fe.
- August 1898 Track repair work near Gwynns Falls in Baltimore, uncovers the "first stone" of the Baltimore & Ohio (see July 4, 1828). The artifact is placed on a new pedestal behind an iron fence (it now resides at the B&O Transportation Museum).
- September 1898 Anheuser Busch operates a stationary engine, manufactured in the US by Busch-Sulzer Brothers Diesel Engine Company. Adolphus Busch owns the North American manufacturing rights for the engine patented by Dr. Rudolph Diesel. The 60HP unit generates electricity at his St. Louis brewery.
- December 13, 1898 The new, double-track Victoria Jubilee Bridge replaces the Victoria Bridge (see December 12, 1859) across the St. Lawrence River between Montreal and Longueuil.

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- December 29, 1898 Ft. Worth & Denver City and Denver, Texas & Gulf are purchased by the Colorado & Southern.
- Circa 1899 Thirteen car building firms consolidate to create the American Car & Foundry Company, headquartered in New York City.
- Circa 1899 Burlington becomes the first railroad to use ties treated with creosote (Parmelee, p.77).
- January 1, 1899 Boston's South Station opens for partial use. The new terminal is owned by Boston Terminal Company, which is in turn owned 80% by the New York, New Haven & Hartford and 20% by the Boston & Albany. The station is in full operation by September 10th.
- February 1899 Having been closed for more than three years, Richmond Locomotive Works is purchased by Joseph Headley, owner of Corliss Engine Company and International Power Company.
- February 20, 1899 The first White Pass & Yukon excursion train carries passengers from Skagway to the end of track at the summit of White Pass (see summer 1897).
- June 23, 1899 Henry B. Plant dies.
- June 30, 1899 Bicycle racer Charles M. Murphy earns the nickname "Mile-a-Minute Murphy", clocking a mile in 57.8 seconds. The stunt is staged on the Long Island Railroad between Farmingdale and Maywood, where Murphy "chases" a special train riding on wooden planks laid between the rails. The rear coach of the train has top and side extensions to minimize wind resistance.
- July 1, 1899 A reorganized Baltimore & Ohio emerges from receivership (see March 1, 1896).
- October 15, 1899 First run of the *Overland Limited* between Chicago and Oakland, California.
- December 3, 1899 John W. Barriger is born in Dallas, Texas.
- December 31, 1899 Wagner Palace Car Company is purchased by Pullman.
- Circa 1900 Pere Marquette Railroad created through the merger of the Chicago & West Michigan, the Detroit, Grand Rapids & Western and the Flint & Pere Marquette.
- January 13, 1900 Start of regular service on the White Pass & Yukon Railway. The 3'-0" gauge system runs from Skagway, Alaska to Whitehorse, Yukon Territory, Canada (see February 20, 1899).
- March 9, 1900 St. Louis, San Francisco & Texas Railway Co. (Frisco) is organized.
- April 1, 1900 Newly-incorporated Kansas City Southern Railway acquires the assets of the bankrupt
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Kansas City, Pittsburg & Gulf (see September 11, 1897).

- April 29, 1900 First run for the Northern Pacific's *North Coast Limited* between St. Paul and Seattle.
- April 30, 1900 John Luther "Casey" Jones dies at the throttle of Illinois Central train No. 1, *New Orleans Special**. Jones is the only fatality in a rear-end collision with a freight train at Vaughan(s), Mississippi. The official report blames Jones (see below) for excessive speed and disregard of a flagman.

*This train has been incorrectly called the *Cannonball*. Railroad slang often referred to any exceptionally fast train as a "cannon ball".

Casey Jones

All railroads had written rules governing the speed of trains, but violations were generally overlooked when an engineer was making up lost time, especially with the company's premier passenger train. When Jones took charge of No. 1 at Memphis it was already well behind schedule, and it is likely that he ignored speed restrictions trying to bring the train into Jackson "on the advertised".

As the train sped southward, two long freight trains had met at the short siding at Vaughn(s) and were blocking the track. Unable to clear the main line, a flagman was sent out with lantern and torpedoes to warn the oncoming train. Jones and his fireman allegedly did not hear the torpedoes, although postal clerks and others say they did. When a collision seemed imminent, fireman Simeon Webb jumped, receiving only minor injuries. Jones was the only fatality, found dead in the wreckage, next to his overturned locomotive.

Railroad accident investigations in 1900 were generally conducted by the railroad company. Jones' personnel file already contained several reprimands for disregarding company rules, so the engineer's recklessness was determined to be the key factor in the crash.

A railroad engineer's demise in a relatively minor accident would scarcely be remembered today, but for a popular song - a catchy roundhouse ballad attributed to Jones' friend Wallace Saunders. The song, and the tales that followed, would immortalize Casey as a hero, who ignored danger and stayed at his post, saving lives at the cost of his own.

- May 5, 1900 Pennsylvania Railroad acquires control, through purchase of stock, of the Long Island Railroad.
- July 1, 1900 New York Central & Hudson River acquires control, by lease, of the Boston & Albany Railroad.

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July 1, 1900	Baltimore & Ohio acquires control of the Baltimore & Ohio Southwestern.
July 2, 1900	Colorado & Southern and the Rio Grande Western acquire control of the Colorado Midland (see November 15, 1890).
July 6, 1900	Santa Fe begins ferryboat service between Richmond and San Francisco.
July 29, 1900	A last spike, driven at Caribou Crossing (Carcross), completes the White Pass & Yukon Railway between Skagway, Alaska Territory and Whitehorse, Yukon Territory.
August 13, 1900	Collis P. Huntington dies while on vacation at Pine Knot Camp in the Adirondack region of New York.
August 17, 1900	At 11:00am, all trains of the vast Southern Pacific system stand still for seven minutes in memory of C.P. Huntington.
August 22, 1900	The first hobo convention is held in Britt, Iowa. The half-serious idea of a local businessman will become an annual event.
September 3, 1900	Nashville Union Station opens for business, jointly owned by the Louisville & Nashville and the Nashville, Chattanooga & St. Louis.
September 8, 1900	A hurricane and 15-foot storm surge sweep over Galveston Island, Texas, killing more than 6,000 people, the worst natural disaster in US history. The railroad bridge to the mainland is destroyed (see October 3, 1867).
September 25, 1900	Erie's Kinzua Viaduct is replaced by a new structure (see August 29, 1882).
November 12, 1900	Henry Villard dies at his home in Dobbs Ferry, New York.
December 1900	Great Northern opens its 2.63-mile Cascade Tunnel (I) at Stevens Pass, 60 miles east of Seattle.
December 1, 1900	Rogers Locomotive Company closes its Patterson, New Jersey facility (see February 1893).
December 17, 1900	Albany Union Station opens. The facility is designed by architects Shepley, Rutan & Coolidge.
Circa 1901	US Steel acquires control of the Duluth & Iron Range and the Duluth, Missabe & Northern.
Circa 1901	Henry Fournier has the distinction of having driven the first automobile to collide with a train (or vice versa). The incident is said to have happened in Westbury, New York.
Circa 1901	Completion of Chesapeake & Ohio's viaduct along the James River in Richmond, Virginia results in virtual abandonment of its Church Hill tunnel (see December 11,

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1873).

Circa 1901	Davenport Locomotive Works becomes successor to W.W. Whitehead & Company.
Circa 1901	City of New York purchases the Staten Island ferry boat operation of B&O subsidiary Staten Island Railway.
Circa 1901	Canadian Pacific installs a super heater on a ten-wheeler (4-6-0) locomotive, the first use of this technology on a locomotive in North America.
January 31, 1901	Southern Railway gains control of the Mobile & Ohio.
February 1901	E.H. Harriman buys a large block of Southern Pacific stock from the estate of C.P. Huntington (see August 13, 1900), giving him control of the SP.
February 12, 1901	An act of Congress requires the removal of all grade crossings within the District of Columbia, removal of the Pennsylvania Railroad depot from the Mall, rebuilding of the Long Bridge and new depots for both the B&O and PRR.
March 3, 1901	President McKinley signs the Accident Reports Act, which requires railroads to make monthly accident reports to the ICC. The data gathering is intended to test the effectiveness of current safety measures. The first, very brief reports cover accidents in the last quarter of 1901.
March 21, 1901	San Pedro, Los Angeles & Salt Lake Railroad Company is organized in Utah, to build a line from Salt Lake City to Los Angeles.
May 17, 1901	<i>Railway Gazette</i> reports that the idle Rogers Locomotive Company (see December 1, 1900) has been reorganized and will resume business as the Rogers Locomotive Works.
May 21, 1901	Great Northern and Northern Pacific acquire control, through purchase of stock, of the Chicago, Burlington & Quincy. GN and NP each hold 50 percent of CB&Q stock.
June 1901	At a convention of railroad mechanical officials in Saratoga, new York, F.M. Whyte of the New York Central & Hudson River, proposes a locomotive classification system based on wheel arrangement.
June 10/24, 1901	The American Locomotive Company (ALCo) is incorporated to form a company capable of competing with the giant Baldwin Locomotive Works. ALCo purchases existing locomotive builders Brooks, Cooke, Dickson, Manchester, Pittsburgh, Rhode Island, Richmond and Schenectady.
June 29, 1901	A cave-in closes the busy Union Tunnel in Baltimore, halting traffic on the Pennsylvania Railroad between Philadelphia and Baltimore. One track is reopened by July 9th.
July 1901	Atlantic Coast Line, Baltimore & Ohio, Chesapeake & Ohio, Pennsylvania, Seaboard

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Air Line and Southern team up to purchase control of the Richmond, Fredericksburg & Potomac.

- July 1901 Denver & Rio Grande acquires control of the Rio Grande Western (see July 2, 1900).
- July 18, 1901 Santa Fe purchases the partially-completed Grand Canyon Railroad, which currently extends from Williams to within eleven miles of the canyon's south rim.
- September 6, 1901 President McKinley is shot while attending an exposition in Buffalo, New York. A special train carrying surgeons, nurses and equipment races from Hoboken, New Jersey to Buffalo, over the Delaware, Lackawanna & Western, covering the 395 miles in 405 minutes.
- September 26, 1901 E.H. Harriman becomes chairman of Southern Pacific (see February 1901).
- September 27, 1901 Rutland acquires control of the Ogdensburg & Lake Champlain.
- October 23, 1901 American Railway Association adopts a standard boxcar size, measuring 36 feet in length, 8'-6" in width and 8 feet high, inside.
- November 13, 1901 James J. Hill of the Great Northern and J.P. Morgan, representing stockholders of the Northern Pacific, incorporate the Northern Securities Company. This holding company is to become custodian of the two companies' stock, including that of CB&Q (see May 21, 1901).
- November 15, 1901 Baltimore & Ohio donates a Winans "Camel" 4-6-0 to Purdue University.
- November 27, 1901 Opening of Main Street Station in Richmond, owned by the Chesapeake & Ohio and the Seaboard Air Line.
- Circa 1902 E.H. Harriman places five railroads under unified management called "Associated Railroads": Chicago & Alton, Southern Pacific, Union Pacific, and its two affiliates Oregon Short Line and Oregon-Washington Railroad & Navigation.
- Circa 1902 Opening of Pennsylvania Railroad's new depot and office building in Pittsburgh.
- Circa 1902 Plant System railroads are purchased from Plant's estate by the Atlantic Coast Line Railroad.
- Circa 1902 Santa Fe Refrigerator Dispatch Company is organized as a subsidiary of the Atchison, Topeka & Santa Fe.
- Circa 1902 Locomotive & Machine Company is organized in Montreal, Quebec.
- Circa 1902 Opening of Southern Pacific's new depot in San Antonio, Texas.
- January 1, 1902 The last spike completes the Canadian Northern Railway, linking Fort William Thunder

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Bay, Ontario and Winnipeg, Manitoba.

January 1, 1902	A syndicate composed of financiers William Leeds, “Judge” Daniel Reed, and brothers James & William Moore acquire control of the Rock Island.
January 2, 1902	Standard Steel Car Company is incorporated in Pittsburgh. It opens a new freight car works in Butler, Pennsylvania later that year.
January 7, 1902	A special train carrying the Liberty Bell rams a stopped freight train in Virginia, killing the engine crew and starting a fire which consumes two baggage cars. A flatcar carrying The Bell is uncoupled by quick-thinking crewmen, who save the national icon.
January 8, 1902	A rear-end collision in New York City's Park Avenue tunnel kills 15 commuters aboard a New Haven train. Engine crews often have trouble seeing signals in the smoke-filled tunnel.
February 1902	A horse-drawn Rockland County, New York school bus is struck by a train in Clarkstown (West Nyack), New York, killing 8 and injuring 1. It is believed to be the first collision between a train and school bus (<i>Rockland Journal News</i>).
March 30, 1902	First train crosses the Pennsylvania Railroad's new 4-track stone arch bridge over the Susquehanna River at Rockville, Pennsylvania. At 3,820 feet, it is the longest stone railroad bridge in the world.
May 12, 1902	Coal miners of the United Mine Workers call a strike that closes anthracite coal mines in northeast Pennsylvania, a work stoppage that will last all summer.
May 14, 1902	Louisville & Nashville and Southern Railway jointly purchase a controlling interest in the Chicago, Indianapolis & Louisville (Monon).
June 1, 1902	Burlington, Cedar Rapids & Northern is leased by the Rock Island.
June 15, 1902	Pennsylvania RR inaugurates its <i>Pennsylvania Special</i> between New York City and Chicago. New York Central & Hudson River offers the <i>20th Century Limited</i> - 961 miles in 20 hours.
July 1, 1902	Southern Railway leases the South Carolina & Georgia, which includes the original South Carolina Canal & Rail Road.
July 7, 1902	E.H. Harriman acquires 50-percent ownership of the uncompleted San Pedro, Los Angeles & Salt Lake (see March 21, 1901).
October 21, 1902	Anthracite miners return to work following mediation by a panel appointed by President Roosevelt.
November 2, 1902	Pennsylvania Railroad and Southern Railway begin operating an all-mail and express train between New York and New Orleans, the first train of its kind in the South.

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| November 22, 1902 | Alfred E. Perlman is born in St. Paul, Minnesota. |
| December 1, 1902 | Through service begins between Havana and Santiago de Cuba over the new Ferrocarril Central (Central Railroad of Cuba). |
| December 9, 1902 | Lucius Beebe is born in Wakefield, Massachusetts. |
| Circa 1903 | Establishment of the Board of Railway Commissioners for Canada, replacing the Railway Committee of the Privy Council. |
| Circa 1903 | California's North Shore Railroad electrifies its passenger operation between Sausalito and points in Marin and Sonoma counties. |
| Circa 1903 | SP purchases 50 percent of the Pacific Electric Railway system. |
| Circa 1903 | William P. Bettendorf patents a cast-steel truck frame with integral cast journal boxes. |
| February 19, 1903 | President Roosevelt signs the the Elkins Act. |
| February 25, 1903 | President Roosevelt signs the Compulsory Testimony Act. |
| February 28, 1903 | President Roosevelt signs an act authorizing a single union station for the nation's capitol, appropriating \$1.5 million each for the Baltimore & Ohio and Pennsylvania railroads to aid construction (see February 12, 1901). |
| March 2, 1903 | Congress amends the Safety Appliance Act, extending its requirements to "all trains, locomotives, tenders, cars, and similar vehicles", and increases the requirement for air brakes. Under the amended act, not less than 50 percent of the cars in any train must be equipped with air brakes. |
| March 6, 1903 | Western Pacific Railway is incorporated to build from San Francisco Bay to Salt Lake City. |
| May 7, 1903 | New York State passes a law setting a deadline of June 1908 for the elimination of steam locomotives beneath Park Avenue in Manhattan, and elsewhere in New York, south of the Harlem River. The law makes possible a massive reconstruction of Grand Central Terminal (see January 8, 1902). |
| July 12, 1903 | Opening of Chicago's new La Salle Street Station, owned by the Lake Shore & Michigan Southern and the Rock Island. |
| August 7, 1903 | Great Wallace Circus train is rammed from behind by a Grand Trunk freight train near Durand, Michigan, killing 26. |
| September 27, 1903 | Running downhill at a high rate of speed, Southern Railway train No. 97 derails, plunging off a trestle near Danville, Virginia killing nine, including five postal clerks. |

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The accident is made famous by a popular song “The Wreck of Old 97”.

October 1903	Following a teaching career at a local school, Kate Shelley accepts the position of station agent at the C&NW depot in Moingona, Iowa (see July 6, 1881).
October 24, 1903	Canada’s National Transcontinental Railway Act is passed, authorizing the government to construct a northerly transcontinental railroad between Moncton, New Brunswick and Winnipeg, Manitoba. The line west from Winnipeg to the Pacific is to be built by the Grand Trunk Railway.
November 4, 1903	United States government purchases the assets of the bankrupt <i>Societe Intrnationale du Canal Interoceanique</i> , including the Panama Railroad (see circa 1879).
December 1903	Pere Marquette begins operating into Chicago.
December 1, 1903	ICC’s 1903 Annual Report calls for an appraisal of railroad property, as a basis for establishing rates giving railroads a fair return on investment.
December 1, 1903	Thomas A. Edison’s motion picture company releases <i>The Great Train Robbery</i> . Filmed on the Lackawanna Railroad near Dover, New Jersey, Edwin S. Porter’s twelve-minute film is notable for blending a story with outdoor action scenes.
Circa 1904	Opening of Canadian Pacific's Angus shops in Montreal.
Circa 1904	American Locomotive Company acquires control of the Locomotive & Machine Company of Montreal (see circa 1902).
Circa 1904	The train shed at St. Louis Union Station is extended from 630 feet to 810 feet in length, covering 490,860 square feet (see September 1, 1894).
February 1, 1904	Canada creates a three-person Board of Railway Commissioners, replacing the Railway Committee of Privy Council.
February 7, 1904	A major fire in downtown Baltimore destroys the headquarters of the B&O.
March 8, 1904	Southern Pacific opens its 103 mile long Lucin Cutoff, including nearly 23 miles of trestle across Great Salt Lake, which avoids steep grades and sharp curves of the Central Pacific's original 1869 route.
March 14, 1904	Supreme Court rules against James J. Hill and J.P. Morgan in <i>Northern Securities Co. v. US</i> , finding that the Northern Securities holding company would inhibit competition and restrain trade, as defined in the “Anti-Trust” Act of 1890.
May 1904	American Locomotive Company completes the first Mallet-type locomotive built in the US.
April 30, 1904	Opening of the Louisiana Purchase Exposition in St. Louis.

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June 1904	General Railway Signal Company is organized to merge the assets of the Pneumatic Signal Co. and the Taylor Signal Co.
June 1, 1904	The first train crosses George Gould's new Wabash-Pittsburgh Terminal Railway bridge into Pittsburgh. Wabash begins passenger service to Pittsburgh on July 2nd.
December 6, 1904	President Roosevelt proposes giving the ICC limited rate-making powers.
Circa 1905	Rogers Locomotive Works of Patterson, New Jersey is purchased by American Locomotive Company. With the more modern Cooke facility, also in Patterson, ALCo will seek to phase out locomotive production at the older Rogers plant.
Circa 1905	Alberta and Saskatchewan become provinces of Canada.
Circa 1905	Canadian Pacific acquires control, through purchase of stock, of the Esquimalt & Nanaimo (see August 13, 1886). CPR maintains the E&N as a separate entity.
Circa 1905	First large US order of the 2-8-2 "Mikado" type for the Northern Pacific. Over 14,000 of this locomotive type are eventually built.
January 1905	Purdue University receives locomotive <i>Daniel Nason</i> , a former Boston & Providence engine, donated by the New Haven.
January 4, 1905	Henry V. Poor dies.
January 14, 1905	Opening of the luxurious El Tovar Hotel at Bright Angel Point on the south rim of the Grand Canyon. The hotel is owned by the Atchison, Topeka & Santa Fe Railroad and operated by Fred Harvey (see July 18, 1901).
February 1905	The final locomotive built by Rogers Locomotive Works, bearing Construction #6271, is shipped from the Patterson, New Jersey plant. The plant is now owned by American Locomotive Works (see May 17, 1901).
February 16, 1905	Jay Cooke dies.
January 18, 1905	PRR opens its massive classification yard at Enola, Pennsylvania, near Harrisburg.
February 23, 1905	Congress authorizes the Interstate Commerce Commission Medal of Honor to those who "by extreme daring, endanger their own lives in saving, or in endeavoring to save lives from any wreck, disaster or grave accident...".
March 7, 1905	Union Pacific begins testing its railcar M-1, designed by motive power superintendent William McKeen, and built at UP's Omaha shops. The unit features a distinctive aerodynamic steel body, gasoline engine and mechanical transmission. M-1 begins regular service between Kearney and Callaway, Nebraska on August 21.

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March 1, 1905	Cincinnati, Hamilton & Dayton leases the Pere Marquette.
May 11, 1905	PRR's Cincinnati Express collides with freight cars from a derailment on the adjacent track near Harrisburg. An otherwise minor accident turns deadly, as flames ignite 25 tons of dynamite in one of the freight cars, killing 3 crew and 20 passengers, including theatrical producer Samuel Shubert.
June 7, 1905	The first all-steel railway post office is placed in service on the Erie Railroad (see April 18, 1891).
June 12, 1905	A speed of 127.1 mph is recorded by the <i>Pennsylvania Special</i> over a 3-mile section of the Pennsylvania Railroad near Ada, Ohio, east of Lima. The train is running late on its inaugural trip, when it posts the highest official speed of any train in the US .
July 9-11, 1905	Walter Scott, aka "Death Valley Scotty" hires a AT&SF train for \$5,500. to take him and his wife from Los Angeles to Chicago. His <i>Coyote Special</i> sets a new record of 44 hours and 45 minutes for the run.
July 17, 1905	A spectacular fire destroys all but the exterior stone walls of Union Station in Louisville (see September 7, 1891). The depot is rebuilt as it had been, reopening in December.
July 26, 1905	First electrified operation on the Long Island Railroad between Flatbush Avenue in Brooklyn, and Rockaway Park. Electrified trackage is extended to Jamaica by August 29th.
July 26, 1905	Newly-appointed chief engineer John Stevens arrives in Panama to take over the work of the Isthmian Canal Commission. His first act is to begin rebuilding the outdated Panama Railroad for service during and after canal construction (see November 4, 1903).
August 7, 1905	A fire aboard the Lackawanna ferry <i>Hopatcong</i> spreads to the Hoboken, New Jersey ferry terminal and railroad station, resulting in the total loss of the ferry and the building.
September 1, 1905	Alberta and Saskatchewan become provinces of the Dominion of Canada (see September 1, 1880).
October 1905	American Railway Association adopts a standard agreement governing the detouring of one railroad's trains over the tracks of another.
October 1, 1905	Grand Trunk acquires control of the Canada Atlantic Railway.
November 15, 1905	An ICC order increases the minimum number of air brake-equipped cars in any train from 50 percent to 75 percent, effective August 1, 1906.
December 5, 1905	First recipient of the ICC's Medal of Honor is George H. Poell, a fireman who climbed out onto the pilot of his moving engine to save a child.

