

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

**By Christopher T. Baer**

**1903**

**All Data Subject to Correction and Change  
October 2015**

- Jan. 1, 1903      W.W. Atterbury (1866-1935) made General Manager of Lines East, replacing John B. Hutchinson (1844-1934), relieved after 40 years service at own request because of strain due to large increase of business in past two years; Atterbury's first accomplishment is to eliminate congestion in Pittsburgh area caused by inefficient routing of coal company cars; Hutchinson is named Assistant to Second VP Charles E. Pugh and given four months leave until May 1. (MB, B&K)
- Jan. 1, 1903      Alfred W. Gibbs named General Superintendent of Motive Power of Lines East, replacing W.W. Atterbury; James Milliken named Superintendent of Motive Power of PB&W, replacing Gibbs; George W. Creighton to General Superintendent of PRR Grand Division, replacing J. M. Wallis, relieved at own request (forced to resign); Richard L. O'Donnel to General Superintendent of Buffalo & Allegheny Grand Division, replacing Creighton; S.C. Long to Superintendent of Pittsburgh Division, replacing O'Donnel; C.T. Dabney to Superintendent of River and Low Grade Divisions, replacing Long; Lewis.T. Ford (1862-1907) to Superintendent of Chautauqua Division, replacing Dabney. (AR, MB)
- Jan. 1, 1903      A. J. County named Superintendent of the Employes Saving Fund. (NC MB)
- Jan. 1, 1903      Moorhead C. Kennedy (1862-1936) promoted from VP to VP & General Superintendent of the Cumberland Valley Railroad because of increased traffic. (PRRBio)
- Jan. 1, 1903      Lines West Engineering Dept. reorganized; Chief Engineer Thomas Rodd charged with responsibility for new work, reporting to 3rd VP J. J. Turner; William C. Cushing (1863-1940) appointed to new post of Chief Engineer of Maintenance of Way-Southwest System and Robert Trimble (1856-1932) to Chief Engineer of Maintenance of Way-Northwest System, reporting to

Regional General Managers; Engineer of Bridges reports to General Manager as heretofore; E.T. Whiter (1864-1947) named Superintendent of the Eastern Division (PFW&C), replacing Cushing. (MB)

- Jan. 1, 1903 George C. Urquhart named Real Estate Agent of Lines West, replacing Charles D. Law, deceased; John B. Brittain to new post of Assistant to the Comptroller; J.W. Orr named to new post of General Accountant on Lines West. (MB)
- Jan. 1, 1903 Construction begins on West Philadelphia Elevated or "High Line" between Mantua Jct. and Grays Ferry, a bypass that carries the freight main line over the congested trackage of the West Philadelphia yard complex. (RyW)
- Jan. 1, 1903 Northern Central Railway acquires coal pier of Bernard Nadal Baker's Baker-Whitely Coal Company at foot of 9<sup>th</sup> Avenue in Canton, but not their tugs and barges; other shippers disliked having to ship over a pier owned by their competitor. (RyW)
- Jan. 1, 1903 Last portion of Straight Creek Branch of Johnsonburg Railroad abandoned; had been reduced from time to time since about 1900. (Val)
- Jan. 1, 1903 Cleveland, Akron & Columbus Railway joins Lines West Voluntary Relief Dept. (MB, AR)
- Jan. 1, 1903 Chicago Short Line Railway begins operating Ashland & Wooster Railway. (Cards)
- Jan. 1, 1903 Weems Steamboat Company of Baltimore City takes delivery of the *Middlesex*. (MB)
- Jan. 1, 1903 Interborough Rapid Transit Company (IRT) leases Manhattan Railway Company, operator of elevated railroads, effective Apr. 1, 1903, giving it a monopoly of rapid transit on Manhattan Island; move influences Board of Rapid Transit Railroad Commissioners to withhold further grants to IRT and look for competing operators. (NYState, RTinNYC )
- Jan. 1, 1903 Seaboard Air Line Railway inaugurates *Seaboard Florida Limited*, replacing *Florida & Metropolitan Limited*; winter-only all-first class train between New York and St. Augustine. (Guide)
- Jan. 1, 1903 Fairlawn Extension of Akron & Barberton Belt Railroad opens between Barberton and Fairlawn Jct., making connection with Akron, Canton & Youngstown Railway; had been begun by Cleveland, Barberton & Western Railroad. (Church, C&C)
- Jan. 1, 1903 Cincinnati, Lebanon & Northern Railway begins operating Middletown &

- Cincinnati Railroad. (AR)
- Jan. 1, 1903 Pennsylvania Supreme Court issues injunction against Pittsburgh, Carnegie & Western Railroad building into the Wabash terminal station without a city ordinance. (Rehor)
- Jan. 1, 1903 Reading Company revises its pension regulations to grant pensions at age 70 after at least 30 years of service, instead of only after 50 years service. (AR)
- Jan. 1, 1903 Samuel L. Shober ( - ), formerly with the PRR and then with Brown Brothers & Co., joins the Philadelphia brokerage house of Cramp, Mitchell & Serrill with Theodore W. Cramp, Howard E. Mitchell and Charles L. Serrill; with Serrill's retirement in 1905, it becomes Cramp, Mitchell & Shober. (Barnes)
- Jan. 1, 1903 Graceton Coke Company incorporated in Pa. to assume operation of the coke ovens at Graceton, built in 1890 by J. W. Moore, John McCreary and Harry McCreary. (PaCorps, Stewart)
- Jan. 1903 Pittsburgh Division employees present former Superintendent Robert Pitcairn with a grandfather clock worth \$2,000. (RyW)
- Jan. 2, 1903 Queen Anne's Railroad Executive Committee authorizes receiving the bonds of the Queen Anne's Ferry & Equipment Company from the International Trust Company of Maryland. (MB)
- Jan. 2, 1903 "Employees' Saving Fund of the Pennsylvania Lines West of Pittsburgh" becomes effective under the agreement of Nov. 1902; each Lines West company establishes its own fund, all of which are managed by Sidney B. Liggett as Superintendent of Employees' Saving Fund. (MB, AR)
- Jan. 3, 1903 Bellaire, Zanesville & Cincinnati Railway renamed Ohio River & Western Railway; now controlled by the Arthur E. Appleyard Syndicate. (Guide, RyW)
- Jan. 3, 1903 Future Pres. Nicholas D. Maher leaves the Seaboard Air Line Railway and returns to the Norfolk & Western Railway as General Superintendent. (RyReview)
- Jan. 1903 Contract for all electrical and mechanical work on Penn Station project let to Westinghouse, Church, Kerr & Co., the engineering and construction unit of Westinghouse. (NYT of 1/4/03)
- Jan. 5, 1903 PRR resumes Chicago-St. Augustine *Florida Special* through cars for season, running via Louisville instead of Cincinnati as in 1902; runs on PRR Nos. 6-19; operates via Southern Railway/Queen & Crescent Route through Atlanta, Macon and Jesup; also carries through car Pittsburgh-St. Augustine via Cincinnati. (LW tt, Key)

- Jan. 5, 1903 Pa. Supreme Court reverses Allegheny County Court in case of City of Pittsburgh vs. Pittsburgh, Carnegie & Western Railroad and bars the PC&W from entering the city without the permission of City Council. (NYT, RyW)
- Jan. 6, 1903 Pennsylvania Company Executive Committee authorizes additional car dumper at Ashtabula; authorizes subscription to 6,000 shares of Pennsylvania Western Railway, which is to build low-grade link between Enon on the PFW&C and Red Bank on the Low Grade Line. (MB)
- Jan. 7, 1903 New York Dept. of Docks & Ferries and Sinking Fund Commission assent to Pennsylvania, New York & Long Island Railroad franchise. (CorpHist)
- Jan. 7, 1903 Pres. Cassatt announces a plan to six-track most of the Main Line between Philadelphia and Lancaster, i.e., includes the Low Grade Lines as two of the six tracks. (CCHS)
- Jan. 7, 1903 Pennsylvania Western Railway incorporated in Pa. in interest of PRR to build a low-grade connection between Red Bank on the Low Grade Line and Enon on the PFW&C. (MB)
- Jan. 7, 1903 A. J. Cassatt writes to Hamilton McK. Twombly for an understanding that the B&O and LS&MS will each hold their Reading shares for a minimum of 10 years; in fact, dual ownership extends into the 1960s. (Wheeler, AR)
- Jan. 7, 1903 Eben B. Thomas resigns as Chairman of the Erie Railroad. (AR)
- Jan. 1903 Third track opens on PB&W between Wilmington and Iron Hill (WEJ); new interlocking tower placed in service at Iron Hill. (AR)
- Jan. 1903 George J. Gould's Pittsburgh, Carnegie & Western Railway halts work on three miles of track leading into Pittsburgh to force City Councils to pass an ordinance for the Monongahela Bridge that does not require a special payment to the city.
- Jan. 1903 William G. McAdoo meets Pres. Cassatt in Philadelphia to present his proposal for a second transit tunnel between lower Manhattan and Exchange Place; Cassatt agrees to cooperate although it will render the PRR's Cortlandt Street ferry obsolete for passenger traffic. (McAdoo)
- Jan. 8, 1903 Pennsylvania Company Executive Committee authorizes additional ore-handling machinery at Cleveland and Erie. (MB)
- Jan. 8, 1903 B&O Pres. L.F. Loree officially announces that B&O and LS&MS have combined to buy control of the Reading for a total cost of \$50 million; each controls about 40%, with the remaining 20% in the hands of the Widener

interests. (NYT, Bogen)

- Jan. 9, 1903 Norfolk & Western Railway Pres. F. J. Kimball hears rumors that the Rockefellers are behind the Deepwater Railway. (Lambie)
- Jan. 10, 1903 New "52" ("VALLEY") Tower placed in service at 52nd Street.
- Jan. 10, 1903 Harrisburg train shed enlarged; the head house is extended to 353 feet; the floor is raised 6 feet to accommodate a new passenger bridge to avoid crossing the tracks, and brick platforms replace wood. (Keystone, AR - Keystone has everything but opening head house in 1902)
- Jan. 10, 1903 Anthracite coal companies begin presentations to the Anthracite Coal Strike Commission in geographical order. (Cornell)
- Jan. 12, 1903 Pennsylvania Western Railway incorporated in Pa. in interest of PRR to build cutoff from Red Bank on Low Grade Line to Enon Jct. on PFW&C; only a small amount of work done. (Church)
- Jan. 12, 1903 B&O delivers to the LS&MS half of its 1,102,200 shares of the Reading Company, but the traffic contract with the B&O originally demanded by the PRR is never executed; the total Reading purchase is increased later in the year to 1,213,000 shares. (Wheeler)
- Jan. 12, 1903 A Rothschild spokesman says that the developing sluggishness in the stock market is caused by a shrinkage of security values and a decline in the European market for American securities. (NYT)
- Jan. 13, 1903 At the annual St. Louis, Vandalia & Terre Haute Railroad stockholders' meeting, Charles W. Thomas, representing 503 shares, again submits resolutions protesting the lease and the issuing of preferred stock. (AR)
- Jan. 14, 1903 U.S. Circuit Court for New Jersey issues temporary injunction forbidding PRR from removing Western Union telegraph lines on grounds that railroads are "post roads" and 1866 federal law authorizes telegraph companies to string lines along post roads. (NYT)
- Jan. 15, 1903 PRR opens freight office at Providence, R.I.
- Jan. 15, 1903 PRR agrees with United States Steel Corporation and Connellsville Central Railroad; USS owns both Connellsville Central Railroad and Masontown & New Salem Railroad, which PRR agrees to operate when completed. (Church)
- Jan. 15, 1903 NYC&HR invites four architectural firms to enter a closed competition for a new Grand Central Terminal; Stanford White of McKim, Mead & White submits a design with a large 14-story block straddling Park Avenue and a 60-story tower that would have been the tallest building in the city; Charles Reed

(1858-1911) and Allen Stem (1856-1931) of St. Paul submit a 12-story head house and elevated road carrying Fourth Avenue around the building; other entries by Samuel Huckel, Jr., and Daniel H. Burnham & Co. (Ballou, Nevins, Schlichting)

- Jan. 1903 New York & Jersey Railroad begins construction of new south tunnel on the New Jersey side, it having been decided to build a full-scale transit subway with an extension into the center of Midtown Manhattan. (Jacobs)
- Jan. 1903 Work begins on the York Haven & Rowenna Railroad, which extends the Low Grade Freight Line from Shocks Mills to Wago Jct. on the Northern Central Railway on the west bank of the Susquehanna River. (C&C)
- Jan. 1903 PRR is to substitute nickel-steel rails on all heavy curves. (RyW)
- Jan. 1903 Lines West receives the first 11 of 136 Class B29 0-6-0 switchers from the American Locomotive Company at Schenectady. (Keystone)
- Jan. 1903 Merger of Schwarzchild & Sulzberger into the Cudahy Packing Company dropped because of hostile legislation. (CHTaylor)
- Jan. 16, 1903 U.S. Circuit Court at Pittsburgh denies Western Union petition to acquire the portion of PRR right of way containing its poles and wires by condemnation but also refuses to grant Western Union an injunction prohibiting PRR from removing poles. (NYT)
- Jan. 16, 1903 William Henry Ingham (1845?-1903), Coal Freight Agent at Philadelphia, dies of heart disease. (RyW)
- Jan. 17, 1903 Bush Terminal Railroad Company incorporated in N.Y.; subsidiary of the Bush Terminal Company; to operate and electric freight railroad in the streets around the warehouses of the Bush Terminal Company and to interchange freight with the steam railroads entering New York City. (NYState)
- Jan. 18, 1903 Ironmaster and former New York City Mayor Abram S. Hewitt (1822-1903) dies of liver disease at New York. (Nevins, LC&N AR)
- Jan. 19, 1903 Ebensburg & Black Lick Branch extended from Vintondale to Wehrum, Pa., with passenger service. (Guide - see 8/29/02)
- Jan. 19, 1903 PCC&StL Railway Executive Committee authorizes an exchange of property with the Chicago & North Western Railway at Chicago, including the present PCC&StL westbound main in Kinsman Street between Paulina Street and Artesian Avenue and to convert the side track to the south into a new eastbound main; will allow the C&NW to complete its 4-track system and the PCC&StL to build 4 tracks between Ada Street & Ashland Avenue. (MB)

- Jan. 19, 1903 Stockholders committee of the St. Clair, Madison & St. Louis Belt Railroad agree to sell the entire capital stock to 10 of the proprietary companies of the Terminal Railroad Association of St. Louis for \$790,000 in bonds. (C&C)
- Jan. 19, 1903 Philadelphia Rapid Transit Company leases Market Street Elevated Passenger Railway. (SEPTA)
- Jan. 20, 1903 Henry W. Byers (1846-1903), former Superintendent of Cleveland, Akron & Columbus Railway, dies. (AR)
- Jan. 20, 1903 Eben B. Thomas elected Pres. of the Lehigh Valley Railroad, replacing Alfred Walter; Norman B. Ream of Chicago elected a director. (MB)
- Jan. 22, 1903 Manufacturers Railway acquires property of Toledo Dock & Warehouse Company, holder of terminal real estate at Toledo. (Church)
- Jan. 22, 1903 A. H. Smith promoted to General Manager of the NYC&HR. (AR)
- Jan. 23, 1903 Flood in the Delaware River watershed crests at 8.2 feet at Trenton. (RyAge/Chi)
- Jan. 24, 1903 Pres. Cassatt and VP W. W. Atterbury appoint a second Committee on New York Passenger Station from the Transportation and Traffic Departments headed by Joseph T. Richards, to develop and review plans and operating features of the station. (SRea)
- Jan. 26, 1903 Pittsburgh, Chartiers & Youghiogheny Railway Board authorizes the plan for a freight yard at McKees Rocks. (MB)
- Jan. 26, 1903 Lake Carriers' Association formally incorporated under the laws of W.Va. as a trade and employers association for large fleet operators on Great Lakes; particularly to maintain a united labor front, recruit labor, improve docks, etc. (LVCorp, E&W MB, WVCorps)
- Jan. 26, 1903 J. A. Middleton elected Second VP of the Lehigh Valley Railroad in charge of Finance, Accounting & Purchasing; Rollin H. Wilbur promoted from General Superintendent to General Manager. (MB)
- Jan. 27, 1903 Samuel G. De Coursey (1839-1903), former Pres. of WNY&P Railway, dies of heart disease at Philadelphia. (RyW)
- Jan. 27, 1903 Henry Clay Frick becomes a director of the National City Bank, serving until June 13, 1916. (Cleveland/Huertas)
- Jan. 28, 1903 Pennsylvania Company Board orders the issue of \$10 million of the \$40

- million authorized. (MB)
- Jan. 28, 1903 Daniel Willard promoted to First VP of Erie Railroad. (AR)
- Jan. 30, 1903 William J. Wilgus named Fifth VP of the NYC&HR to have charge of construction work, particularly the electrification and Grand Central Terminal; the company appoints an Electric Traction Commission headed by Wilgus and consisting of General Superintendent of Motive Power & Rolling Stock J. F. Deems, plus consultants Bion J. Arnold, Frank J. Sprague and George Gibbs. (AR, MB)
- Jan. 30, 1903 Lines West completes the work of establishing battery-charging facilities; all passenger cars to be lighted by batteries. (RyW)
- Jan. 31, 1903 PRR cancels its agreement with Keystone Live Stock Express Company and purchases its 1,000 stock cars. (MB)
- Feb. 1, 1903 Confidential memo of agreement drawn up by 13 major eastern railroads and deposited with J.P. Morgan & Co.; railroads are to share all information on traffic in order to conform with all laws regulating same. (Rdg)
- Feb. 1, 1903 New York & Jersey Railroad resumes work on north tunnel, having modified the shield with an apron that will prevent the inflow of silt while drilling and blasting the rock ledge; a barge load of clay is kept ready above to seal any blowouts. (Jacobs)
- Feb. 2, 1903 Pittsburgh City Council passes ordinance permitting Pittsburgh, Carnegie & Western Railway to build across streets into a new Wabash terminal in the Point section. (NYT, Snyder)
- Feb. 2, 1903 Concurrent resolution introduced in the N.Y. Legislature to amend the Constitution to permit building a railroad in the bed of the Erie Canal and leasing it to a private operator. (Whitford)
- Feb. 3, 1903 New York Connecting Railroad Construction Committee makes report of survey, replacing original survey of 1894; estimate is \$6.5 million for double track line from Port Morris to Knickerbocker Avenue in Brooklyn. (MB)
- Feb. 3, 1903 Stuyvesant Real Estate Company reports purchase of six parcels for \$452,500 and also at Buffalo for \$33,000. (MB)
- Feb. 3, 1903 Richmond-Washington Company committee reports an estimate of \$2.5 million for improving the Richmond, Fredericksburg & Potomac Railroad and \$2.5 million for improving the Washington Southern Railway. (MB)
- Feb. 3, 1903 Committee of New York City Board of Estimate submits three bills covering



new Grand Central Terminal to next Legislature: one covers a 16 to 20-storey building, one a department store or theater, and one a direct connection to the IRT subway. (NYT)