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- December 5, 1905 Bankruptcy for the Cincinnati, Hamilton & Dayton.
- December 14, 1905 Herman Haupt dies aboard a train headed for his home in Philadelphia. Haupt had suffered an apparent heart attack in New York City the day before.
- December 31, 1905 1905 marks the peak year for US locomotive production, with 6,265 engines ordered from builders.
- Circa 1906 Brotherhood of Locomotive Firemen changes its name to Brotherhood of Locomotive Firemen and Enginemen (see December 1, 1873).
- Circa 1906 Louisville & Nashville opens its new depot in New Orleans.
- Circa 1906 ALCo begins renovation of the Rhode Island Locomotive Works for the production of automobiles.
- Circa 1906 Southern Pacific and Union Pacific organize Pacific Fruit Express to own and operate refrigerator cars.
- Circa 1906 The last locomotive is built by The Portland (Maine) Company, where 628 were constructed since 1848. The company continues in its main business of logging machinery.
- January 1906 PRR donates the locomotive *Reuben Wells* to Purdue University.
- January 5, 1906 Under cover of darkness, Western Pacific crews begin laying a track to the Oakland, California waterfront. Though protested by rival Southern Pacific, the WP's move is eventually upheld in the courts.
- February 3, 1906 General Electric's first gasoline-electric railcar is demonstrated on the Delaware & Hudson between Schenectady and Saratoga Springs, New York.
- April 1906 George D. Whitcomb Company of Chicago, a manufacturer of coal mining equipment, delivers a gasoline-powered locomotive for an Illinois coal mine.
- April 18, 1906 A strong earthquake and subsequent fires cause unprecedented damage in the city of San Francisco. Major buildings destroyed include the corporate headquarters of Southern Pacific and Wells, Fargo & Company.
- May 10, 1906 Opening of King Street Station in Seattle.
- June 2, 1906 A life-sized bronze statue of Matthias W. Baldwin is unveiled in front of the Baldwin Locomotive Works offices in Philadelphia. Placed in front of the company offices on Broad Street, it is later moved to the north side of City Hall Plaza, where it still stands.
- June 30, 1906 Congress passes the Block Signal Resolution, directing the ICC to investigate and

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report on block signaling systems and automatic train control devices.

June 29, 1906	President Roosevelt signs the Hepburn Act, which gives the ICC power to set and put into effect maximum rates for the railroad industry, authorize examination of railroad books, and prescribe a uniform bookkeeping method.
July 1(9/18?), 1906	Pennsylvania Railroad subsidiary West Jersey & Seashore begins electrified operation between Camden and Atlantic City, New Jersey.
July 12, 1906	Switchmen's Union of North America (see October 23, 1894) affiliates with the American Federation of Labor.
July 22, 1906	Russell Sage dies, leaving a fortune reported to be \$100 million (about \$1.85 billion today). His wife uses much of it to start the Russell Sage Foundation.
August 1, 1906	Opening of Potomac Yard in Alexandria, Virginia.
August 12, 1906	Pennsylvania Railroad announces that it will build or purchase only all-steel passenger cars.
October 1906	First volume of Frank A. Munsey's <i>The Railroad Man's Magazine</i> .
October 9, 1906	Pennsylvania Railroad tunnels between New Jersey and Manhattan are completed beneath the North (Hudson) River.
October 18, 1906	A hurricane damages the Key West extension of the Florida East Coast Railroad during construction, killing at least 75 workers.
October 27, 1906	70 year old William J. Palmer is paralyzed after falling from a horse during a ride with his family.
November 29, 1906	Samuel Spence, president of the Southern Railway, is killed along with 31 others in a rear-end collision of two passenger train near Lynchburg, Virginia.
Circa 1907	Stearns Manufacturing Company of Erie, Pennsylvania is reorganized as the Heisler Locomotive Works.
Circa 1907	Locomotive production ends at ALCo's Providence, Rhode Island works.
January 8, 1907	Northwestern Pacific Railroad, jointly owned by Santa Fe and Southern Pacific is organized.
January 23, 1907	Mexican president Porfirio Diaz officially opens the new railroad across the Isthmus of Tehuantepec, between Coatzacoalcos, Vera Cruz and the new port of Salina Cruz, Oaxaca.
February 20, 1907	Delaware, Lackawanna & Western opens its new rail/ferry passenger terminal in

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Hoboken, New Jersey (see August 7, 1905).

- February 26, 1907 Fire destroys the roof of the Southern Pacific depot in San Antonio (see circa 1902).
- March 4, 1907 President Roosevelt signs the Hours of Service Act. Effective March 3, 1908. The act establishes 16 hours continuous duty as a maximum for locomotive and train crews, and sets minimum rest times between duty periods.
- May 1907 Yosemite Valley Railroad begins passenger service between its El Portal terminal at Yosemite National Park and its AT&SF connection at Merced, California.
- June 16, 1907 Catholic chapel car *St. Anthony* is officially blessed at Chicago's La Salle Street Station. The Catholic Extension Society eventually adds cars *St. Peter* and *St. Paul*.
- August 29, 1907 The southern section of the Quebec Cantilever Bridge collapses into the St. Lawrence River during construction. As many as 82 workers and 20,000 tons of steel are lost in the disaster.
- October 1, 1907 Pacific Fruit Express Company is formed to own and operate a fleet of 6,600 refrigerator cars. The company is jointly owned by Southern Pacific and Union Pacific.
- October X, 1907 In New York City, failure of the Knickerbocker Trust Company is the first event in a depression later known as the **Panic of 1907**.
- October 27, 1907 Baltimore & Ohio's *Duquesne Limited* is the first train to depart from the new Union Station in Washington. Pennsylvania Railroad trains begin using the station on November 17th. Southern and Chesapeake & Ohio also have trackage rights into the station.
- November 7, 1907 Coupling his locomotive to a burning, dynamite-laden boxcar, Jesus Garcia, engineer for the mining railroad in Nacozari, Sonora, Mexico, speeds away from his village with the deadly cargo. The inevitable blast occurs far enough away that only thirteen lives are lost. November 7 is now National Railway Memorial Day in Mexico, honoring Garcia and all fallen railroaders.
- November 16, 1907 Oklahoma becomes a state (see January 4, 1896).
- December 8, 1907 Completion of Southern Pacific's Bayshore Cutoff gives SP a double-track line along the coast via Santa Barbara, between Los Angeles and San Francisco.
- December 23, 1907 PW&B (Pennsylvania Railroad) depot and property on the Washington, DC Mall is purchased by the US government (see October 27, 1907).
- Circa 1908 Locomotive production ends at ALCo's Rhode Island plant where 5,995 engines had been built since 1866.
- Circa 1908 The first 4-8-2 type locomotive is built for service in South Africa.

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January 2, 1908	Illinois Tunnel Company begins operation of a narrow-gauge electric freight railway beneath the streets of downtown Chicago.
February 1, 1908	US Justice Department brings suit claiming that Harriman's Union Pacific having majority control of Southern Pacific stock is illegal under the Sherman Antitrust Act.
February 25, 1908	Hudson & Manhattan opens its twin tunnels between the Lackawanna Railroad's Hoboken, New Jersey terminal and its Manhattan Terminal at 19th Street and Sixth Avenue. The first train under the Hudson River ends decades of construction (see July 21, 1880).
March 11, 1908	Completion of the Spokane, Portland & Seattle between Spokane and Portland. Tacoma and Seattle are reached over Union Pacific rails.
March 18, 1908	Pennsylvania Railroad completes the East River tunnels between Manhattan and Long Island.
April 22, 1908	President Roosevelt signs an act assigning liability for the death or injury of a railroad employee to the railroad company.
May 30, 1908	President Roosevelt signs the Ash Pan Act, prohibiting the use of any locomotive whose ash pan cannot be emptied and cleaned "without the necessity of any employee going under such locomotive". He also signs the Transportation of Explosives Act, which prohibits carrying high explosives on passenger trains and steamships.
July 1, 1908	McKeen Motor Car Company is created as a subsidiary of the Union Pacific. William McKeen resigns his UP position to head the new company (see March 7, 1905).
November 18, 1908	American Railway Association formally recognizes the telephone as the equal of the telegraph for dispatching trains.
November 11, 1908	Dedication of the new Lackawanna Station in Scranton, Pennsylvania.
December 21, 1908	Burlington acquires control of the Colorado & Southern.
Circa 1909	American Association of Railroad Superintendents is formed through the merger of the Association of Railway Superintendents (see circa 1881) and the Central Association of Railroad Officers.
March 13, 1909	William J. Palmer dies at his home in Colorado Springs.
April 1909	Production ends at ALCo Dickson works in Scranton, Pennsylvania, having built 1,762 locomotives at that location since 1862.
April 1, 1909	Minneapolis, St. Paul & Sault Ste. Marie ("Soo Line") acquires control, by lease, of the Wisconsin Central.

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May 5, 1909	An ICC hearing finds that approximately 97.5 percent of all US freight cars are now equipped with air brakes.
May 14, 1909	A ceremony at Garrison, Montana marks completion of Chicago, Milwaukee & St. Paul's extension to Puget Sound.
June 24, 1909	Ferrocarril Sud-Pacífico de Mexico (Southern Pacific Railroad Company of Mexico) is incorporated in the US as a holding company for SP lines in Mexico.
July 1909	Hudson & Manhattan opens its Hudson Terminal in lower Manhattan (see February 25, 1908).
July 1, 1909	Baltimore & Ohio acquires control, by purchase, of the Cincinnati, Hamilton & Dayton.
July 10, 1909	Electrified operation begins through Great Northern's Cascade Tunnel (see December 1900), using an unusual 6,600 volt, three-phase, AC power supply.
August 25, 1909	Canadian Pacific opens its new line over Kicking Horse Pass near Field, British Columbia. The route features two spiral tunnels, bypassing the former switchback with its 4.4 percent grades.
September 9, 1909	Edward H. Harriman dies at his home in New Jersey.
November 1, 1909	Without ceremony, Western Pacific track layers complete the railroad with a final spike at Spanish Creek, near Keddie, California.
December 1, 1909	George Gould fulfills his father's ambition to complete a transcontinental railroad system*, as through freight operation begins on the Western Pacific between Salt Lake City and Oakland.
	*Connecting railroads controlled by Gould include the Western Pacific, Denver, Rio Grande & Western, Missouri Pacific, Wabash and the Erie.
Circa 1910	Baltimore & Ohio purchases the Chicago Terminal Transfer Railroad, which becomes the Baltimore & Ohio Chicago Terminal Railroad.
Circa 1910	Union Station in Kansas City, Missouri opens. It is owned by twelve railroads which comprise the Kansas City Terminal Company.
Circa 1910	Chesapeake & Ohio purchases the Chicago, Cincinnati & Louisville, giving the C&O a route to Chicago.
January 1, 1910	Oregon & Washington Railroad, a Union Pacific subsidiary, begins joint operation with the Northern Pacific between Vancouver, Washington and South Tacoma. Harriman's road was granted trackage rights by threatening to build its own parallel line. Subsequent trackage agreements with the Chicago, Milwaukee & Puget Sound brings

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the UP system into Seattle.

February 1910	During construction of Grand Central Terminal, the New York Central makes the first lease of air rights , allowing non-railroad buildings to be built above railroad tracks.
March 1910	Kate Shelley becomes ill and is forced to take a leave of absence from her job with the C&NW (see October 1903).
March 1, 1910	A Great Northern mail train and passenger train, snowbound side-by-side at Wellington, Washington, just outside Cascade Tunnel (see July 10, 1909), are swept down the mountain by an avalanche. At least 101 are killed, including passengers, train crews and GN employees working to free the stalled trains.
March 4, 1910	At Rogers Pass, British Columbia, a Canadian Pacific rotary snow plow and hundreds of workers are clearing snow and debris from an avalanche, when a second avalanche sweeps down from above, killing 62.
April 1, 1910	American Railway Association adopts a <i>National Car Demurrage Rules</i> .
April 14, 1910	Congress passes a supplement to the Safety Appliance Act. Railroads are now required to install sill steps, hand brakes, running boards, ladders and grab irons. Locomotives and passenger cars will conform by July 1, 1911, but freight cars are given a five-year deadline extension to July 1, 1916.
May 6, 1910	President Taft signs the Accident Reports Act, which repeals the previous Act (see March 3, 1901), and now requires railroads to report all incidents involving injury or property damage. The Act also gives the ICC authority to investigate serious accidents, and ICC accident reports begin to appear in mid-1911.
May 9, 1910	Rock Island opens its line to Tucumcari, New Mexico completing a new transcontinental "Golden State Route", jointly with the Southern Pacific.
May 18, 1910	American Railway Association adopts standards for marking freight cars.
June 18, 1910	President Taft signs the Mann-Elkins Bill, which modifies the Hepburn Act, and establishes a commerce court to hear rate cases.
June 1910	President Taft appoints the Hadley Commission to study the capitalization of railroads.
August 1910	Michigan Central begins using its tunnel under the Detroit River, between Detroit and Windsor, Ontario.
August 22, 1910	The first through passenger train on the Western Pacific arrives at the WP's Mole (ferry terminal) in Oakland. WP ferryboat service to San Francisco begins.
September 8, 1910	Long Island Railroad begins using the new Pennsylvania Station in New York via new East River tunnels. The Pennsylvania Railroad begins using new Hudson River tunnels

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and electric locomotives to enter the station starting November 27th. PRR trains switch from electric to steam power at a place in Newark Meadows called Manhattan Transfer.

- September 9, 1910 Pere Marquette Railroad carferry *Pere Marquette 18* sinks twenty miles off Sheboygan, Wisconsin. Sister ship *PM 17* rescues 35, but 29 are lost in the disaster.
- October 22, 1910 SP subsidiary Nevada & California and former Carson & Colorado trackage begin operation in the desert, between Hazen, Nevada and Mojave, California.
- November 1, 1910 Southern Pacific purchases the Pacific Electric Railway.
- November 23, 1910 Octave Chanute dies in Chicago.
- November 27, 1910 Pennsylvania Railroad trains begin using Pennsylvania Station (see Sept. 8, 1910).
- November 30, 1910 Pennsylvania Railroad discontinues ferry service across the Hudson River between Jersey City, New Jersey and New York City (see Nov. 27, 1910).
- Circa 1911 Southern Pacific electrifies its suburban lines from Oakland to Berkeley, and other East Bay destinations.
- Circa 1911 Oregon Trunk Line's new steel arch bridge soars 320 feet above the Crooked River gorge in central Oregon.
- Circa 1911 Galveston County (Texas) and its steam and electric railroads complete a jointly-owned causeway across Galveston Bay (see Sept. 8, 1900).
- February 17, 1911 President Taft signs the Boiler Inspection Act (or Safe Locomotive Boiler Act). The law prohibits the use of locomotives with defective boilers, and sets up an elaborate inspection system, including a chief inspector and two assistant chiefs appointed by the president.
- March 1911 Congress enacts a law requiring that railway post office cars be of all steel construction. The statute is later modified to replace one-fourth of all wooden cars annually starting June 1913, completing the change in four years.
- March 1, 1911 Opening of Union Depot in Houston, Texas, owned by the Houston Belt & Terminal Railway Company.
- March 18, 1911 David Moffat dies while in New York City, seeking further financial support for his Denver & Salt Lake Railroad.
- March 23, 1911 Biograph releases the film *The Lonedale Operator*, a railroad drama directed by D.W. Griffith, written by Mack Sennett, and filmed near Inglewood, California.
- March 29, 1911 Opening of Alaska's Copper River & Northwestern Railway between the mines at

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Kennicott and the port of Cordova.

April 1911	Congress passes the Automatic Firedoor Act, mandating power-assisted doors on locomotive fireboxes.
May 1, 1911	Opening of Union Station in Tacoma, Washington.
May 10, 1911	Paso del Norte (Ciudad Juarez), Chihuahua, Mexico falls to rebel forces. During the fighting, US railroads across the river in El Paso, Texas have improvised a wall of freight cars to protect civilians from stray gunfire.
June 4, 1911	Opening of the new Chicago passenger terminal of the Chicago & North Western.
June 11, 1911	Court dismisses the federal antitrust suit over UP/SP ownership.
September 15, 1911	Opening of the Baltimore Union Station, used by the Pennsylvania and Western Maryland.
October 1, 1911	Oregon Trunk Railway enters Bend, Oregon
October 18, 1911	Steel-hulled car ferry <i>Chief Wawatam</i> arrives in St. Ignace, Michigan to replace one of two wooden vessel in service across the Straits of Mackinac.
November 1, 1911	James J. Hill's Oregon Trunk Railway opens between Fallbridge, Washington on the Columbia River and Bend, Oregon.
December 1911	Hadley Commission report proposes that the Interstate Commerce Commission document the actual value of railroads as a basis for setting rates. The report also recommends that railroads be allowed greater earnings, in order to raise capital for physical improvements.
December 17, 1911	Northern Pacific's <i>North Coast Limited</i> extends its run to Chicago over the C&NW (see April 29, 1900).
Circa 1912	Chicago passes an ordinance requiring all trains operating entirely within the city limits to be operated by electricity, starting in 1927. Intercity trains would not fall under this order.
Circa 1912	Lima Locomotive & Machine Co. Is reorganized as the Lima Locomotive Corporation.
Circa 1912	Black brakemen organize the Colored Trainmen of America.
Circa 1912	First US 4-8-2 "Mountain" type engine built for the Chesapeake & Ohio.
Circa 1912	US patents for Dr. Rudolph Diesel's internal-combustion engine expire, allowing more companies to build and experiment with the engine.

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- Circa 1912 Canadian Pacific completes a major addition to and reconstruction of its Windsor Station and headquarters in Montreal.
- January 1, 1912 Southern Pacific opens its line from Portland to Tillamook Bay on Oregon's Pacific coast.
- January 3, 1912 Canadian Pacific acquires control, by lease, of the Dominion Atlantic Railway.
- January 6, 1912 New Mexico becomes a state (see November 16, 1907).
- January 21, 1912 Kate Shelley dies of Bright's disease at the age of 46* (see March 1910). The Chicago & North Western provides a special train to carry her body to Boone, Iowa for burial.
- *Her exact birth date is uncertain. She was 15 in July of 1881.
- January 22, 1912 Opening of the Florida East Coast extension to Key West, Florida. The railroad connecting the "Keys" includes over 17 miles of bridges and 20 miles of fill built in shallower water.
- February 14, 1912 Arizona becomes the 48th state (see January 6, 1912).
- February 20, 1912 A collision in the Hoosic Tunnel (Massachusetts) kills four Boston & Albany train crew members. A subsequent fire collapses a portion of the tunnel roof.
- March 7, 1912 The unfinished Kansas City, Mexico & Orient is placed in receivership.
- March 25, 1912 Rebel troops loyal to Pascual Orozco attack Mexican federal forces at Rellano, Chihuahua, using a dynamite-laden train as a weapon. The resulting death toll is unrecorded, and federal troops retreat. On the same day, Orozco issues a policy statement (*Plan Orozquista*) calling for a number of social reforms, including the nationalization of Mexico's railroads.
- April 1, 1912 Opening of Union Station in Memphis.
- April 5, 1912 Pere Marquette is placed in receivership.
- April 15, 1912 Charles M. Hayes, president of Canada's Grand Trunk Railway dies in the sinking of the steamship *Titanic*.
- May 25, 1912 A completely new Panama Railroad is finished, at a cost of \$9 million. Located at a higher elevation than its predecessor, the line avoids the new canal and its tributaries. The old railroad is abandoned in 1913 (see July 26, 1905).
- June 1, 1912 Opening of Central Station in Ottawa, occupied by the Canadian Pacific, Grand Trunk and the New York & Ottawa.
- June 8, 1912 Interstate Commerce Commission orders express companies to change their rate

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structure, resulting in an average 15 percent rate reduction.

- July 1, 1912 Esquimalt & Nanaimo Railway of Vancouver Island, British Columbia, is leased by the Canadian Pacific.

- August 24, 1912 President Taft signs the Postal Service Appropriation Act, authorizing the introduction of parcel post service, which will put the US Postal Service in direct competition with private express companies (see June 8, 1912). The Act also gives the Postmaster General greater power to regulate postal transportation rates, subject to ICC approval. Taft also signs the Panama Canal Act which, among other things, prohibits railroads from owning or operating ships that use the canal.

- November 1, 1912 Opening of Joliet Union Depot, owned by the Chicago & Alton, Rock Island (CRI&P) and the Santa Fe (AT&SF). Jervis Hunt is the architect.

- December 12, 1912 US Supreme Court orders Union Pacific to sell its controlling interest in the Southern Pacific.

- Circa 1913 Production ends at ALCo-Manchester (New Hampshire) with the last of 1,793 locomotives built since 1854.

- Circa 1913 Pennsylvania Railroad directors resign from the Baltimore & Ohio board, ending PRR control of the B&O (see May 1901).

- Circa 1913 New union station opens in Memphis, Tennessee.

- January 1, 1913 US Postal Service begins parcel post delivery, shipping packages in addition to letters (see August 24, 1912). This will prove disastrous for express companies, now facing government-subsidized competition, and for railroads which must transport the added mail without extra compensation.

- January 13, 1913 Judge Robert Archibald of the Commerce Court is indicted on five counts relative to abuses of his power, having used the Court for personal gain. The Commerce Court is dissolved by Congress late in 1913.

- February 2, 1913 In New York City, Grand Central Terminal opens for New York Central and New Haven trains. All trackage is electrified (see May 7, 1903), and express and suburban trains use separate levels, each with its own turning loop.

- March 1, 1913 Congress enacts the Valuation Act to assess the original and replacement cost of railroad property, leading to a comprehensive survey of all US railroads.

- March 15, 1913 Bowing to fierce opposition from the California Railroad Commission among others, Union Pacific reluctantly agrees not to seek control of the Central Pacific.

- March 25, 1913 The flooding Mad River covers the Barney & Smith Car Works of Dayton, Ohio under 14 feet of water, causing more than a million dollars in damage.

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March 31, 1913	J.P. Morgan dies while on vacation in Italy.
April 1, 1913	All joint UP/SP operations are ended.
May 14, 1913	Montana's Butte, Anaconda & Pacific receives its first electric locomotive. Full electrified operation begins within weeks over 90 miles of main line.
May 27, 1913	Bankruptcy petitions are filed by the Chicago & Eastern Illinois, the St. Louis & San Francisco and F.B. Yoakum's four Gulf Coast Lines in Texas.
July 2, 1913	General Electric completes a gasoline-electric locomotive for the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company. The GE unit is the first internal-combustion locomotive built in the US .
August 1913	ALCo closes its locomotive plant in Patterson, New Jersey (see February 1905). The former Rogers Locomotive Works was landlocked, unable to expand, and lacked a direct rail connection.
September 29, 1913	Dr. Rudolf Diesel disappears from a steamship enroute from Belgium to England. His body is found in the water 10 days later. There is speculation that he was murdered to keep his engine* design out of the hands of the British Royal Navy, which wanted it for their submarines. Accident and suicide were never ruled out as a cause of death. *Diesel's engine was never used to power a rail vehicle during his lifetime.
October 3, 1913	Fire destroys Union Station in St. Paul, Minnesota.
November 1913	Completion of Canada's National Transcontinental Railway.
November 28, 1913	<i>Railway Age</i> reports that the Lackawanna successfully transmitted train orders by wireless telegraph (two-way radio) between stations at Scranton and Binghamton. Three days later, orders are transmitted to and from a moving train.
December 26, 1913	A fire in the Michigan Central depot in Detroit forces the railroad to move into their new station and office building several weeks early.
December 31, 1913	State legislatures during 1913 pass 230 railroad laws, regulating such things as labor, grade separation, noise and smoke, and safety appliances. Many of these Progressive-era laws are in conflict with those of neighboring states.
Circa 1914	US Supreme Court upholds a Georgia electric headlight law "in the absence legislation by Congress" (<i>Atlantic Coast Line v. Georgia</i> - US 280.291 - 1914).
January 1, 1914	Last spike marks completion of the Canadian Northern Railway between Port Arthur, Ontario and Vancouver, British Columbia.

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January 18, 1914	Beginning of electrified operation on Southern Pacific's suburban line between Portland and Whiteson, Oregon.
January 19, 1914	Opening of the New York Central & Hudson River station in Rochester, New York.
January 22, 1914	Great Northern opens its new Minneapolis station, also to be used by the Burlington (CB&Q), Chicago Great Western, Chicago, St. Paul, Minneapolis & Omaha, Chicago & North Western and Northern Pacific.
February 1914	A Canadian government commission reports that the government wasted at least \$40 million constructing the portion of the National Transcontinental east of the St. Lawrence River.
February 1, 1914	ICC establishes fixed rates for express companies.
February 11, 1914	US Attorney General J.C. McReynolds fulfills his predecessor's threat, filing suit to force Southern Pacific to sell its Central Pacific stock.
March 12, 1914	George Westinghouse dies at his home in Manhattan.
March 12, 1914	President Wilson signs an act creating the Alaskan Engineering Commission within the Department of the Interior, to build and operate a railroad in Alaska. The act also shifts materials and equipment no longer needed for Panama Canal construction to the Alaskan project.
April 7, 1914	Last spike ceremonies mark the completion of the Grand Trunk Pacific Railway, creating a continuous line between Portland, Maine and Prince Rupert, British Columbia.
June 30, 1914	United States Express Company ceases operation, citing competition from the post office (see January 1, 1913) and lower express rates imposed by the ICC (see June 8, 1912).
July 1914	Canadian Pacific opens its new station and steamship pier in Vancouver, BC.
<i>July 20, 1914</i>	<i>New York Central & Hudson River is reorganized as the New York Central Railroad.</i>
July 21, 1914	Receivership for the Cincinnati, Hamilton & Dayton.
August 5, 1914	A gasoline-electric motor car of the Missouri & North Arkansas operating on Kansas City Southern track at Tipton Ford, Missouri, collides head-on with a conventional KCS passenger train. Forty-seven are killed in this fiery crash, the first ever to involve a gasoline-electric unit.
August 11, 1914	Receivership for the International & Great Northern Railway (Texas).

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- August 15, 1914 First official day of commercial traffic thru the Panama Canal, which will forever alter the nature and volume of transcontinental rail traffic in North America.
- September 1914 Completion of the Grand Trunk Pacific from Winnipeg via Edmondton to Prince Rupert, British Columbia.
- September 15, 1914 Opening of Union Passenger Station in Spokane, Washington, owned by the OWR&N and CM&StP.
- October 13, 1914 Completion of the Algoma Central & Hudson Bay Railway between Sault Ste. Marie and Hearst, Ontario. A proposed extension to Hudson Bay is not pursued.
- October 17, 1914 Following an investigation of its finances by the ICC and the US Attorney General, the New York, New Haven & Hartford agrees to sell its interest in the Boston & Maine Railroad, as well as various steamship and street railway companies by July 1, 1917.
- October 23, 1914 Completion of the Northwestern Pacific between San Francisco(?) And Eureka, California.
- October 30, 1914 Official opening of Kansas City Union Station.
- December 22, 1914 Lake Shore & Michigan Southern is leased by the New York Central & Hudson River. The next day, NYC&HR becomes New York Central Lines.*
- Circa 1915 The deadline for railroads to equip freight cars according to the supplemental Safety Appliance Act of April 14, 1910 is extended to July 1, 1917.
- January 1915 Illinois Central opens its Central Station in Memphis.
- January 7, 1915 Florida East Coast Railway begins regular carferry service between Key West and Havana (see January 20, 1912).
- January 17, 1915 Lorenzo S. Coffin, age 91, dies at his home near Ft. Dodge, Iowa.
- January 28, 1915 US Congress removes from federal district court jurisdiction cases involving any corporation created by an act of Congress. This affects many railroads organized under federal charters.

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- February 8, 1915 James Fargo dies at his home in New York. He was a founder of Wells Fargo (see March 18, 1852) and president of American Express (see March 18, 1850) from 1881 to 1914.
- February 14, 1915 Position-light signals are used for the first time on the PRR's four-track main line between Overbrook (OB) and Paoli, Pennsylvania. PRR signal engineer Arthur H. Rudd and Dr. William Churchill of Corning Glass Co. are granted a patent for the signal light on March 14, 1916.
- February 20, 1915 Opening of the Pacific Great Eastern Railway between Squamish, on Howe Sound north of Vancouver, and Lillooet on the upper Fraser River.
- March 1, 1915 Western Pacific defaults on debt repayment, leading to receivership.
- March 4, 1915 Boiler Inspection Act is amended, extending the ICC safety inspections to the entire locomotive and tender. The law will supercede various state laws for locomotive safety appliances, such as electric headlights.
- March 7, 1915 Formal opening of Santa Fe's new depot in San Diego, ready for the multitudes expected to visit the Panama-Pacific Exposition.
- March 20, 1915 Charles Francis Adams dies at his home in Washington, DC.
- April 1915 H.K. Porter Co. completes the first known fireless* locomotive, an 0-4-0 type, for an Ohio industry.
- * A locomotive having pistons, rods and driving wheels identical to a steam locomotive, but using steam obtained from a stationary central plant and stored in a large pressure vessel. It is used in and around buildings where a conventional steam locomotive would be a serious fire hazard. Some fireless designs employ compressed air as an energy source.
- April 10, 1915 President Wilson approves location surveys for the Alaska Railroad, and authorizes the purchase of the Alaska Northern Railway Company.
- April 19, 1915 Receivership for the bankrupt Chicago, Rock Island & Pacific.
- April 30, 1915 Globe Express Company goes out of business (see June 30, 1914). Globe is the smallest of the remaining express companies.

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- June 1915 Canadian Government Railways acquires control of the National Transcontinental.
- June 12, 1915 Central Station opens in Los Angeles.
- June 19, 1915 President Wilson approves the site for a railroad construction camp on Cook Inlet. Alaska's governor and the Alaskan Engineering Commission want to call the new town "Matanuska" after nearby coal fields, but residents of the tent city vote to adopt the name Anchorage.
- September 11, 1915 Sir William Van Horne dies. On September __, all Canadian Pacific trains halt in memory of
- September 24, 1915 Yaqui Indians burn a Southern Pacific de Mexico (SPdeM) passenger train, killing at least 80, at Torres, 70 miles north of Guaymas.
- September 28, 1915 Missouri, Kansas & Texas files for bankruptcy.
- November 6, 1915 Opening of Lackawanna's new viaduct over the valley of Tunkhannock Creek at Nicholson, Pennsylvania. At 240 feet high and 2,375 feet long, it is the largest reinforced concrete structure of its kind in the world.
- December 2, 1915 The first 113 miles of CM&StP's Rocky Mountain electrification between Deer Lodge and Three Forks, Montana is put in service for testing of new electric locomotives.
- January 3, 1916 Grenville M. Dodge dies in Council Bluffs, Iowa.
- January 10, 1916 Rafael Castro, Pablo Lopez and troops loyal to "Pancho" Villa raid a train at Santa Isabel, Chihuahua, Mexico killing at least 15 American miners aboard the train.
- January 27, 1916 Opening of Union Station in Burlington, Vermont.
- March 1916 Financially troubled Lima Locomotive Corporation undergoes a management shakeup, with offices being relocated to New York City.
- March 21, 1916 A press report claims that a train carrying soldiers is (deliberately) derailed, plunging into a ravine, killing 50 or more. The incident occurs on the Mexican Central near Sayula (*Railway Age Gazette*, 3/24/1916).

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- May 29, 1916 “Empire Builder” James J. Hill dies at his home in St. Paul, Minnesota.
- July 1916 Canada appoints a Royal Commission to study alternatives to the takeover of the troubled Canadian Northern and Grand Trunk Pacific systems.
- July 5, 1916 General-American Tank Car Corp. (GATX) is organized to acquire the assets of the German-American Car Co. (see circa 1902).
- July 5, 1916 Cleveland brothers O.P. and M.J. Van Sweringen purchase the Nickel Plate from the New York Central. NYC had been warned by the Justice Department that ownership of parallel railroads such as Nickel Plate and Lake Shore & Michigan Southern violated anti-trust laws.
- July 28, 1916 Congress gives ICC the authority to regulate rates paid by the government to railroads for carrying mail.
- July 30, 1916 Munitions destined for Europe explode, destroying the Lehigh Valley’s Hudson River freight terminal at Black Tom Island, Jersey City, New Jersey. Debris flies thru the air for miles, including one piece that damages the Statue of Liberty.
- August 29, 1916 Congress authorizes the creation of a United States Railroad Authority, intended to operate US railroads in time of war.
- September 3, 1916 On the eve of a threatened nationwide rail strike, President Wilson delays the shutdown by promising to sign the Eight-Hour Day Act. The act, to become effective January 1, 1917, does not restrict the length of the work day, but establishes eight hours as a standard work day, with overtime pay for hours worked in excess of eight.
- September 11, 1916 The 5,000-ton center section of the Quebec Cantilever Bridge falls into the St. Lawrence River while being lifted into place between two completed sections. Eleven men die in this, the second major mishap of the project (see August 29, 1907).
- September 17, 1916 48 are killed and over 500 injured when a railroad tank car filled with gasoline explodes at a siding in Ardmore, Oklahoma, destroying most of the town. Among those killed is James Milton Turner (b.1840), a former slave, who served as the US minister to Liberia from 1871 to 1878.
- October 8, 1916 Opening of Dallas Union Terminal, owned jointly by the eight railroads serving Dallas.

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- November 1916 American Railway Association adopts standards for grade crossing safety, including crossing gates with diagonal black-and-white stripes and red lights facing the highway at night.
- November 16, 1916 Illinois Central introduces the *Panama Limited*, a new, exclusive train between Chicago and New Orleans.
- December 13, 1916 Canadian Pacific opens its 5-mile long Selkirk, or Connaught* Tunnel beneath Mount MacDonald at Rogers Pass, British Columbia. The avalanche-plagued route over the summit of Rogers Pass is abandoned (see March 4, 1910).
- *HRH The Duke of Connaught is Governor-General of Canada.
- December(?) 1916 All 438 miles of CM&StP's electrified line between Harlowtown, Montana and Avery, Idaho is in regular operation.
- Circa 1917 Union Switch & Signal becomes a wholly-owned subsidiary of Westinghouse Air brake.
- Circa 1917 The deadline for railroads to equip freight cars according to the supplemental Safety Appliance Act of April 14, 1910 is extended to March 1, 1918.
- Circa 1917 A joint Burlington-Nashville, Chattanooga & St. Louis bridge spans the Ohio River between Metropolis, Illinois and Paducah, Kentucky, replacing a car ferry operation.
- February 3, 1917 US War Department creates the Army's 3rd Engineering Regiment, the first railway unit since the Civil War, drawing personnel from Chicago area railroads.
- March 1917 American Short Line Railroad Association is formed, consolidating earlier regional organizations.
- March 1917 Missouri Pacific Railroad Company is formed thru the merger of the MP Railway Co. and the St. Louis, Iron Mountain & Southern.
- March 19, 1917 US Supreme Court upholds the eight-hour law, averting another nationwide railroad strike.

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March 10, 1917	District Court denies the government's petition to separate the Central Pacific from the Southern Pacific, and the Justice Department appeals to the Supreme Court.
April 6, 1917	Congress declares war on the Imperial German government.
April 10, 1917	An explosion in a powder storage building kills 128 workers at Eddystone Ammunition Corporation, a subsidiary of Baldwin Locomotive Works. The plant, located at the Baldwin works on the Delaware River, is engaged in making 3-inch Russian artillery shells for the British government.
April 11, 1917	Railroad chief executives meet in Washington to pledge cooperation with the war effort and form a five-member Railroads' War Board to make policy.
April 11, 1917	Reorganization creates the new Pere Marquette Railway Company.
May 29, 1917	President Wilson signs the Esch Car Service Act, drafted in response to regional freight car shortages. The act gives the ICC authority to modify ARA car service rules governing interchange, return of empty cars and payment for use of another railroad's cars.
June 1, 1917	Missouri Pacific acquires control of the St. Louis, Iron Mountain & Southern.
August 1917	William W. Atterbury, vice-president of the Pennsylvania Railroad and temporary president of the American Railway Association, arrives in France. Atterbury has been appointed by Woodrow Wilson to manage French railroads during the allied war effort, and in October is given the rank of US Army brigadier general.
August 9, 1917	The ICC is reorganized, increasing the number of commissioners from seven to nine. Three divisions of three commissioners are created, each having the power of the full commission.
August 10, 1917	President Wilson signs the Priority of Shipment Act, giving power to a presidential appointee to designate commodities having priority during the war.
September 1917	Southern Pacific opens its new office building at One Market Street in San Francisco.
September 3, 1917	President Wilson signs the Adamson Act, establishing an eight-hour day for workers on railroads in interstate commerce. The law averts a threatened national rail strike as the US moves closer to entering the war in Europe.

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- October 1, 1917 Canadian government acquires control, by purchase of stock, of the Canadian Northern Railway.
- October 24, 1917 The first train arrives at the Chickaloon coal mines, 74 miles north of Anchorage on the new Alaska Railroad (see June 19, 1915).
- December 1917 End of railcar production at McKen Motor Car Company (see July 1, 1908). 154 cars had been built since 1905.
- December 1917(?) Work is halted on the Hudson Bay Railway. End of track is at Kettle Rapids, Manitoba, 333 miles north of The Pas, on the Canadian Northern.
- December 3, 1917 The accident-plagued Quebec Cantilever Bridge is formally placed in service carrying trains of the Canadian Northern Railway (see September 11, 1916). At 3,239 feet in length, it is one of the longest bridges of its kind.
- December 6, 1917 A collision and fire aboard an ammunition ship results in the most powerful pre-atomic, man-made explosion in history, leveling most of Halifax, Nova Scotia and killing over 2,000 persons. The explosion occurs at a narrow point in the harbor directly opposite the depot and yards of the Intercolonial Railway (aka Canadian Government Railways). Despite the near total devastation, some train service is resumed by December 9th.
- December 26, 1917 President Wilson proclaims that the government will take possession and control of all rail and water transportation in the US effective December 28.
- December 29, 1917 President Wilson authorizes the United States Railroad Administration (USRA) to assume control of the nation's railroads for the duration of the war.
- Circa 1918-19(?) In fighting around Morelos, (state), Mexico, Zapatistas blow up a passenger train bound from Mexico City to Cuenavaca, killing 400(?).
- Circa 1918 Colored Trainmen of America (see circa 1912) is reorganized as the Associated Colored Trainmen of America.
- Circa 1918 Webb C. Ball forms the Railroad Time & Watch Inspection Service.
- Circa 1918 Two hundred 2-10-0 type locomotives ordered by the czarist Russian government are held in the US following the Bolshevik revolution. They are modified and sold to the following railroads: Erie (75), Seaboard Air Line (40), St. Louis & San Francisco (21)

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and smaller groups to others.

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|----------------|---|
| Circa 1918 | The deadline for railroads to equip freight cars according to the supplemental Safety Appliance Act of April 14, 1910 is extended to September 1, 1919. |
| March 19, 1918 | Congress passes the Standard Time Act, adopting the time system used by US railroads (see November 18, 1883). Authority to change time zone boundaries is given to the ICC. Wartime daylight savings rules go into effect March 31. |
| March 21, 1918 | Railroad Control Act promises to pay rental to railroads, each receiving an average of its annual net operating income for the three years ending June 30, 1918. |
| March 21, 1918 | Federal Control Act ratifies President Wilson's federal control proclamation of December 26. |
| April 30, 1918 | USRA orders 1,415 steam locomotives from ALCo, Baldwin and Lima. Orders are also placed for 100,000 standard gauge freight cars, distributed among 16 car builders. |
| May 28, 1918 | Samuel M. Vauclain of Baldwin is appointed chairman of the Advisory Committee on Plants and Munitions. |
| May 31, 1918 | Canadian government takes control of the Canadian Northern Railway. |
| June 22, 1918 | An empty troop train piloted by a drowsy engineer rams the rear end of the Hagenbeck-Wallace Circus train on the Michigan Central at Ivanhoe, Indiana, killing approximately 60 circus workers. |
| June 22, 1918 | American Railway Express Company, Inc. is created from the four major express companies - Adams, American, Southern* and Wells Fargo. (Hatch, p. 131 says July 1) |
| | *Southern is a wholly-owned subsidiary of Adams (see May 1, 1861). |
| July 1, 1918 | First locomotive built to a USRA design is delivered. It is a light 2-8-2 type which becomes #4500 on the Baltimore & Ohio. |
| July 9, 1918 | A head-on collision between two passenger trains near Nashville kills 101 passengers and crew. The incident on the Nashville, Chattanooga & St. Louis is the worst rail tragedy in the US*. |

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- July 21, 1918 German submarine U-156 shells a Lehigh Valley Railroad tugboat off Cape Cod, Massachusetts, sinking her three barges and setting the tug ablaze.
- July 23, 1918 US Military Railways orders 510 standard gauge locomotives from Baldwin. Destined for war service in Europe, their construction takes priority over USRA orders.
- July 30, 1918 Railway Equipment and Supplies section of the War Industries Board is organized under the leadership of J. Rogers Flannery.
- August (?) 1918 A meeting between allied governments and US locomotive builders concludes that 9,000 new locomotives will be needed by December 1919. Major decisions are: 1) to avoid constructing new plants, the USRA must accelerate repairs of existing locomotives, and 2) that Baldwin will concentrate on military locomotives, and ALCo and Lima will fill domestic USRA orders (see April 30, 1918). 1,830 USRA-designed engines are built by war's end.
- August 4, 1918 End of passenger service on the Colorado Midland Railroad. Earlier in 1918, the United States Railroad Administration (USRA) ordered all traffic diverted from the Colorado Midland to the Denver & Rio Grande for the good of the war effort. The USRA further ordered the CM to be dismantled and the rails shipped to France. It is the **largest single railroad abandonment in US history**.
- September 1, 1918 Canada adopts the eight-hour day for railroad workers.
- October 21, 1918 Opening of Canadian Northern's 3-mile Mount Royal tunnel and passenger station in Montreal, including electrification of suburban trackage.
- October 26, 1918 Baldwin Locomotive Works constructs 87 locomotives during the week ending on this day.
- November 11, 1918 Armistice ends the war in Europe.
- November 18, 1918 President Wilson issues a proclamation authorizing the US government to assume control of the American Railway Express Company, effective January 1, 1919 (see June 22, 1918).
- December 2, 1918 Railroad Yardmasters of America is organized.

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December 20, 1918	The term “Canadian National Railways” is officially applied to all railways controlled by the Dominion of Canada.
Circa 1919	Opening of the Jacksonville (Florida) Terminal of the Great Union Railroad.
Circa 1919	The deadline for railroads to equip freight cars according to the supplemental Safety Appliance Act of April 14, 1910 is extended to March 1, 1920.
January 1919	American Railway Association is reorganized (see below).
January 19, 1919	A new USRA rule prohibits railroads from providing free transportation of private cars. Cars owned by non-profit groups, such as the chapel cars operated by various religious organizations, are hardest hit by the rule.
March 1919	ALCo produces the last locomotive at its Pittsburgh Locomotive & Car Works site, where 2,410 had been built since 1867.
March 4, 1919	The financially-troubled Grand Trunk Pacific Railway announces that it will cease operation after March 10, 1919.
March 17, 1919	Canada’s Minister of Railways and Canals is appointed receiver for the Grand Trunk Pacific Railway Company (see March 4, 1919).
April 12, 1919	Eugene V. Debs begins serving a 10-year sentence at a federal prison. Debs was prosecuted under wartime espionage laws after making an anti-war speech in June 1918.
June 1919	Government-owned Canadian Northern takes control of the Intercolonial.
June 6, 1919	Canadian National Railway Company is incorporated (see Dec. 20, 1918).
August 25, 1919	Faced with a threatened strike, President Wilson refuses to grant pay increases to railroad employees.
September 1, 1919	US Director General of Railroads orders monthly maximum limits for engine crews - 4,800 miles for passenger crews, 3,800 miles for freight crews and 3,000 miles for crews of trains operating as extras.
November 15, 1919	Last spike marks completion of the San Diego & Arizona Railroad between San Diego

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and Yuma, Arizona. Regular freight and passenger service begins December 1.

- November 17, 1919 Opening of the new Union Station of the Jacksonville Terminal Company (see January 1897).

- December 24, 1919 President Wilson proclaims an end to federal control of railroads, effective March 1, 1920. A similar decree returns American Railway Express to private control.

- December 27, 1919 Nashville, Chattanooga & St. Louis renews its lease of the Western & Atlantic.
 Circa 1920 ICC finally denies further deadline extensions for compliance with the supplemental Safety Appliance Act of April 14, 1910.

- January 1920 Canadian Pacific moves into Central Station in Ottawa (see June 1, 1912).

- February 28, 1920 President Wilson signs the Transportation Act (see below).

Transportation Act - February 28, 1920

- Combinations Leases, stock ownership, mergers, pooling and other forms of cooperation must now have ICC approval.

- Securities All issues of stocks, bonds and other securities must be approved by the ICC. The only exemptions are passenger-only street railway and interurban lines. Interlocking directorates* are also now subject to ICC approval.

- Service ICC is given authority over car service rule and practices.

- Labor The act establishes a Railroad Labor Board and Railroad Boards of Labor Adjustment.

- Safety ICC is given broad authority to mandate safety improvements.

- Rates ICC power is expanded. The commission may now set minimum and maximum rates - a “fair return” based on the value of a carrier’s property under the Valuation Act (see March 1, 1913).

- Commission The number of ICC commissioners is increased from nine to eleven.

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March 1, 1920	US railroads and express companies revert to private ownership (see December 24, 1919).
April 1, 1920	Beginning of a strike by the Chicago Yardmen's Association against the Chicago, Milwaukee & St. Paul, which quickly spreads to other railroads. The CYA is considered an "outlaw" union by the established brotherhoods.
April 20, 1920	Establishment of the US Railroad Labor Board. Its first challenge is the ongoing strike (see April 1, 1920), which continues in some areas until late summer.
May 1920	Pennsylvania Railroad passenger trains begin serving Detroit. PRR purchases Canadian Pacific's share of the Fort Street Union Depot (see January 21, 1893).
May 7, 1920	Mexican president Carranza flees Mexico City in a "golden train", reportedly filled with riches plundered from the capitol. Carranza is assassinated several days later.
June 13, 1920	Baltimore & Ohio trains enter Detroit over the tracks of the Pere Marquette.
July 12, 1920	Canadian National Railway Company assumes full control of the Grand Trunk Pacific Railway (see March 17, 1919).
September 8, 1920	US Post Office begins a transcontinental mail service, in which the mail is carried by airplanes during daylight hours and trains at night.
November 1920	American Railway Association committee is formed to work with the ICC bureau of safety testing automatic train stop devices.
November 26, 1920	Canadian National places a diesel-electric locomotive in service, hauling passenger trains between Montreal and Toronto.
December 31, 1920	In 1920, US railroads carried their all-time high (peacetime?) passenger volume, with 46,848,668,000 revenue passenger-miles, or 1,269,913,000 passengers.
December 31, 1920	1920 also represents the year in which US railroads employed the most people ever, with 2,022,832 workers.