- Feb. 3, 1903 Rock Island Improvement Company incorporated in N.J. by the Moore-Reid Syndicate to hold ancillary properties, including the rolling stock. (NJCorps, Hayes)
- Feb. 4, 1903 *Pennsylvania Special* makes last run; withdrawn because of freight traffic congestion in the Pittsburgh area (and inability to make the 20:00 schedule); fast running requires many freights to lay in sidings to clear the main for 1-3 hours, and hundreds of trainmen and yardmen are charged with ensuring that the way is clear, therefore eliminating the *Special* frees their time for more productive work. (NYT, - LW tt shows LT 2/7/03)
- Feb. 5, 1903 Station at Primrose on the Pittsburgh Division of the PCC&StL Railway destroyed by fire. (MB)
- Feb. 6, 1903 Joseph Ramsey elected Pres. of Western Maryland Railroad representing Gould interests. (NYT)
- Feb. 6, 1903 John D. Rockefeller, Jr., sends telegrams to four influential Republican Senators, including Henry Cabot Lodge, stating the Standard Oil group's opposition to all pending trust legislation except the Elkins Discrimination Bill. (Johnson)
- Feb. 7, 1903 Pres. Roosevelt tells the press that unless Congress passes the bill to create the Dept. of Commerce & Labor, he will call it into extra session, also noting that the Rockefeller interests have told six Senators that the legislation must be stopped. (Johnson)
- Feb. 9, 1903 PRR Road Committee refers the question of the purchase of the Lancaster, Oxford & Southern Railroad from the B&O to Pres. A. J. Cassatt. (MB)
- Feb. 9, 1903 PCC&StL Railway Executive Committee authorizes double-tracking between Alton and "MI" Tower on the Cincinnati Division, and between Peoria Jct. and Trimmer on the Logansport Division. (MB)
- Feb. 9, 1903 Final arguments begin before the Anthracite Coal Strike Commission; George F. Baer makes the final summation for the operators and Clarence Darrow for the United Mine Workers. (Cornell)
- Feb. 10, 1903 Meadow Lands & Zediker Railroad incorporated in Pa. under articles dated Feb. 9, to build from Meadow Lands on the Chartiers Railway to B&O at Zediker. (Church)

- Feb. 10, 1903 Max Riebenack delivers a paper entitled, "What the Pennsylvania Railroad Company is Doing for the Benefit of its Employees," to the annual dinner of the Economic Club at the Hotel Bellevue in Boston, describing the VRD and Pension Dept. (RyW)
- Feb. 11, 1903 City engineer presents plan for track elevation of all railroads in Indianapolis.
- Feb. 11, 1903 PRR Board authorizes four-tracking and realignment between Blairsville Intersection and Bolivar; authorizes the dissolution of the Trenton & New Brunswick Turnpike Co. and Princeton & Kingston Branch Turnpike Co. (MB)
- Feb. 11, 1903 Pan Handle Consolidated Coal Company incorporated in Indiana. (Church)
- Feb. 12, 1903 Lease of Harsimus Cove stockyard transferred from Samuel W. Allerton, et al., to Jersey City Stock Yards Company. (MB)
- Feb. 12, 1903 Tipton Water Company incorporated in Pa. to operate in Antis Township, Blair County. (MB)
- Feb. 13, 1903 Pres. A. J. Cassatt meets with Postmaster General Henry C. Payne (1843-1904) in Washington to discuss locating a post office behind Penn Station. (NYT)
- Feb. 13, 1903 PB&W grants General Agent at Washington Joseph Crawford leave between June 23 and Sep. 21. (MB)
- Feb. 13, 1903 Queen Anne's Railroad Executive Committee reports it has received the stock of the Queen Anne's Ferry & Equipment Company and will install the railroad's Board as directors. (MB)
- Feb. 14, 1903 Pres. Roosevelt signs his desired bill creating the U.S. Department of Commerce & Labor, including a Bureau of Corporations to publish statistics; appoints George B. Courtelyou as Secretary; he has succeeded in pushing it through Congress by exploiting public animosity against Standard Oil, which has opposed the bill. (Morris, Johnson)
- Feb. 1903 C. W. French acquires entire capital stock of Ashland & Wooster Railway; contracts to extend it from Ashland north through Savannah to New London on CCC&StL Railway and rebuild old line between Ashland and Custaloga; about nine miles graded between Ashland and New London, of which five miles later used by Lorain, Ashland & Southern Railroad. (Church)
- Feb. 1903 Terminal Railroad Association of St. Louis purchases stock of Interstate Car Transfer Company operating a car ferry across the Mississippi. (Church)

- Feb. 1903 PRR begins experimenting with teletype machines. (RyW)
- Feb. 1903 PRR puts on a new, fast *St. Louis Mail*. (RyW)
- Feb. 16, 1903 Charles Neilson appointed VP & General Manager of the Queen Anne's Railroad. (MB)
- Feb. 16, 1903 Pan Handle Consolidated Coal Company Board authorizes purchase of Pan Handle Coal & Mining Company and Jefferson Coal & Mining Company. (Church)
- Feb. 16, 1903 Terminal Railroad Association of St. Louis purchases East St. Louis & Carondelet Railway from Pennsylvania Company under agreement of Feb. 13, 1902. (Church)
- Feb. 17, 1903 Bituminous coal-hauling railroads meet at Pittsburgh and devise new rate schedule to Chicago, effective Apr. 1, 1903, that lasts until World War I; \$1.65 from Ohio, \$1.90 from the Inner Crescent and \$2.05 from the Outer Crescent; also fix Lake coal rates for first time: \$0.63 from Pittsburgh, \$0.85 from Ohio, \$0.92 from Inner Crescent and \$1.07 from Outer Crescent; on coal to Toledo, Inner Crescent gets 25-cent differential over Ohio and Outer Crescent 45 cents; Toledo rates stand until 1917. (Lambie)
- Feb. 18, 1903 New York City's Central Federated Union denounces Mayor Low for signing the Penn Station franchise without a union labor clause; unveils a blackboard with names of all those who voted for the franchise written on it as a blacklist. (NYT)
- Feb. 19, 1903 Meadow Lands & Zediker Railroad organized; Walter L. Merwin, Pres., William C. Stratton, Chief Engineer. (C&C)
- Feb. 19, 1903 Chicago & South Eastern Railway (Muncie-Brazil) sold at foreclosure at Anderson, Ind., to Mellville E. Ingalls for \$1 million. (MB, Church)
- Feb. 19, 1903 Elkins Act outlaws railroad rate rebates; makes any departure from published rates a misdemeanor and makes railroad companies as well as individual officers liable to prosecution with fines up to \$20,000; Pres. A. J. Cassatt has held frequent meetings with Stephen B. Elkins; first draft of bill was written by PRR General Counsel James A. Logan in Cassatt's office; however, the rebate issue is fading away, and the big struggle between railroads and shippers is what constitutes a "fair" rate, since the low rates Midwestern shippers have become used to are yielding the railroads less and less in an inflationary environment. (EAH, Lockllin, PDavis, Hoogenboom)
- Feb. 20, 1903 Pennsylvania Company Executive Committee authorizes buying half the stock of the Central Indiana Railway. (MB)

- Feb. 21, 1903 Ocean Street Passenger Railway files map of line between Ocean Street, Cape May, and Schellinger's Landing. (NJCorp)
- Feb. 21, 1903 Muskingum County Board of Commissioners sues Ohio River & Western Railway to return Muskingum Valley Railroad and accrued unpaid rent as have failed to complete third rail for standard gauge to Bellaire; has been laid only between Mill Run and Lawton. (Church)
- Feb. 21, 1903 *Northland Express*, Nos. 44-4 & 5-45, renamed *Northland Limited* for the 1903 season ending Sep. 26; runs Cincinnati to northern Michigan resorts. (LW tt)
- Feb. 1903 House committee tables Ocean Mail Subsidy Bill, killing it, as opposition to Morgan's International Mercantile Marine Company grows. (Flayhart)
- Feb. 24, 1903 Shamokin Dam Water Company incorporated in Pa. (Cards)
- Feb. 24, 1903 B&O obtains trackage rights over the Zanesville Terminal Railroad between West Zanesville and a connection with the Cincinnati & Muskingum Valley Railway at Spangler. (GrnBk)
- Feb. 24, 1903 NYC&HR Electric Traction Committee meets with representatives of the New York City Rapid Transit Commission and the LIRR to agree on a standard third-rail system, as it is thought that some cars will be used in through service over both the railroads and subways; the LIRR and the subways and elevateds have already chosen an over-running third rail. (Middleton/RLHS)
- Feb. 25, 1903 Construction begins on PRR Hudson River tunnels in New York by clearing site for shaft at 32nd Street & 11th Avenue; George W. Jump contractor; PRR officials preside over razing of first tenement at 557 West 32nd Street. (NYT, Diehl, Seyfried)
- Feb. 25, 1903 Special committee of Passenger Traffic Association, representing PRR, LV, DL&W, Erie and B&O agree to issue interchangeable 1000-mile trip books at 3 cents per mile with a 1 cent rebate upon use. (NYT)
- Feb. 26, 1903 Atglen & Susquehanna low grade freight line placed under contract. (RyW)
- Feb. 26, 1903 PCC&StL agrees with Cincinnati, Richmond & Fort Wayne Railroad; PCC&StL is to build two tracks across the river and build “\_” (“NEWMAN”) Tower at Sheridan Street; junction with CR&FW is to be moved from Hunt Street to Sheridan Street. (Church, Tipton)
- Feb. 26, 1903 Charles F. McKim writes to congratulate Daniel H. Burnham on the passage of the Washington Union Station bill; urges Burnham to visit New York and see the plans for Penn Station, and expressing an interest in examining Burnham's

plans for Washington. (Moore)

- Feb. 28, 1903 Pres. Roosevelt signs act authorizing a single Union Station at Massachusetts & Delaware Avenues in Washington instead of separate stations for B&O and PRR; new station is to cost a minimum of \$4 million; PRR to be connected by branch from Magruder Station on north and tunnel under 1st Street to Virginia Avenue on south;; PB&W is to establish a new station on the south side of the Mall near its old depot. (Moore)
- Feb. 28, 1903 George J. Gould denies rumors of a traffic alliance between the Wabash and the PRR. (NYT)
- Mar. 1, 1903 Johnsonburg Railroad defaults on interest payments; the PRR, which owns 75% of the bonds, allows it to remain in default until 1924, when it forecloses. (MB)
- Mar. 1, 1903 Calvin N. Payne begins operating Lakeville Branch of Western New York & Pennsylvania Railway between Tryonville and Lakeville. (MB)
- Mar. 1, 1903 Tri-weekly New York-Hot Springs, Va., sleeper service expanded to daily except Sunday for the season.
- Mar. 1, 1903 Alexander Holley Rudd (1867-1949) returns to the PRR from the DL&W as Assistant Signal Engineer. (PRRBio)
- Mar. 1, 1903 Entries submitted in Grand Central Terminal competition; Stanford White's design is for a large commercial building with Park Avenue running through it; topped by a 60-storey tower that would have been world's tallest building with a stack venting a 300-foot plume of steam that would be illuminated at night; Reed & Stem win with a building topped by a 22-storey hotel; Charles Reed was brother-in-law of William J. Wilgus. (Nevins, Condit)
- Mar. 2, 1903 Amendment to Safety Appliances Act authorizes ICC to mandate a minimum number of air brake equipped cars on each train.
- Mar. 2, 1903 New "DV" Interlocking placed in service near Shadyside on the Pittsburgh Division.
- Mar. 2, 1903 Sewickley Street Railway incorporated in Pa. in interest of Peoples Electric Street Railway Company to build for two miles within the borough of Sewickley. (MB)
- Mar. 2, 1903 Flood in the Delaware River watershed crests at 14.6 feet at Trenton. (RyAge/Chi)
- Mar. 2, 1903 South Shore Traction Company incorporated in N.Y. to build a street and

electric railway system from Manhattan over the projected Queensboro Bridge serving all the South Shore towns as far as Carman's River in Suffolk County; construction is hampered by litigation with rival companies. (NYState)

- Mar. 3, 1903 Granite Improvement Company resolves to hold real estate for the Lines West companies in Pennsylvania, Ohio and Indiana formerly held through trustees, providing the companies purchase and pay for them; is converted from a construction company into a real estate company. (MB, Church)
- Mar. 3, 1903 City of Louisville passes ordinance granting Falls City Belt Line Railway right to build between Maple & Howard Streets from 18th Street to the Kentucky & Indiana Bridge Railway at 13th Street, in Lewis Avenue west from 26th Street, and from Arbegust Avenue to American Tobacco Company factory on Broadway between 17th & 18th Streets. (Church)
- Mar. 3, 1903 Western Pacific Railway incorporated in Calif. by George J. Gould, E.T. Jeffrey and W.J. Barnett of San Francisco to extend George J. Gould's system from Salt Lake City to the Pacific, the westernmost link of his proposed transcontinental system. (Moody's, Splawn, 113 ICC 75)
- Mar. 3, 1903 Engineering consulting firm of J.G. White & Company, Inc., incorporated in Connecticut by James Gilbert White (1861-1942). (Moody's)
- Mar. 1903 PRR begins relettering PB&W locomotives with "Pennsylvania".
- Mar. 9, 1903 Daniel H. Burnham has lunch with Charles F. McKim in New York, and shows McKim the plans for Washington Union Station; the plaza in front of the building as planned is to be framed entirely by buildings of a uniform height. (Moore)
- Mar. 10, 1903 At annual meeting, PRR stockholders approve increase of capital stock from \$251.7 million to \$400 million; to be \$100 million in new stock and \$50 million in convertible bonds. (AR, MB, NYT)
- Mar. 10 1903 Ashland & Wooster Railway and Richland & Mahoning Railway merged to form Lake & River Railway. (Church)
- Mar. 11, 1903 PRR Board authorizes double tracking and realignment between Huntley and Cameron on P&E; approves plans for six-tracking Overbrook to Paoli; low grade freight line Paoli-Thorndale; a separate freight line between Parkesburg and Atglen, a low grade line Millwood to Latrobe and cutoff between Radebaugh and Derry; expansion of Broad Street Station northward to Cuthbert Street with a freight depot south of Cuthbert between 20th & 21st Streets. (MB, AR)
- Mar. 11, 1903 Lake & River Railway leased to Chicago Short Line Railway, an unbuilt

project between Lucas and New Washington, Ohio. (Church)

- Mar. 12, 1903 Smyrna & Delaware Bay Railroad abandoned from Clayton to the Maryland state line after sale for scrap at foreclosure. (MB)
- Mar. 13, 1903 Northern Central Railway Board authorizes additional funds to complete double track between Dauphin and Hecks. (MB)
- Mar. 15, 1903 Zanesville Terminal Railroad grants trackage rights to Zanesville & Western Railway between Zanesville and Spangler. (Church - check not 5/15?)
- Mar. 15, 1903 Pennsylvania Company leases an off-line passenger office at San Francisco. (MB)
- Mar. 1903 Little Kanawha Syndicate acquires all stock of Buckhannon & Northern Railroad. (Church)
- Mar. 1903 PRR makes contract with H.S. Kerbaugh & Co. to standard-gauge the Waynesburg & Washington Railroad if George J. Gould attempts to build through Greene County. (Koehler)
- Mar. 1903 Lines West bars tipping of coach porters; formerly they received tips for rotating the seats. (RyW)
- Mar. 1903 Pres. A. J. Cassatt denies rumors that the PRR is to join with the Morgan and Rockefeller interests in buying the NYC&HR. (RyW)
- Mar. 1903 Weems Steamboat Company of Baltimore City purchases the small steamboat *Emma Reis* from the Milford & Philadelphia Transportation Company for \$17,905 to compete with the Peoples Steamboat Company's *Tourist* on the upper Rappahannock River; renamed the *Caroline*. (Holly)
- Mar. 1903 United States Steel Corporation has 11 furnaces out of work and 250,000 tons of coke piled up at the ovens because of the PRR's inability to move the coke because of traffic congestion; congested conditions remain until the end of 1904. (Warren)
- Mar. 16, 1903 Unbuilt Flushing & South Shore Railroad dissolved. (MB)
- Mar. 16, 1903 Contractor H.S. Kerbaugh Co. begins the first abutment of the Shocks Mills Bridge over the Susquehanna River on the Atglen & Susquehann Low Grade Line. (Keystone)
- Mar. 16, 1903 Chicago ordinance covers track elevation in the Englewood area. (MB)
- Mar. 16, 1903 Central Indiana Railway incorporated as reorganization of Chicago & South Eastern Railway. (MB, Church)

- Mar. 16, 1903 Brooklyn, New York & Jersey City Terminal Railway Company dissolved after PRR and LIRR drop plans for a connection from Jersey City across lower Manhattan. (LIRR MB, SRea)
- Mar. 17, 1903 Trenton & New Brunswick Turnpike Company Board authorizes deeding the road (now U.S. Route 1) to the townships and ceasing operations. (MB)
- Mar. 17, 1903 United States Steel Corporation Pres. Charles M Schwab returns to the U.S. on the *Kronprinz Wilhelm* after seven months in Europe for a rest. (Warren)
- Mar. 18, 1903 Charles M. Jacobs describes Penn Station tunnel plans before hearing by commissioners appointed by Appellate Division of New York Supreme Court to rule on condemnations; includes the fact that the tunnels will be provided with sidewalks at car height that can be used as emergency escapes. (NYT, NYTrib)
- Mar. 18, 1903 Anthracite Coal Strike Commission files its report; includes a 10% increase retroactive to Nov. 1, 1902, which is justified by the increased cost of living and by the fact that day men are paid lower wages than men in similar occupations elsewhere, reduction of the work day from 10 to 9 hours, allowing the miners to employ checkweighmen, no discrimination against union members, and reimposition of the sliding scale of wages; contract is to run for three years with grievances to be handled by an Anthracite Board of Conciliation; however, there is no official recognition of the United Mine Workers of America, and the Commission finds conditions in the coal fields not quite so bleak as painted by the union; it also recommends separate unions for anthracite and bituminous miners; the Commission also condemns the operators for discrimination against union men and employment of coal & iron police and the miners for violence and secondary boycotts. (Cornell, McDonald)
- Mar. 18, 1903 Lehigh Valley Railroad leases to the Lehigh Valley Coal Company its coal storage plants at South Plainfield, N.J., and Cheektowaga, N.Y., plus the coal pockets at Poinier Street and at Hamburg Place, Newark, and Grand Street, Jersey City. (MB)
- Mar. 18, 1903 Gen. Isaac J. Wistar leaves the Board of the Texas & Pacific Railway, probably because of failing health, the last representative of the Philadelphia interest dating back to the Tom Scott years. (Poors)
- Mar. 18, 1903 National Packing Company incorporated in N.J. as a holding company for the purpose of merging the properties of Armour & Co., Swift & Co., Nelson Morris & Co., the Anglo-American Packing Company, G.H. Hammond Company, and others with \$15 million in financing from Kuhn, Loeb & Co., James Stillman and E. H. Harriman. (NJCorps, FoodInvestigation, CHTaylor)