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- Circa 1921 Southern Railway and Mobile & Ohio Railway organize Southeastern Express Company as an operating subsidiary of the two companies (see June 22, 1918).
- Circa 1921 Pennsylvania Railroad's Lines East and Lines West cease the interchange of traffic at Pittsburgh. The PRR is now operated as a single entity.
- January 4, 1921 Erwin A. Spaulding receives a patent for his automatic train recording and registering device, which allows a dispatcher to know the location of all trains at a given time.
- January 31, 1921 Harvard University professor William Z. Ripley submits a report to the ICC outlining consolidation of railroad companies in the US.
- February, 1921 Financially-troubled Barney & Smith ceases production at its Dayton , Ohio plant, after 73 years building rail cars (see March 25, 1913).
- March 26, 1921 Pennsylvania Railroad acquires control, by lease, of the Grand Rapids & Indiana.
- April 27, 1921 Union Pacific and Oregon Short Line acquire control of the Los Angeles & Salt Lake.
- Summer 1921 Colorado Midland is dismantled (see August 4, 1918).
- August 3, 1921 ICC issues a proposed plan for consolidation of US railroads, based largely on the work of Dr. Ripley (see January 31, 1921). The plan will become the basis for ICC policy regarding mergers.
- November 9, 1921 President Harding signs the Federal Highway Act of 1921, creating the present numbered system of US highways. The national highway system is intended to serve every state capital and county seat in the nation.
- December 25, 1921 President Harding commutes the sentence of Eugene V. Debs, releasing him from federal custody (see April 12, 1919). While in prison, Debs received over 900,000 votes as the Socialist Party candidate for president in 1920.
- December 5, 1921 First run of Louisville & Nashville's *Pan-American* between Cincinnati and New Orleans.
- December 23, 1921 Western Pacific purchases control of the Sacramento Northern Railroad.

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Circa 1922	Receivership for the Chicago & Alton.
March 6, 1922	Webb C. Ball dies at his home in Cleveland Heights, Ohio.
May 16, 1922	The “Prosperity Special”, a special train of twenty 2-10-2 locomotives, departs Baldwin Locomotive Works in Philadelphia. These engines are bound for Los Angeles and the Southern Pacific, who has ordered thirty more.
May 12, 1922	Colorado legislators approve spending public money on the 6.1 mile Moffat Tunnel.
May 29, 1922	US Supreme Court rules that Southern Pacific’s 1899 purchase of Central Pacific stock was illegal under antitrust laws.
June 13, 1922	ICC issues “Automatic Train Control Devices” order requiring 49 railroads to install automatic train stop devices on locomotives operating on one full passenger division, effective January 1, 1925.
July 1922	Nickel Plate acquires control of the Lake Erie & Western Railroad and the Toledo, St. Louis & Western Railroad, adding 1,260 miles to its system.
July 1, 1922	Beginning of a strike by 400,000 railroad shop employees, over unresolved conflicts with the Federal Labor Board. Strikers represented by the AFofL virtually paralyze the US railroad network. This is the first nationwide rail strike in the US .
July 20, 1922	Alan S. Boyd is born in Jacksonville, Florida.
August 31, 1922	Electro-Motive Engineering Corporation is organized by Harold Hamilton to build gasoline-electric railcars.
September 1, 1922	The US Justice Department is granted an injunction, prohibiting striking shop workers from interfering with railroad operations and granting protection to strike breakers (see July 1, 1922).
October 9, 1922	ICC orders railroad valuation data restricted to its own employees, records that had previously been open to the public. The action is upheld by the Supreme Court in <i>St. Louis Ry. v. ICC</i> (264 US 64 - 1924).

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- October 17, 1922 Denied a hearing by the Supreme Court, Southern Pacific seeks a ruling by the ICC on its control of Central Pacific.
- October 27, 1922 Responding to tremendous pressure from the Federal government, the most extensive railroad strike in American history ends with a settlement. Railroad shopmen return to work as both sides claim victory.
- November 1922 Willamette Iron & Steel Works of Portland, Oregon produces their first geared locomotive, an improved Shay design. Shay patents owned by Lima Locomotive Works have expired.*
- December 21, 1922 Fire damages the upper floors (and tower?) Of C&WI's Dearborn Station in Chicago.
- December 28, 1922 Directors vote to consolidate the Nickel Plate with the Toledo, St. Louis & Western, or "Clover Leaf", the Lake Erie & Western, known as the "Natural Gas Route", the Ft. Wayne, Cincinnati & Louisville, and the Chicago & State Line.
- Circa 1923 New York legislators pass the Kaufman Act, which will prohibit any railroad within New York City or any adjoining city from using any motive power other than electricity after January 1, 1926.
- January 30, 1923 Grand Trunk Railway Company is consolidated with the Canadian National Railway Company.
- January 30, 1923 O.P. and M.J. Van Sweringen purchase controlling interest in the Chesapeake & Ohio from Henry E. Huntington.
- February 6, 1923 ICC conditionally rules in favor of the Southern Pacific's control of the Central Pacific. The ruling is ratified by all parties on May 5, 1924.
- April 1, 1923 The former MK&T Railway is reorganized as the Missouri-Kansas-Texas Railroad.
- June 11, 1923 A fire destroys cars and engines in the train shed of the Pennsylvania's Broad Street Station in Philadelphia.
- July 15, 1923 The first US president to visit Alaska, Warren G. Harding drives the golden spike completing the Alaska Railroad at North Nenana on the Tanana River (see.

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August 2, 1923	President Harding dies at the Palace Hotel in San Francisco. His funeral train departs the next evening for Washington.
October 1, 1923	Opening of Phoenix Union Station, jointly owned by the Santa Fe and Southern Pacific.
October 11, 1923	Three bandits attempt to rob a Southern Pacific train at Siskiyou, Oregon, killing three crew members, including a postal clerk.
November 1, 1923	General Railway Signal Co. acquires control of Federal Signal Co.
December 31, 1923	During the year 1923, U.S. railroads make record improvements to their properties, with gross capital expenditures of \$1,059,149,000. During the same year they also spend an all-time high \$1,738,703,000. for fuel, material and supplies.
Circa 1924	Ferrocarril Mexicano (FCP) begins electrified operation on a portion of its Vera Cruz-Mexico City main line.
Circa 1924?	Van Sweringen brothers acquire control of the Erie, Nickel Plate and Pere Marquette.
Circa 1924	Atlantic Coast Line and Louisville & Nashville lease the Clinchfield & Ohio, renaming it the Clinchfield Railroad Company.
January 1, 1924	The new Reading Company railroad is created from the former Philadelphia & Reading Coal & Iron Company, following a US Supreme Court order requiring the company to separate the railroad from its anthracite coal mining and distribution division.
January 14, 1924	ICC issues its second train control order (see June 13, 1922). 47 of the original 49 railroads are now required to equip all locomotives used on a second division, plus 45 new carriers must equip their first division, effective February 1, 1926.
February 11, 1924	Winton Motor Car Company of Cleveland ceases production of automobiles, in order to concentrate on production of diesel engines.
June 1924	General Electric and Ingersoll-Rand introduce an oil-electric* locomotive for demonstration on the New York Central. They sell their first unit to the Central Railroad of New Jersey later in the year.

*As opposed to gasoline-electric. The term “diesel-electric” was not common until

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many years later.

June 12, 1924	Bandits later identified as the Newton gang, stop a Chicago, Milwaukee & St. Paul mail train at Rondout, Illinois, making off with registered mail sacks containing more than \$2 million cash destined for several Federal Reserve Banks. The gang is later arrested, along with Chicago's chief postal inspector William Fahey, who had provided valuable information to the robbers.
June 12, 1924 February 1921).	The assets of bankrupt car builder Barney & Smith are sold at auction (see
June 24, 1924	New Orleans, Texas & Mexico acquires control, by purchase, of the International & Great Northern.
July 28, 1924	Consolidated Railways of Cuba is incorporated to acquire control, by purchase of stock, of the Cuba Railroad, Cuba Northern Railways, and other lines.
August 1924	Electro-Motive Corporation delivers its first gasoline-electric railcar to the Chicago Great Western for testing. By this time, EMC has dropped the word "Engineering" from its title (see August 31, 1922).
August 28, 1924	Fox releases the film <i>The Iron Horse</i> , a semi-historical drama of the transcontinental railroad, produced and directed by John Ford.
October 6, 1924	Start of electrified operation on the Mexican Railway between Esperanza and Orizaba. The ruling grade over this section is 4.1 percent (see January 1, 1873).
Circa 1925	General Steel Castings introduces the one-piece cast steel frame for locomotives.
January 5, 1925	US Supreme Court upholds the power of the ICC to regulate interurban electric railways.
February 1925	Lima Locomotive Corp. Introduces the 2-8-4 wheel arrangement in its experimental locomotive A-1.
March 18, 1925	Directors of the Chicago, Milwaukee & St. Paul vote to place the road in receivership.
April 26, 1925	First run of the New York-New Orleans <i>Crescent Limited</i> . (PRR / RF&P / Southern /

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West Point Route / L&N).

May 15, 1925	Opening of a new Union Station in Chicago (see April 4, 1881), owned by the Alton, Burlington, Milwaukee Road and Pennsylvania. A formal opening takes place on July 23rd.
May 19, 1925	Wabash acquires control, through purchase of stock, of the Ann Arbor (see September 21, 1895).
July 1, 1925	B&O subsidiary Staten Island Rapid Transit officially begins electrified operation.
August 25, 1925	Brotherhood of Sleeping Car Porters is organized at a meeting in New York City. Asa Philip Randolph presides over more than 500 delegates.
September 1925	Virginian Railway begins operation on the first 14 miles of electrified main line.
November 1-4, 1925	Canadian National diesel-electric rail car #15820 arrives in Vancouver, BC following a world-record journey of 2,937 miles from Montreal in 67 hours (average speed = 43 mph).
October 2, 1925	Chesapeake & Ohio's Church Hill tunnel in Richmond collapses on a work train. In addition to the engine crew, the number of "colored laborers" buried is believed to be at least two, possibly much higher. Having recovered the body of the engineer 9 days later, C&O seals the dangerous tunnel, leaving the train and the rest of the victims entombed beneath Church Hill.
November 1, 1925	A diesel-electric Canadian National railcar leaves Montreal on what will be a record 67-hour run to Vancouver, British Columbia.
Circa 1926	First 4-8-4 type locomotive delivered to Northern Pacific.
Circa 1926	The bankrupt Florida East Coast is placed in receivership.
Circa 1926	New York City's Kaufman Act is amended, extending the deadline for electrification to 1935 (see c. 1923).
Circa 1926	Baltimore & Ohio purchases the Cincinnati, Indianapolis & Western, giving it a line west to Springfield, Illinois.

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Circa 1926	Locomotive production ends at ALCo-Cooke in Patterson, New Jersey. Cooke Locomotive and Machine Company built 2,755 locomotives between 1853 and 1901.
January 1, 1926	Richard M. Dilworth leaves General Electric to become chief engineer at Electro-Motive Corporation of Cleveland, where he will work full-time on development of gasoline-electric railcars.
February 1926	Lima's first order of 2-8-4s goes to the Boston & Albany, giving this class of locomotive the name <i>Berkshire</i> .
May 15, 1926	Santa Fe and Fred Harvey initiate "Indian Detour" tours of tribal sites in New Mexico via bus and touring car.
May 20, 1926	President Coolidge signs the Watson-Parker bill, AKA the Railway Labor Act (see below).
August 7, 1926	Opening of Illinois Central's electrified suburban district in Chicago.
August 7, 1926	Completion of Southern Pacific's Cascade line in Oregon, bypassing the older Siskiyou line.
September 18, 1926	Virginian completes 134 miles of electrified main line from Mullens, West Virginia to Roanoke, Virginia (see September 1925).
October 5, 1926	Special trains celebrate the opening of Southern Pacific's second "main line" in Arizona, north of the Gila River, serving Phoenix Union Station (see October 1, 1923). Regular east-west passenger service begins November 14.
October 20, 1926	Eugene V. Debs dies at his home in Terre Haute, Indiana.
November 22, 1926	Atlantic Coast Line organizes the Atlanta, Birmingham & Coast Railroad to acquire the assets of the Atlanta, Birmingham & Atlantic.
Circa 1927	Texas & Pacific acquires control, by lease, of the Southern Pacific lines in Louisiana and Texas.
January 1, 1927	New Haven acquires control of the Central New England Railway.

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- February 5, 1927 United Artists releases *The General*, a Civil War epic comedy written and directed by, and starring, Buster Keaton. Filmed near Cottage Grove, Oregon.
- February 10, 1927 President Coolidge sets off the blast holing-through the two headings of Denver & Salt Lake's Moffat Tunnel.
- February 14, 1927 ALCo delivers the first 4-6-4 type locomotive to the New York Central, which calls it the "Hudson" class. In Europe, this engine type is called "Baltic".
- March 31, 1927 Chicago, Milwaukee & St. Paul is reorganized as the Chicago, Milwaukee, St. Paul & Pacific (see March 18, 1925).
- April 15, 1927 Southern Pacific de Mexico opens its 1,095 mile line from Nogales to Guadalajara, where a connection with the Nacional de Mexico (NdeM) permits service to Mexico City.
- June 1, 1927 Baltimore & Ohio acquires control of the Cincinnati, Indianapolis & Western.
- June 15, 1927 General Electric engineers at Schenectady, New York successfully provide two-way radio communication between the locomotive and caboose of a moving freight train about 1-1/4 miles in length.
- July __, 1927 The locomotive of an Illinois Central passenger train plunges into a storm-swollen river killing the engineer near __, Mississippi(?). All cars remain on the rails, and US vice-president Charles G. Dawes asleep in his Pullman is undisturbed.
- July 25, 1927 The first use of centralized traffic control (CTC) in the US, on the New York Central between Berwick and Stanley, Ohio.
- August 6, 1927 Ceremonial opening of Toronto's third Union Station building. The new station platforms and track are not in full service until January 31, 1930.
- September 1927 Locomotive production ends at ALCo's Richmond (Virginia) plant, where 2,755 had been built since 1853.
- Sept. 24-Oct. 8, 1927 Baltimore & Ohio celebrates its 100th anniversary with *Fair of the Iron Horse* at Halethorp, Maryland, near Baltimore.

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| November 12, 1927 | Opening of the Holland Tunnel under the Hudson River. The tunnel will cause a steep decline in patronage of railroad-owned ferry boats. |
| December 17, 1927 | Dr. Elmer A. Sperry delivers his rail-testing car to the American Railway Association for trials. Sperry's equipment is designed to detect internal flaws in a rail, which might eventually cause the rail to break. |
| Circa 1928 | Southern Pacific offers a trial service between San Francisco and Monterrey, carrying passengers' automobiles in a baggage car. |
| Circa 1928 | Locomotive construction ends at ALCo-Brooks in Dunkirk, New York, moving all production to Schenectady. 4,114 locomotives were built at this plant between 1869 and 1901. |
| Circa 1928 | Opening of Simpson Timber Company's Vance Creek bridge, a 346 foot-high steel arch structure near Shelton, Washington. |
| February 27, 1928 | First freight train passes through the 6.1 mile Moffat Tunnel, replacing the Denver & Salt Lake's former line over Rollins Pass. The new tunnel is the longest in the Western Hemisphere. |
| April 1, 1928 | ICC order requires mechanically-operated firebox doors on all new locomotives. Existing locomotives are to be upgraded during major overhaul. |
| April 5, 1928 | Chauncey M. Depew dies. |
| May 1928 | Mexican Railway extends its electrified zone to Paso del Macho (see October 6, 1924). |
| May 7, 1928 | ICC order requires the installation of cab curtains and storm windows for cold weather protection of engine crews. |
| May 19, 1928 | ICC readjusts standard time zone boundaries to bring them as close as possible to being half-way between standard meridians and railroad junctions or division points. |
| June 15, 1928 | US Army airship from Scott Field demonstrates the potential of air-to-rail mail transfer. A dirigible crewman lowers a mail pouch to a postal clerk on a moving Illinois Central train near Belleville, Illinois. |

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- June 28, 1928 Baldwin Locomotive Works closes its downtown Philadelphia plant, and formally dedicates the Eddystone facility.
- July 8, 1928 Toronto, Hamilton & Buffalo receives the first of two 2-8-4 “Berkshire” type locomotives, the only two of that class to operate in Canada.
- August 3(?), 1928 ICC grants permission for the Delaware & Hudson to abandon its branch line between Carbondale and Honesdale Jct., Pennsylvania (see August 29, 1829).
- September 1928 Climax Locomotive Works of Corry, Pennsylvania is sold to General Parts Corporation. Within months the company completes its last geared locomotive, having built more than 1,000 (see March 1888).
- September 24, 1928 Santa Fe acquires control of the Kansas City, Mexico & Orient (see March 7, 1912).
- September 26, 1928 Arthur Edward Stillwell dies.
- October 2, 1928 Dr. Sperry’s rail-testing car is formally accepted by the American Railway Association (see December 17, 1927).
- October 27, 1928 Chicago, Milwaukee, St. Paul & Pacific (see March 31, 1927) announces that it will adopt the standard title “Milwaukee” or “The Milwaukee Road”, to be used on all freight and passenger cars. The title CMStP&P is said to be too long.
- November 1928 The newly-incorporated Sperry Rail Service Corporation does its first commercial testing on the Wabash (see October 2, 1928).
- November 23, 1928 A replica of John Stevens’ c.1825 locomotive is operated at Stevens Institute of Technology in Hoboken, New Jersey. The locomotive was built at the Altoona shops of the Pennsylvania Railroad, based on recollections of Stevens’ grandson recorded before 1893 (Oliver, p.13).
- December 7, 1928 Railway Express Agency is organized to acquire the assets of the American Railway Express Company.
- Circa 1929 ALCo purchases McIntosh & Seymour of Auburn, New York, a manufacturer of diesel engines.
- Circa 1929 Four railroads owned by the Province of Alberta are purchased jointly by Canadian

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National and Canadian Pacific, and operated as Northern Alberta Railways Co.

- Circa 1929 The last “orphan train” departs for Trenton, Grundy County, Missouri. Several social service agencies used railroads to transport over 150,000 children to new homes (see September 20, 1854).
- January 1, 1929 Missouri Pacific purchases the New Orleans, Texas & Mexico Railway Co.
- January 12, 1929 Great Northern opens its 7.79-mile Cascade Tunnel (II), the longest in North America (see March 1, 1910). As part of the project, GN extends its electrification from Wenatchee to Skyomish, and converts to 11,000 volt, single-phase AC power.
- January 31, 1929 As of this date, devices required by the ICC’s first two automatic train control orders have been installed.
- March 1, 1929 Newly-organized Railway Express Agency (REA) acquires control, by purchase of stock, of the American Railway Express Company. REA is owned by 86 Class I railroads (see December 7, 1928). Former stockholders of American Railway Express: Adams Express, American Express, and Wells Fargo leave the express business, but continue in the field of financial services.
- May 31, 1929 The last “orphan train” leaves New York City, destined for Sulphur Springs, Texas (see September 20, 1854) (*see also circa 1929 above*). This was the last group of children to be sent out without having their final placement pre-arranged.
- June 10, 1929 Great Northern inaugurates its new *Empire Builder* between Chicago and Seattle.
- June 14, 1929 New York Central Lines, Universal Air Lines and the Santa Fe Railroad team up to offer a 67-hour New York-to-Los Angeles service. Passengers fly during daylight hours over the relatively flat 1,181 miles between Cleveland, Ohio and Garden City, Kansas.
- June 22, 1929 New York Central opens its new Buffalo passenger terminal, on the Central’s main line in East Buffalo, several miles from downtown.
- July 7, 1929 Pennsylvania Railroad, Transcontinental Air Transport and Santa Fe team up to offer 48-hour* New York-to-Los Angeles travel. This marks the beginning of a brief rail-air partnership on transcontinental routes.

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*Air travel at night was still considered risky, so the airline segments of the trip were during daylight hours only. By 193_, most of the problems with night flying had been answered, and airlines began offering their own coast-to-coast service.

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| July 8, 1929 | Metro-Goldwyn-Mayer releases the film <i>Thunder</i> , a railroad action-drama starring Lon Chaney (Sr.), filmed in northern Wisconsin on the Chicago & North Western. No copy of this film is known to exist. |
| July 13, 1929 | Southern Pacific opens its new line between Klamath Falls, Oregon and Alturas, California. |
| August 26, 1929 | Canadian National operates diesel-electric locomotive No. 9000, the first diesel-electric passenger locomotive built in North America , pulling the second section of the <i>International Limited</i> between Montreal and Toronto. The new loco is built by Canadian Locomotive Company. |
| September 28, 1929 | Hudson Bay Railway reaches Churchill, Manitoba on Hudson Bay. |
| October 22, 1929 | Grand Trunk carferry <i>Milwaukee</i> departs Milwaukee, carrying 25 freight cars for Grand Haven, Michigan, and is never seen again. The boat is presumed sunk in a strong northeast gale, with an estimated loss of 53 lives. |
| October 29, 1929 | Panic in the stock market on “Black Tuesday” sees \$16 million in stocks sold at plummeting prices. Over \$13 million had been sold the previous Thursday. |
| December 9, 1929 | Publication of the ICC’s <i>Consolidation of Railroads</i> , a plan to combine existing US railroads into 21 regional systems. |
| December 31, 1929 | The year 1929 marks the all-time greatest volume of freight hauled by US railroads, with 447,321,561,000 revenue ton-miles. |
| Circa 1930 | New union station in Atlanta. |
| Circa 1930 | Canadian National acquires control, by purchase of stock, of the Central Vermont and the Grand Trunk Western. |
| Circa 1930 | Federal Radio Commission withdraws authorization of frequencies used by railroads for radio communication experiments. |

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January 2, 1930	New York Central Lines acquires control, by lease, of the Michigan Central, Big Four (CCC&StL), and the Chicago, Kalamazoo & Saginaw.
January 10, 1930	Duluth, Missabe & Northern Railway (see October 18, 1892) acquires control, by lease, of the Duluth & Iron Range Railroad (see July 31, 1884).
April 1930	ALCo delivers a new 4-8-4 type locomotive to the Timken Roller Bearing Co. of Canton, Ohio. The dual-service engine is to be a demonstrator for Timken's tapered roller bearings which are installed on all its axles.
April 1930	Baltimore & Ohio introduces the <i>Martha Washington</i> , an air-conditioned dining car.
April 1, 1930	Newly-organized Delaware & Hudson Railroad Corp. acquires the railroad assets of the Delaware & Hudson Company (see April 28, 1899).
June 16, 1930	Elmer A. Sperry dies at the age of 59.
June 20, 1930	General Motors acquires control of Winton Engine Company, manufacturer of internal-combustion engines (see February 11, 1924), and builder of engines for Electro-Motive Corporation (see August 1924).
June 28, 1930	Opening of Cleveland Union Terminal Company's new union station, owned by the New York Central, Big Four (CCC&StL) and Nickel Plate. The project incorporates main line electrification, rapid transit and the 52-story Terminal Tower, already occupied for more than a year.
August 21, 1930	RKO releases the film <i>Danger Lights</i> , a railroad drama filmed on-location, primarily on the Milwaukee Road in Montana.
October 15, 1930	Opening of Southern Pacific's 5,603-foot Suisun Bridge across the Carquinez Strait at Benicia, California.
December 1930	Work is completed on the straightening of the Chicago River between Polk and 18th Streets. This project benefits many railroads, including the owners of Grand Central Station and Union Station.
December 1930	Denver & Rio Grande Western acquires control of the Denver & Salt Lake.