- Mar. 19, 1903 Cincinnati & Muskingum Valley Railroad (PRR) and Zanesville & Western Railway agree to joint ownership and operation of Zanesville Terminal Railroad between Spangler and West Zanesville, retroactive to Oct. 31, 1902; to operate alternately for two-year periods; the 1.42 miles between Muskingum and Spangler is leased to the Zanesville & Western Railway (NYC&HR system). (Church, C&C)
- Mar. 19, 1903 Pennsylvania Company and Big Four (NYC) agree to joint (50/50) ownership of Central Indiana Railway; to be operated by an independent organization. (MB, Church)
- Mar. 19, 1903 William J. Wilgus presents Grand Central plan to NYC&HR Pres. William H. Newman; calls for complete rebuilding south of 56<sup>th</sup> Street and 57 tracks on two levels; includes new 12-story head house with elevated roads to eliminate street congestion; architectural treatment by Reed & Stem; estimated cost at \$43 million. (Wilgus, Condit)
- Mar. 20, 1903 Hudson & Manhattan Railroad incorporated in New York by William G. McAdoo to build subway tunnels from a terminal in the two blocks bounded by Church, Fulton, Greenwich and Cortlandt Streets to the state line in the direction of Exchange Place with a separate tunnel toward the Erie Railroad terminal at Pavonia Avenue. (NYState, RyW, ElectricRR)
- Mar. 20, 1903 Argument begins in U.S. Circuit Court in Philadelphia on appeal of PRR from injunction blocking removal of Western Union telegraph lines. (RyW)
- Mar. 1903 PRR acquires New Jersey Warehouse & Guaranty Company in Jersey City. (MB)
- Mar. 23, 1903 George W. Davis (1845- ) named General Freight Agent of the Cleveland, Akron & Columbus Railway and Lines West Commercial Agent at Columbus. (MB)
- Mar. 24, 1903 Pres. A. J. Cassatt, Charles M. Jacobs and Alfred Noble testify before special commission appointed by New York Appellate Division of the Supreme Court to hear complaints of property owners adjacent to the Penn Station and tunnel project; Cassatt, who testifies for an hour and a half describing the history of the project, reiterates that the tunnels will not be used for freight. (NYT)
- Mar. 25, 1903 PRR Board increases Pres. Cassatt's salary to \$50,000 per year, effective Apr. 1 (it should be noted that this was before the introduction of income tax and with inflation just beginning); offers new stock to current stockholders at 60 up to 33% of current holdings; total new issue to be \$96 million; authorizes double track between Summit and Everson on the Monongahela Division. (MB)

- Mar. 25, 1903 A meeting of western railroad executives discussing the Elkins Act notes that it was first drafted by Santa Fe VP & General Counsel E. D. Kenna from ideas provided by A. J. Cassatt and Santa Fe VP Paul Morton. (NYT)
- Mar. 26, 1903 W. Rutherford Mead (1846-1928) of McKim, Mead & White explains the design of Penn Station to a special commission on damages created by the Appellate Division of the New York Supreme Court; notes will not contain a theater or hotel; will not have a tower as they want to discourage the construction of other skyscrapers in the neighborhood; he describes a plan very close to what will be built, including an Arcade on the line of 32<sup>nd</sup> Street running into the center of the building with stairs descending 17 feet to a large waiting room 140 feet high. (NYT, NYTrib)
- Mar. 26, 1903 Weems Steamboat Company of Baltimore City takes delivery of the *Middlesex* from Neafie & Levy for use on the Rappahannock River Line. (Holly - see 1/1)
- Mar. 26, 1903 American Steel Hoop Co. and The Carnegie Company merged into the National Steel Company, which then changes its name to the Carnegie Steel Company (N.J.); part of the consolidation of the subsidiaries of the United States Steel Corporation. (NJCorps, AI&SI)
- Mar. 27, 1903 Consolidated Lake Superior Company completes negotiations for a \$1,750,000 loan from a syndicate headed by Edwin J. Berwind and a number of large Philadelphia banks. (NYT)
- c. Mar. 1903 New Haven abandons third rail electrification between Hartford and Bristol, Conn. (StRyJrnl - late Mar. or Apr.)
- Mar. 28, 1903 Kinkora & New Lisbon Railroad organized at Camden by the purchasers of the Columbus, Kinkora & Springfield Railroad; William B. Schofield, Pres.; property of the former Columbus, Kinkora & Springfield Railroad conveyed to the company by Samuel Rea. (C&C)
- Mar. 28, 1903 PB&W agrees with Washington, Alexandria & Mount Vernon Railway to extend lighting of Long Bridge for one year from Apr. 1. (MB)
- Mar. 29, 1903 PRR abandons Powelton Avenue station in West Philadelphia at midnight in favor of new West Philadelphia Station. (PubLdgr, Guide)
- Mar. 29, 1903 State of Pennsylvania awards William Bender Wilson a gold medal in recognition of his service in defense of the state in 1862-1864. (Bates)
- Mar. 29, 1903 Meatpacking pioneer Gustavus F. Swift (1839-1903) dies at Lake Forest, Ill. (DAB)

- Mar. 30, 1903 New West Philadelphia Station opens at 31st and Market at 12:01 AM. (PubLdgr)
- Mar. 30, 1903 Pennsylvania Company Executive Committee authorizes Division Superintendents to buy artificial limbs for employees. (MB)
- Mar. 30, 1903 PCC&StL Railway Executive Committee cancels the May 24, 1898 authorization for a steam motor car on the Xenia-Springfield Branch. (MB)
- Mar. 30, 1903 Chicago-St. Augustine *Florida Special* service makes last run of season; not revived in 1904. (LW tt, Guide)
- Mar. 31, 1903 Norfolk & Western Railway Pres. Frederick J. Kimball writes to VP John P. Green of the PRR calling attention to the threat posed by the Deepwater Railway and noting he is doing everything possible to keep it off Pocahontas Coal & Coke Company land and secure the cooperation of the Chesapeake & Ohio Railway in fighting it. (Lambie)
- Mar. 31, 1903 Carnegie Steel Company (Pa.) ceases operation and sells all its plants to the new Carnegie Steel Company (N.J.); subsidiary H.C. Frick Coke Company reincorporated in Pa. (AI&SI)
- Mar. 31, 1903 Cornelius Shields elected Pres. of the Consolidated Lake Superior Company, replacing F. S. Lewis, resigned. (NYT)
- Mar. 31, 1903 In a rare statement to the press, J. Pierpont Morgan tells the *New York Times* that the market is being depressed by a mass of “undigested securities,” but that they are sound, and once the public realizes this, they will resume buying. (NYT, Carosso)
- Apr. 1, 1903 Headquarters of PB&W General Superintendent E. F. Brooks moved from General Office in Philadelphia to Wilmington; located in the old Harlan mansion. (WEJ, MB)
- Apr. 1, 1903 Pennsylvania & North Western Division created from P&NW RR, Bellwood to Horatio. (MB)
- Apr. 1, 1903 West Chester Railroad, Western Pennsylvania Railroad, Downingtown & Lancaster Railroad, River Front Railroad, Turtle Creek Valley Railroad, and South Fork Railroad all merged into PRR under agreement of Jan. 14, 1903. (Val, MB)
- Apr. 1, 1903 LS&MS Board ratifies purchase of Reading Company shares. (Wheeler)
- Apr. 1, 1903 North Slippery Rock, Pa., renamed Redmond on Wolf Creek Branch. (LW tt)

- Apr. 1, 1903 “100<sup>th</sup> Street, Chicago” renamed “East Side.” (MB)
- Apr. 1, 1903 Pres. Theodore Roosevelt leaves Washington on special six-car PRR train on 1,000-mile great circle trip to California; rides in cab of locomotive No. 2408 that is hauling his special train between Altoona and Seward, Pa., including Horseshoe Curve; helper engine is coupled ahead from Altoona to Gallitzin; Roosevelt is accompanied by naturalist John Burroughs (1837-1921) as far as Yellowstone Park and back to St. Louis; train consists of a baggage car, combine *Atlantic*, diner *St. James*, section sleeper *Senegal*, compartment sleeper *Texas*, and the private car *Elysian*. (NYT, WEJ)
- Apr. 1, 1903 Pennsylvania Company contracts the use of Dock 22 at Cleveland to the Mutual Transit Company and Northern Steamship Company. (MB)
- Apr. 1, 1903 B&O begins operating freight trains over Cincinnati & Muskingum Valley Railroad between Crooksville and Zanesville. (AR, MB)
- Apr. 1, 1903 William C. Loree promoted from Superintendent of the B&O’s Chicago Division to General Superintendent of the B&O’s Pittsburgh System. (AR)
- Apr. 1, 1903 Salaries of VPs of Lines West increased by \$416 per month. (MB)
- Apr. 1, 1903 Bituminous coal rates raised 7%, with a 15 cents per ton differential in favor of the PRR over the Pocahontas roads. (RyW)
- Apr. 1, 1903 Henry Williams of the Weems Steamboat Company of Baltimore City places the *Caroline* in service on the upper Rappahannock River between Fredericksburg and Urbanna on the exact same schedule as the Peoples Steamboat Company *Tourist* but at a lower fare; a rate war and legal battle ensue, as Williams sues to have the company’s wharves on the river declared private property; the Peoples Steamboat Company is driven out of business by the end of the year, but the lawsuit continues until 1909. (Holly)
- Apr. 1, 1903 H.C. Frick Coke Company merges the American Coke Company, Continental Coke Company, South West Connellsville Coke Company, and United Coal & Coke Company. (Moody’s)
- Apr. 1, 1903 In the wake of its victory in the Anthracite Strike of 1902, an invigorated United Mine Workers of America wins a 10% increase in the Central Competitive Field, the 8-hour day in Central Pennsylvania, and the 9-hour day in the Kanawha District of W.Va. (NYT, McDonald)
- Apr. 4, 1903 Last day of service at PRR’s Paschal, South Street, Engleside and Ridge Avenue stations in Philadelphia because of the loss of short-haul passengers to trolleys. (Guide, MB)

- Apr. 4, 1903 Bradley Jct. & Grant RPO established. (Kay)
- Apr. 1903 Second track on Delaware Railroad opens as far as Clayton.
- Apr. 6, 1903 PRR Road Committee hears report on extending the four-track system between Thomson and Donora on the Monongahela Division and the three-track system from Donora to West Brownsville. (MB)
- Apr. 6, 1903 PRR opens YMCA annex on 9th floor of new Annex Building at Broad Street Station to compensate for closing of 40th Street Station, the most convenient access to the main PRR YMCA building in West Philadelphia. (Wilson)
- Apr. 6, 1903 Central Indiana Railway organized; Joseph Robinson, Pres. (MB)
- Apr. 6, 1903 Ground broken for the Market Street Subway at 23<sup>rd</sup> Street in Philadelphia. (SEPTA)
- Apr. 6, 1903 Committee of landowners in Willistown, Tredyffrin and Easttown Townships, Chester County, mostly members of the Philadelphia elite who have country homes there, issues a circular soliciting signatures to block the Philadelphia & Western Railroad from obtaining a right of way. (DeGraw Coll)
- Apr. 7, 1903 Commissioners appointed by the Appellate Division of the New York Supreme Court to pass on the PRR's station plans end their public hearings; property owners still protest that their rights are not protected, that an unlimited franchise is illegal, etc. (NYTrib)
- Apr. 7, 1903 PB&W Board authorizes change of alignment at Bellevue, Del. (MB)
- Apr. 7, 1903 Second track on Delaware Railroad extended for eight miles south of Clayton. (WEJ)
- Apr. 7, 1903 NYP&N Board authorizes purchase of tugboat *Abram Minis* now at Savannah, Ga. (MB)
- Apr. 7, 1903 Future freight traffic officer Charles T. Mackenson, Jr. (1886-1940) joins the Cumberland Valley Railroad as a clerk in the Freight Dept. (PRRBio)
- Apr. 7, 1903 N.Y. Gov. Odell signs a bill for a referendum on replacing the Erie, Champlain and Oswego Canals with a 1,000-ton barge canal, to be financed by a \$101 million bond issue. (Whitford)
- Apr. 8, 1903 PRR Board authorizes construction of third and fourth track between Thomson and Donora and third track between Donora and West Brownsville on Monongahela Division. (MB)

- Apr. 8, 1903 PRR grants trackage rights between east property line of Westinghouse Electric & Manufacturing Company and Stewart Station, about 4.0 miles, to Security Investment Company retroactive to June 1, 1902. (Val)
- Apr. 8, 1903 Norfolk & Western Railway Pres. Frederick J. Kimball gives orders to stake out a line along Widemouth Creek to preempt the route of the Deepwater Railway. (Lambie)
- Apr. 9, 1903 U.S. Circuit Court of Appeals in St. Paul rules unanimously that the Northern Securities Company violates the Sherman Antitrust Act; the ruling contributes to the so-called "Rich Man's Panic" in the fall. (RRGaz, Strouse)
- Apr. 9, 1903 Baltimore, Chesapeake & Atlantic Railway Board reports sale of the steamboat *Nanticoke* to the Albemarle Steam Navigation Company. (MB, Burgess)
- Apr. 11, 1903 Col. Charles W. Raymond appoints a subcommittee of the Board of Tunnel Engineers to confer with the new Committee on Terminal Operations. (SRea)
- Apr. 13, 1903 Richmond, Fredericksburg & Potomac Railroad opens double track between Acca and Glen Allen. (AR)
- Apr. 14, 1903 Pennsylvania creates a Dept. of Mines to regulate both the anthracite and bituminous coal industries. (PL)
- Apr. 15, 1903 Pennsylvania act creates the State Highway Dept. to extend assistance to the counties and townships in building and maintaining roads. (PL, Plummer)
- Apr. 1903 Kent Island station renamed Love Point on Queen Anne's Railroad. (Guide)
- Apr. 1903 Tourist Bureau runs largest guided tour to date; 800 people to California in seven special trains.
- Apr. 1903 Altoona Shops placed on 9-hour days with Saturdays off for lack of work. (RyW)
- Apr. 1903 Philadelphia-West Chester commuter train No. 211, leaving Broad Street Station at 4:42 PM, is known by employees as the "Billion Dollar Express," as it is the train used by the wealthiest Main Line executives, including Pres. A. J. Cassatt; passengers to Ardmore include Effingham B. Morris, Pres. of Girard Trust; to Haverford, Pres. Cassatt, Clement A. Griscom, Joseph G. Darlington of the Union League, Gen. Loudon Snowden; to Bryn Mawr, Samuel Rea, Theodore N. Ely, Rudolph Ellis of Fidelity Trust, B. Frank Clyde; to Rosemont, William H. Joyce, Gen. John Brooke, John B. Garrett of Lehigh Valley Railroad, and John H. Converse of Baldwin; to Radnor, William A.

Patton, James W. Paul of Drexel & Co.; those with no station listed include Henry Tatnall of Franklin Bank, John P. Green, Charles E. Pugh, who usually shares a seat with ex-Gov. Pattison, and Charles Hartshorne of the Lehigh Valley Railroad; summer-only commuters include Charles H. and Edwin Cramp and Charles C. Harrison (all to Devon), Lincoln Godfrey, George H. McFadden and Edward H. Browning (Bryn Mawr); Henry and Joseph Coates (no place), Henry C. Biddle (Paoli) and Samuel R. Shipley (West Chester). (PhilaPress)

- Apr. 1903 J.P. Morgan & Co. proposes to purchase 200,000 shares of the Lehigh Valley Railroad, to be divided 5/8 to NYC&HR, 1/4 to Reading, 1/16 to Erie Railroad, and 1/16 to DL&W; actually only 80,000 shares or an additional 10% of the LV are purchased. (Wheeler)
- Apr. 16, 1903 Orangeville & Watsonstown RPO cut (?) to Millville & Watsonstown RPO. (Kay)
- Apr. 16, 1903 Weems Steamboat Company of Baltimore City sues Peoples Steamboat Company in Circuit Court of Eastern District of Virginia to prevent it from stopping its boat *Tourist* at 13 wharves owned by Weems Line on the Rappahannock River. (MB)
- Apr. 17, 1903 Falls City Belt Line Railway deeds land for extension of Byrne Track from 18th to 28th Streets, Louisville, to Pennsylvania Land Company; conveys franchise to L.L. Gilbert and C.H. Gibson, trustees. (Church)
- Apr. 17, 1903 Susquehanna Coal Company Board authorizes selling 4,000 tons per month each through J.L. Langdon & Co. and W.L. Scott & Co. and 25,000 tons through Boyd, Stickney & Co. to maintain its western markets this season. (MB)
- Apr. 18, 1903 Pres. Cassatt and VP W.W. Atterbury appoint a third New York Terminal Operating Committee to work with Tunnel Engineers' Subcommittee in developing tunnel clearances, signals and operating problems; consists of Theo. N. Ely, W.H. Baldwin, D.S. Newhall, A.W. Gibbs and Axel S. Vogt. (SRea, NYT)
- Apr. 20, 1903 Pres. Cassatt, VPs Pugh, Prevost, and Rea, General Manager W.W. Atterbury and engineers William H. Brown and Joseph T. Richards travel to the Susquehanna River to inspect site of Fairview (Enola) Yard. (RyW)
- Apr. 20, 1903 Pennsylvania Company Executive Committee authorizes extending the ore storage trestle at Sandusky. (MB)
- Apr. 20, 1903 Responding to a petition from William Randolph Hearst, the ICC begins hearings on the anthracite coal combination; the companies refuse to produce

the percentage contracts or the Temple Iron Company contract; the ICC then applies to the U.S. Circuit Court. (NYT, EJones)

- Apr. 20, 1903 Future PRR official and Norfolk & Western Railway Pres. Herman H. Pevler (1903-1978) born at Waynetown, Ind. (RyAge)
- Apr. 22, 1903 New (present) building of the New York Stock Exchange opens at the southwest corner of Broad & Wall Streets. (Stokes)
- Apr. 23, 1903 Special committee reports to Appellate Division of New York Supreme Court approving the plan of PRR for Penn Station and crosstown tunnels under 32nd & 33rd Streets. (NYT)
- Apr. 23, 1903 LS&MS Board authorizes the purchase of up to 125,000 shares of the Lehigh Valley Railroad at 45 through J.P. Morgan & Co.; actually only 80,000 shares are bought in 1903, of which the LS&MS gets 50,000 shares. (Wheeler)
- Apr. 23, 1903 "BO" ("SLOPE") Tower placed in service at west end of Altoona at junction of passenger and freight main tracks. (Loeb)
- Apr. 24, 1903 West Jersey & Seashore Railroad Board authorizes replacing existing track with light trolley rails from Hartford Avenue to Jackson Avenue and from the upper end of Atlantic Avenue to the Inlet at Atlantic City. (MB)
- Apr. 24, 1903 J. Pierpont Morgan embarks on his annual trip to Europe. (NYT)
- Apr. 26, 1903 LIRR opens new Long Island City terminal station to replace the one destroyed by fire. (AR)
- Apr. 26, 1903 Baltimore, Chesapeake & Atlantic Railway begins daily year-round service to Ocean City, Md.; previously ran only twice a week east of Berlin in off season. (Guide)
- Apr. 27, 1903 Kinkora & New Lisbon Railroad incorporated in New Jersey under articles dated Apr. 20 as a reorganization of the Columbus, Kinkora & Springfield Railroad. (C&C)
- Apr. 27, 1903 Metropolitan Jockey Club opens Jamaica Racetrack near the LIRR. (Trager)
- Apr. 28, 1903 LIRR appoints L.V. Morris Engineer, replacing J. T. Stuart; authorizes negotiating the sale of its south track between Bushwick Jct. and Glendale to New York Connecting Railroad. (MB)
- Apr. 29, 1903 Elbert H. Gary of United States Steel Corporation writes to Pres. A. J. Cassatt offering a settlement of differences over the Gould contract and the PRR's ownership of steel mills; actually not accomplished for nearly two years. (Wheeler)



- Apr. 29, 1903 Pennsylvania Company announces it will establish a central car tracing bureau on Lines West and take that duty from the division superintendents. (RyW)
- Apr. 29, 1903 Central Pennsylvania Lumber Company incorporated with a main office at Williamsport; it builds a large sawmill complex at Sheffield, Pa., at the junction of the PRR and the Tionesta Valley Railroad. (Casler/Kline)
- Apr. 30, 1903 PCC&StL Railway agrees to acquire all the stock of the Meadow Lands & Zedicker Railroad and build it. (MB)
- Apr. 30, 1903 Lake Erie & Pittsburgh Railway incorporated in Ohio under articles dated Apr. 29 to build between Lorain and Lowellville, Ohio, via Youngstown with a dock property at Lorain; speculative project loosely affiliated with George J. Gould's transcontinental railroad scheme. (Church, MB, C&C)
- Apr. 30, 1903 Superior Court of Cincinnati rules that PRCC&StL is entitled to securities of Little Miami Railroad for betterments made on Columbus & Xenia Railroad, Dayton & Western Railroad, and Dayton, Xenia & Belpre Railroad in friendly suit. (Church)
- Apr. 30, 1903 Three-day dedication ceremonies mark ground breaking for the Louisiana Purchase Exposition at St. Louis. (LW tt)
- May 1, 1903 J. B. Hutchinson, begins serving as Assistant to Second VP after three-month leave; also becomes Pres. of Mutual Fire, Marine & Inland Insurance Company of Philadelphia, in which PRR has an interest. ( , PaNews).
- May 1, 1903 Altoona Shops return to 10-hour days and 6-day weeks. (RyW)
- May 1, 1903 Trolley line opens between Baltimore and Sparrow's Point, competing with PRR. (ATO)
- May 1, 1903 Calvin N. Payne begins operating the Lakeville Branch of the Western New York & Pennsylvania Railway under an agreement of May 11, 1903. (C&C)
- May 1, 1903 Pittsburgh, Shawmut & Northern Railroad's Clarion River Division bridge connecting with the PRR and Erie at Croyland, Pa., is destroyed by fire, breaking the connection; traffic is detoured over the Buffalo, Rochester & Pittsburgh Railway until the bridge is replaced late in 1905. (RRH 92)
- May 1, 1903 First PRR timetable showing Central Indiana Railway between Muncie and Brazil; no through service; trains operate Lebanon-Muncie and Anderson-Brazil without making connections. (first tt)
- May 1, 1903 Chicago, Indianapolis & Louisville Railway (Monon) obtains trackage rights

- over Indianapolis & Vincennes between Gosport Jct. and Switz City for coal trains. (Church)
- May 1, 1903 George L. Potter promoted from General Manager to Third VP of B&O; Clifford S. Sims (1868-1935) appointed General Manager. (AR)
- May 1, 1903 Chicago, Rock Island & Pacific Railroad and Rock Island Company acquire control of the St. Louis & San Francisco Railroad from B. F. Yoakum at 120 per share. (Lyford)
- May 2, 1903 Supervision of Penn Station excavation assigned to Alfred Noble. (AJC 32/43)
- May 2, 1903 PRR YMCA dedicates new athletic field at Belmont & Parkside Avenues in West Philadelphia, replacing the old field at 52nd Street, closed to expand 46th Street Yard. (Wilson)
- May 2, 1903 Automatic block signals (semaphores) placed in service between Philadelphia (Grays Ferry) and Holly Oak on Maryland Division. (AR, WEJ)
- May 3, 1903 NYC&HR Electric Traction Committee adopts a standard for an over-running third rail; however William J. Wilgus eventually comes to see that an under-running rail will be better protected from ice and snow and be less easy for workers to accidentally step on, and asks Frank J. Sprague to help him design such a rail; the NYC will have the only under-running third rail in the New York area. (Middleton/RLHS)
- May 4, 1903 Mayor Seth Low accepts NYC&HR's plan for Grand Central Terminal at public hearing. (RyW)
- May 4, 1903 Pennsylvania Company Executive Committee authorizes second track between Beaver and East End (14.0 miles) on the Cleveland & Pittsburgh Division, and between Kenwood and Wampum on the Erie & Ashtabula Division. (MB)
- May 4, 1903 Toledo Railway & Terminal Company agrees for use of Maumee Connecting Railroad, and industrial line controlled by Toledo Furnace Company. (Church)
- May 5, 1903 Zanesville & Western Railway conveys to Toledo, Walhonding Valley & Ohio Railroad 0.92 mile of track between C&AC Crossing and Woodland Avenue, Columbus reserving joint use for itself and Toledo & Ohio Central Railway. (Church, GrnkBk)
- May 6, 1903 Joint ATO and AFTO report on preference freights recommends: 1) a system of special yards for preference freight, one near Harrisburg where sections from New York, Philadelphia and Baltimore can be combined, one at Altoona and one near Pittsburgh; 2) separate locomotives assigned to preference freights; 3) separate accounts for preference freights; 4) a new transfer station

near Harrisburg; 5) reducing the classes of trains from four (fast & slow passenger, fast & slow freight) to three by running fast freight and slow passenger trains at the same speed. (ATO)

- May 6, 1903 William J. Wilgus submits estimate for Grand Central Terminal project of \$43.5 million. (Wilgus)
- May 6, 1903 New York Short Line Railroad incorporated in Pa. to build a low grade line for the Reading between Cheltenham on the Philadelphia, Newtown & New York to Neshaminy Falls on the North Pennsylvania, avoiding the grades on the longer route via Jenkintown. (Rdg)
- May 6, 1903 Stock of the Consolidated Lake Superior Company rallies on a report of the Finance Committee consisting of Henry K. McHarg, Edwin J. Berwind and Samuel Rea; Rea has just returned from Sault Ste. Marie and says that he is satisfied with Pres. Cornelius Shields' new management. (NYT, C&FC)
- May 7, 1903 New York legislature prohibits use of steam locomotives on NYC&HR Park Avenue line south of the Harlem River by July 1, 1908; also provides the power to regrade the streets and make other changes necessary to construct the new Grand Central Terminal. (PL)
- May 7, 1903 PCC&StL Railway Executive Committee approves making an agreement to operate the Chicago, Indiana & Eastern Railway for 10 years from May 8, 1903. (MB)
- May 7, 1903 Moore-Reid Syndicate's Rock Island Company (N.J.) agrees to buy the Southern Pacific lines in Texas and to buy control of the St. Louis & San Francisco Railroad by an exchange of stock. (Hayes)
- May 9, 1903 Special New York act creates Brooklyn Grade Crossing Commission and authorizes the "Bay Ridge Improvement," a grade crossing elimination program between Fresh Pond and Bay Ridge, plus Manhattan Beach Branch on LIRR, and the "Brighton Beach Improvement," elevating the tracks of the Brighton Beach line of the Brooklyn Union Elevated Railroad; of the five Commission members, one is to be a civil engineer and one each is to be nominated by the LIRR and the Brooklyn Heights Railroad (BRT interests); the Manhattan Beach Branch of the LIRR is to be relocated onto a joint embankment with the Brighton Beach elevated line between Avenue M and Neptune Avenue; the city is to contribute \$3.75 million. (Val, NYState, AR)
- May 9, 1903 Mayor Seth Low vetoes a bill that would have extended the Atlantic Avenue Commission for several years. (NYT)
- May 9, 1903 Youngstown & Southern Railway incorporated in Ohio as an electric interurban line. (Moody)

- May 10, 1903 PRR begins summer-only through coach service between Indianapolis and French Lick Springs, Ind., a popular resort, running over the Monon from Gosport Jct. (tt)
- May 11, 1903 New westbound gravity yard at East Altoona opens; "WJ" Tower ("HOMER") opens controlling hump and west end of receiving yard. (AR, Loeb)
- May 11, 1903 Western New York & Pennsylvania Railway leases operation of Lakeville Branch (Lakeville-Tyronville) to Calvin N. Payne for 15 years, retroactive to May 1, 1903; Payne operates passenger trains and maintains branch. (MB, C&C, Val)
- May 12, 1903 Northern Central Connecting Railroad incorporated to build a proposed freight bypass line up west bank of Susquehanna River from Aqueduct on PRR main line to Selinsgrove Jct. using the bed of the old Pennsylvania Canal as far as Duncan's Island. (MB, AR)
- May 12, 1903 Buckhannon & Northern Railroad, controlled by Little Kanawha Syndicate, contracts for construction from Pentress, near Blacksville on the Pa.-W.Va. state line, to a point 4.5 miles from Belington, W.Va. (79.5 miles); George J. Gould is refusing to put more money into the Little Kanawha Syndicate; Joseph Ramsey turns from building the Little Kanawha Railroad to building the B&N south from Bishop to Belington. (Church, Snyder)
- May 12, 1903 First of three PRR special tours leaves New York carrying delegates to the Presbyterian General Assembly in Los Angeles; runs westbound via D&RG Royal Gorge Route and Union Pacific and returning via Seattle and Yellowstone Park; in deference to Presbyterian sensibilities, trains do not run on Sundays. (NYT)
- May 12, 1903 Trenton & New Brunswick Turnpike reports that it has deeded portions of its road to West Windsor and Lawrence Townships. (MB)
- May 12, 1903 Edward H. Harriman elected a director of the Delaware & Hudson Company. (CntryofPrgrss)
- May 12, 1903 The great Hammond packing house at Hammond, Ind., closes. (Howat)
- May 13, 1903 PRR Board authorizes automatic block signals between Stewart and Larimer; realignment between Aspinwall and Etna on West Pennsylvania Division. (MB)
- May 13, 1903 Appellate Division of New York Supreme Court approves last damage awards for Penn Station project. (Seyfried)

- May 13, 1903 Second of three PRR special tours leaves New York carrying delegates to Presbyterian General Assembly in Los Angeles; runs westbound via D&RG Royal Gorge Route and San Francisco and returns via Santa Fe; third train leaves same day, running westbound via Santa Fe and eastbound via D&RG. (NYT)
- May 13, 1903 Zanesville & Western Railway obtains running rights over Zanesville Terminal Railroad between Zanesville and Spangler. (Church - GrnBk says Z&W leases ZT 5/15 retro to 11/1902)
- May 13, 1903 Norfolk & Western Railway refuses to sell the Deepwater Railway a right of way across the land of its subsidiary Pocahontas Coal & Coke Company; the Deepwater takes the issue to court and secures a condemnation before the end of the year; in the testimony, Deepwater Railway Chief Engineer W. Nelson Page testifies that he is the sole surviving trustee of the Loup Creek Land Company, once owned by the late Abram S. Hewitt, and the Loup Creek Land Company owns the Deepwater Railway. (Lambie)
- May 14, 1903 Princeton & Kingston Branch Turnpike Company as Reorganized deeds remaining road between Trenton and Princeton to the public. (NJCorp)
- May 14, 1903 Trenton & New Brunswick Turnpike Company deeds road to the public. (NJCorp)
- May 14, 1903 Lake & River Railway Board ratifies location between Youngstown and Akron, between Ashland and New London, and between Cleveland, Akron & Columbus Railway in Wayne County to eastern boundary of Stark County. (Church)
- May 15, 1903 Last through freight train runs over the old line through Wilmington, Del. at 8:00 AM. (WEJ)
- May 15, 1903 Collision between the *Caroline* of the Weems Steamboat Company of Baltimore City and the *Tourist* of the Peoples Steamboat Company at Port Royal, Va. (Holly)
- May 15, 1903 All the assets of the subsidiary companies of the National Asphalt Company sold at foreclosure to the reorganization committee for \$6,000,600; reorganized as the General Asphalt Company. (Dewing)
- May 1903 Norfolk & Western Railway Pres. Frederick J. Kimball first hears that Standard Oil millionaire Henry H. Rogers is the power behind the Deepwater Railway. (Lambie)
- May 1903 Two months of sporadic comparative tests of the Westinghouse and New York high-speed air brakes begin on the CNJ at Atsion, N.J.; test trains are 3 or 6

cars with runs up to 80 MPH. (WABCO)

- May 23, 1903 J. Pierpont Morgan, Marcus A. Hanna and other conservative Republicans try to draft Grover Cleveland to run against Theodore Roosevelt in 1904; Cleveland refuses, and Hanna's death in Feb. 1904 ends the movement. (Strouse)
- May 16, 1903 PRR signs agreement with Hudson & Manhattan Railroad permitting it to build a tunnel and station at Exchange Place under PRR's Jersey City Terminal in return for carrying PRR passengers and baggage to New York; at this point, there is no indication that the H&M will build further west. (CntrctFile, MB)
- May 16, 1903 Frederic Thompson (1873-1919) and Elmer "Skip" Dundy open Luna Park, the most lavish of the Coney Island amusement parks thus far, on a 38-acre site in West Brighton Beach formerly occupied by Sea Lion Park, which had closed at the end of the 1902 season, and the Elephantine Colossus, that had burned down in 1896; at night, it is illuminated with over 1 million light bulbs; Thompson and Dundy had developed a cyclorama called "A Trip to the Moon" for the 1901 Pan American Exposition. (Trager, Cudahy, Immerso)
- May 17, 1903 First two tracks of twenty-one span stone four-track arch bridge opens across Raritan River at New Brunswick, replacing 1896 iron deck truss. (AR, CityofNBruns)
- May 18, 1903 PCC&StL Railway Executive Committee authorizes the purchase of the Falls City Belt Line Railway for \$41,000 for the purpose of extending the Byrne Track in Louisville. (MB)
- May 19, 1903 U.S. Circuit Court of Appeals reverses lower court and rules that PRR has a legal right to remove Western Union poles and wires from its right-of-way; Western Union plans appeal to Supreme Court. (NYT)
- May 19, 1903 New York City grants NYC&HR subsurface rights between 42<sup>nd</sup> Street and 47<sup>th</sup> Street and Madison Avenue to Lexington Avenue. (Condit)
- May 19, 1903 Buick Motor Company incorporated by David Dunbar Buick (1854-1929), a skilled mechanic, and the Briscoe Brothers of Detroit; the Briscoes soon sell the company to James H. Whiting of the Flint Wagon Works. (May)
- May 20, 1903 Theodore N. Ely and J.J. Turner leave Philadelphia for St. Louis to examine the site for the 1904 World's Fair and consider the PRR's exhibit. (RyW)
- May 20, 1903 Zanesville, Marietta & Parkersburg Railroad located from Zanesville, Ohio, to connection with Marietta, Columbus & Cleveland Railroad at Sharpsburg. (Church)

- May 21, 1903 Pres. A. J. Cassatt orders all Western Union Telegraph Company poles and wires along PRR Lines East cut down; involves 15,000 miles of wire, 90,000 poles and other equipment worth \$750,000; Western Union loses \$350,000 in annual revenue. (NYT - from 1917)
- May 21, 1903 PRR begins pulling down all Western Union poles and 25,000 miles of telegraph wires along its system; then sends Western Union a bill for this expense; poles are pulled down with locomotives, cut up and burned; the order is given between 10:00 and 11:00 AM and work is under way across Lines East by 5:00 PM and completed within about 24 hours; represents only about 1% of Western Union's system; greatest disruptions are in Pennsylvania. (temp. injunction expires 5/21); J. Pierpont Morgan is said to have informed Cassatt, "I do not like George Gould, but I do not like a man who destroys \$500,000 of vested property." (NYT, ATO)
- May 21, 1903 Double-tracked Shellpot Branch put in full operation at 12:00 N, and Edge Moor Yard fully opened; freight traffic removed from West Yard on south side of Wilmington, Del., which becomes a passenger yard; within two days, Edge Moor becomes so congested that PRR has to embargo cars for several days, and men are unfamiliar with new routines of working a hump yard. (WEJ)
- May 21, 1903 Cherry Tree & Dixonville Railroad Company incorporated to construct coal mine branches in central Pennsylvania; owned 50/50 by PRR and NYC&HR. (Val, GrnBk)
- May 21, 1903 "\_\_\_" ("RAGAN") Interlocking opens at junction of main line and Shellpot Branch south of Wilmington. (WEJ)
- May 21, 1903 Pittsburgh Provision Company renamed Pittsburgh Union Stock Yards Company. (Church, MB)
- May 21, 1903 J. W. Coneys (1859-1923) appointed Assistant Superintendent of the Cleveland & Pittsburgh Division. (MB)
- May 22, 1903 PRR announces that a syndicate of Kuhn, Loeb & Co. and Speyer & Co. has taken \$75 million par value stock at \$58.75; to be first offered to stockholders at \$60; the PRR originally proposed to issue the stock without underwriting at 120% vs. a market price of 145%; when the money markets learn there is no underwriting, the market price of PRR stock falls; when it reaches 125½%, the PRR calls on bankers to form an underwriting syndicate to take any part of the issue not subscribed by the stockholders. (NYT, Wheeler)
- May 22, 1903 In a letter to a British stockholder representative, Pres. Cassatt defends his decision to cut down the Western Union poles; denies it was done in revenge for the Gould's invasion of Pittsburgh but only after a court ruling and after Western Union's long delaying tactics; says the poles were cut down to "save Western Union the expense." (AJC)

- May 22, 1903 Broad Street Subway Passenger Railway, Germantown Avenue Elevated Passenger Railway, Passyunk Elevated Passenger Railway, Ridge Avenue Elevated Passenger Railway and Frankford Elevated Passenger Railway merged into Market Street Elevated Passenger Railway. (SEPTA)
- May 23, 1903 Second track opens between Harrington and Woodside on Delaware Division. (WEJ)
- May 24, 1903 PRR inaugurates two new all-Pullman "Blue Ribbon" express trains; *Chicago Limited/Seashore Limited* Nos. 22-23 between Jersey City and Chicago, and *St. Louis Limited/New York Limited* between Jersey City and St. Louis, the latter replaces St. Louis cars on *Pennsylvania Limited*; *Chicago Limited/Seashore Limited* stop only at Germantown Jct., avoiding Broad Street Station; also begins running most New York-Washington trains through West Philadelphia without backing in and out of Broad Street Station. (Guide - Pitts subway? - no); Cincinnati sleeper added to *Pittsburgh Limited* and 2nd No. 16, *Pittsburgh Limited* added as all-Pullman train Pittsburgh to New York, replacing 2nd No. 4, *Fast Line*. (Guide, RyW, tt)
- May 24, 1903 PRR inaugurates *St. Louis Limited/New York Limited* No. 26-27, first all-first class train on the St. Louis line; consist is library-buffet-smoker, Lines West dining car, three sleeping cars and compartment-observation car. (tt, RyW)
- May 24, 1903 PRR inaugurates 90-minute service between Philadelphia and Cape May.
- May 24, 1903 PRR inaugurates summer-only parlor car service between Columbus and Sandusky, running on trans Nos. 442-445 weekdays and Nos. 460-463 Sundays; permits residents of the capital to visit the beach resorts around Put-In-Bay; service runs through the end of the 1916 season, when it is discontinued because of World War I. (LW tt)
- May 24, 1903 Richmond, Fredericksburg & Potomac Railroad opens double track between Glen Allen and Ashland. (AR)
- May 26, 1903 Richmond-Washington Company Board approves the location of what will become Potomac Yard. (MB)
- May 26, 1903 Federal court makes the antitrust injunction against the meat-packers permanent; it is upheld by the U.S. Supreme Court on Apr. 11, 1905. (FoodInvestigation)
- May 27, 1903 Pres. A. J. Cassatt informs the Board that the depression in the stock market has interfered with the sale of PRR stock, which has fallen to 63½ in the last week; therefore have agreed on May 26 with Speyer & Co. and Kuhn, Loeb & Co. to take all of new stock issue at 60 to ensure adequate return to PRR for