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- December 9, 1930 President Hoover appoints William N. Doak as Secretary of Labor. Doak has risen through the ranks of the Brotherhood of Railroad Trainmen to become its vice-president, and editor of the union's magazine.
- December 31, 1930 General Motors acquires Electro-Motive Corporation, a manufacturer of gasoline-electric rail cars (see June 20, 1930). EMC becomes Electro-Motive Division of GM.
- January 7, 1931 Baltimore & Ohio organizes the Alton Railroad to acquire the assets of the Chicago & Alton.
- January 21, 1931 83-year-old Thomas Edison is at the controls of the "first" electrified suburban train leaving the Lackawanna terminal in Hoboken, New Jersey. Some electrified sections of the DL&W's Morris & Essex line have been in operation since September 1930.
- February 25, 1931 Employees of the Southern Pacific unveil a monument to Theodore D. Judah outside the SP depot in Sacramento, California.
- May 24, 1931 Baltimore & Ohio's *Columbian* becomes the **first fully air-conditioned train in the US** (see April 1930). Railroads seek to win new customers with cool, dust-free trains.
- June 30*, 1931 Last passenger train marks the end for the Ohio River & Western, one of the last remaining narrow-gauge roads in the eastern US. The road once operated 112 miles of track between Zanesville and Bellaire. (*Hilton, p.471, says Memorial Day)
- July 26, 1931 First day of electrified operation on Reading's suburban lines in Philadelphia.
- October 18, 1931 Thomas Edison dies at his home in West Orange, New Jersey (see January 21, 1931).
- November 10, 1931 A ceremonial last spike connects the Great Northern and Western Pacific at Bieber, California. The project known as the Inside Gateway creates a second route between central California and the Columbia River.
- December 4, 1931 Ann Arbor Railroad enters receivership.
- Circa 1932 **First use of continuous welded rail in the US**, on the Delaware & Hudson in Albany, New York.

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January 1, 1932	Baltimore & Ohio acquires control of the Buffalo, Rochester & Pittsburgh.
January 11, 1932	B&O president Daniel Willard appears on the cover of <i>Time</i> .
January 1932	Railroad unions agree to a 10 percent wage reduction as an economy measure during the depression.
March 24, 1932	Station WABC broadcasts a national network radio program originating aboard a Baltimore & Ohio train, with pickup points at Beltsville and Laurel, Maryland.
April 14, 1932	Southern Pacific acquires control, through purchase of stock, of the St. Louis Southwestern, the "Cotton Belt" (see January 12, 1891).
September 29, 1932	Automobile body manufacturer E.G. Budd of Philadelphia demonstrates a stainless steel railcar.
December 31, 1932	Only three new steam locomotives are ordered by US railroads during 1932, those being for the Great Northern, and constructed in the company's own shops.
Circa 1933	General-American Tank Car Corp. Is renamed General American Transportation Corp. (GATX), to reflect its fleet of refrigerator cars, as well as its tank cars (see July 5, 1916).
Circa 1933	Missouri Pacific is placed in receivership.
Circa 1933	Newly-organized San Diego & Arizona Eastern acquires the assets of the bankrupt San Diego & Arizona (see November 15, 1919).
Circa 1933	Western and southern railroads reduce coach fares to 2 cents per mile.
Circa 1933	William G. Besler acquires control of Davenport Locomotive Works, renaming it Davenport Besler Corporation.
March 3, 1933	Amendment to the Bankruptcy Act contains new provisions to aid reorganization of railroads.
March 4, 1933	Secretary of Labor William N. Doak, a former railroad labor leader, resigns to make way for President Roosevelt's appointee.

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- March 12, 1933 Pennsylvania Railroad opens its new 30th Street Station on the main line in Philadelphia. The station is unique in that it may be the only depot in the US designed to include a chapel.
- March 19, 1933 Opening of Cincinnati Union Terminal, jointly owned by the Baltimore & Ohio, Chesapeake & Ohio, Big Four (NYC), Louisville & Nashville, Queen & Crescent (Southern) and the Pennsylvania. Formal dedication is held on March 31st (April 1st).
- April 22, 1933 Santa Fe ferryboats begin using the Southern Pacific pier in Oakland (see July 6, 1900).
- May 1933 Western Pacific trains and ferryboats begin using the Southern Pacific's Oakland terminal (see August 22, 1910).
- June 7, 1933 Rock Island once again files for bankruptcy (see April 20, 1915).
- June 16, 1933 President Roosevelt signs the Emergency Railroad Transportation Act. Joseph Eastman is appointed the coordinator to administer the act.
- June 18, 1933 Kansas City Union Station is the scene of a wild gun battle, as rival gangsters* kill Frank Nash and three others. Nash was in custody, escorted by police and FBI agents at the time.
- **"Pretty Boy" Floyd is claimed to have been one of the attackers.
- June 25, 1933 Pennsylvania-Reading Seashore Lines is organized to merge the two competing railroads between Philadelphia and the New Jersey shore.
- August 1933 Radio station WSM in Nashville begins broadcasting the sound of Louisville & Nashville's *Pan-American* as it passes their transmitter.
- September 1933 This month's issue of *Fortune* contains a Chesapeake & Ohio Railroad ad inviting passengers to "Sleep like a Kitten" on C&O trains. The drawing "The Sleeping Cat" by Austrian artist Guido Gruenwald is featured prominently. The cat drawing appears in C&O timetables in December.
- September 1, 1933 ARA adopts specifications for upgraded (AB) air brakes for freight cars. Effective January 1, 1935, conversion of all interchange cars is to be completed within ten years.

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- December 23, 1933 The Dominion Government appoints trustees to operate the financially troubled Canadian National Railway.
- December 30, 1933 Bankruptcy for the CI&L Railway Co. (Monon).
- Circa 1934 Locomotive production ends at Climax Manufacturing Company of Corry, Pennsylvania, where 1,060 were built since 1888.
- Circa 1934 Texas & New Orleans acquires control, by merger, of the Southern Pacific lines in Louisiana and Texas.
- February 25, 1934 Union Pacific takes delivery of its new streamlined, articulated passenger train, number M-10,000. UP's new train is powered by a distillate engine rather than a diesel.
- April 18, 1934 CB&Q's *Zephyr* (or *Zephyr 9900*) is unveiled at PRR's Broad Street Station in Philadelphia. Burlington's streamlined train is diesel-electric, with Budd's distinctive stainless steel sheathing.
- May 26, 1934 Burlington's *Zephyr* makes a non-stop daylight run from Denver to Chicago in just over 13 hours (see April 18, 1934).
- June 18, 1934 Denver & Rio Grande Western opens its Dotsero cut-off, permitting operation over the Denver & Salt Lake (and the Moffat Tunnel) between Denver and Orestod, providing a shorter route than via the Royal Gorge.
- June 21, 1934 President Roosevelt signs a bill which amends the Railway Labor Act (see May 20, 1926).
- June 27, 1934 FDR signs the Railroad Retirement Act.
- July 1934 ICC moves into its new headquarters in Washington.
- July 1934 ICC requires that the name of a freight car's lessee be painted in letters no larger than 12 inches, spelling the end for flamboyant "billboard" refrigerator cars. Existing cars must be repainted by January 1, 1937.
- September 1934 Prototype GG-1 electric locomotive #4899 is delivered to the Pennsylvania Railroad for testing.

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- October 12, 1934 Association of American Railroads (AAR) is formed through consolidation of the American Railway Association, the Association of Railway Executives, the Bureau of Railway Economics and the Railway Accounting Officers Association.
- October 22, 1934 Union Pacific's streamliner M-10,000 departs Los Angeles on a record-breaking run to New York City in 55 hours and 55 minutes (see February 25, 1934).
- November 11, 1934 Burlington's *Zephyr* after a cross-country tour, begins regular service between Lincoln, Nebraska and Kansas City (see May 26, 1934).
- Circa 1935 Union Pacific acquires control, by lease, of the Oregon Short Line, the Oregon-Washington Railroad & Navigation Company, the Los Angeles & Salt Lake and the St. Joseph & Grand Island.
- January 1, 1935 Chesapeake & Ohio timetables first give a name to the popular sleeping cat (see September 1933). "Chessie" is already well on her way to advertising stardom. Artist Guido Gruenwald dies in Vienna in 1935, probably unaware that one of his drawings is famous in America.
- January 4, 1935 Chicago & North Western launches *The 400*, a fast daytime train between Chicago and St. Paul-Minneapolis.
- January 23, 1935 Johnny Horan celebrates his 97th birthday - and puts in a full day of work at the Milwaukee Road shops in Milwaukee. On April 17, 1935 he will mark 80 years of employment with the company.
- January 31, 1935 Union Pacific's M-10,000 begins regular service - daily round trips from Kansas City to Salina, Kansas and Kansas City to Topeka (see October 22, 1934).
- February 1935 Boston & Maine and Maine Central receive their stainless steel streamliner *Flying Yankee*, virtually identical to Burlington's 9901 and 9902.
- February 10, 1935 First day of all-electric operation between New York City and Washington on the Pennsylvania Railroad.
- February 11, 1935 Pennsylvania-Reading Seashore Lines opens its new passenger station in Atlantic City, New Jersey. The track and platforms have been in use since the summer of 1934.

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March 1, 1935	Western Pacific defaults on bond interest, prompting its second receivership.
April 21, 1935	The first of two Burlington <i>Twin Cities Zephyr</i> trains begins service between its Minnesota namesakes and Chicago.
May 5, 1935	New Union Pacific streamliner M-10,001 enters service as the <i>City of Portland</i> , on a ten departure per month schedule.
May 6, 1935	Supreme Court declares the Railroad Retirement Act of 1934 unconstitutional.
May 29, 1935	Last but not least, The Milwaukee Road's flashy steam-liner <i>Hiawatha</i> enters the Chicago-Twin Cities market.
June 1935	New Haven's streamlined <i>Comet</i> , built by Goodyear-Zeppelin, begins 45 minute one-way service between Boston and Providence.
June 28, 1935	Chicago & North Western files for bankruptcy.
June 29, 1935	Milwaukee Road files for its second bankruptcy in a decade.
July 1, 1935	US National Mediation Board certifies the Brotherhood of Sleeping Car Porters as the authorized representative of porters and maids employed by the Pullman Company (see August 25, 1925).
July 1, 1935	New York Central Lines become the New York Central System.
July 5, 1935	President Roosevelt signs the National Labor Relations Act (or Wagner Act), modeled after the Railway Labor Act of 1926.
July 29, 1935	Gulf, Mobile & Northern introduces its streamlined <i>Rebel</i> in overnight service between Jackson, Tennessee and New Orleans.
July 31, 1935	Civil engineer Gustav Lindenthal dies at his home in Metuchen, New Jersey.
August 9, 1935	President Roosevelt signs the Motor Carrier Act, expanding the ICC's jurisdiction to regulate the growing interstate trucking industry.

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- August 21, 1935 Union Pacific introduces registered nurses as stewardesses on its economy fare train *The Challenger*. They are the **first women to be part of an operating train crew**.
- September 2, 1935 A hurricane causes extensive damage to the Florida East Coast Railroad's line to Key West. This part of the railroad is closed and never re-opened.
- December 3, 1935 Brotherhood of Locomotive Firemen & Enginemen announces a strike against the Burlington, because the company does not use firemen in its diesel switchers and *Zephyr* streamliners. The union cites public safety as the reason for its action.
- December 8, 1935 To avert a threatened strike the Burlington adds a fireman to diesel crews, although its position remains that there are no duties for a fireman in a diesel locomotive.
- December 12, 1935 St. Louis & Southwestern Railway Co, (Cotton Belt) files for bankruptcy.
- December 16, 1935 Opening of the 23,235-foot Public Belt Railroad Bridge over the Mississippi River at New Orleans, named for the late Governor Huey P. Long.
- December 28, 1935 The world's longest vertical lift bridge is placed in service. The 544 foot span carries the New Haven Railroad across Cape Cod Canal at Buzzards Bay, Massachusetts.
- December 31, 1935 In the year 1935, for the first time, less than half of U.S. livestock arrives at market by rail. Ten years earlier, railroads had 90 percent of this business.
- Circa 1936 ICC sets maximum coach fares for eastern railroads at 2 cents per mile.
- Circa 1936 Three railroads, Burlington, Missouri Pacific and Santa Fe organize the National Trailways motor bus network to serve as feeders for mainline trains, and replace unprofitable branch line operations.
- Circa 1936 Associated Colored Trainmen of America (see circa 1918) is reorganized as the Association of Colored Railway Trainmen and Locomotive Firemen.
- March 1, 1936 Chicago votes to adopt Eastern Time for transaction of city business. The ICC later rejects the city's request to shift the time zone boundary.
- April 6, 1936 A bomb explodes beneath Mexican Railway's overnight train from Vera Cruz to

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Mexico City as it crosses a viaduct at Paso Grande, sending the locomotive and several passenger cars into the river gorge (Franco, vol. 1, p. 210). This occurs during a period of nationwide labor unrest.

- May 12, 1936 AT&SF operates the first westbound *Super Chief* on what will be a once-a-week schedule, timed to beat Walter Scott's 1905 record by over five hours.

- May 17, 1936 Illinois Central streamliner *Green Diamond* begins regular service with a 588 mile Chicago-St. Louis round trip each day.

- May 20, 1936 Electro-Motive Division (EMD) of General Motors completes the first locomotive at its new La Grange, Illinois plant (see December 31, 1930).

- June 14, 1936 The streamliner *City of San Francisco* service between Chicago and San Francisco.

- September 10, 1936 Trustees return control of the Canadian National to its directors (see December 23, 1933).

- September 18, 1936 In an emergency brake test, a Canadian Pacific 4-4-4 type locomotive and four cars traveling at 112.5 mph comes to a stop in 7,905 feet.

- September 24, 1936 New York Central's grade separation project eliminates its street trackage in downtown Syracuse, New York. Lackawanna trackage is also relocated.

- November 2, 1936 Canada's Department of Railways & Canals, Department of Marine and Civil Aviation Branch are combined to form the Department of Transport.

- November 23, 1936 O.P. Van Sweringen dies in his sleep aboard a Pullman car bound for New York City.

- November 25, 1936 Mexico passes a law enabling the federal government to seize private property, when it is deemed to be in the national interest.

- January 1, 1937 ICC rules now prohibit "billboard" refrigerator cars from being accepted in interchange between railroads (see July 1934).

- February 28, 1937 Brotherhood of Locomotive Firemen & Enginemen and the railroads sign a labor agreement providing firemen on locomotives heavier than 90,000 pounds. This weight limit spurs development of the "45-ton" diesel locomotive, capable of being operated by one man.

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April 8, 1937	The railroad and real estate holdings of the late Van Sweringen brothers are purchased by George A. Ball of Muncie, Indiana, whose fortune was made in the manufacture of glass containers.
May 1937	Robert R. Young purchases Allegheny Corporation, a holding company which controls the Chesapeake & Ohio, Nickel Plate, Pere Marquette and others. These roads will remain affiliated for over ten more years.
May 18, 1937	Santa Fe's new streamlined <i>Super Chief</i> begins regular service between Chicago and Los Angeles.
Mar?May 21, 1937	The streamlined <i>Daylight</i> begins operation on the Southern Pacific, reducing Los Angeles to San Francisco travel time to 9 hours, 45 minutes.
June 23, 1937	President Cardenas issues a proclamation that the Republic of Mexico is assuming full ownership and control of the Nacional de Mexico (NdeM). The federal government has owned 51 percent of company's stock for a number of years.
June 24, 1937	President Roosevelt signs the Railroad Retirement Act.
July 1, 1937	Duluth, Missabe & Northern is reorganized as the Duluth, Missabe & Iron Range (see January 10, 1930).
July 1, 1937	Railroad Retirement Act becomes effective, providing federally-mandated retirement and disability benefits.
August 25, 1937	Pullman Company signs a labor agreement with the Brotherhood of Sleeping Car Porters (see July 1, 1935).
December 1937	First issue of <i>Railroad</i> magazine (see October 1906).
December 31, 1937	Bankruptcy for the Minneapolis, St. Paul & Sault Ste. Marie (Soo Line).
Circa 1938	Mobile & Ohio separates from Southern Railway, which has controlled it since 1901.

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Circa 1938	Chesapeake & Ohio acquires control, by purchase of stock, of the Erie and Nickel Plate.
Circa 1938	Budd introduces disc brakes on its passenger cars and motor trains.
January 15, 1938	Pennsylvania Railroad extends its main-line electrification to Harrisburg (see February 10, 1935).
January 18, 1938	Receivership for the Erie Railroad.
March 1938	Baltimore & Ohio completes the last of 2,000 distinctive, wagon-top boxcars built at company shops in several locations.
March 1, 1938	First use of anti-telescoping tightlock couplers for passenger equipment.
March 22, 1938	Duluth, Missabe & Iron Range acquires control of the Duluth & Iron Range (see July 1, 1937).
April 30, 1938	The Republic of Mexico transfers management of the NdeM (see June 23, 1937) and other railroads, to administrators belonging to the national railway unions.
May 5, 1938	Receivership for the Rutland Railroad. Abandonment is averted on August 4th when employees agree to a pay cut.
June 25, 1938	President Roosevelt signs the Wage and Hours Act. One of its provisions requires that red caps (baggage handlers at railroad stations) be paid a minimum hourly wage in addition to the tips which had been their sole income.
July 1, 1938	ICC mandates mechanical coal stokers on passenger engines of 160,000 or more pounds (on drivers) and freight engines of 175,000 pounds or more.
July 9, 1938	A monument to the late John Luther "Casey" Jones is dedicated in his childhood home town of Cayce, Kentucky.
July 10-24, 1938	Chicago chapter of the Railway & Locomotive Historical Society sponsors a 6,000-mile rail fan trip, visiting facilities of 18 western railroads.

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- August 1, 1938 Railway Express Agency acquires the assets of Southeastern Express Company (see March 1, 1929).
- September 21, 1938 A hurricane-driven storm surge wipes out much of the New Haven's Shore Line route between New York City and Boston. Freight service is restored in 6 days via Willimantic, but resumption of Shore Line passenger service takes 13 days.
- November 1938 International Brotherhood of Red Caps members in Chicago and Washington file suit for back wages. Railroads required the red caps to report tips, using that income to meet part of the federal minimum wage requirement.
- November 11, 1938 Abandonment of Alaska's Copper River & Northwestern Railway (see March 29, 1911).
- December 1, 1938 A school bus of the Jordan School District is struck by a Denver, Rio Grande & Western train in Riverton, Utah, killing 24 and injuring 15.
- Circa 1939 Second bankruptcy for the Central Railroad of New Jersey.
- February 2, 1939 Pennsylvania and Seaboard Air Line inaugurate their *Silver Meteor* between New York and Miami.
- April 1, 1939 Northwestern Pacific ceases its electric commuter operation in Marin County, California, as passengers switch to automobiles and the new Golden Gate Bridge.
- April 15, 1939 ICC requires that not less than 20 percent of all locomotives be equipped with mechanical stokers during each successive 12 month period.
- April 28, 1939 Paramount releases the film *Union Pacific*, produced and directed by Cecil B. DeMille. Lucius Beebe is an uncredited technical advisor for the film, which is nominated for Academy Awards in sound and special effects.
- May 7, 1939 Opening of Los Angeles Union Passenger Terminal.
- May 17, 1939 King George VI and Queen Elizabeth embark on a major tour of Canada, aboard a 12-car special train operated jointly by Canadian Pacific and Canadian National personnel.

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- June 8, 1939 President and Mrs. Roosevelt greet the Royal Couple at Washington's Union Station, during their visit to the US.
- August 12, 1939 A saboteur derails the Southern Pacific's *City of San Francisco* as it crosses a bridge near Harney, Nevada. The bridge collapses, sending the train into the river bed, killing 24 and injuring 115.
- October 20, 1939 Kansas City Southern Railway acquires control of the Louisiana & Arkansas Railway.
- November 12, 1939 Rock Island's streamlined *Rocky Mountain Rocket* begins service between Chicago and Denver/Colorado Springs.
- November 25, 1939 EMD begins testing its first FT series diesel locomotive. The four-unit set, rated at 5,400 horsepower, is designed to challenge to the steam locomotive in freight service (see May 20, 1936).
- December 31, 1939 AAR rules now prohibit the use of so-called "arch bar" trucks on freight cars used in interchange service. Cars equipped with these trucks are permitted to return empty to owners until June 1, 1940.
- Circa 1940 Mexican government acquires control of KCM&O lines in Mexico (see September 24, 1928).
- Circa 1940 A fountain and sculpture, *Meeting of the Waters* is installed in Aloe Plaza, across from St. Louis Union Station (see September 1, 1894).
- July 31, 1940 A mixup in orders allows a collision between a Pennsylvania Railroad gas-electric car and a freight train at Silver Lake, a mile north of the PRR depot at Cuyahoga Falls, Ohio. The fuel tank of the motor car ruptures, and the resulting inferno kills 43 of 46 persons on the motor car. The three survivors jumped before the collision.
- September 2, 1940 Kansas City Southern introduces its streamlined *Southern Belle* between Kansas City and New Orleans.
- September 10, 1940 President Roosevelt signs the Transportation Act of 1940 (see below).
- September 13, 1940 Mobile & Ohio acquires control of the Gulf, Mobile & Northern. The company adopts the name Gulf, Mobile & Ohio.

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October 1940	A.C. Kalmbach publishes the first issue of <i>Trains</i> magazine.
October 1, 1940	Official opening of the Pennsylvania Turnpike. Some tunnels and graded right-of-way were originally built in the 1880s for the South Pennsylvania Railroad (see July 4, 1885).
Circa 1941	Heisler Locomotive Works of Erie, Pennsylvania closes, having built 657 geared locomotives since 1894. Heisler's patterns are purchased by H.K. Porter Company of Pittsburgh.
January 1, 1941	Electro-Motive Corporation and Winton Engine are absorbed by giant General Motors Corporation, becoming its Electro-Motive Division.
February 1, 1941	William Gibbs McAdoo dies at his home in California.
February 10, 1941	US Postal Service begins the first Highway Post Office (HPO) service between Washington, DC and Harrisonburg, VA. The HPO is a modified 40-passenger transit bus built by White Motor Company.
February 28, 1941	Last day of operation for the Northwestern Pacific's electric suburban trains and ferry boat. The rail system in Marin and Sonoma counties and the Sausalito ferry fall victim to the automobile and the Golden Gate Bridge.
March 1941	ALCo introduces a 1000 hp diesel locomotive, designated RS-1, with a new "road switcher" body style that will come to dominate the freight locomotive market.
April 28, 1941	US Supreme Court in <i>Mitchell v. US</i> (313 US 80) finds that railroads must furnish separate, but equal accommodations (see July 23, 1887). Chicago congressman Arthur Mitchell sued after being denied a Pullman compartment on a Rock Island train in Arkansas, because of a state law mandating separation of races.
June 18, 1941	Canadian National carferry <i>Charlottetown</i> is sunk in a storm enroute from Prince Edward Island to St. Johns, New Brunswick for repairs.
October 1941	Norfolk & Western builds the first of its Class J 4-8-4 streamlined steam locomotives.
November 14, 1941	Central Railroad of New Jersey terminates its Hudson River ferry service.

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- December 7, 1941 An attack on Pearl Harbor and imminent war overshadow the debut of New York Central's streamlined *Empire State Express*.
- December 18, 1941 President Roosevelt establishes the Office of Defense Transportation (ODT) as part of the Office of Emergency Management. ICC chairman Joseph B. Eastman is named director.
- December 22, 1941 Erie _ emerges from receivership, reorganized as the Erie _ (see
- December 31, 1941 Wabash Railway Company is reorganized as the Wabash Railroad Company (see
- Circa 1942 President Roosevelt signs an Act imposing a 15% tax on common carrier passenger fares. Intended to discourage unnecessary wartime travel, it is reduced to 10% in 1954, and not repealed until November 1962.
- Circa 1942 Order of Sleeping Car Conductors joins the Order of Railway Conductors of America.
- February 1, 1942 US War Production Board (WPB) orders a halt to production of domestic cars and light trucks.
- April 4, 1942 WPB requires that locomotive production schedules be approved by the WPB, due to other wartime production taking place at the same plants. No "passenger-only" locomotives will be built during the war, steam or diesel, and ALCo and Baldwin diesel production is limited to switchers. Only GM-EMD is allowed to build diesel road locomotives*.
- *This gives EMD a significant advantage, being alone in this market for several crucial years, before competition is restored.
- April 26, 1942 US Navy acquisition of the Lackawanna ferry slip at 14th Street in Hoboken, New Jersey, brings an end to one of the DL&W's two ferry routes.
- June 15, 1942 ODT orders luxury passenger train services, such as parlor cars, to be suspended.
- July 1942 Canadian armed forces begin operating a secret armored train over the Canadian National from Terrace to Prince Rupert, BC. The train patrols an area believed to be vulnerable to Japanese attack.