- construction projects. (MB)
- May 27, 1903 PRR Board authorizes branch from Livermore on Western Pennsylvania Division to Jacksonville; authorizes 12 new tracks in westbound classification yard at Blair Furnace. (MB)
- May 27, 1903 PRR leases the lot north of Glenwood Avenue between Clearfield Street & Park Avenue to the Germantown Junction Elevator & Warehouse Company for the purpose of building a grain elevator. (MB)
- May 27, 1903 New York & Rockaway Railroad (Jamaica-Far Rockaway) sold at foreclosure to John McKinney. (MB, C&C)
- May 28, 1903 LIRR opens Atlantic Avenue Improvement between East New York and Atkins Avenue. (AR)
- May 28, 1903 William G. McAdoo presents a proposal for downtown Hudson Tubes from Exchange Place to Cortlandt Street to the New York State Board of Rapid Transit Commissioners. (NYT)
- May 28, 1903 Northern Central Railway Board authorizes a subscription for 7,000 shares of the Northern Central Connecting Railroad at par 50; authorizes a spur off the Fagely Branch to the colliery of the Greenough Red Ash Coal Company. (MB)
- May 30, 1903 New, improved boardwalk opens at Asbury Park, N.J., after James P. Bradley relinquishes title to the beachfront; with the resort becoming more popular and secular, businessmen are chafing under Ocean Grove's blue laws that bar liquor within a mile of Wesley Lake and prohibit Sunday trains; NY&LB Superintendent Rufus Blodgett (1834-1910) says there will be no Sunday service to Asbury Park as long as he lives, but he is forced to institute it next year. (NYT)
- May 30, 1903 Brooklyn Rapid Transit Company begins running el cars from the Broadway Elevated to 168<sup>th</sup> Street, Jamaica, via the ramp at Crescent Street and Jamaica Avenue; street running of el cars stopped by ordinance of Dec. 8, 1903. (Seyfried)
- Spring 1903 Warren & Wetmore, society architects, submit their own design for Grand Central Terminal, copying many elements of the Reed & Stem plan but with fancier Beaux Arts detailing; Whitney Warren (1864-1943) is cousin of director William K. Vanderbilt; his partner is Charles Wetmore (1866-1941). (Schlichting, Nevins)
- Spring 1903 Cincinnati, Lebanon & Northern Railway completes second track from Avondale Jct. to crossing of B&O in East Norwood. (Hauck)

- June 1, 1903 Pittsburgh Terminal Division of Lines West abolished, and H. A. Jaggard appointed to the new post of General Agent of Lines West at Pittsburgh. (MB)
- June 1, 1903 Superintendent of Pittsburgh Terminals abolished and lines returned to jurisdictions of various divisions entering Pittsburgh; Altoona Division abolished and merged into Middle Division; Dock Street, Harrisburg-east end of Rockville Bridge ceded from Middle Division to Philadelphia Division; headquarters of Middle Division moved from Harrisburg to second floor annex of Logan House at Altoona; headquarters of Philadelphia Division moved from West Philadelphia to Harrisburg. (MB, AR, PaNews)
- June 1, 1903 John B. Thayer, Jr., (1862-1912) is named to the new office of Fifth VP with supervision of the Passenger and Freight Depts. and Union and Empire Lines, with overall supervision by Third VP Sutherland M. Prevost; object is to prevent further freight congestion. (MB, NYT)
- June 1, 1903 Freight and Passenger Depts. reorganized; post of Passenger Traffic Manager created replacing General Passenger Agent as department head; James R. Wood promoted from General Passenger Agent to the new post of Passenger Traffic Manager; George W. Boyd promoted from Assistant General Passenger Agent to General Passenger Agent; Joseph G. Searles (1848-1911) named to new post of General Coal Freight Agent; George D. Dixon (1857-1937) named Freight Traffic Manager, replacing William H. Joyce (1854-1922), resigned for health; Edwin P. Bates (1861-1936) to General Freight Agent; Robert C. Wright (1869-1924) to Assistant General Freight Agent; David N. Bell (1868-1929), formerly Tourist Agent, to Special Assistant to the General Passenger Agent; Charles R. Rosenberg (1868- ) promoted from Tourist Agent to head of the Tourist Bureau; *Wall Street Journal* later notes that Joyce was forced into retirement by Pres. Cassatt because he was a strong advocate of the rebate system. (MB, PRRBio, WSJ)
- June 1, 1903 Transportation Dept. reorganized: post of General Agent at Pittsburgh for Lines East & West created for Herbert A. Jaggard (1865-1936) to replace General Superintendent of Pittsburgh Terminals; Robert M. Patterson appointed to new post of Superintendent of Freight Transportation; Charles M. Sheaffer (1858-1943) appointed Superintendent of Passenger Transportation; Andrew Keiser (1861-1933) appointed Superintendent of Telegraph, replacing Sheaffer; Engineer of Maintenance of Way Joseph T. Richards promoted to new post of Chief Engineer of Maintenance of Way; Alexander C. Shand (1858-1930), formerly Superintendent of Altoona Division, promoted to Engineer of Maintenance of Way replacing Richards; William McCaleb (1862-1947) named Superintendent of Philadelphia Division, replacing Thomas Gucker (1844-1903) relieved at own request because of ill health and assigned to special duties in the General Manager's office; Cecil .A. Preston named Superintendent of Middle Division, replacing McCaleb; Henry P. Lincoln (1858- ) named Superintendent of Eastern Division, P&E &

- Susquehanna Division, N.C., replacing Preston; W.G. Coughlin (1862- ) named Superintendent of Elmira & Canandaigua Divisions, replacing Lincoln; James Buckelew (1864-1948) named Principal Assistant Engineer of the PB&W. (MB, AR)
- June 1, 1903 George A. Walker (1865- ) named Assistant Treasurer. (PRRBio)
- June 1, 1903 Jurisdiction of all Lines East staff officers extended over PB&W; Alphonse Feldpauche relieved as Principal Assistant Engineer of PB&W after he goes blind and is replaced by James Buckelew; Feldpauche is named Secretary of the Association of Transportation Officers where his blindness is not considered a handicap. (AR, ATO)
- June 1, 1903 First departments move from old car shops on Front Street in Wilmington to new Wilmington Shops north of city. (WEJ)
- June 1, 1903 Richmond-Washington Company issues \$11 million in Collateral Trust bonds, of which \$4 million are to be applied to improving the line between Richmond and the Potomac River. (MB)
- June 1, 1903 PRR and Pittsburgh & Lake Erie sign agreement for joint control and operation of the Monongahela Railroad and the Masontown & New Salem Railroad; PRR subleases Masontown & New Salem Railroad to Monongahela Railroad. (MB, Church)
- June 1, 1903 Monongahela Railroad assumes operation of the Connellsville & Monongahela Railway between Moser Run Jct. and Low Phos from the PRR as sublessee. (Church)
- June 1, 1903 Pennsylvania Company agrees to extend Indianapolis & Vincennes Railroad to Atlas No. 2 Mine of Johnson Coal Mining Company, from Summit Branch Extension of Greene County Coal Branch. (Church)
- June 1, 1903 Union Stock Yard & Transit Company of Chicago grants use of its tracks to the PCC&StL, Pennsylvania Company, and other railroads. (Church)
- June 1, 1903 Winslow & Cape May RPO established on Atlantic City Railroad. (Kay)
- June 1, 1903 Francis D. Casanave (1843-1911) resigns as General Superintendent of Motive Power of B&O. (AR)
- June 1, 1903 Toledo, Peoria & Western Railway grants trackage rights to Keokuk & Western Illinois Electric Company between Warsaw and Keokuk & Hamilton Bridge; electric company installs trolley poles and operates interurban cars over TP&W between Warsaw and Hamilton until 1928. (Church, Stringham)

- June 1, 1903 South Brooklyn Railway leased to the Brooklyn Heights Railroad Company; operation by LIRR ends. (NYState)
- June 1, 1903 Noted Pennsylvania geologist J. Peter Lesley (1819-1903) and brother of the late PRR Secretary Joseph Lesley (1831-1889) dies at Milton, Mass. (ancestry.com)
- June 2, 1903 Cherry Tree & Dixonville Railroad receives letters patent. (C&C)
- June 2, 1903 Western Union Telegraph Company contracts on Lines West expire; Western Union sues and gets injunction to stop ouster. (Church)
- June 3, 1903 NYC&HR presents plans for Grand Central Terminal to New York Board of Estimate, covering a two-level station and yard, but not details of aboveground station building; the lower level has 8 tracks with a short radius turning loop and connection to the IRT subway. (NYT, Wilgus)
- June 3, 1903 Failure of Toronto brokers Ames & Co. forces them to dump their stocks on an already jittery market worried about higher interest rates and Pres. Roosevelt's trust-busting rhetoric. (NYT, dailyfinance.com)
- June 4, 1903 Freight car repair forces move from 4th Street, Wilmington, to new Wilmington Shops north of city. (WEJ)
- June 4, 1903 Pres. A. J. Cassatt elected a director of new Public Service Corporation of New Jersey, a northern New Jersey public utilities and traction combine; replaces his directorship in predecessor North Jersey Street Railway Company. (NYT)
- June 4, 1903 Government reports predicting a poor cotton crop and a poor corn crop in Missouri contribute to market jitters; PRR falls to 123¼ for the first time in many years. (NYT)
- June 5, 1903 Pres. Roosevelt returns to Washington via PRR in his private train after his extended western vacation and speaking tour. (Morris)
- June 8, 1903 Pennsylvania, New York & Long Island Railroad lets contract for Manhattan shaft of East River Tunnels to United Engineering & Contracting Company; Pennsylvania, New Jersey & New York Railroad lets contract for Weehawken shaft of Hudson River Tunnels to same company. (AJC 32/20)
- June 8, 1903 LIRR conveys one track between Glendale and Bushwick Jct. to New York Connecting Railroad so that the New York Connecting Railroad may be eligible for a franchise from the New York Board of Rapid Transit Commissioners; however, the track itself is leased back to the LIRR on May 31, 1904. (MB, NYState)

- June 8, 1903 PRR Road Committee hears a report on building a consolidated repair shop for locomotives and cars for the New York, Belvidere and Amboy Divisions at East Trenton; authorizes building an interlocking plant at the west end of the Schuylkill River Bridge (“C”?) and at the north end of the New York-Washington tunnel line at Powelton Avenue. (MB)
- June 8, 1903 Lines West Executive Committee authorizes an additional track in the Carnegie, Pa., coach yard. (MB)
- June 8, 1903 Indianapolis & Vincennes Railroad Board authorizes a 5,500-foot connecting track connecting the Greene County Coal Branch with the Atlas No. 2 mine of the Johnson Coal Company. (MB)
- June 9, 1903 First train passes over new elevated line through South Chester between Lamokin and Thurlow. (WEJ)
- June 9, 1903 PRR presents plans for new station at East Liberty to Pittsburgh City Councils. (HistPitts)
- June 9, 1903 Citizens Water Company of Dauphin Borough, Citizens Water Company of Middle Paxton Township, Citizens Water Company of Susquehanna Township merged to form Dauphin Consolidated Water Supply Company; is to supply water to PRR at Enola and Harrisburg and to towns of Dauphin, Rockville, etc. (MB)
- June 9, 1903 Sell-off spreads on Wall Street. (NYT)
- June 10, 1903 PRR Board approves \$100,000 for exhibit at Louisiana Purchase Exposition at St. Louis; authorizes realignment between Granville and Mayes Bridges; authorizes enlargement of Olean Yard; authorizes selling a 25% interest in the Pittsburgh Union Stock Yards Company to the Pennsylvania Company and 25% to the B&O. (MB)
- June 10, 1903 United Engineering & Contracting Company begins work on 32nd Street shaft of Hudson River Tunnels. (Couper, ASCE)
- June 10, 1903 PB&W grants B&O trackage rights between Anacostia Jct. and the south end of the Long Bridge. (MB)
- June 10, 1903 PB&W Board authorizes improvements between French Street and Front & Water Streets at Wilmington; five additional tracks in Edge Moor Yard; purchase of the superstructure of the south span of the Trenton-Delaware Bridge. (MB)
- June 10, 1903 New York & North Shore Railway opens an extension between 212<sup>th</sup> Street

and the Nassau County line with horse cars. (Seyfried)

- June 10, 1903 Near-panic conditions on Wall Street; PRR closes up ½, but almost all issues are down; prices recover next day but remain unsettled. (NYT)
- June 11, 1903 United Engineering & Contracting Company begins work on Weehawken Shaft of Hudson River Tunnels. (Couper, ASCE)
- June 11, 1903 New York Connecting Railroad petitions Board of Rapid Transit Railroad Commissioners for a franchise. (MB)
- June 11, 1903 U.S. Circuit Court of Appeals refuses Western Union plea to modify its decrees permitting PRR to take down telegraph wires.
- June 11, 1903 United State Shipbuilding Company, a large combination of ship yards plus the Bethlehem Steel Company, files for receivership, the result of a dispute between Charles M. Schwab and the minority bondholders and the fact that its small shipyards are unprofitable. (Dewing)
- June 12, 1903 *New York Times* reports that the John D. Rockefeller and George J. Gould interests are buying PRR stock; rumors of a truce between Gould and PRR brokered by meetings in New York between John D. Rockefeller, who sides with Gould, and Cassatt; Kuhn, Loeb & Co. was floating \$75 million stock issue for PRR; telegraph war had contributed to PRR stock falling, endangering the new stock issue. (NYT, Davis)
- June 12, 1903 U.S. Circuit Court rules that anthracite railroads do not have to provide copies of percentage contracts with independent coal operators to ICC as they are not relevant to the question of reasonable rates and are not interstate in character. (RyW, EJones)
- June 13, 1903 Bed Avon & Baden Street Railway incorporated in Pa. in interest of Peoples Electric Street Railway to build a street railway in Ben Avon and Baden, Pa., near Pittsburgh. (MB)
- June 13, 1903 Banker Edward P. Hatch, who has emerged with full title to the former Henry Y. Attrill land between Rockaway Park and Neponsit, conveys it to the West Rockaway Land Company, which develops Belle Harbor; the westernmost part of the peninsula has been conveyed by partition to Collis P. Huntington in 1897 and sold in Jan. 1901 to Andrew K. Van Deventer. (Bellot)
- June 13, 1903 Detroit Southern Rail\_\_ opens between Lisman and Bloom Jct., Ohio, on the B&O; later part of the main line of the Detroit, Toledo & Ironton Railroad. (Meints)
- June 14, 1903 Max Riebenack, Jr., (1873-1903) Second Chief Accountant at Philadelphia,

dies of typhoid fever after 13 years service. (RyW)

- June 14, 1903 DL&W discontinues stop at Manunka Chunk, N.J., because of the difficult location at the tunnel portal (engines of eastbound trains had to stand in the tunnel while stopped at the station); DL&W begins hauling PRR passenger trains through to East Stroudsburg, Pa., with its own engines for improved connections to Pocono Mountain resorts. (Lee)
- June 14, 1903 NYC&HR inaugurates *Metropolitan* No. 58 and *New Yorker* No. 40 between Buffalo and New York. (CntrlHdlite)
- June 14, 1903 CCC&StL Railway (Big Four) places New York-St. Louis *Southwestern Limited* on 30:00 schedule; establishes No. 46 *Southwestern Special* between St. Louis and Boston. (TRRAHS)
- June 15, 1903 PRR closes 17<sup>th</sup> & Market Street freight station; to be remodeled for Adams Express Company, which now occupies the block between 16<sup>th</sup> & 17<sup>th</sup> Streets, to be vacated for expanding Broad Street Station. (RyW)
- June 15, 1903 Radnor Belt Line Street Railway incorporated to build streetcar line from Spring Mills & County Line Roads through Conestoga Road, Radnor & Chester Road, Matsons Ford Road and back to County Line Road. (MB)
- June 15, 1903 PRR and NYC&HR begin operating tri-weekly, summer-only sleeping car between Washington and Saranac Lake/Lake Placid via West Shore train from PRR's Jersey City Terminal; also daily except Sunday summer-only parlor car between Philadelphia and Oneonta via Ulster & Delaware's *Rip Van Winkle Flyer* from Jersey City. (WEJ, RyW)
- June 15, 1903 PRR grants Reading trackage rights over Cumberland Valley Railroad and Cumberland Valley & Martinsburg Railroad between Shippensburg and Winchester; Reading grants PRR trackage rights between Shippensburg and Rutherford Yard at Harrisburg; through freight service between Rutherford on Reading and Martinsburg on B&O to be performed by crews of both Reading and Cumberland Valley. (Val, Rdg)
- June 15, 1903 PRR discontinues operation of the Tipton Railroad near Tyrone on the Middle Division; operating assumed by C.O. Templeton as agent. (MB, Val, AR)
- June 15, 1903 "PG" Tower placed in service at Duquesne, Pa., on Monongahela Division. (CE)
- June 15, 1903 PRR contracts with the United States Steel Corporation to build and operate Connellsville Central Railroad between Brownsville and Low Phos, Pa. (Church)

- June 15, 1903 PCC&StL Railway acquires control of Meadow Lands & Zediker Railroad. (Church)
- June 15, 1903 Pennsylvania Terminal Railway Company incorporated in Kentucky for purpose of acquiring Byrne Track on Arbegust Avenue, Louisville, and extending it to various industries and track of Kentucky & Indiana Bridge Company. (Church)
- June 15, 1903 A. L. Langdon (1846- ), formerly with the Cumberland Valley Railroad and Great Southern Despatch, named General Freight Agent of the LIRR. (PRRBio)
- June 1903 East Lebanon Branch of Cornwall & Lebanon Railroad extended 621 feet to point east of 5th Avenue, Lebanon. (Val)
- June 1903 Illinois court reverses the order on issuing receiver's certificates by Henry C. Begole of the St. Louis, Vandalia & Terre Haute Railroad, but refuses to rule on the validity of the receivership. (AR)
- June 1903 "Rich Man's Panic" begins on Wall Street as market is unable to absorb new industrial issues. (Wyckoff - see 7/23)
- June 1903 George J. Gould visits Pittsburgh for the first time. (Wheeler)
- June 1903 Kuhn, Loeb & Co. begins the purchase of an additional 11,000 shares of Reading preferred and 258,100 shares of common; completed by Oct. for \$6.6 million; given the B&O-LS&MS a total of 49%. (Wheeler)
- June 16, 1903 Ford Motor Company incorporated in Michigan; John Gray, Pres., James Gould Couzens (1872-1936), Secretary; Alexander Y. Malcomson, Treasurer; Henry Ford (1863-1947) serves as VP & General Manager; Henry Ford asks the brothers Horace E. Dodge and John F. Dodge to supply him with engines, transmissions and steering gear. (May)
- June 17, 1903 Allegheny Supply Company incorporated in Pa. for purpose of operating a company store for the Great Lakes Coal Company at Kaylor, Pa.; controlled by Western Allegheny Railroad. (Church)
- June 18, 1903 John Van Buren Duer (1882-1967), future PRR Chief Electrical Engineer, graduates from Stevens Institute of Technology with a degree in mechanical engineering; joins apprenticeship program of General Electric Company, coming to specialize in railroad electrification. (NYT, RyAge)
- June 19, 1903 New York City Board of Estimate approves NYC&HR's plans for a completely new Grand Central Terminal with two levels of tracks; a formal agreement covering the project is signed between the City and the NYC&HR



and New York & Harlem Railroad; sets starting date of July 1, 1903 and completion at July 1, 1908; the City grants the company subsurface rights in the block bounded by 42<sup>nd</sup> Street, Lexington Avenue, 47<sup>th</sup> Street and Madison Avenue for \$25,000 a year. (NYState, Wilgus, MB, Roberts)