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- July 6, 1942 B&O chairman Daniel Willard dies at the age of 81.
- August 4, 1942 ODT begins receiving daily rail movement statistics by telegraph, to analyze data and correct developing problems.
- September 8, 1942 Representatives of Southern Pacific and Union Pacific meet at Promontory, Utah to mark the abandonment of this portion of the original transcontinental line. Bypassed by the Lucin Cutoff (see March 8, 1904), its rails and spikes now become scrap metal for the war effort.
- September 15, 1942 ICC order suspends previous limits on the length of freight and passenger trains, in order for accommodate wartime traffic.
- September 30, 1942 ODT orders rail passenger schedules frozen for the duration of the war.
- October 1, 1942 White Pass & Yukon is leased to the US Army. It is used extensively in the construction of the Alaska (Alcan) Highway (see January 13, 1900).
- November 1, 1942 US Army Corps of Engineers opens a temporary railroad bridge across the Potomac River between Shepherds Point, Maryland and
- Circa 1943 John F. Stevens dies at his home in North Carolina.
- Circa 1943 A collection of historic railroad signals, some nearly a century old, are donated to a scrap drive by the Southern Railway. The signals had been on display inside and on the grounds of the Southern's passenger station in Lexington, Kentucky since 1926.
- January 1, 1943 Ann Arbor emerges from receivership (see December 4, 1931).
- March 10, 1943 Baltimore & Ohio ends its control of the Alton Railroad (see January 7, 1931).
- April 3, 1943 US Army's 714th Railway Operating Battalion arrives in Anchorage, Alaska to assist with wartime traffic on the Alaska Railroad.
- June 1943 Union Pacific installs Centralized Traffic Control (CTC) on 171 miles of single track between Las Vegas and Yremo, Nevada - the longest such system in the world. War traffic soon demands other similar CTC installations.

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June 1, 1943	Opening of Alaska Railroad's new line to Prince William Sound. The port at Whittier, formerly Port Welles, is clear of ice year-round and is closer to Anchorage than the original port at Seward.
July 14, 1943	Canadian National opens its new Central Station in Montreal.
July 19, 1943	Opening of the first oil pipeline between Texas and Pennsylvania, allowing crude oil from the Gulf to reach the Northeast. The pipeline helps to relieve record oil traffic on railroads following German U-boat attacks on American tankers.
September 1943	Canadian forces discontinue armored train patrols in British Columbia (see July 1942).
November 9, 1943	Opening of the new Long Bridge over the Potomac, between Washington, DC and Alexandria, Virginia (see _ 1906).
December 1943	John W. Barriger's article "Super-Railroading" appears in <i>Trains</i> magazine.
December 27, 1943	Faced with a nationwide rail strike, the Army takes temporary control of US railroads to maintain vital war shipments.
Circa 1944	Formation of the National Association of Railroad Women, later changed to American Council of Railroad Women.
January 14, 1944	Akron, Canton & Youngstown merges with the Northern Ohio Railway, under joint ownership since 1920. The AC&Y never reached Canton or Youngstown.
February 1944	Pennsylvania Railroad announces successful tests of a train telephone on a single-track branch line. The induction-carrier system sends its low-power signal through the rails and trackside communication wires, rather than through the air as with radio.
March 15, 1944	Head of ODT, Joseph Eastman dies (see December 18, 1941).
June 1944	Canadian Pacific's last home-built locomotive, 4-6-2 type #1301 leaves Angus Shops in Montreal.
July 4, 1944	During a cab ride through Colorado's Glenwood Canyon, C.R. Osborn of GM's Electro-Motive Division notes that the public might willingly pay for the same unobstructed view. Questioned who would be interested his proposed dome-car, he said

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"We'll show it to Budd..." (Ralph, president of the Burlington). Ralph liked it.

- July 23, 1944 St. Louis physician Dr. John P. Roberts and others organize a group to preserve historic railroad equipment, later the Museum of Transportation.

- August 1944 Canadian Pacific locomotive 374, the first to pull a train into Vancouver in 1886, is restored at Montreal and sent west to be on permanent display.

- August 4, 1944 A broken rail causes the derailment of an Atlantic Coast Line passenger train at Stockton, Georgia. All of the 47 deaths occur in a car occupied by black track workers which is hurled against a locomotive standing on another track.

- August 8, 1944 Fairbanks-Morse of Beloit, Wisconsin enters the diesel locomotive market with a 1,000 HP switcher, distinctively styled by Frederick Loewy, and powered by its equally unique opposed-piston engine.

- September 19, 1944 Presidential candidate Thomas Dewey's campaign train rams a stopped passenger and troop train near Castle Rock, Washington, resulting in dozens of injuries - none serious. The first train, stopped at the site of an earlier wreck had not been protected by a flagman.

- December 14, 1944 US Supreme Court delivers its opinion in *Steele v. Louisville & Nashville Railroad Company et al* (332 US 192). The court held that railroad labor unions, having been given a monopoly by the Railway Labor Act (see), must represent Negro and White members equally.

- December 21, 1944 Southern Pacific opens its new Pecos River bridge, a 320 foot-high steel cantilever structure.

- May 1945 Western Maryland #6 is completed by Lima Locomotive Works, the last of over 2,700 Shay-type geared locomotives built by Lima (see June 14, 1881).

- May 17, 1945 US Federal Communications Commission assigns 60 radio channels for railroad use.

- June 1945 Opening of the new Harry S. Truman Bridge across the Missouri River, owned jointly by the Milwaukee Road and the Rock Island, giving the two roads a new connection with the Kansas City Terminal Railway.

- July 15, 1945 Faced with increased demand for passenger car space, the ODT bans operation of

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sleeping cars on routes of 450 miles or less. With the war in Europe over, large numbers of troops are being shipped west to serve in the Pacific.

- July 17, 1945 WPB restrictions on locomotive production are lifted (see April 4, 1942).

- July 23, 1945 Burlington's *Silver Dome* makes its debut on the *Twin Cities Zephyr*. The dome car has been constructed in the company's shops from a stainless-steel coach.

- August 24, 1945 Last day of operation on the Yosemite Valley Railroad (see May 1907). Yosemite National Park is now accessible only by motor vehicle.

- November 14, 1945 US government closes the “emergency” rail bridge across the Potomac at Washington (see November 1, 1942).

- November 21, 1945 US government takes control of Capital Transit in Washington. The company is returned to private control on January 8th.

- December 1945 A reorganized Milwaukee Road emerges from receivership (see June 29, 1935).

- December 18, 1945 Federal district court rules in *US v. Pullman Company* that Pullman must sell its sleeping car fleet to the railroads, because they “are the natural and obvious people to do the sleeping car business”. Pullman is to retain its car manufacturing business.

- December 31, 1945 Atlantic Coast Line acquires control, by merger, of the Atlanta, Birmingham & Coast (see November 22, 1926).

- March 4, 1946 Robert R. Young runs a full-page ad in the *New York Times* with the headline “A hog can cross America without changing trains - but YOU can’t!”. In addition to his other railroad investments, Young would like to purchase the Pullman Company.

- March 15, 1946 ODT lifts all restrictions on sleeping car travel (see July 15, 1945).

- May 1, 1946 Chicago, Indianapolis & Louisville Railway Co. (Monon) is reorganized under the same name (see December 31, 1933).

- May 1, 1946 White Pass & Yukon is returned to civilian management (see October 1, 1942).

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- May 17, 1946 President Truman assumes control of 337 railroads, to avert a threatened nationwide shutdown by unions. All railroads return to private control on May 27th.
- May 28, 1946 Electro-Motive Division (EMD) of General Motors introduces its *Train of Tomorrow* at Chicago's Soldier Field. The streamlined train begins a nationwide tour the following day.
- June 4, 1946 US Postmaster Robert Hannegan, aboard a B&O train traveling between Baltimore and Washington, receives a wireless facsimile (fax) transmitted to him from Washington. Margaret Truman's handwritten message is "What hath God wrought?".
- August 1946 President Truman vetoes the Wheeler Bill, which would have suspended pending ICC reorganization of bankrupt railroads, returning the companies to stockholder control. Truman fears the proposed law will give too much power to large investors like Robert R. Young.
- August 10, 1946 Pere Marquette's new streamliner *Pere Marquette* begins service between Detroit and Grand Rapids, Michigan.
- September 1946 ALCo delivers the first of its 2,000 horsepower PA-series diesel passenger locomotives.
- October 1, 1946 Congress repeals reduced rates for shipping federal property, intended to repay the government for land grants to railroads in the 19th century (see September 20, 1850)?.
- December 31, 1946 Lackawanna ferry service from Hoboken, New Jersey to New York City is discontinued.
- February 3, 1947 Chesapeake & Ohio chairman Robert R. Young appears on the cover of *Time*.
- February 23, 1947 Streamlined *Empire Builder* trains begin service between Chicago and Seattle.
- June 1, 1947 Gulf, Mobile & Ohio (see September 13, 1940) acquires control, by merger, of the Alton Railroad (see March 10, 1943).
- June 6, 1947 Chesapeake & Ohio acquires control, by merger, of the Pere Marquette.
- June 30, 1947 The US Office of Defense Transportation (ODT) is allowed to expire (see December 18, 1941).

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- August 15, 1947 Telephones are provided for passengers on Baltimore & Ohio's *Royal Blue* and Pennsylvania Railroad's *Congressional Limited* between Washington and New York City.
- October 1, 1947 Lima-Hamilton Corporation is formed by the merger of Lima Locomotive Corp. and General Machinery Co. of Hamilton, Ohio, a builder of diesel engines.
- December 31, 1947 The world's fastest scheduled passenger train is Burlington's *Twin Cities Zephyr*, during its run along the Mississippi River between East Dubuque, Illinois and Prairie du Chien, Wisconsin.
- December 31, 1947 Last passenger train operates over Hawaii's narrow-gauge Oahu Railway & Land Company (see November 16, 1889).
- January 1, 1948 The reorganized Chicago, Rock Island & Pacific Railroad Company emerges from receivership (see June 7, 1933).
- January 31, 1948 End of passenger service on the Norfolk Southern.
- May 1948 Montreal Locomotive Works completes the first "production" diesel locomotive built in Canada, an ALCo S-2 type switcher for the Canadian Pacific.
- May 10, 1948 President Truman again takes control of most US railroads, through the Secretary of the Army. The action is taken to avert a threatened nationwide strike after labor negotiations break down.
- June 16, 1948 ALCo's final steam locomotive leaves its Schenectady plant, the last of seven 2-8-4s for the Pittsburgh & Lake Erie. Lima-Hamilton builds the tenders for this group of locomotives. As recently as 1946, steam locomotives accounted for 75 percent of ALCo's business. (T-7/54, p25)
- July 1, 1948 Central of Georgia emerges from receivership.
- July 29, 1948 Railroad publicist and author Edward Hungerford dies at his home in New York.
- October 1948 Alaska Railroad's streamlined train *Au Ro Ra* begins passenger service between Anchorage and Fairbanks. Alaskans prefer the name "Moose Gooser".

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- October 7, 1948 Passengers aboard a B&O train between Washington and Baltimore watch Game 2 of the World Series (Cleveland vs. Boston), as part of a television demonstration.
- December 31, 1948 As a result of government anti-trust action, the Pullman Company transfers ownership of its sleeping cars to various railroads, who then lease them back to Pullman. The Pullman Company continues to operate and maintain the cars.
- Circa 1949 Baldwin delivers a group of 2-6-6-2s to the Chesapeake & Ohio, its last steam locomotives built for a US railroad.
- Circa 1949 South Shore Line installs the first system-wide radio communication network in the US.
- Circa 1949 Esquimalt & Nanaimo (Canadian Pacific's Vancouver Island Division) becomes the first CPR division to convert totally from steam to diesel power.
- Circa 1949 Railway Mail Service (US) is reorganized as a section of the new Postal Transportation Service, encompassing air mail and highway mail service.
- Circa 1949 Former CB&Q president Ralph Budd is appointed chairman of the new Chicago Transit Authority.
- Circa 1949 William J. Wilgus dies in Claremont, New Hampshire.
- February 3, 1949 A ship bearing 49 boxcars arrives in New York City from France. The boxcars, one for each state and one to be shared by the District of Columbia and Hawaii, contain gifts sent in gratitude for post-war aid. The cars are known as "40 and 8", for their capacity of 40 men, *or* 8 horses.
- March 1949 Long Island Railroad bankruptcy.
- March 20, 1949 *California Zephyr* begins service between Chicago and Oakland, via the Burlington, Rio Grande and Western Pacific.
- March 31, 1949 Newfoundland becomes a province of the Dominion of Canada (see September 1, 1905).
- April 1, 1949 The narrow-gauge Newfoundland Railway becomes part of the Canadian National

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Railway system (see March 31, 1949).

- May 1949 The last locomotive is produced at Vulcan Iron Works of Wilkes-Barre, Pennsylvania. Vulcan and its predecessor built 4,777 locomotives since 1872.
- May 13, 1949 Lima-Hamilton delivers its last steam locomotive - a 2-8-4 for the Nickel Plate.
- July 1949 Budd's first rail-diesel-car (RDC), leaves its Red Lion plant in Philadelphia.
- December 31, 1949 Pennsylvania Railroad ends its ferryboat service between Jersey City and Manhattan.
- Circa 1950 H.K. Porter Company of Pittsburgh completes its last locomotive, an 0-4-0 steam engine for a plantation in Brazil. Having constructed over 7,800 locomotives since 1867, Porter's locomotive division is purchased by Davenport-Besler Corporation of Davenport, Iowa.
- January 1950 Rock Island and Soo Line receive rotary snow plows from Lima-Hamilton, powered by reciprocating engines developed for the Shay locomotive. Rock Island receives the last steam-powered rotary plow built in the US.
- May 1950 The first RDC begins regular service on the Boston & Albany (see July 1949).
- May 31, 1950 Last day of operation for Nevada's Virginia & Truckee Railroad.
- June 25, 1950 A strike by the Switchmen's Union of North America shuts down the Rock Island.
- July 7, 1950 Norfolk & Western opens a new line in West Virginia, replacing the single-track Elkhorn tunnel, reducing grades and curves. As a result of the improvements, N&W retires its aging fleet of electric locomotives.
- July 8, 1950 President Truman orders the US Army to assume control of the Rock Island and seeks a restraining order against striking switchmen.
- July 19, 1950 End of passenger service on the Ann Arbor (see May 19, 1925).
- August 22-30, 1950 A national railway strike shuts down the Canadian Pacific and Canadian National railways.

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- September 11, 1950 Pennsylvania Railroad's *Spirit of St. Louis* rams a stalled troop train near West Lafayette, Ohio, killing 33 members of an artillery battalion from Wilkes-Barre, Pennsylvania.
- September 17, 1950 Opening of Central Union Terminal in Toledo, Ohio.
- October 16, 1950 End of narrow-gauge operation on the East Tennessee & West North Carolina.
- December 4, 1950 Baldwin Locomotive Works and Lima-Hamilton Corporation merge to form Baldwin-Lima-Hamilton, concentrating locomotive production at Baldwin's Eddystone facility near Philadelphia.
- June 14, 1951 GM's Electro-Motive Division produces its 10,000th locomotive, a model E8 passenger unit for the Wabash.
- September 11, 1951 Diesel locomotive production ends at Baldwin-Lima-Hamilton's Lima, Ohio facility (see December 4, 1950).
- September 17, 1951 A Monon passenger train moving at more than 60 mph overturns on a sharp curve in Monon, Indiana, demolishing the depot. The only fatality is the engineer, who had resisted the fireman's attempt to stop the speeding train.
- October 1951 The locomotive collection of Purdue University is moved from Lafayette, Indiana to St. Louis, where it joins the collection at the Museum of Transportation (see July 23, 1944). A Missouri Pacific wreck train unloads the historic locos at their new home (George Bradley, *Fort Wayne and Wabash Valley Trolleys*).
- December 21, 1951 Ferrocarril Sud-Pacífico de México (Southern Pacific of Mexico) is sold to the Mexican government, becoming the Ferrocarril del Pacífico (FCP).
- Circa 1952 New York Central acquires control, by lease, of the West Shore Railroad and a number of smaller lines.
- January 13-6, 1952 Southern Pacific's *City of San Francisco* is trapped in deep snow at Yuba Gap, California in the Sierra.
- March 11, 1952 Last use of steam, in regular service, on the New York, New Haven & Hartford.

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- March 22, 1952 The sixteen-foot statue of Mercury atop Nashville Union Station plunges to the ground during a violent storm.
- April 26, 1952 Last train leaves Pennsylvania's Broad Street Station in Philadelphia.
- May 1952 For the first time, the number of diesel-electric power units exceeds the number of steam power units on US railroads: 19,082 diesel locomotives to only 18, 489 steam locomotives.
- May 1952 Paramount releases the film *Denver & Rio Grande*, a semi-historical western filmed on the D&RGW near Durango, Colorado.
- October 22, 1952 ALCo is shut down by a strike which will last until March 9, 1953, further eroding its already modest share of the diesel locomotive market.
- October 28, 1952 Burlington opens its Kansas City cut-off, which includes 48.4 miles of new railroad between Cotter and Maxwell, Missouri.
- November 1, 1952 ICC's 66th Annual Report states that "During the calendar year 1951, the class I railroads failed to cover the operating expenses, rents, and taxes assigned and apportioned to the passenger service under our prescribed rules by approximately \$680 million."
- December 14, 1952 Los Angeles' Department of Recreation & Parks dedicates a site in Griffith Park called *Travel Town*, intended to display a small collection of retired steam locomotives.
- January 15, 1953 Pennsylvania Railroad's *Federal Express* loses its brakes approaching Washington's Union Station, crashing into the concourse at 40 MPH. Remarkably, no one is killed or seriously injured, but repairs must be made quickly to receive crowds expected for General Eisenhower's inauguration.
- March 28, 1953 28 are injured when the derailment of a Milwaukee Road freight train near Lewis, Indiana causes explosions in three cars loaded with high-explosive powder and artillery shells.
- June 17, 1953 Last use of steam, in regular service, on the Southern Railway.

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June 26, 1953	Beginning of a strike which shuts down the Rutland Railway, leading to the end of passenger service on the Rutland.
July 2, 1953	Baltimore & Ohio Railroad Museum opens at the Mount Claire shops in Baltimore, to display the B&O's collection of historic equipment.
July 13, 1953	Last use of steam power, in regular service, on the Lackawanna (DL&W).
September 1953	Pennsylvania Railroad is the last railroad to end service to Cleveland's old lakeshore Union Station (see November 10, 1866).
October 1953	Last use of steam power, in regular service, on the Western Pacific.
October 20, 1953	Last use of steam power, in regular service, on the St. Louis - Southwestern (Frisco).
November 1953	Last use of steam power, in regular service, on the Pittsburgh & Lake Erie.
November 9, 1953	Last spike driven on Canadian National's 144 mile extension from Sherridon, Manitoba north to a copper and nickel mine at Lynn Lake.
December 1953	Last use of steam power, in regular service, on the Maine Central.
December 1, 1953	Cuban government acquires control of the Ferrocarriles Occidentales (Western Railways of Cuba).
December 10, 1953	The last steam locomotive built in the US for domestic use , rolls out of Norfolk & Western's Roanoke Shops, part of a group of 0-8-0 switchers.
December 31, 1953	During the year 1953, for the first time in 125 years, no US railroad places an order for a new steam locomotive.
Circa 1954	Order of Railway Conductors of America changes its name to Order of Railroad Conductors and Trainmen (see circa 1942).
Circa 1954	For the first time an airline, American Airlines, becomes the nation's largest passenger carrier, bumping the Pennsylvania Railroad into second place.

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January 4, 1954	Richmond, Fredericksburg & Potomac last steam
March 17, 1954	Last use of steam, in regular service, on the Erie Railroad.
Spring 1954	Association of American Railroads estimates that major league baseball teams will do more than 90 percent of their travel by rail this season. (T-7/54,p13)
April 1954	Last use of steam, in regular service, on the Rock Island (CRI&P).
April 16, 1954	First day of operation for New Orleans Union Passenger Terminal, and the last for Louisville & Nashville's Canal Street station. Formal dedication of NOUPT occurs on May 5th.
May 1954	Last use of steam, in regular service, on the Missouri-Kansas-Texas.
May 26, 1954	In a proxy battle at the annual meeting of New York Central shareholders, Robert R. Young comes away with control of the company. He is named chairman of the board at a subsequent directors meeting.
June 1, 1954	American Car & Foundry becomes ACF Industries.
June 16, 1954	Pennsylvania Railroad begins highway trailer-on-flatcar (TOFC) delivery between New York City, Pittsburgh and Chicago. New York Central and Lackawanna/Nickel Plate initiate similar service.
June 21, 1954	Last broadcast of AAR's radio program "The Railroad Hour".
July 1, 1954	Last use of steam, in regular service, on the Central Railroad of New Jersey.
July 12, 1954	President Eisenhower announces the proposed construction of a 40,000 mile National System of Interstate and Defense Highways.
July 20, 1954	Last use of steam, in regular service, on the Western Maryland.
August 31, 1954	Last day of regular passenger service on the Maryland & Pennsylvania.

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- October 20, 1954 The 100th anniversary of the Pennsylvania Railroad's Horseshoe Curve is celebrated in a night time photograph, illuminated by over 6,000 flash bulbs (see February 15, 1854)(?).
- January 21, 1955 The last Milwaukee Road *Columbian* departs Seattle, as the train is cut back to Avery, Idaho.
- February 11, 1955 Last use of steam, in regular service, on the Wabash Railroad.
- April 1955 American Locomotive Company (ALCo) is renamed (see June 10/24, 1901) in an effort to reflect its diverse manufacturing capabilities. It is now called Alco Products, Inc.
- April 7, 1955 Last use of steam, in regular service, on the Missouri Pacific.
- April 24, 1955 Canadian Pacific's new Montreal/Toronto-to-Vancouver train *Canadian* begins service. Canadian National answers the challenge with its *Super Continental*.
- May 28, 1955 A trio of Baltimore & Ohio RDCs make a record 12 hour, 29 minute run from Washington to Chicago.
- July 1955 *Trains* magazine is published with three different covers, a "national" cover for general distribution and special Western and New England covers distributed locally.
- August 31, 1955 General Motors "Powerama" opens to the public. The month-long exhibition on Chicago's lakefront highlights GM products, including Electro-Motive Division locomotives, and its yet-unnamed *Aerotrain* streamliner.
- October 8, 1955 "End of Steam" ceremony on the Long Island Railroad marks the retirement of LIRR steam locomotives. Stagner (p.22) says the final run took place on October 16.
- October 30, 1955 Union Pacific passenger trains begin using the Milwaukee Road between Omaha and Chicago. C&NW had been UP's eastern partner since 1889.
- November 25, 1955 An ICC order bans racial segregation, or "Jim Crow" accommodations, on interstate trains and busses.
- November 30, 1955 Last active steam locomotive on the Atlantic Coast Line is sold. Except for two Georgia branch lines, the ACL had been all-diesel since early 1952 (Stagner, p.7).