- June 19, 1903 Industrial Railroad incorporated in Ohio to build between Lorain and Cleveland; acquires from Sheffield Land & Improvement Company 8.35 miles of right-of-way at South Lorain and 40 acres for terminals. (Church)
- June 20, 1903 Last run of passenger and freight service on the Newry Branch near Hollidaysburg. (Guide)
- June 20, 1903 Richmond, Fredericksburg & Potomac Railroad withdraws one local passenger round trip between Richmond and Ashland. (AR)
- June 21, 1903 Columbia & Port Deposit Branch closed between Creswell and Safe Harbor to permit blasting for the Atglen & Susquehanna Low Grade Line at Safe Harbor; the Low Grade, which follows the Martic Line fault, reaches the Susquehanna at a high elevation at Safe Harbor and must descend along the hillside above the Port Road, creating the spectacular two-level crossing of Conestoga Creek . (AR)
- June 21, 1903 *Northland Limited* inaugurated between Cincinnati and Mackinaw City (summer only), replacing earlier *Northland Express*; carries sleepers Cincinnati-Mackinaw City, Cincinnati-Traverse City, Louisville-Mackinaw City, St. Louis-Mackinaw City, and Chicago-Mackinaw City (via Michigan Central). (PassDept - see above)
- June 22, 1903 Pennsylvania Company Executive Committee authorizes a new joint yard at Orrville with the Cleveland, Akron & Columbus Railway; also a \$100,000 donation to the Louisiana Purchase Exposition, jointly with the PRR. (MB)
- June 22, 1903 PCC&StL Railway Executive Committee authorizes double track between Unionville and Woodstock; new westbound yard at Linwood on the Cincinnati Division. (MB)
- June 23, 1903 Efficiency engineer Frederick Winslow Taylor delivers the paper, "Shop Management," a more thorough presentation of his ideas, at the annual meeting of the American Society of Mechanical Engineers at Saratoga Springs, N.Y.; two disciples, Clarence Day and Henry Gantt (1861-1919), also deliver papers. (Kanigel)
- June 24, 1903 PRR Board approves location of a branch from Pomeroy to the Wilmington & Northern Railroad at Coatesville; approves track elevation at Aspinwall. (MB)
- June 24, 1903 Johnsonburg Railroad conveys Straight Creek Branch back to Henry, Bayard

& Co. (MB)

- June 24, 1903 PRR Board approves a plan with the Pittsburgh & Lake Erie Railroad for the joint operation of the Monongahela Railroad and Morgantown & New Salem Railroad, retroactive to June 1. (MB)
- June 24, 1903 J. Pierpont Morgan returns to New York from his annual European tour. (NYT)
- June 25, 1903 William R. Mead informs Pres. Cassatt that McKim, Mead & White has prepared more advanced drawings of plan and elevations of Penn Station, while waiting for the track plan to be decided; he can either send them or bring them to Philadelphia. (AJC 32/14)
- June 25, 1903 PRR begins sinking first shaft for Hudson River Tunnels at 32nd Street & 11th Avenue. (Seyfried)
- June 25, 1903 George J. Gould's wife Edith Kingdon Gould (1864-1921) is reputedly snubbed by the Philadelphia Country Club at a polo meet between his private polo team and a Bryn Mawr team at the Devon Horse Show grounds; is denied a ticket; the Goulds return to their Lakewood, N.J., estate, and withdraw their team from competition; Gould later issues a statement denying the rumor, which makes the front page of the *New York Times*. (NYT)
- June 26, 1903 Trustees L.L. Gilbert and C.H. Gibson deed Falls City Belt Line Railway franchise for street tracks, including extension of Byrne Track from 18th to 28th Street, to Pennsylvania Terminal Railway. (Church)
- June 26, 1903 Richmond, Fredericksburg & Potomac Railroad opens double track from Ashland to m.p. 17.5. (AR)
- June 27, 1903 Deadline for placing new \$75 million stock issue passes with almost entire issue taken by old stockholders; Kuhn, Loeb-Speyer Syndicate collects \$2.25 million commission without having to take more than a few thousand shares of stock; issues is readily taken in a market that J. Pierpont Morgan characterizes as glutted with "undigested securities" and in which price of PRR stock had been falling from 157-5/8 in January to 125-1/2 in May; enables PRR to pay off \$40 million loan contracted in early 1903 and continue with its improvement projects. (NYT)
- June 27, 1903 PRR begins operating summer-only *Cresson Special* between Pittsburgh, Cresson and Ebensburg. (Guide - est. 1898-6/29/10!)
- June 28, 1903 Traverse City, Leelanaw & Manistique Railroad opens between Northport and Hatch's Crossing, Mich., with trackage rights over Manistee & North-Eastern Railroad between Hatch's Crossing and Traverse City; controlled and operated

by GR&I without agreement; soon after, it establishes a car ferry across Lake Michigan between Northport and Manistique; unsuccessful and withdrawn later in year. (Church, C&C - opens for revenue passenger service 7/1 with through car from *Northland Limited* - tt)

- June 29, 1903 Mayor Seth Low appoints the Brooklyn Grade Crossing Commission to oversee the Bay Ridge Improvement and Brighton Beach Improvement. (NYState)
- June 29, 1903 PB&W Board authorizes a new building for the Merchants Warehouse Company on the south side of Carpenter Street between 15<sup>th</sup> & 16<sup>th</sup> Streets, replacing the building leased at 18<sup>th</sup> & Market Streets. (MB)
- June 29, 1903 Pennsylvania Terminal Railway Company organized; Charles N. Gibson, Pres. (C&C)
- June 29, 1903 A syndicate of the LS&MS, Chesapeake & Ohio Railway, Erie Railroad, B&O and PCC&StL agree with J.P. Morgan & Co. to purchase the 69,242 shares (26.6%) of the Hocking Valley Railway that Morgan's holds within three years; the PCC&StL gets 23,082 shares and the others 11,540 shares each at 105; the stated object is to secure fuel coal for the railroads lying west of the Hocking Valley and in lower Michigan, while the C&O is to get an outlet to the Lakes for its own coal; the Hocking Valley coal field is closer to the lake ports than the Pittsburgh District and has offered lower rates. (MB, Wheeler)
- June 30, 1903 NYC&HR Board receives an estimate for Grand Central Terminal and electrification from William J. Wilgus; \$8 million for a 16-storey station and office building, \$26 million for electrification and yard improvements, plus real estate costs; Board authorizes beginning construction for depressing the yard tracks, building viaducts, relocating part of the Port Morris Branch, and changes at High Bridge, Morris Heights and Fordham Heights. (MB)
- Summer 1903 Harry K. Thaw (1871-1947), youngest son of William Thaw, stalks and courts Evelyn Nesbit (1884-1967), a chorus girl and model, described as having "the face of an angel and the heart of a snake," who had earlier been seduced and supported by architect Stanford White; Thaw has become obsessed with White, whom he blames for being blackballed at a series of New York clubs; Thaw is addicted to cocaine and morphine, and under the influence becomes a violent sadist. (Broderick)
- July 1, 1903 Telegraphers on Lines East present demands for shorter hours to General Manager W. W. Atterbury. (RyW)
- July 1, 1903 William B. Wood (1876-1954) named Superintendent of Richmond Division, replacing Otto Schroll (1868- ), transferred to Superintendent of the Toledo Division in place of W. H.Potter, resigned; George LeBoutillier (1876-1952)

- named Engineer of Maintenance of Way of the Cleveland & Pittsburgh Division, replacing Wood. (MB, AR)
- July 1, 1903 South Park Commissioners of Chicago pass an ordinance calling for the PCC&StL Railway to elevate its track over Western Avenue. (MB)
- July 1, 1903 Future Chief of Motive Power Harry W. Jones (1884-1946) joins PRR as apprentice at Sunbury Shops. (PR, PaNews)
- July 1, 1903 Alfred Holland Smith (1863-1924) is promoted to General Manager of the NYC&HR at New York. (MB)
- July 1 1903 Pioneer Coal Company incorporated in Pa.; opens mines near present Clymer, Indiana County. (PaCorps, Stewart)
- July 1, 1903 United States Shipbuilding Company passes interest payments. (Warren - verify when receiver appointed NYT)
- July 3, 1903 New York City Police Commissioner requests that a city police station be incorporated into the 8th Avenue side of Penn Station; not complied with. (AJC 32/14)
- July 3, 1903 J.P. Morgan & Co. announces the sale of the Hocking Valley Railway stock but does not name the purchaser. (RyW)
- July 6, 1903 PRR signs agreement covering realignment through the Borough of Marietta, Pa. (MB)
- July 6, 1903 Central Indiana Railway Executive Committee reports that the road is being rebuilt with new ties; authorizes a contract with the United States Express Company. (MB)
- July 6, 1903 National Asphalt Company receiver Henry Tatnall reports to the court that secret promoters' profits had been made by Amzi Lorenzo Barber, George W. Elkins, George D. Widener, F. V. Greene, William H. Crocker, et al.; however, as they have bought up all the remaining securities, nothing is done. (Dewing)
- July 8, 1903 Toledo & Michigan Terminal Railway deeds its property to the Manufacturers Railway. (C&C)
- July 9, 1903 N.Y. Board of Railroad Commissioners approves LIRR application to eliminate stations on Atlantic Avenue at Bradford and Linwood Streets, to be replaced by new station on elevated track at Warwick Street. (NYState)
- July 9, 1903 Remington Street Railway incorporated in Pa. in interest of Peoples Electric

- Street Railway Company to build 1.5 miles within borough of Baden, Beaver County. (MB)
- July 10, 1903 PRR orders stopping work on the Low Grade Line to concentrate on improving the Port Road. (RyW)
- July 10, 1903 Belvidere & Philadelphia RPO extended to East Stroudsburg & Philadelphia RPO; Bradford & Logansport RPO merged into Columbus & Chicago RPO. (Kay)
- July 12, 1903 NYC&HR and Rock Island open new La Salle Street Station in Chicago; 11 tracks on upper level with arched train shed; designed by Frost & Granger; gives NYC&HR a much more modern and convenient Chicago station than PRR and thus an edge in eastbound passenger traffic; PRR must use the crowded and antiquated Union Station until 1925. (AR, NYT, RyW, Milsk)
- July 1903 W. Symmes Richardson (1873-1931) of McKim, Mead & White visits Pres. Cassatt at Bar Harbor and goes over revised plans for Penn Station; the form of the building above grade is probably fixed at this time. (AJC 32/24)
- July 13, 1903 U.S. Circuit Court grants injunction against PB&W removing Western Union telegraph lines. (RyW)
- July 14, 1903 Assistant General Solicitor and former Chief Conveyancer George W. I. Ball (1823-1903) dies at Philadelphia. (AR, PubLdgr)
- July 15, 1903 Lehigh Valley Railroad Second VP J.A. Middleton is placed in charge of the Traffic Dept., replacing General Traffic Manager Henry H. Kingston, resigned; J. W. Platten appointed Assistant to the Pres. to oversee the Accounting, Treasury and Purchasing Departments. (MB)
- July 15, 1903 Ford Motor Company sells its first car for \$850. (May)
- July 1903 Tests conducted by Westinghouse Air Brake Company and PRR Test Dept. on West Jersey & Seashore Railroad to collect data on stopping distance for high speed passenger trains with "PM" brakes; fail in attempt to reach 110 MPH; maximum speed is 95.1 MPH with Class E2 and 8 coaches; say higher speeds are impossible. (RyW, WABCO - is this 1902 - see RyW?)
- July 1903 PRR has surveyed a belt line around Baltimore. (RyW)
- July 1903 Pres. Cassatt and family occupy new summer home "Four Acres" at Bar Harbor, Maine; designed in the arts and crafts style by Chapman & Frazer of Boston. (Davis, Jonnes)
- July 1903 Lehigh Valley Railroad begins construction of new locomotive repair shop at

Sayre, N.Y. (AR)

- July 16, 1903 Terminal Operating Committee reports to Pres. Cassatt recommending that New York tunnel clearance be increased from 15'-2" to 15'-4". (SRea)
- July 17, 1903 Grand Chief Engineer Peter M. Arthur (1831-1903) dies of a heart attack in mid-sentence as he accepts a floral tribute at a district convention at Winnipeg, Canada; he is succeeded as head of the BLE by Warren S. Stone (1860-1925); Stone begins investing union funds until it controls businesses worth over \$150 million, including a chain of cooperative labor banks. (DAB, BioDictAmLabor, ble-t)
- July 18, 1903 NYC&HR begins work on new Grand Central Terminal rearranging yards and clearing eastern part of site; work proceeds in three sections from east to west with two sections always in service. (Wilgus)
- July 20, 1903 LIRR elevated railroad on Atlantic Avenue opens in both directions between Snediker (or Williams?) and Atkins Avenues. (NYT - official rept says Manhattan Crossing to borough line - C&C has 5/28/03 - is this a different section)
- July 20, 1903 Connection opens between Lehigh & New England Railroad and PRR at Martins Creek, Pa. (RyW)
- July 20, 1903 Pennsylvania Company Executive Committee authorizes extending the yard at Crestline to the Big Four Crossing and rearranging the eastbound yard. (MB)
- July 20, 1903 PCC&StL Railway Executive Committee authorizes a fourth track between "JO" Tower and Midway instead of 3<sup>rd</sup> & 4<sup>th</sup> track between McDonald and Midway); also 3<sup>rd</sup> & 4<sup>th</sup> tracks between Midway and Bulger. (MB)
- July 20, 1903 Citizens Water Company of West Sadsbury, Caln Water Company, Colerain Water Company, Conestoga Water Company, Lower Oxford Water Company, Peoples Water Company of Sadsbury and Providence Water Company merged to form Octoraro Water Company. (MB)
- July 21, 1903 Western Maryland Railroad announces contracting of first 22 miles of extension from Cherry Run to Cumberland to form tidewater outlet for Gould system. (NYT)
- July 22, 1903 Lines West cancels the Union News Company's contract for the lunch room and dining room at the Union Passenger Station at Chicago because of unsatisfactory service and arranges for their operation by the Dining Car Dept., effective Oct. 1. (MB)
- July 22, 1903 Cleveland & Marietta Railway Board authorizes a new gravity yard for coal

- cars at Byesville. (MB)
- July 23, 1903 Peak of the “Rich Man’s Panic” with sharp decline of stock prices on Wall Street; syndicates and banks dump reserve securities. (Morris)
- July 27, 1903 PCC&StL Railway Executive Committee approves a contract with the Chicago, Milwaukee & St. Paul Railway for the exchange of property and tracks in Kinzie Street between North Western Avenue and a point north of North Ashland Avenue; the Milwaukee Road trades the use of the northernmost track for the track south of the most southerly main track. (MB)
- July 27, 1903 Frederick J. Kimball (1844-1903), Pres. of Norfolk & Western Railway, dies at Radnor. (RyW, AR)
- July 28, 1903 Southbound elevated tracks open through downtown Chester, Pa. (DelCoTms)
- July 29, 1903 Lake Erie & Pittsburgh Railway organized; begins work on section between Lorain and Berea. (C&C)
- July 29, 1903 Easton & Amboy Railroad, Lehigh Valley Terminal Railway, Greenville & Hudson Railway, Middlesex Railway, Perth Amboy & Raritan Railway and Pittstown Branch Railway merged to form Lehigh Valley Railroad Company of New Jersey. (Baird)
- July 31, 1903 United States Mortgage & Trust Company having secured control of the New York & Queens County Railway trolley system for August Belmont from the Philadelphia syndicate headed by W.R. Shelmerdine, asks for the resignation of the old Board. (NYT, Trager)
- Summer 1903 Redstone Central Railroad opens between Brier Hill and Republic, Pa., (2.39 miles) south of Brownsville; owned by the Brier Hill Coke Company, a subsidiary of the Youngstown Sheet & Tube Company. (Val, Church)
- Aug. 1, 1903 Cambria & Clearfield Railway incorporated in Pa. as merger of Pennsylvania & North Western Railroad, Millersburg Railroad, Tyrone & Clearfield Railway, Cresson & Irvona Railroad, Ebensburg & Black Lick Railroad, and Cambria & Clearfield Railroad, under agreement of June 25, 1903. (Val)
- Aug. 1, 1903 Superintendent of Motive Power-Philadelphia & Erie Grand Division Edward D. Nelson (1858-1921) named Engineer of Tests, assuming supervision of Test Dept. from William F. Kiesel (1866-1954), Assistant Mechanical Engineer. (MB, CMP)
- Aug. 1, 1903 R. K. Reading named Superintendent of Motive Power of the Northern Central Railway, replacing Edward D. Nelson, transferred to Engineer of Tests. (AR)

- Aug. 1, 1903 David F. Crawford (1864-1937) named to the vacant post of General Superintendent of Motive Power of Lines West; Thomas W. Demarest (1868-1955) to Superintendent of Motive Power, Northwest System, replacing Crawford; M. Dunn to Superintendent of Motive Power, Southwest System, replacing Demarest. (MB, AR, RyW)
- Aug. 1, 1903 Francis D. Casanave (1843-1911), General Superintendent of Motive Power of B&O, who has been placed in charge of developing PRR's test plant exhibit for St. Louis World's Fair, leaves for Europe to get European locomotive builders to contribute locomotives for testing; PRR also appoints advisory committee of mechanical engineers for exhibit, chaired by Prof. W.T.M. Goss of Purdue. (RyW)
- Aug. 1, 1903 United States Mortgage & Trust Company announces that it has purchased the New York & Long Island Railroad and New York & Queens County Railway from the Shelmerdine Syndicate of Philadelphia; they are acting for August Belmont (1853-1924); Belmont plans to develop the NY&LI 42nd Street tunnel as trolley subway to Grand Central Station with much steeper grades than originally planned. (NYT, ElectricRR, Hood)
- Aug. 1, 1903 Buffalo, Rochester & Pittsburgh Railway opens its Indiana Branch from near Punxsutawney to Ernest on the property of the Jefferson & Clearfield Coal & Iron Company. (AR)
- Aug. 2, 1903 *World's Fair Express* No. 119 inaugurated between Columbus and St. Louis, westbound only, to serve 1904 Louisiana Purchase Exposition. (LW tt)
- Aug. 3, 1903 Northbound elevated tracks open through downtown Chester, Pa. (WEJ, DCT)
- Aug. 3, 1903 Rochester Southern Railroad (Rochester to Hemlock Lake, N.Y.), Seneca County Railway (Geneva Jct. to Seneca Falls), Middlesex Valley Railroad (Geneva-Naples), and Waverly & State Line Railway (Pennsylvania state line to Waverly) merged into the Lehigh Valley Railway. (ICC)
- Aug. 4, 1903 NYC&HR opens the bids received for the excavations for Grand Central Terminal. (NYT)
- Aug. 4, 1903 Charles M. Schwab is forced to resign as Pres. of United States Steel Corporation in disputes with J. Pierpont Morgan over his side projects, but he remains a director; the proximate cause is that Schwab has been seen gambling at Monte Carlo on his 1901-02 vacation, which is considered bad for the new company's image; the more likely reason is his participation in outside ventures; as a conservative lawyer interested in industrial and political peace, U.S. Steel Chairman Elbert H. Gary is often at odds with the more aggressive operating executives who are practical steelmakers interested in efficiency, in many cases driving them out of the company to start leaner and meaner



competitors; U.S. Steel is reorganized, abolishing the Executive Committee and making Gary Board Chairman and William Ellis Corey (1866-1934) of the Carnegie Steel Company Pres.; U.S. Steel's market share declines from 66% in 1901 to 33% in the 1930s. (DAB, BethStl, Warren, Cotter, Strouse)