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December 1, 1955	Opening of Santa Fe's new 49.3 mile line into Dallas.
December 5, 1955	Giant labor organizations American Federation of Labor and the Congress of Industrial Organizations combine to form the AFL-CIO, headed by former AFL chief George Meany.
Circa 1956	Baldwin-Lima-Hamilton exits the diesel locomotive business (see December 4, 1950).
Circa 1956	Davenport Besler Corp. of Davenport, Iowa closes, having built 3,199 steam, gasoline and diesel locomotives since 1910 (see.
January 1, 1956	ICC now defines Class I railroads as those having annual operating revenues of \$3 million or more. All others are designated as Class II railroads.
January 10, 1956	Chicago, Indianapolis & Louisville, known for years by the nickname "Monon", officially becomes the Monon Railroad.
January 10, 1956	ICC orders the elimination of separate-but-equal accommodations on US railroads, effective this date (see July 23, 1887).
March 1, 1956	Missouri Pacific emerges from 23 years of receivership (see circa 1933).
April (13?)14, 1956	End of operation on Pennsylvania's narrow-gauge East Broad Top Railroad.
April 29, 1956	New York Central places its General Motors <i>Aerotrain</i> in Chicago-Detroit service.
June 1956	Last use of steam, in regular service, on the Kansas City Southern.
June 23, 1956	Last use of steam, in regular service, on the Spokane, Portland & Seattle.
July 15, 1956(7)	<i>Santa Fe's El Capitan receives new bi-level equipment, the first used on a long-distance train.</i>
July 23, 1956	Last use of steam, in regular service, on the Boston & Maine.
July 31, 1956	Great Northern ends electrified operation over 73 miles of mainline in the state of

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Washington, including the 7.79-mile Cascade Tunnel (see January 12, 1929).

- September 28, 1956 Last use of steam, in regular service, on the Chesapeake & Ohio (mine run at Peach Creek). C&O continues to use fireless switchers at a chemical plant in South Charleston.

- October 13, 1956 Intercity (non-rush hour) trains of the Erie Railroad trains begin using the Lackawanna Terminal in Hoboken, New Jersey (see February 20, 1907).

- October 28, 1956 Budd's new *Slumbercoach* is first used on Burlington's *Denver Zephyr*. Its low-cost roomettes aim to win back passengers from airlines and automobiles.

- December 1956 Southern Railway purchases the industry's first computer.

- December 26, 1956 Last use of steam, in regular service, on standard gauge lines of the Denver, Rio Grande & Western (Stagner, p.16).

- December 28, 1956 Last use of steam, in regular service, on the Chicago & North Western at Ironwood, Michigan (Stagner, p.12).

- December 28, 1956 Last use of steam, in regular standard-gauge service, on the Denver, Rio Grande & Western between Alamosa and Creede, Colorado (Stagner, p.16).

- January 28, 1957 Last use of steam, in regular service, on the Louisville & Nashville between Worthville and Louisville (Stagner, p.22).

- February 17, 1957 Last use of steam, in regular service, on the Reading at Gordon, Pennsylvania (Stagner, p.30).

- March 16, 1957 Last use of steam, in regular service, on the Milwaukee Road. All but one CMStP&P steam locomotive had been out of service since December 1955.

- March 25, 1957 Erie commuter trains begin using the Lackawanna terminal in Hoboken (see October 13, 1956).

- April 1957 Last use of steam, in regular service, on the Florida East Coast at Bowden, Florida (Stagner, p.18).

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May 2, 1957	Last use of steam, in regular service, on the New York Central at Cincinnati (Stagner).
August 1957	Last use of steam, in regular service, on the Great Northern.
August 27, 1957	Last use of steam, in regular service, on the Atchison, Topeka & Santa Fe, at Belen, New Mexico (Stagner, p.7).
August 30, 1957	Louisville & Nashville acquires control, by merger, with the Nashville, Chattanooga & St. Louis.
December 2, 1957	Last use of steam, in regular service, on the Pennsylvania Railroad.
December 31, 1957	1957 is the first year when the number of airline passengers exceeds that of intercity rail passengers. Intercity bus ridership had peaked in 1950 with about 33% of the market.
January 17, 1958	Last use of steam, in regular service, on the Northern Pacific.
January 26, 1958	A self-inflicted gunshot ends the life of financier Robert R. Young at his home in Florida (see May 26, 1954).
April 6, 1958	Last use of steam, in regular service, on the Baltimore & Ohio.
April 26, 1958	Last day of B&O passenger service between Washington and New York.
May 1958	Last use of steam, in regular service, on the Seaboard Air Line. SAL has been all-diesel since June 1952, with the exception of a single 0-6-0 tank engine used on industrial trackage at Columbus, Georgia.
May 1958	Last use of steam, in regular service, on the Texas & Pacific. Except for the month of May 1958, when the T&P used an engine borrowed from the FW&D, all steam had been retired since April 1952.
September 1958	ICC issues its <i>Railroad Passenger Train Deficit Report</i> , commonly known as “The Hosmer Report”. It documents that passenger trains not only operate at a loss, but the losses are staggering. The biggest losers during 1958 are Pennsylvania and Union Pacific, both at around \$44 million.

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October 1958	Fairbanks-Morse builds its last diesel locomotive for a customer in the US (see August 8, 1944).
December 12, 1958	Erie Railroad ends ferry service between Jersey City and Manhattan (see March 25, 1957). Erie sells two of its ferry boats to the Lackawanna.
Circa 1959	Cleveland's lakeshore Union Station is demolished (see September 1953).
January 3, 1959	Alaska becomes a state (see February 14, 1912).
January 19, 1959	Last use of steam, in regular service, on the Southern Pacific (SP's Mexican subsidiary Nacozari Railroad).
January 27, 1959	Last use of steam, in regular service, on the Burlington (CB&Q).
March 24, 1959	New York Central ends ferry boat service between Weehawken, New Jersey and Manhattan.
April 25, 1959	Opening of the St. Lawrence Seaway, jointly funded by Canada and the US. After dedicating the project, Queen Elizabeth II and Prince Phillip embark on a rail tour of Canada.
May 18, 1959	Last run of the Lehigh Valley's <i>Black Diamond</i> .
July 2, 1959	Last use of steam, in regular service, on the Nickel Plate (NYC&StL).
July 1959	Railroad-owned Trailer Train Company is formed to own and maintain flatcars used in piggyback service.
July 1959	End of operation for the Chicago Tunnel Company's 62-mile underground freight system (see January 2, 1908).
July 7, 1959	Former Mexican Railway's Buenavista and LaVilla stations in Mexico City are closed. Passenger traffic is routed to the NdeM Buenavista Station.
July 23, 1959	Last use of steam, in regular service*, on the Union Pacific. (*ALCo 4-8-4 #844 is the only Class 1 steam locomotive never retired from active service).

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- July 27, 1959 A new solid embankment replaces Southern Pacific's original wooden trestle on the Lucin Cutoff across Great Salt Lake, Utah (see March 8, 1904).
- August 1959 Columbia Pictures releases the film *It Happened to Jane*, filmed in Chester, Connecticut. New Haven steam locomotive 2-8-2 #3016 is the big star. According to *Trains* of August 1958, the working title was *Miss Casey Jones*.
- August 21, 1959 Hawaii becomes a state (see January 3, 1959).
- August 25, 1959 B&O (SIRT?) opens its new bridge between Staten Island and New Jersey, the **world's longest vertical lift bridge**.
- August 25, 1959 Last use of steam, in narrow-gauge service, on the Southern Pacific (see January 19, 1959).
- August 31, 1959 Lackawanna trains begin using the Erie main line between Binghamton and Corning, New York.
- December 1, 1959 Norfolk & Western acquires control, by merger, of the Virginian Railway.
- Circa 1960 General Electric enters the locomotive market as a major player with the introduction of its model U25B, a 2,500 hp road switcher.
- February 20, 1960 Burlington's original *Zephyr* is retired from active service, most recently operating between Lincoln, Nebraska and St. Joseph, Missouri (see November 11, 1934).
- March 27, 1960 **The last regularly scheduled, steam-powered passenger train in the US** operates on Grand Trunk Western round-trip between Detroit and Durand, Michigan. GTW's last regular use of steam power occurs on March 29th. Saved for excursion service, 4-8-4 #6323 pulled train 21 Detroit-Durand on September 20, 1961. (Stagner, p.19)
- March 1960 The last use of steam, in regular service, on the Illinois Central at Paducah, Kentucky.
- April 29, 1960 Southern Pacific abandons its narrow gauge line in California's arid Owens Valley (see August 25, 1959).
- May 7, 1960 The last use of steam, in regular service, on the Norfolk & Western, as 0-8-0 #291 ends

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its shift at Williamson in the pre-dawn darkness (see December 10, 1953).

May 26, 1960	CB&Q's first <i>Zephyr</i> streamliner is donated to Chicago's Museum of Science & Industry (see February 20, 1960).
May 26, 1960	The last regularly-scheduled, steam-powered passenger train in Canada, operating in Montreal commuter service.
July 5, 1960	Last use of steam, in regular service, on the Duluth, Missabe & Iron Range.
August 13, 1960	East Broad Top Railroad reopens for the centennial of Orbisonia, Pennsylvania (see April 14, 1956).
October 17, 1960	Erie merges with Delaware, Lackawanna & Western forming the Erie-Lackawanna.
November 1, 1960	Chicago & North Western acquires control, by purchase of stock(?), of the Minneapolis & St. Louis.
December 29, 1960	An executive decree formalizes a January 22nd agreement making the Mexican Railway a division of the National Railways of Mexico.
December 31, 1960	Glacier Park Company, owner/operator of hotels in Glacier Park and a subsidiary of Great Northern Railway, is sold.
January 1, 1961	A reorganized Florida East Coast Railroad emerges from receivership (see c. 1926).
January 1, 1961	Minneapolis, St. Paul & Sault Ste. Marie ("Soo Line") acquires control of the Duluth, South Shore & Atlantic (see December 22, 1886) and Wisconsin Central (see circa 1909).
February 1961	Chesapeake & Ohio announces that it now owns 61 percent of Baltimore & Ohio stock. Both C&O and New York Central have been buying B&O stock in an effort to gain control.
March 26, 1961	Canadian National Railways becomes CN, and the new logo appears on locomotives for the first time.

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July 1961	B&O ends passenger service north of Camden Station in Baltimore, and closes its Mt. Royal Station (see September 1, 1896). The depot survives today as an art school.
October 31, 1961	Southern Pacific acquires control of the Texas & New Orleans.
November 24, 1961	Opening of the Ferrocarril Chihuahua al Pacifico (FCP) between El Fuerte and Creel, connecting with the port of Topolobampo.
December 1, 1961	President Kennedy travels by rail, returning to Washington from Philadelphia after attending the Army-Navy football game.
December 14, 1961	A Greeley, Colorado school bus is struck by a Union Pacific train, killing 20 and injuring 17.
January 1962	Last use of steam, in regular service, at Dallas Union Terminal. Having been “retired” on May 17, 0-6-0 #7 had been pressed into service for the Christmas travel rush.
January 29, 1962	Kansas City Southern Railway Co. Becomes a subsidiary of Kansas City Southern Industries, Inc.
May 8, 1962	The first barge-load of freight cars is delivered to the Alaska Railroad at Whittier, from the Canadian National at Prince Rupert, British Columbia.
May 27, 1962	Opening of Mid-Continent Railway Museum in North Freedom, Wisconsin.
June 30, 1962	Last days of electrified operation on Norfolk & Western’s former Virginian main line (see September 18, 1926).
September 1962	Last use of steam, in regular service, on the Lake Superior & Ishpeming.
October 12, 1962	Last use of steam, in regular service, on the Colorado & Southern. 2-8-0 #641, working the Leadville-Climax line, had been the last standard-gauge steam locomotive in regular service on a Class 1* railroad in the US.

*Steam continues to be used on many Class 2 railroads.

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October 22, 1962	First train uses Western Pacific's new 23-mile line relocation, made necessary by construction of the Oroville Dam.
December 19, 1962	Arkansas' Class 2 Reader Railroad, previously a freight-only operation, adds a coach to carry passengers behind its steam-powered trains.
July 23, 1963	Last run of <i>The 400</i> on the Chicago & North Western (see January 4, 1935).
August 29, 1963	Detroit, Toledo & Ironton acquires control, through purchase of stock, of the Ann Arbor (see May 19, 1925).
October 28, 1963	Demolition of New York City's Penn Station begins (see September 8, 1910). Protests over the building's loss spark a new architectural preservation movement.
November 1962	Congress repeals a 10 percent federal tax on railroad passenger tickets, first imposed in 1942. Intended to help the war effort, it handicapped railroads in the competitive post-war era.
January 21, 1963	A strike begins against the Florida East Coast Railroad.
February 2, 1963	Possibly the last mainline collision between steam and diesel locomotives in North America occurs on the Nacional de Mexico near San Juan del Rio, Querataro.
February 4, 1963	Chesapeake & Ohio acquires control of Baltimore & Ohio through purchase of stock.
March 15, 1963	Fairbanks-Morse exits the locomotive business, shipping its final locomotive for CH-P of Mexico (see October 1958).
May 20, 1963	Final abandonment of the Rutland Railway (see June 26, 1953).
May 31, 1963	End of passenger service to Central Station on Louisville's waterfront.
June 17, 1963	Central Of Georgia becomes a subsidiary of Southern Railway.
February 27, 1964	Dynamite is used to derail a Florida East Coast freight train south of St. Augustine, Florida, one of many acts of sabotage against the company (see January 21, 1963).
March 27, 1964	Good Friday earthquake destroys much of Anchorage, Alaska. One span of Alaska

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Railroad's "Million Dollar Bridge" drops into the Nenana River. The railroad sustains damage of over \$27 million - about 20% of its net worth.

April 6, 1964	Freight service is restored between Anchorage and Fairbanks, Alaska. Passenger traffic resumes on April 11.
April 27, 1964(?)	Arbitration Award 282 allows railroads to eliminate firemen on diesel locomotives used in freight and yard service.
June 16, 1964	Car ferry <i>Alaska</i> makes its maiden voyage, connecting the Great Northern at New Westminster, British Columbia with the Alaska Railroad at Whittier. The ship is the former <i>City of New Orleans</i> , used in rail-ferry service to Cuba.
July 9, 1964	President Johnson signs the Mass Transportation Act.
August 23, 1964	Illinois Railway Museum moves into its new site in Union, Illinois.
October 16, 1964	Norfolk & Western acquires control of the Wabash, Nickel Plate and Akron, Canton & Youngstown railroads.
December 31, 1964	Alco Products, Inc. becomes a division of the Worthington Corporation (see April 1955).
Circa 1965	Canadian Railway Post Office service is discontinued west of Winnipeg, Manitoba.
June 1, 1965	New York State creates the Metropolitan Commuter Transit Authority to own and operate transit systems in the New York City area. The agency is reorganized in 1967 as the Metropolitan Transit Authority.
July 1965	The first circus train operated by the Circus World Museum makes the trip from Baraboo, Wisconsin to Milwaukee.
July 28, 1965	Massachusetts Bay Transportation Authority reserves for future use all existing heavy-rail commuter lines and rights-of-way within its jurisdiction.
August 4, 1965	Milwaukee Road closes its 80-year-old depot in Milwaukee, moving into a new station one block south.

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- August 13, 1965 Southern Pacific merges with its subsidiary, the Pacific Electric Railway Company (*Moody's*, 1996).
- September 1965 President Johnson signs an act creating an Office of High Speed Ground Transportation within the Commerce Department.
- September 29, 1965 End of passenger service on the Chicago Great Western, with abandonment of its Omaha-Minneapolis trains.
- November 1965 Last use of steam, in regular service, on the Alaska Railroad.
- December 1965 Pennsylvania Railroad sells the ailing Long Island to a newly-created New York state commuter authority.
- December 10, 1965 National Railways of Mexico (NdeM) places the last of its steam locomotives in storage, ending regular steam service.
- Circa 1966 New Jersey passes the State Transportation Act of 1966, creating the NJ Department of Transportation and subsidiary Commuter Operation Authority.
- February 4, 1966 Lucius Beebe dies of a heart attack.
- May 15, 1966 Last train arrives at Chicago & North Western's lakefront depot in Milwaukee (see December 9, 1889). The next day C&NW trains begin using the new Milwaukee Road depot (see August 4, 1965).
- June 30, 1966 Last day of Susquehanna commuter service in New Jersey.
- July 23, 1966 New York Central's experimental high-speed rail car posts a US record speed of 183.85 MPH* on a long straightaway between Butler, Indiana and Stryker, Ohio. The M-497 is a former Budd RDC car fitted with two jet engines. NYC president Alfred E. Perlman rides in the "co-pilot's seat".
- *This record is still unbroken.
- July 31, 1966 Opening of the new Union Station in Ottawa. Central Station is closed as a rail terminal (see January 1920). It will be renovated for use as a government conference center.

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October 15, 1966	President Johnson signs a bill establishing the US Department of Transportation.
Circa 1967	End of electrified operation on the Butte, Anaconda & Pacific (see May 14, 1913).
January 3, 1967	Chesapeake & Ohio acquires control of the Chicago, South Shore & South Bend.
March 22, 1967	Third bankruptcy for the Central Railroad of New Jersey.
April 1, 1967	Congress creates the Department of Transportation, with Alan S. Boyd appointed Secretary of Transportation.
April 11, 1967	Last day of regular scheduled passenger service to Galveston, Texas.
April 25, 1967	Central Railroad of New Jersey ends its ferry service between Jersey City and Manhattan (see March 22, 1967).
April 30, 1967	Pennsylvania Railroad abandons use of its carrier-induction “trainphones”, which are replaced by two-way radios.
April 30, 1967	Last day of CNJ ferry service between Jersey City and Manhattan.
May 23, 1967	Government of Ontario begins operation of GO Transit over CN trackage between Toronto and Hamilton. CN commuter trains made their last run on May 20th.
July 11, 1967	Southern Pacific trains may now bypass congested Los Angeles basin on the Palmdale-Colton Cutoff. The new 78.4-mile line traverses Cajon Pass on its way to the Mojave Desert.
July 1, 1967	Seaboard Coast Line is created by the merger of the Atlantic Coast Line and the Seaboard Air Line.
July 16, 1967	Machinists go on strike against US railroads.
August 2, 1967	Following the loss of one significant railroad station (see October 28, 1963), New York City’s Landmarks Preservation Commission designates the exterior of Grand Central Terminal as a landmark.

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- September 23, 1967 Santa Fe operates its last regular train to Grand Canyon, as the service is replaced by motor coach.
- November 1967 Worthington merges with Studebaker to form the Studebaker-Worthington Corporation. Alco Products is a division of the company (see December 31, 1964).
- November 22, 1967 Last day of Erie-Lackawanna ferry service between Hoboken and Manhattan.
- February 1, 1968 Eastern giants New York Central and Pennsylvania merge to form Penn Central. This month also marks the opening of the new Madison Square Garden and Penn Plaza office building, built on the site of old Penn Station.
- March 29, 1968 Chesapeake & Ohio/Baltimore & Ohio acquires control of the Western Maryland.
- July 1, 1968 Chicago & North Western acquires control of the Chicago Great Western.
- July 30, 1968 Last day of AT&SF passenger service to Grand Canyon, Arizona (see January 14, 1905).
- December 6, 1968 Last use of steam, in freight service, on narrow gauge lines of the Denver, Rio Grande & Western (See December 26, 1956).
- December 29, 1968 Last day of operation for Albany Union Station (see December 17, 1900). The depot is replaced by a stop in Rensselaer, across the Hudson River.
- December 31, 1968 Penn Central takes control of the New York, New Haven & Hartford.
- December 31, 1968 The Pullman Company ceases sleeping car operation in the US. Operation and maintenance of sleeping cars reverts to the car-owning railroad.
- January 1969 The last locomotive rolls out of the former ALCo plant in Schenectady, New York (see November 1967). The locomotive business is sold to Montreal Locomotive Works, and units still in production are sent to Montreal for completion. The diesel engine business is sold to White Motor Corp.
- January 1, 1969 Formation of the United Transportation Union, consolidating the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen & Enginemen, Order of Railroad Conductors & Brakemen and the Switchmen's Union of North America.

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January 16, 1969	Start of regular high-speed <i>Metroliner</i> service on the Penn Central between New York City and Washington. PRR had invested \$45 million in the project.
March 24, 1969	Washington Union Station is placed on the National Register of Historic Places (see).
April 8, 1969	Turbo Trains built by United Aircraft and Pullman-Standard begin operating on the Penn Central between New York City and Boston.
May 31, 1969	Termination of Texas & Pacific's <i>Texas Eagle</i> makes Dallas the largest US city without rail passenger service.
June 22, 1969	Burning oil on Cleveland's Cuyahoga River damages two railroad bridges.
June 29, 1969	Four cars of US Navy bombs aboard a Western Pacific freight train explode near Tobar, Nevada. Sixteen cars also loaded with bombs do not detonate.
July 16, 1969	ICC's <i>Investigation of Costs of Intercity Rail Passenger Service</i> documents the savings railroads would see if they were no longer required to run passenger trains. The eight largest railroads alone would save \$113 million annually.
August 1969	A bill introduced in the US senate proposes subsidies to railroads operating passenger trains at a deficit.
November 2, 1969	Kansas City Southern discontinues the Kansas City-New Orleans <i>Southern Belle</i> (see September 2, 1940).
December 30, 1969	Nashville Union Station is placed on the National Register of Historic Places (see).
Circa 1970	Bankruptcy for the Boston & Maine.
January 24, 1970	President and Mrs. Nixon ride a special Metroliner train from Washington to Philadelphia and back, to attend a symphony concert.
March 1970	Penn Central petitions the ICC for permission to abandon all its passenger trains west of Buffalo.

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March 5, 1970	Last day of operation on Boston's Union Freight Railroad, owned by the Penn Central.
March 22, 1970	The last <i>California Zephyr</i> arrives in Oakland (see March 20, 1949).
March 23, 1970	Bankruptcy for the Boston & Maine.
April 1970	Alarmed by the steady abandonment of passenger trains, Congress studies the possibility of public ownership and operation.
June 15, 1970	St. Louis Union Station is placed on the National Register of Historic Places (see).
June 21, 1970	Penn Central files for bankruptcy (see February 1, 1968).
July 24, 1970	Lehigh Valley files for bankruptcy.
August 25, 1970	Last use of steam, in regular service, on the Mobile & Gulf. The 11-mile Alabama short line is the last US common carrier using steam power (see October 12, 1962).
September 1, 1970	International Association of Railroad Employees, representing primarily black railroaders, joins the United Transportation Union (see January 1, 1969).
October 24, 1970	Toronto, Hamilton & Buffalo operates its last passenger train. Canadian Pacific takes over remaining TH&B passenger service (see May 30, 1897).
October 30, 1970	President Nixon signs the Rail Passenger Service Act of 1970, creating a publicly-subsidized, for-profit corporation with the working title "Railpax".
November 7, 1970	Great Northern opens its 7-3/4 mile Flathead Tunnel in Montana, part of a line relocation necessitated by the new Libby Dam.
Circa 1971	Denver, Rio Grande & Western sells its narrow-gauge line between Chama and Antonito to the Cumbres & Toltec Scenic Railroad.
April 1971	On the advice of a public relations firm Railpax becomes "Amtrak" (see October 30, 1970). The same company creates the company logo, a pointless arrow in red, white and blue.

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- April 24, 1971 **Last railway post office in Canada** makes its final run between Campbelltown, New Brunswick and Levis, Quebec over the Canadian National.
- April 30, 1971 Final run for seven of eight remaining US railway post office routes. The last surviving RPO operates over the Penn Central between New York City and Washington.
- April 30, 1971 Last train departs Fort Street Union Depot in Detroit (see May 1920). On the following day, Amtrak trains begin to use the former New York Central (Michigan Central) station.
- May 1, 1971 US railroads pay \$197 million to get out of an unprofitable business, as the National Railroad Passenger Corporation (Amtrak) assumes responsibility for most intercity passenger service in the US. Penn Central pays the most at \$52 million. Chicago Rock Island & Pacific, Denver Rio Grande & Western, Georgia Railroad and the Southern Railway elect to continue operating their own passenger trains.
- May 2, 1971 Chicago's Dearborn Station is closed as Amtrak trains begin using Union Station.
- July 30, 1971 Last day of operation for Chicago's Union Stock Yard (see December 26, 1865).
- July 31, 1971 Louisville & Nashville acquires control of the Monon.
- November 1, 1971 SCL Industries, parent company of Seaboard Coast Line Railroad, acquires control of the Louisville & Nashville.
- November 23, 1971 Reading enters its fourth and final bankruptcy.
- December 6, 1971 Auto-Train Corporation initiates a 900 mile passenger/auto-ferry train route between Lorton, Virginia and Sanford, Florida.
- Circa 1972 Central Railroad of New Jersey ceases operation of its lines in Pennsylvania.
- February 1, 1972 Kansas City Union Station is placed on the National Register of Historic Places (see).
- March 6, 1972 Closing of the former Illinois Central station in Chicago, as Amtrak trains begin using Union Station.

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April 1, 1972	Pacific Great Eastern is renamed British Columbia Railway.
May 26, 1972	Metropolitan Transit Authority leases Penn Central commuter operations in the New York City area.
May 31, 1972	A Canadian National dispatcher in Winnipeg sends what is believed to be the last train order transmitted by telegraph in Morse code.
June 21-22, 1972	Hurricane Agnes moves inland, bringing record rainfalls in the northeast US.
August 10, 1972	Illinois Central Gulf (ICG) Railroad is created by the merger of the Illinois Central and Gulf, Mobile & Ohio.
June 26, 1972	Erie-Lackawanna files for bankruptcy. The already shaky company is devastated by flood damage from Hurricane Agnes.
October 6, 1972	A passenger train derails and burns near Saltillo, Mexico, killing 204 and injuring more than 1,000.
October 27, 1972	Abandonment of upper Michigan's Copper Range Railroad.
October 29, 1972	Cincinnati Union Station is closed, as Amtrak moves into a smaller facility.
October 30, 1972	A lightweight, double-deck Illinois Central Gulf commuter train is rammed from behind by an older heavyweight train, killing 45 and injuring over 300. The first train had been backing up after overshooting a station, just south of downtown Chicago.
March 4, 1973	19-year-old Christine Gonzalez becomes the first woman locomotive engineer on a US railroad (AT&SF). The Texas native comes from a family of railroaders.
June 11, 1973	Terminal Railroad Association of St. Louis authorizes the sale of Union Station.
June 15, 1973	Baltimore & Ohio, Chesapeake & Ohio and Western Maryland become subsidiaries of the Chessie System. The new corporation adopts a "Ches-C" logo - a letter C surrounding the outline of the well-known Chessie kitten (see January 1, 1935).

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July 19, 1973	Southern Pacific's new West Colton (California) classification yard is placed in service. The nearly six mile-long yard has a capacity of 7,100 freight cars.
July 24, 1973	Montgomery Union Station is placed on the National Register of Historic Places (see).
October 16, 1973	Ann Arbor Railroad files for bankruptcy.
Circa 1974	End of electrification on the former Mexican Railway (see May 1928).
January 1974	Demolition of Detroit's Fort Street Union Depot (see April 30, 1971).
January 2, 1974	President Nixon signs the Regional Rail Reorganization Act of 1973, creating the Consolidated Rail Corporation (Conrail).
January 3, 1974	Last train uses the Jacksonville Terminal Company's Union Station (see November 17, 1919).
February 1, 1974	Amtrak discontinues use of the Burlington Station building in Omaha.
March 14, 1974	Amtrak's new <i>Inter-American</i> restores passenger service to Dallas (see June 29, 1969).
March 15, 1974	Start of full operation on the electrified Black Mesa & Lake Powell in northern Arizona. The 50,000 volt coal-hauler is not physically connected to any other railroad.
May 8, 1974	Fire damages Penn Central's Poughkeepsie Bridge (see December 1887), closing it temporarily*.
	*The bridge is still closed.
June 16, 1974	Milwaukee Road ends electrified operation on 440 miles of its Rocky Mountain Division (see December 1916).
June 24, 1974	Lehigh Valley files for bankruptcy.
July 1974	Massachusetts Bay Transportation Authority (MBTA) creates a Commuter Rail Directorate to oversee heavy-rail operations.

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- August 30, 1974 Seattle Union Station (4th & Jackson) is placed on the National Register of Historic Places (see).
- September 6, 1974 Santa Fe's Grand Canyon depot is placed on the National Register of Historic Places (see July 30, 1968).
- November 20, 1974 Denver Union Station is placed on the National Register of Historic Places (see).
- Circa 1975 Pullman-Standard receives an order for 284 bi-level Superliner cars from Amtrak, for use on its western trains.
- February 20, 1975 Providence Union Station is placed on the National Register of Historic Places.
- March 17, 1975 Rock Island begins its third bankruptcy (see January 1, 1948).
- April 1, 1975 American Freedom Train goes on public display for the first time, in Wilmington, Delaware.
- August 6, 1975 Portland (Oregon) Union Station is placed on the National Register of Historic Places (see).
- August 11, 1975 Louisville Union Station is placed on the National Register of Historic Places (see).
- November 25, 1975 Hartford Union Station is placed on the National Register of Historic Places (see).
- Circa 1976 Amtrak begins ordering 3,000 hp diesel locomotives of its own design from EMD-GM. The F40PH is so successful that 201 are purchased by 1984.
- April 1, 1976 Conrail acquires control of Central Railroad of New Jersey, Erie-Lackawanna, Lehigh Valley, Penn Central, and Reading.
- April 9, 1976 End of the strike against the Florida East Coast Railroad (see January 21, 1963), the **longest railroad strike in US history**.
- June 1976 Opening of Canadian National Railways' CN Tower in Toronto. It is the tallest free-standing structure in the world.

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- July 4, 1976 Washington Union Station opens as the National Visitors' Center, its waiting room drastically altered to accommodate a multi-media display. The center will close within two years.
- October 1976 Amtrak and Auto-Train offer experimental service between Louisville, Kentucky and Sanford, Florida.
- October 15, 1976 Missouri Pacific acquires control, through merger, of the Chicago & Eastern Illinois and the Texas & Pacific.
- January 12, 1977 VIA Rail Canada is created as a subsidiary of CN to operate intercity passenger trains.
- June 30-July 1, 1977 **Last run of a US Railway Post Office** on the overnight New York-to-Washington route (see April 30, 1971).
- November 10, 1977 Houston Union Station is placed on the National Register of Historic Places (see).
- November 12, 1977 37 die when a Nacional de Mexico passenger train collides with a gasoline truck at a grade crossing south of Ciudad Juarez.
- December 19, 1977 The Milwaukee Road enters receivership for the third time since 1925 (see December 1945).
- February 28, 1978 The final convention of the Brotherhood of Sleeping Car Porters is held in Rosemont, Illinois (see August 25, 1925).
- April 1, 1978 VIA Rail Canada is reorganized, separating it from CN (see January 12, 1977).
- May 18, 1978 Seaboard Coast Line rejects a merger proposal by the Southern Pacific.
- June 26, 1978 Turning aside arguments from a developer, the US Supreme Court upholds the landmark designation of New York's Grand Central Terminal (see August 2, 1967).
- October 24, 1978 A reorganized Penn Central emerges from bankruptcy, but no longer in the railroad business.
- October 31, 1978 The last scheduled train leaves St. Louis Union Station (see September 1, 1894). In

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early 1979, the deserted building is purchased by a developer.

Circa 1979	ICC revises its requirements for designation as a Class I railroad from \$1 million in annual revenue to \$_ million.
Circa 1979	Amtrak sells its little-used former New York Central terminal in Buffalo to a private developer.
January 1, 1979	End of passenger service on the Rock Island.
February 1, 1979	Southern Railway turns over operation of its Washington-New Orleans <i>Southern Crescent</i> to Amtrak, which renames the train <i>Crescent</i> .
May 16, 1979	A. Phillip Randolph dies in Chicago(?) New York (?)
August 28, 1979	Clerks strike against the Rock Island, followed shortly by UTU members on the 29th, effectively shutting down the troubled railroad (see March 1975).
September 1, 1979	St. Louis County Department of Parks & Recreation takes over operation of the National Museum of Transport (see
October 1, 1979	Amtrak discontinues the North Coast Hiawatha, ending passenger service on the transcontinental line of the former Northern Pacific.
Circa 1980	Following the end of the 1980 tourist season, the D&RGW sell its narrow-gauge line between Durango & Silverton, Colorado to the Durango & Silverton Narrow Gauge Railroad (see c.1971). The D&RGW is the last Class 1 railroad in the US to operate steam locomotives in regular, revenue service (Stagner, p.16-17).
January 25, 1980	US District Court concludes that reorganization of the Rock Island is not possible and orders its assets liquidated, the largest such corporate liquidation in US history (see August 28, 1979).
March 1, 1980	Another railroad in receivership, the Milwaukee Road (see December 19, 1977), shuts down some 4,800 route-miles of track, closing the railroad west of Miles City, Montana. The court formally approves the abandonment on April 2nd.
March 31, 1980	Rock Island operates its last train (see January 25, 1980).

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May 18, 1980	Having simmered for months, Washington's Mt. St. Helens erupts in a cataclysmic explosion. A portion of the peak is still owned by the Burlington Northern Railroad, part of the Northern Pacific land grant.
October 1980	Chessie System abandons carferry service between Ludington, Michigan and Milwaukee.
October 14, 1980	President Carter signs the Staggers Rail Act, amending the Interstate Commerce Act to effectively end more than ninety years of tight government control over US railroads.
November 1, 1980	Chessie System and Seaboard Coast Line Industries merge to form CSX Corporation.
December 3, 1980	Last use of steam locomotives at the Sterling, Illinois plant of Northwestern Steel & Wire Company.
December 17, 1980	ICC approves Santa Fe control of the Toledo, Peoria & Western.
Circa 1981	Charles E. Bradshaw, Jr. purchases the former D&RGW narrow gauge line between Durango and Silverton, Colorado, naming the newly-organized company Durango & Silverton Narrow Gauge Railroad. Having operated steam-powered passenger trains through the year 1980, the D&RGW became the last Class 1 US railroad to operate steam locomotives in regular service (see December 6, 1968).
May 1, 1981	Departure of the last passenger train for bankrupt Auto-Train Corporation (see October 1976).
January 1982	CSX abandons car ferry service between Ludington, Michigan and Manitowoc, Wisconsin.
March 1982	The last of Amtrak's steam-heated passenger cars are retired or converted to electric heat.
May 17, 1982	Burlington Northern donates its Mt. St. Helens holdings to the US government (see May 18, 1980).
June 1, 1982	Norfolk Southern Corporation acquires control, by merger, of the Norfolk & Western Railway Company and the Southern Railway Company.

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- July 11, 1982 A passenger train traveling between Nogales and Guadalajara derails in a mountain gorge near Tepic, Mexico, killing 120.
- July 14, 1982 Indianapolis Union Station is placed on the National Register of Historic Places (see).
- September 16, 1982 Metro-North Commuter Railroad Company is created as a subsidiary of New York's Metropolitan Transit Authority.
- October 1982 Operation is suspended on Alaska's narrow-gauge White Pass & Yukon (see July 29, 1900) following closure of the mines which had provided most of the railroad's revenue.
- December 22, 1982 Union Pacific acquires control of the Missouri Pacific and Western Pacific railroads.
- January 1, 1983 First day of rail operation for New Jersey Transit Rail Operations, or simply NJ Transit. It is also the first day of operation for Metro-North Commuter Railroad (see September 16, 1982).
- April 25, 1983 Denver & Rio Grande cancels its Denver-Salt Lake City *Rio Grande Zephyr* passenger train.
- May 6, 1983 Seaboard Coast Line discontinues the former Georgia Railroad mixed train passenger service between Atlanta and Augusta.
- June 1983 Conrail employees bid to purchase the railroad.
- October 30, 1983 Amtrak revives Virginia-Florida Auto-Train service (see May 1, 1981).
- December 23, 1983 Holding companies of Santa Fe and Southern Pacific are merged, pending ICC approval of the railroad company merger.
- December 31, 1983 Following extensive renovation, the former Lackawanna station in Scranton, Pennsylvania opens as a luxury hotel.
- January 4, 1984 Guilford Transportation Industries acquires control of the Delaware & Hudson.
- April 10, 1984 Allegheny Corp. bids \$1.2 billion for Conrail.

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May 1984	Beginning of commuter service on Miami Metrorail.
August 1984	The ferry dock at St. Ignace, Michigan collapses, suspending operation of the <i>Chief Wawatam</i> across the Straits of Mackinac (see October 18, 1911). The dock is never replaced, and its rail connection is removed in 1986.
September 12, 1984	Conrail now has three bidders, with the addition of Marriott Corp. at \$1.2 billion and Norfolk Southern at \$1.5 billion.
November 6, 1984	The last train departs Reading Terminal in Philadelphia (see January 29, 1893).
Circa 1985	Railroad Yardmasters of America (see December 2, 1918) becomes part of the United Transportation Union (see January 1, 1969).
February 5, 1985	Secretary of Transportation Elizabeth Dole announces tentative acceptance of a Norfolk Southern proposal to purchase Conrail.
August 29, 1985	St. Louis Union Station reopens as a luxury hotel, specialty retail and entertainment complex (see September 1, 1894).
November 25, 1985	Phoenix Union Station is placed on the National Register of Historic Places (see).
January 1, 1986	Soo Line acquires control of the Milwaukee Road.
February 8, 1986	A fiery head-on collision between a CN freight train and a VIA passenger train claims 23 lives near Hinton, Alberta.
June 5-7, 1986	Storm-driven waves batter Southern Pacific's Lucin Cutoff trestle and fill across Utah's Great Salt Lake. The line will be out of service until August 23rd.
July 1986	ICC denies permission for the merger of Santa Fe and Southern Pacific (see December 23, 1983).
July 14, 1986	Industrial stylist Raymond Loewy dies.
September 19, 1986	Opening of the renovated Albany Union Station (see December 29, 1968), now called

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Norstar Plaza for owner Norstar Bancorp.

March 1987	US government sells the last of its Conrail stock.
October 11, 1987	First day of operation for Wisconsin Central, Ltd., new owner of former Soo Line routes in Wisconsin, Michigan and Minnesota (see January 1, 1961).
January 4, 1988	Amtrak ceases using the former Michigan Central depot in Detroit, closing the building (see December 26, 1913).
February 29, 1988	Illinois Central Industries, parent company of the Illinois Central Gulf, renames the railroad company Illinois Central (see August 10, 1972).
September 22, 1988	A work train arrives at Whitehorse, Yukon Territory, the first over the WP&Y in nearly six years (see October 1982). The railroad has been revived for tourism by cruise ships docking at Skagway.
September 29, 1988	A renovated Washington Union Station opens as a combined Amtrak terminal and shopping mall (see July 4, 1976).
October 1988	Southern Pacific is purchased by Rio Grande Industries, owner of the Denver & Rio Grande Western.
October 1988	CN abandons its remaining narrow gauge trackage in Newfoundland.
January 8, 1989	First day of operation on the Miami area Tri-Rail Commuter Rail Authority.
May 1989	Two men fishing beneath a trestle in Florida are spattered with human waste from an Amtrak train. Their lawsuit will force Amtrak to retire hopper-type water closets which dump onto the tracks ("Please do not flush toilet while train is standing in the station").
August 10, 1989	A passenger train enroute from Mazatlán to Mexicali plunges off a bridge at Puente del Rio Bamboa, killing an estimated 85 people.
September 17, 1989	Grand Canyon Railway Corporation begins passenger service between Williams, Arizona and the former AT&SF station at Grand Canyon (see September 6, 1974).

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- December 12, 1989 First regular CP Rail train uses the new 9.1-mile Mount MacDonald Tunnel beneath Rogers Pass, British Columbia.
- December 31, 1989 CN abandons the last of its rail lines on Prince Edward Island.
- May 29, 1990 Brotherhood of Railway Carmen joins the Canadian Auto Workers union (CAW).
- January 1991 CP Rail acquires control of the Delaware & Hudson (see January 4, 1984).
- Circa 1992 US National Parks Service creates a new park at Horseshoe Curve, Pennsylvania, constructing a train watching center reached by a funicular from the parking area.
- April 13, 1992 A pile driver working in the Chicago River pierces the roof of a tunnel, flooding part of the former Chicago Tunnel Company system and the basements of many downtown buildings it once served (see July 1959).
- July 6, 1992 Kansas City Southern merges subsidiary Louisiana & Arkansas (see October 20, 1939), and three other lines.
- December 1992 Locomotive construction ceases at EMD's plant in La Grange, Illinois (see May 20, 1936). Production has been moved to a facility in London, Ontario.
- April 4, 1993 Amtrak's *Sunset Limited* begins regular service - 3,060 miles between Miami and Los Angeles, **the first true transcontinental passenger train in the US.**
- June 26, 1993 Opening of the Pennsylvania Convention Center in Philadelphia, built in the remodeled Reading Terminal train shed (see November 6, 1984).
- August 27, 1993 Wisconsin Central acquires the Green Bay & Western (see May 1896) and C&NW-spinoff Fox Valley Railroad.
- January 1, 1994 Freight cars with friction bearings are prohibited from use in interchange service.
- January 19, 1994 Canadian Railway Union joins the Canadian Auto Workers.
- March 18, 1995 CN and VIA Rail employees walk off their jobs, joining Canadian Pacific strikers in a strike that virtually shuts down all rail traffic in Canada. The government intervenes on March 27th with legislation to end the strike.

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- April 25, 1995 Union Pacific acquires control, by purchase, of the Chicago & North Western.
- May 5, 1995 CN officially opens its new St. Clair Tunnel between Sarnia, Ontario and Port Huron, Michigan, replacing the original tunnel which will be sealed and abandoned (see September 19, 1891).
- July 1, 1995 Formal opening of Steamtown National Historic Site in Scranton, Pennsylvania.
- November 28, 1995 CN stock begins trading on major exchanges in a move to restructure the company as a privately-owned, railroad-only business. CN's real estate, including CN Tower, is acquired by the Canadian government.
- December 31, 1995 ICC closes its doors, ending more than a century of control over the rail industry (see March 31, 1887). Its replacement, the three-member Surface Transportation Board (STB) has similar, though less extensive powers.
- January __, 1996 Dr. John P. Roberts dies. Dr. Roberts was the person responsible for creating the Museum of Transportation (see July 23, 1944), perhaps the most comprehensive collection of railroad historic equipment in the US.
- September 11, 1996 Union Pacific acquires control of the Southern Pacific, creating the largest railroad system in North America.
- December 31, 1996 Atchison, Topeka & Santa Fe and Burlington Northern merge to form the Burlington Northern & Santa Fe Railway (BNSF).
- June 21, 1997 Hillary Clinton and the wives of other heads of state ride the Rio Grande line from Denver to Winter Park, Colorado and return.
- August 1997 Canadian National sells its line to Churchill, on Hudson Bay, to Omnitrac. Via Rail Canada continues the passenger operation.
- October 1997 Burlington's *Zephyr*, restored to its 1934 appearance, is installed in a new exhibit at Chicago's Museum of Science & Industry (see May 26, 1960).
- October 1, 1997 American Railway Engineering and Maintenance-of-Way Association (AREMA) is formed thru the merger of the American Railway Engineering Association, the

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American Railway Bridge and Building Association, and the Roadmasters and Maintenance-of-Way Association, plus the Communication and Signal Division of the American Association of Railroads.

October 1, 1998	Dedication of the restored Grand Central Terminal (see June 26, 1978).
December 1, 1998	A fire set by a trespasser destroys the former Pullman factory and landmark clock tower on Chicago's south side.
March 15, 1999	Amtrak's <i>City of New Orleans</i> derailed in a grade crossing accident at Bourbonnais, Illinois. 14 are killed as the locomotive strikes a truck and passenger cars collide with freight cars on an adjacent track.
June 1, 1999	CSX and Norfolk Southern assume operation of the former Conrail system. CSX owns 42% and NS owns 58%, with Conrail still operating in several congested urban zones.
July 1, 1999	Canadian National and Illinois Central begin combined operations.
September 3, 1999	New York Giants travel to Baltimore aboard a special train for a pre-season game with the Ravens. It is the first time since 1963 that the team has traveled by rail.
September 7, 1999	Last day for the National Railways of Mexico (NdeM). All railroads in Mexico are again privately owned and operated.
November 10, 1999	Kansas City Union Station has its grand "re-opening", following more than a decade of neglect. The station is now home to the Science City museum.
November 11, 1999	At 11:00 am local time, all Canadian Pacific trains in Canada and the US are halted for two minutes in honor of Remembrance Day and Veterans' Day. It is the first time since the death of Sir William Van Horne in September of 1915 that all CPR trains stand silent.
December 20, 1999	Railroad giants Burlington Northern Santa Fe and Canadian National announce that they have agreed to combine companies.
December 31, 1999	At 11:59 PM EST, comes the closing of the interlocking tower at Griffith, Indiana, which controlled the crossing of the Elgin, Joliet & Eastern and the Canadian National (GTW), leaving only a handful of manned interlocking towers remaining in North America.

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NOTE: This endeavor was truly a collaborative, cross-sourcing effort not always attributable to one entity. Add to that periodicals, such as *Trains* magazine, *Railway Age* magazine and its predecessors, financial annuals such as *Moody's* and *Poor's*, and bulletins of the NRHS and R&LHS. There were also web sites. This Almanac compiled by Thomas Manz, a member of the NRHS.

We welcome feedback on the Almanac. Send your updates, corrections, and suggestions to us using our contact form on our web site.

Proposed changes and additions to the list: When submitting any proposed changes or additions, please provide a source for the information, including the author, title, publication date, and page number. This will be helpful if conflicting information is submitted later. If we have two versions of the same event, we will simply present both (with sources),

Railroad Historical Almanac

and let the reader decide. Therefore, in order to avoid conflicts about which version of events is correct, we cannot accept submittals that do not include a source.

About sources: In compiling historical information, primary sources are always best. They are more highly regarded because they were recorded closest in time to the actual event, and are less likely to contain errors. Not all primary sources agree with one another, but they are considered the most reliable. A primary source may include the following:

- A contemporary newspaper or magazine article.
- A contemporary letter or journal entry.
- A contemporary business or government document.

Because of the difficulty in consulting primary sources, a great deal of the information contained in this list has been obtained from secondary sources. In a good secondary source, the author consults a primary source, and uses the information correctly. The best secondary sources provide direct quotes from primary sources. Unfortunately, some authors also use information obtained from secondary sources, which introduces a greater possibility of error. A secondary source is really anything that is not a primary source, like a book, article or web site about railroad history, or related events.

Conflicting dates: Where there is conflicting information about an event, it is most often the date. Consider the many possible dates connected with the opening of a new railroad line. Should we publish the date that the rails were physically connected, or the ceremonial “golden spike” date? What about the start of through freight service? Or the first day of regular passenger service? Rarely, if ever, would all these events occur on the same day, so we want to be precise about which date is connected with which event. Confusion about dates also frequently occurs when something of importance happens late at night. Sources may record the date as if the event occurred before midnight (one date), or as if it was after midnight (another date).