- Aug. 5, 1903 A.S. Miller and Burt A. Miller named receivers of Lake & River Railway; take possession of property between Custaloga and New Lonodn but not property of former Richland & Mahoning Railway. (Church)
- Aug. 6, 1903 Lines West holds annual excursions from the Midwest to resorts on the Jersey Shore and other eastern beaches, this time dropping Ocean City, Md.; round trip fare from Fort Wayne is \$14.50 package; tickets good for 12 days. (LW tt)
- Aug. 6, 1903 A Parliamentary paper publishes the details of the International Mercantile Marine Company's agreement with British Admiralty and Board of Trade to retain the British mail subsidy, as a U.S. subsidy bill has been defeated; in return, IMM's British subsidiaries are to be run by British subjects; no ships are to be transferred out of British registry without government assent or crewed by other than British subjects. (NYT, Flayhart)
- Aug. 7, 1903 Following the opening of La Salle Street Station in Chicago, General Superintendent of the Northwest System A. M. Schoyer writes to Superintendent of the Chicago Terminal Division Benjamin McKeen (1864-1947) worrying that the LS&MS will have a general officer posted there with authority all the way to New York to capture as much traffic as possible. (Milsk/GMLW)
- Aug. 7, 1903 NYC&HR contracts Grand Central Terminal excavation to O'Rourke Construction Company. (Schlichting)
- Aug. 8, 1903 Manufacturers Railway acquires property of Toledo & Michigan Terminal Railway, short switching line at Toledo. (Church)
- Aug. 11, 1903 J. Elfreth Watkins (1852-1903), Curator of Mechanical Technology at the Smithsonian Institution, dies at New York; his mammoth and unwieldy history of the PRR remains unfinished. (DAB)
- Aug. 11, 1903 PRR fires 40 crossing gate tenders in Chester made redundant by track elevation. (WEJ)
- Aug. 11, 1903 Benwood ordinance authorizes Wheeling Bridge & Terminal Railway to move its track to run parallel and next to the Pittsburgh, Wheeling & Kentucky Railroad at 6th Street; also to move passenger station of PW&K at 6th & Water Streets because of the extra track. (Church)
- Aug. 12, 1903 Pennsylvania Company Executive Committee authorizes interlockings at

Lima, Van Wert, Fort Wayne and Plymouth on the Western Division; authority for the interlocking at the Wabash crossing in Fort Wayne is cancelled in 1913. (MB)

- Aug. 12, 1903 PCC&StL Railway Executive Committee authorizes the extension of various passing sidings on the Logansport Division, including double track between Hartsdale and "PV" Tower (14 miles) and interlockings at Meeker, Union City, Red Key, Marion and Bunker Hill; also a block signal system between Bernice and Brighton Park and a freight running track between 49<sup>th</sup> & 55<sup>th</sup> Streets. (MB)
- Aug. 15, 1903 LIRR completes double-tracking between Valley Stream and Far Rockaway. ( , C&C)
- Aug. 1903 Long Island Extension Railroad Company dissolved and PRR subscription returned. (MB)
- Aug. 1903 Mechanical Engineer Axel S. Vogt begins design work on a locomotive test plant to serve as an exhibit at next year's Louisiana Purchase Exposition; much of the work is done at Altoona with some parts furnished by William Sellers & Co.; construction of the entire exhibit is to be under the supervision of F. D. Casanave, Special Agent. (TestDept)
- Aug. 1803 Pennsylvania Company contracts to double the size of its yard at Wellsville, Ohio. (RyW)
- Aug. 1903 Pres. Theodore Roosevelt blames the decline on Wall Street on the "speculative watering of stocks on a giant scale" as practiced by J. Pierpont Morgan. (Strouse - verify NYT)
- Aug. 16, 1903 PRR reduces running time of *Federal Express* by 0:30 northbound and 1:47 southbound; now operates with only conditional stops at Trenton and Newark north of North Philadelphia and bypasses Jersey City station; separate New York-Washington trains established to do local business. (Guide)
- Aug. 17, 1903 Columbia & Port Deposit Branch reopens. (AR)
- Aug. 17, 1903 Cleveland Group Plan Commission, consisting of architects Daniel H. Burnham and John M Carrere and Arnold R. Brunner issues its report calling for a new Union Depot on the lakefront at the foot of a large City Beautiful mall leading to downtown near the Public Square, to be lined with civic buildings in the Classical style..(planning.city.cleveland, Moore, Avery)
- Aug. 1903 Western Allegheny Railroad opens between Kaylor and Queen's Jct. on the Bessemer & Lake Erie Railroad (18.38 miles); operation by B&LE begins on Aug. 20, 1903. (Church, C&C) (no pass service shown in Guide - ICC says

open 12/1903)

- Aug. 23, 1903 New 18-span, four-track stone arch bridge over Delaware River at Trenton opens for eastbound traffic; westbound traffic to continue to use the old truss bridge to the north for about two weeks; Pittsburgh Express is first to cross at 7:40 AM; the old bridges consisting of 10 2-track truss spans, 5 from the 1892 bridge and 5 from the 1898 bridge, are removed in 1904 and reassembled to make a new Long Bridge at Washington; this leaves the old 1806 Trenton Delaware Bridge, which is maintained by the PRR system as a toll highway bridge until 1918. (NYT, C&C, Keystone)
- Aug. 24, 1903 Shield for south tunnel of New York & Jersey Railroad completed on New Jersey side; old south tunnel, begun by S. Pearson & Sons in 1880s is sealed, as it cannot be connected to the flying junction being built on the New Jersey side. (Jacobs)
- Aug. 28, 1903 New York & North Shore Railway renamed Long Island Electric Railway. (NYState)
- Aug. 31, 1903 Stuyvesant Real Estate Company deeds land between 31st & 32nd Streets and 7th to 9th Avenue (Penn Station and Post Office sites) to Pennsylvania, New York & Long Island Railroad. (MB)
- Aug. 31, 1903 Monongahela Railroad Company opens (Riverview-Jacobs Creek?); jointly owned by PRR and P&LE; PRR lines south of Brownsville Jct. transferred to Monongahela Railroad for operation (AR - what date transfer - check C&C)
- Aug. 31, 1903 Monongahela & Washington Railroad opens for passenger service between Ellsworth and Shaft No. 4 (Cokeburg), Pa.
- Aug. 31, 1903 Pittsburgh Union Stock Yards open on Herr's Island and old stock yards at East Liberty closed. (Church, AR)
- Sep. 1, 1903 Employees present grievance to General Manager W. W. Atterbury.
- Sep. 1, 1903 F. Wolcott Jackson (1833-1904) retires as Resident Manager on United Railroads of New Jersey Grand Division at age 70. (AR, MB)
- Sep. 1, 1903 Alphonse Feldpauche (1848-1915) named Secretary of the ATO, replacing D.H. Lovell. (ATO)
- Sep. 1, 1903 Monongahela Railroad opens between Brownsville Jct. and Martin, Pa. (27.7 miles), up the east bank of Monongahela River. (Church - C&C says only ext. Brownsville Jct.-Adah Run (19.0 miles) and Cats Run Jct.-Martin (1.7 miles) and rest inherited from PV&C? - if so, had no rail connection earlier?; is date 8/31 or 9/1?)

- Sep. 1, 1903 Toledo Railway & Terminal Company completes belt line at Toledo. (Miller)
- Sep. 1, 1903 LS&MS completes its Collinwood Shops near Cleveland. (AR)
- Sep. 2, 1903 New York & North Shore Railway renamed Long Island Electric Railway. (NYState)
- Sep. 2, 1903 Delaware River & Morrisville Street Railway incorporated in Pa. to build from Morrisville to the center of the Delaware River, to be extended in N.J. using the charter of the Burlington & Mount Holly Traction Company in N.J.; done to keep other trolley companies from trying to occupy the Trenton-Delaware Bridge; not built. (MB)
- Sep. 3, 1903 PRR grants telegraphers one relief day with pay per month. (LC)
- Sep. 3, 1903 Long Island Express Company and Long Island Parlor Car Coach Company dissolved. (MB)
- Sep. 3, 1903 Pennsylvania Company and Erie & Pittsburgh Railroad agree with Sharon Coal & Limestone Company, subsidiary of Sharon Steel Company, for construction of branch from point on the Wolf Creek Branch 8.4 miles east of Leesburg (Brent) to Buhl Coal Mine No. 5. (Church, Cole)
- Sep. 4, 1903 Northern Central Railway Board authorizes extension of the ore pier at No. 3 Yard at Canton, Baltimore; accepts the Pennsylvania Constitution of 1874, which is necessary to permit an increase of stock. (MB)
- Sep. 4, 1903 NYC obtains right to run excursion trains over Elmira Division via Wellington to Sodus Point and Lake Shore. (MB)
- Sep. 9, 1903 U.S. Government grants formal permission for Washington Terminal Company's First Street Tunnel in front of the Capitol. (RyW)
- Sep. 9, 1903 PCC&StL grants trackage rights to Chicago Terminal Transfer Railroad between 14th & 26th Streets. (Church)
- Sep. 9, 1903 Minority stockholders of the Consolidated Lake Superior Company start a movement to appoint a receiver. (NYT)
- Sep. 10, 1903 Court grants injunction against PRR removing wires of Western Union Telegraph Company.
- Sep. 12, 1903 LIRR Executive Committee authorizes withdrawal from the American Railway Association per diem agreement. (MB)

- Sep. 12, 1903 Storm destroys trestle leading to Brigantine Island on Philadelphia & Brigantine Railroad. (Coxey)
- Sep. 13, 1903 New "SV" Interlocking placed in service at Morrisville, Pa. (CE)
- Sep. 13, 1903 Special carrying Chief Engineer William H. Brown eastbound is first passenger train to pass over rebuilt New Portage Railroad since 1857. (Snyder)
- Sep. 14, 1903 PRR begins running crews through between Jersey City and Wilmington; many freight crews object to moving from Philadelphia to Wilmington. (WEJ)
- Sep. 14, 1903 PCC&StL Railway Executive Committee authorizes a branch from the Conesville Branch about one mile to the lands of the Cassingham Coal Company; additional funds for a second track between Boyce and Houston on the Chartiers Railway. (MB)
- Sep. 15, 1903 Railroads cut grain rate between Erie/Buffalo and Tidewater points by 1 cent per bushel to counteract increasing shipments via Montreal or Gulf Coast ports. (RyW)
- Sep. 1903 Connellsville Central Railroad begins construction between Brownsville and Buffington (Fairbanks), Pa.
- Sep. 16, 1903 A tropical storm makes landfall at Atlantic City; gale force winds and seas cause coastal damage from Virginia to Long Island; winds again damage Broadway, Cape May, pier used by Lewes-Cape May steamboats. (Schwartz, CMGS)
- Sep. 16, 1903 Toledo Railway & Terminal Company completes belt line around the city of Toledo with a public excursion. (MichRRs)
- Sep. 17, 1903 Monongahela Railroad assumes operation of the Shamrock Branch of the South-West Pennsylvania Railway between New Salem and Shamrock Coke Works (1.37 miles) under agreements of June 1, 1903 and Sep. 24, 1903. (MB, Church, Val)
- Sep. 20, 1903 Manistique, Marquette & Northern Railroad begins car ferry service between Manistique and Northport, Mich., with *Manistique, Marquette & Northern No. 1*. (MichRRs)
- Sep. 21, 1903 PRR Road Committee approves plans for an interlocking tower at the south end of the High Line at 36<sup>th</sup> Street. (MB)
- Sep. 21, 1903 Pittsburgh Union Stock Yards Company renamed Pittsburgh Joint Stock Yards Company; now owned jointly by PRR and B&O and leased to Armour & Co. for operation.

- Sep. 21, 1903 PRR agrees to extend Wolf Creek Branch of WNY&P to Sharon Steel Company's mine Nos. 3-4. (MB)
- Sep. 21, 1903 New York & Long Island Traction Company begins trolley service from Freeport westward to Park Avenue & Park Place in Rockville Centre via Baldwin. (Seyfried)
- Sep. 21, 1903 Directors of the Consolidated Lake Superior Company meet at the office of the Berwind-White Coal Mining Company in New York; no refunding plan is presented as the plants at Sault Ste. Marie have been closed owing 6 weeks back wages. (NYT)
- Sep. 22, 1903 New York & Jersey Railroad places first ring in new south tunnel between Jersey City and Morton Street, New York, using a new shield with more hydraulic jacks; it is strong enough to merely push the silt out of the way instead of having it removed through the tunnel and advances at 60 feet per day, vs. 3 feet per day for the old Haskin tunnel. (H&M, Brennan)
- Sep. 23, 1903 PRR Board authorizes increase of Northern Central stock from \$12 million to \$20 million; authorizes enlargement of Waverly Yard; construction of canal and dock at South Buffalo; Board orders records of the Long Island Extension Railroad and Pennsylvania New York Extension Railroad transferred to the Pennsylvania, New York & Long Island Railroad. (MB)
- Sep. 23, 1903 F. H. Clergue of Toronto says that the affairs of the Consolidated Lake Superior Company are at a crisis point; tightness in the New York money market has made it impossible to raise money for working capital and to pay off the Speyer & Co. loan. (NYT)
- Sep. 25, 1903 West Jersey & Seashore Railroad grants the Atlantic City & Suburban Traction Company the right to cross its tracks at Florida & Atlantic Avenues. (MB)
- Sep. 26, 1903 Last runs of Cincinnati-Michigan services for the season; also Columbus-Sandusky summer parlor cars. (LW tt)
- Sep. 26, 1903 Heavy break in New York stock prices, particularly in PRR, Reading, B&O, Santa Fe, Brooklyn Rapid Transit Company, Metropolitan Street Railway and Manhattan Railway; supposed to be caused by forced selling by Philadelphia capitalists to cover their losses in the Consolidated Lake Superior Company and the Asphalt Company of America. (NYT)
- Sep. 27, 1903 New York & Long Island Traction Company opens a bridge across the LIRR's West Hempstead Branch, closing the gap on its direct line between Queens and Hempstead. (Seyfried)

- Sep. 27, 1903 Four-car Jersey City-New Orleans fast mail train No. 97 derailed at speed and falls off the Stillhouse Trestle north of Danville, Va., killing 14, mostly mail clerks; it is engineer Joseph "Steve" Broady's first time on the run, and he is trying to make time; in 1924, the disaster becomes the subject of a popular song, "The Wreck of Old 97," using the tune of an old folk song, "The Ship that Never Returned." (BDavis)
- Sep. 28, 1903 PCC&StL Railway Executive Committee authorizes a new station at Primose on the Pittsburgh Division to replace one burned on Feb. 5, 1903; approves plans for the development of Scully Yard. (MB)
- Sep. 28, 1903 G. C. Urquhart named Real Estate Agent for the Granite Improvement Company with two assistants, one for the Northwest System and one for the Southwest System, i.e., made the same as the Lines West Real Estate Dept. (MB)
- Sep. 28, 1903 Consolidated Lake Superior Company enters receivership on a suit of the minority stockholders; John G. Carruth, Pres. of the Industrial Title, Trust & Savings Company of Philadelphia named receiver; the move temporarily blocks the sale of collaterals under the Speyer & Co. loan set for Oct. 1. (NYT)
- Sep. 29, 1903 Stocks break sharply on Wall Street in the worst panic selling since the Northern Pacific Corner in 1901; call money rate shoots up to 35%; sell-off begins in the morning with the Louisville & Nashville Railroad, which drops 11 points, followed by the Chicago, Milwaukee & St. Paul Railway, which drops 9 points; PRR is down 5½. (NYT)
- Sep. 29, 1903 Future Penn Central Company Pres. Gaylord P. Harnwell (1903-1982) born at Evanston, Ill. (WwasW)
- Sep. 30, 1903 Youngstown & Salem Railroad merged into Youngstown & Southern Railway. (Poors)
- Sep. 30, 1903 Edward H. Harriman elected a director and member of the Executive Committee of the Erie Railroad by invitation. (AR)
- Sep. 30, 1903 VP & General Manager Lucius E. Johnson (1846-1921) named Pres. of the Norfolk & Western Railway, replacing Frederick J. Kimball, deceased. (AR)
- Oct. 1, 1903 PRR advertises for first bids on Penn Station project work, due by Dec. 15.; includes all tunnels; first public disclosure of method of tunneling, including use of screw piles to support Hudson River Tunnel tubes on bedrock, which are later abandoned. (NYT)

- Oct. 1, 1903 Susquehanna, Bloomsburg & Berwick Railroad opens new line between Eversgrove Jct. and Berwick, Pa.; P. McManus, contractor. (Val - not shown in Guide - prob 11/1903? - Lovell says abnd Millville Jct.-Orangeville at same time but C&C says in 1902 - check RTL, PaState)
- Oct. 1, 1903 Buffalo, Rochester & Pittsburgh Railway obtains trackage rights over the PRR between Ernest and Black Lick station to reach the mines of the Lackawanna Steel Company; however, as the Lackawanna Steel Company shuts down its Vintondale mines temporarily, the trackage rights are not exercised until 1905. (BR&P AR)
- Oct. 1, 1903 Toledo Railway & Terminal Company opens 28.5-mile belt line around Toledo with 2.5-mile branch to Cherry Street Station; built by the Toledo Railway & Terminal Construction Company for \$3 million in stock; accepted by Board on Dec. 3, 1903; the line forms a complete circle and interchanges with 18 railroads, including the PRR. (Church, C&C)
- Oct. 1, 1903 The contract of the Union News Company to operate the dining and lunch rooms at Chicago's Union Passenger Station is terminated because of poor service; the service is to be performed by the combined Dining Car Departments of the five railroads in proportion to their use of the station; the Lines West Dining Car Dept. also takes over the restaurant at Fort Wayne and the hotel at Alliance; the latter has been abandoned and closed by the old lessee. (MB)
- Oct. 1, 1903 PCC&StL Railway leases land at Columbus to Armour & Company for an icing plant in Columbus Yard, which is to be finished by July 5, 1904. (MB)
- Oct. 1, 1903 Interurban Railway & Terminal Company opens from Cincinnati to Lebanon, Ohio; cuts into earnings of Cincinnati, Lebanon & Northern Railway; number of passengers cut by more than half by 1906. (StRyJrnl, AR, Hauck)
- Oct. 1, 1903 NYC&HR acquires the entire stock of the Clearfield Southern Railroad running from Harmon on the Beech Creek Railroad up Potts Run and which is being extended to Irvona on the PRR. (AR)
- Oct. 2, 1903 PB&W Board authorizes Washington Terminal Company to build tracks between Massachusetts and Florida Avenues, including the Capitol Hill Tunnel. (MB)
- Oct. 3, 1903 Alfred Noble gives further public explanation of New York Tunnel specifications. (NYT)
- Oct. 7, 1903 Overbrook, Bryn Mawr & Paoli Street Railway incorporated to build streetcar line from Lancaster & City Line Avenues to Villanova and Spring Mill and return via Montgomery Avenue with branch to Narberth Station and on



Lancaster Avenue from Spring Mill Road to Paoli; controlled by PRR to control franchises and prevent competition with the Paoli Local. (MB)

- Oct. 7, 1903 Thomas Gucker (1844-1903), former Superintendent of Philadelphia Division, dies at his home at Philadelphia after a one-year illness. (ATO, PubLdgr)
- Oct. 7, 1903 Bethlehem Steel Company purchases the Pennsylvania Steel Company's half-interest in the Juragua Iron Company, Ltd., and transfers the Cuban ore property to a new subsidiary, the Juragua Iron Company, on Nov. 18. (BethStl)
- Oct. 8, 1903 Four days of heavy rains begin as a hurricane moves offshore of the N.J. coast, with the heaviest rainfalls of 8-15 inches in northern N.J. on Oct. 9; 10.04 inches of rain fall in New York City between 9:20 AM on Oct. 8 and 3:50 PM on Oct. 9. (Schwartz, NYT)
- Oct. 9, 1903 Storm surge and high tide causes the flooding of the Hudson River at New York City from West Street back to Washington Street; at the PRR's Cortlandt Street ferry, some passengers ride back and forth until it is safe to go ashore, while others are carried to dry land by rowboats or a teamster's wagon; 1 to 2 inches of water on the floors of the ferry houses; inbound trains on the LIRR run 0:30 to 1:00 late, and high tides run as far inland as Jamaica; a rockslide blocks the PRR main line at Marion Station for about 10 minutes, and other slides block the Bergen Hill Cut on the CNJ's Newark Branch; a slide at Water Witch near Atlantic Highlands forces the CNJ to end Sandy Hook Route boat service a few days early. (NYT)
- Oct. 9, 1903 Philadelphia & Brigantine Railroad abandons all service after Grassy Bay trestle partly washed out by the hurricane. (Coxey)
- Oct. 9, 1903 Cape May, Delaware Bay & Sewell's Point Railroad files map for connection with Atlantic City Railroad at Cape May. (NJCorp)
- Oct. 9, 1903 Severe flood begins in Lehigh and Delaware River watersheds; Martins Creek bridge and parts of Belvidere Division washed out; at 12:00 M, a PRR train trying to cross the Delaware River Bridge at Trenton has its fires quenched by flood waters, which are soon 6 feet over the tracks; 5 trains are stalled on both sides of the river, including a Barnum & Bailey circus train; the CNJ-Reading route is blocked by flooding at Bound Brook; women and children are evacuated from Ocean City, Md. (Lee, NYT)
- Oct. 9, 1903 Pittsburgh Union Stock Yards Company renamed Pittsburgh Joint Stock Yards Company to avoid confusion with company of same name incorporated in N.J. (Church)
- Oct. 10, 1903 The hurricane stalls and weakens off the N.J. coast while continuing to pump moisture against a cold front to the west; then a rainstorm from the Great

Lakes merges with the storm, adding additional moisture; Delaware River crests at record level at Easton and five feet above normal high tide at Philadelphia; PRR blocked at Trenton for 12 hours by flooding of Assanpink Creek; many rivers remain in flood stage until Oct. 19. (Schwartz, NYT)

- Oct. 10, 1903 Abnormal tides in the Delaware River cause the flooding of Delaware Avenue in Philadelphia; ferries are unable to use the slips; first PRR train leaves Jersey City for Philadelphia at 1:00 PM. (NYT)
- Oct. 10, 1903 Record flood in the Delaware River at Trenton from the Lehigh River; debris damages the old PRR bridge; PRR's Martin Creek Bridge washed out; Delaware Division Canal put out of service for the season. (NYT, BucksCoHS:6, LC&N AR)
- Oct. 10, 1903 Over 6 inches of rain falls in 12 hours at Atlantic City; Brigantine Railroad bridge over Grassy Bay washed out by storm surge in places and not rebuilt; service between Oceanville and Brigantine maintained by boat. (Butler)
- Oct. 10, 1903 James Stillman of the National City Bank is elected a director of the NYC&HR as part of the system of interlocking directors. (AR)
- Oct. 11, 1903 PRR and Lehigh Valley Railroad services out of New York are now nearly normal; CNJ is still washed out between Highlands and Highland Beach on its Seashore Branch, with trains rerouted via Branchport; a northbound CNJ train on the NY&LB runs into a small sailboat that has been floated on top of the Morgan Creek trestle, but smashes through it; Burlington, N.J., is surrounded by flood waters and cut off; Delaware Avenue in Philadelphia still floods at high tide. (NYT)
- Oct. 12, 1903 Ex-Treasurer Bayard Butler (1845-1903) dies at Philadelphia; had been working in a reduced capacity. (AR, RyW)
- Oct. 12, 1903 Georgetown & Franklin City RPO and Harrington & Lewes RPO combine to Harrington & Franklin City RPO. (Kay)
- Oct. 14, 1903 Isaac J. Wistar resigns as VP of the PRR's anthracite coal companies for his health after 37 years of service, but remains a director; Morris Williams elected Pres. of the coal companies, a post vacant since the death of George B. Roberts. (MB)
- Oct. 15, 1903 Robert A. Quin is named Manager of the PRR's anthracite coal companies, replacing Morris Williams, promoted; William Auman is named Superintendent of William Penn Colliery, replacing Eugene A. Rhoads to Superintendent of the Mineral Railroad & Mining Company. (MB)
- Oct. 15, 1903 At meeting in Pres. Cassatt's office, the Louisville & Nashville Railroad agrees

to purchase the Newport & Cincinnati Bridge Company, which forms its connection with the PRR at Cincinnati. (Church)

- Oct. 15, 1903 Trenton & New Brunswick Turnpike Company Board authorizes deeding a portion of its road to the City of Trenton. (MB)
- Oct. 1903 LIRR discontinues rapid transit service between Long Island City and East New York via Fresh Pond Jct.
- Oct.? 1903 Inrush of silt caused by an improperly opened shield door buries one worker alive in the south tunnel of the New York & Jersey Railroad. (Jacobs)
- Oct. 16, 1903 Pres. Cassatt requests McKim, Mead & White to include a railroad YMCA in Penn Station. (AJC 32/14)
- Oct. 16, 1903 Passenger service restored over entire Belvidere Division after flood. (Lee)
- Oct. 16, 1903 Morris & Company, one of the Big Six meatpackers, incorporated in Maine to merge Nelson Morris & Co. and the Fairbank Canning Company. (Moody's)
- Oct. 17, 1903 Seventeen African American, Hungarian and Italian track workers killed when a freight rear-ends a construction train bound for flood-repair duty in heavy fog at Washington Crossing on Belvidere Division. (NYT)
- Oct. 17, 1903 New 30-stall roundhouse opens at Wilmington Shops north of city. (AR, WEJ)
- Oct. 18, 1903 Draw of Long Bridge at Washington collapses under southbound C&O *F.F.V. Limited* at 11:30 PM; tender and baggage car fall in the river; draw-tender drowned; passengers carried between Washington and Alexandria by trolley via Georgetown and Rosslyn or by steamboat *George Washington*; some passengers carried between docks and trains at Henry & Fayette Streets, Alexandria by trolley; other trains run north through Alexandria to "DX" Tower and down the later Washington & Old Dominion to docks, as coaches cannot fit in the old Southern Railway Wilkes Street Tunnel. (JFoley)
- Oct. 19, 1903 Public statement attributed to Pres. A. J. Cassatt notes that PRR is curtailing construction on the Atglen & Susquehanna and Low Grade line between Thorndale and Paoli and making sharp reductions in Transportation Dept. forces having made many steps to eliminate traffic congestion, but that the situation is otherwise normal. (NYT)
- Oct. 19, 1903 A portion of the Wabash Pittsburgh Terminal's [get earlier name] huge cantilever bridge over the Monongahela River collapses while under construction, killing 7 iron workers and 3 on the construction barges below. (Pitts paper)

- Oct. 20, 1903 East St. Louis Relay Passenger Station Association resolves to let other railroads entering Greater St. Louis join the Association; the Chicago, Burlington & Quincy Railroad, St. Louis Southwestern Railway and St. Louis, Iron Mountain & Southern Railway eventually join the original partners. (Church)
- Oct. 21, 1903 Lehigh Valley Railroad Board authorizes enlargement of Wilkes-Barre Yard. (MB)
- Oct. 22, 1903 Long Bridge reopens with temporary trestle over Georgetown Channel consisting of girders from old Delaware River Bridge at Trenton on timber piles. (JFoley)
- Oct. 23, 1903 Hoboken & Manhattan Railroad incorporated in N.J. to extend the Hudson Tubes to Hoboken. (NJCorp)
- Oct. 24, 1903 Weems Steamboat Company of Baltimore City sells the steamboat *Sue* to Delaware River service, where it becomes the excursion steamer *Bristol*; *Caroline*, which operates down the Rappahannock River, is operating at a loss because of an opposition line. (Holly, MB, Burgess)
- Oct. 24, 1903 American Coal Company of Allegany County reincorporated in N.J. (NJCorps)
- Oct. 26, 1903 First freight trains pass (westbound) over New Portage Railroad between a junction with the Newry Branch west of Duncansville Wye and Gallitzin; New Portage Railroad is reopened as a relief line, except new Gallitzin Tunnel which is finished in 1904; Duncansville-Gallitzin transferred to Pittsburgh Division. (Snyder)
- Oct. 26, 1903 PRR Road Committee changes the name of “Germantown Jct.” station to “North Philadelphia.” (MB)
- Oct. 26, 1903 PCC&StL Railway Executive Committee authorizes the purchase of right-of-way for double-tracking the Duff Branch of the Ohio Connecting Railway; also a rest house at 20<sup>th</sup> & Whitcomb Streets at Columbus so the men can have good meals and lodging and avoid saloons. (MB)
- Oct. 28, 1903 PRR refuses demands of trainmen for 11-hour day. (LbrChron)
- Oct. 28, 1903 High-speed electric traction tests of the Studiengesellschaft für Elektrische Schnellbahnen between Berlin and Zossen set a maximum land speed record of 130.6 MPH, a record that will stand until 1931. (Berlin-ZossenElectRyTests1903)
- Oct. 29, 1903 Kuhn, Loeb & Co. takes \$10 million of LIRR Refunding Mortgage bonds and

\$10 million of PB&W First Mortgage bonds. (NYT)

- Oct. 29, 1903 Trenton Terminal Railroad Company incorporated in N.J. to build and electric railway from Olden Street, Trenton, to Hamilton Township. (NJCorps)
- Oct. 30, 1903 LIRR Executive Committee approves \$45 million 4% Refunding Mortgage bonds due on Mar. 1, 1949, the same as the Unified Mortgage bonds; \$10 million are sold through Kuhn, Loeb & Co. at 95 for a 1% commission; proceeds to be used for improvements and to reimburse the PRR; the maturity of this huge debt in 1949 will trigger the company's bankruptcy. (MB)
- Oct. 30, 1903 Brush Valley Railroad incorporated in Pa. to build from Ebensburg & Black Lick Railroad down to mouth of Brush Creek; not built. (MB)
- Oct. 31, 1903 PB&W Board authorizes “\_” Interlocking at south end of Bellevue jumpover; new car yard at Swanson Street & Washington Avenue. (MB)
- Oct. 31, 1903 NYC&HR Electric Traction Commission decides 3-2 to electrify to Croton-on-Hudson on Hudson Division and North White Plains on Harlem Division; Wilgus casts deciding vote; is to be 660-volt DC with Wilgus-Sprague under-running third rail. (Wilgus)
- Oct. 31, 1903 Charles Sanger Mellen (1851-1927), formerly Pres. of Northern Pacific Railway; becomes Pres. of the New Haven, replacing John M. Hall (1841-1905), resigned for health; CB&Q Second VP Howard Elliott (1860-1928) replaces Mellen at NP; change is orchestrated by the Morgan interests; Mellen is a friend of Pres. Theodore Roosevelt and at the New Haven returns to a policy of defensive expansion. (AR, NYT, RyW, Baehr, Renz)
- Fall 1903 LIRR completes 3rd and 4th track between Woodhaven Jct. and Jamaica Bay on Rockaway Branch.
- Nov. 1, 1903 Philadelphia Terminal Division expanded from 52<sup>nd</sup> Street west to Overbrook (Woodbine Ave.) on the Main Line and to Bryn Mawr Avenue on the Schuylkill Branch; on the PB&W Maryland Division main line to 62<sup>nd</sup> Street, and on the Central Division (Media Line) to 49<sup>th</sup> Street; also adds the Junction Railroad, the Schuylkill River Branch, the NY line west of Schuylkill River, and the main line and shops in West Philadelphia. (MB)
- Nov. 1, 1903 John K. Johnston (1860-1942) named Superintendent of Tyrone Division, replacing S. S. Blair, retired. (AR)
- Nov. 1, 1903 Bucket station on Altoona Division renamed South Altoona. (MB)
- Nov. 1, 1903 The Union Coal Company surrenders its lease of the Pennsylvania, Hickory Swamp, Hickory Ridge and Richards Collieries from the Mineral Railroad &

Mining Company, and the Susquehanna Coal Company assumes their operation, with the object of consolidating the management of all the PRR anthracite mines. (MB)

- Nov. 1, 1903 Future Penn Central trustee George Pierce Baker (1903-1995) born. (WwasW)
- Nov. 2, 1903 New draw completed at Long Bridge at Washington. (JFoley)
- Nov. 3, 1903 PRR has purchased about half of Henry Clay Frick's land holdings at The Point in Pittsburgh for \$2.85 million for expansion of freight depots; Frick realizes over 200% profit in less than two years. (NYT)
- Nov. 3, 1903 Tammany Hall candidate George B. McClellan, Jr. (1865-1940) defeats New York's reform Mayor Seth Low; Charles F. Murphy, who has succeeded Richard Croker as Tammany boss, engineers McClellan's election. (Trager)
- Nov. 3, 1903 Charles S. Mellen arrives and assumes the presidency of the New Haven. (NYT)
- Nov. 3, 1903 New York voters approve the bond issue to finance conversion of the Erie, Champlain and Oswego Canals to 1,000-ton barge canals. (Whitford)
- Nov. 4, 1903 General Manager W. W. Atterbury adopts 34 rules governing relations with engine & train service employees; right of appeal to general superintendents and general manager in engine and train crew grievances established, with the General Manager as a court of last resort; published in a series of general orders called "Yellow Kids" after the first newspaper cartoon character; later extended to other operating employees; done to eliminate charges of favoritism by division superintendents. (LbrChron, Pam)
- Nov. 7, 1903 William Lukens Elkins (1832-1903), Philadelphia traction and utilities magnate, dies at 72; was a PRR director since Mar. 1879, when elected to represent the City of Philadelphia. (MB)
- Nov. 7, 1903 Automatic block signals placed in service between Wilmington and Newark, Del. (WEJ - not in AR)
- Nov. 9, 1903 PCC&StL Railway Executive Committee authorizes proceeding with the elevation of the Englewood Connecting Railway from Stewart Avenue to Halstead Street. (MB)
- Nov. 9, 1903 Panic hits bottom with Dow Jones industrials at 42.15. (Wyckoff)
- Nov. 10, 1903 PRR stock driven down to 114-1/8 in heavy trading. (NYT)
- Nov. 10, 1903 Bedford & Hollidaysburg Railroad opens between Cessna and a point 2.4

miles north of Imler on Bedford Division; operated by PRR as agent under agreement of Nov. 25, 1903, as part of Bedford Division. (Val, AR)

- Nov. 10, 1903 ATO Executive Committee establishes a subcommittee for Lines East and Lines West headed by Robert Pitcairn to completely revise the book of rules. (ATO)
- Nov. 10, 1903 James Stillman of the National City Bank of New York elected a director of the NYC&HR. (AR)
- Nov. 10, 1903 Pittsburgh Coal Company Board led by Andrew W. Mellon votes to acquire a majority of the Monongahela River Consolidates Coal & Coke Company; the cost is \$40 million, which leaves Pittsburgh Coal Company in debt for \$26 million to Mellon's Union Trust Company; the merged company is not able to achieve the necessary economies of scale or raise production to the levels required by Mellon's initial calculations. (Consol/Cannadine)
- Nov. 11, 1903 PRR Board authorizes realignment at Sheridan, Pa.; connection between WNY&P and Terminal Railway of Buffalo at Ebenezer. (MB)
- Nov. 11, 1903 Price of PRR shares forced down to 56 (or 112 based on 100 par) on New York Stock Exchange, lowest since 1898. (NYT)
- Nov. 11, 1903 Rudolph Ellis (1837-1915) elected PRR director, replacing William L. Elkins, deceased. (AR)
- Nov. 11, 1903 Northern Central Railway Board authorizes an increase of capital stock from \$12 million to \$20 million. (MB)
- Nov. 12, 1903 Bear raids on New York Stock Exchange depress PRR shares to 110¾, lowest since 1897; recovers in following week. (RyW)
- Nov. 12, 1903 PFW&C Railway Executive Committee approves the following betterments for 1903/04: 5<sup>th</sup> track, Conway-Rochester; 3<sup>rd</sup> track, Rochester-New Brighton, Kenwood-Grandview, Walnut-Cooks Crossing, Alliance Jct.-C&P Crossing; 4<sup>th</sup> track, Homewood-Walnut and Columbiana-Leetonia; 3<sup>rd</sup> & 4<sup>th</sup> tracks, C&P Jct.-West Yard at Alliance and Massillon to M&C Jct. (MB)
- Nov. 12, 1903 NYC&HR Electric Traction Commission accepts the proposal of the General Electric Company to build 30 electric locomotives for its Grand Central electrification; plus the generators, third rail and other infrastructure; NYC&HR has the option of increasing the locomotive order to 40; the first unit is to be built within 8 months and tested extensively on a test track at least 5 miles long; contract is approved by the Executive Committee on Nov. 17. (MB)

- Nov. 13, 1903 Former PRR General Agent at New York Oliver J. Geer (1834-1903) dies. (ATO)
- Nov. 14, 1903 Charter of the Trenton & New Brunswick Turnpike Company expires. (MB)
- Nov. 15, 1903 LIRR opens Division No. 2 of the Atlantic Avenue Improvement. (AR)
- Nov. 1903 All land within Penn Station site now purchased or condemned. (NYT)
- Nov. 1903 Patton No. 2 Branch of Cambria & Clearfield Railway extended 0.32 mile. (Val)
- Nov. 1903 Excavation of Grand Central Terminal site begins on east side.
- Nov. 1903 Kuhn, Loeb & Co. again tries to purchase the Western Maryland Railroad and Little Kanawha Syndicate properties from George J. Gould, using Henry Clay Frick as an intermediary, without success. (Wheeler)
- Nov. 17, 1903 Association of Passenger Representatives of the Pennsylvania System, composed of officers of Passenger Traffic Departments of Lines East and Lines West holds first semi-annual meeting at Washington; formed on initiative of VP John B. Thayer to provide an organization similar to Association of Freight Traffic Officers; General Traffic Manager J.R. Wood is Chairman and Advertising Agent Frank N. Barksdale Secretary. (APR, RyW)
- Nov. 18, 1903 C. F. Coaney appointed General Manager as well as Secretary of the Dayton, Lebanon & Cincinnati Railroad, replacing A. E. Appleyard, resigned. (Guide)
- Nov. 20, 1903 Mineral Railroad & Mining Company approves the Union Coal Company assigning its lease of 1892 to the Susquehanna Coal Company. (MB)
- Nov. 20, 1903 Terre Haute & Peoria Railroad and Illinois Central Railroad sign agreement for an interlocking at the crossing at Kenney, Ill. (MB)
- Nov. 20, 1903 Marienfelde-Zossen high-speed electric traction tests are concluded in Germany, having reached speeds of 130 MPH. (RyW)
- Nov. 21, 1903 Twenty-eight construction laborers, mostly Italians, who are working on track relocation between Lilly and Portage, Pa., burned to death when their shanty takes fire from stoves; many men die trying to save their accumulated wages, with which they were planning to return to Italy. (NYT)
- Nov. 21, 1903 NYC&HR announces that it has contracted with the General Electric Company for the entire electrification for Grand Central Terminal, confirming rumors circulated the day before. (NYT)



- Nov. 22, 1903 Work resumes in the south tunnel of the New York & Jersey Railroad after the silt is removed and the leak stopped. (Jacobs)
- Nov. 23, 1903 LIRR elevated section of Atlantic Avenue Improvements opens between Bedford and Ralph Avenues. (off. rept. has 11/21! Nostrand-Ralph Aves.! - AR has 11/15)
- Nov. 23, 1903 New station at Gordon Heights opens, replacing station at Riverside on Maryland Division.
- Nov. 24, 1903 Hudson & Mahanttan Railroad receives franchise from New York Board of Rapid Transit Commissioners covering tunnels to Exchange Place, Jersey City. (NYState, H&M)
- Nov. 24, 1903 Lavinia Frances Thomson (1824-1903), widow of J. Edgar Thomson, dies of pneumonia at Philadelphia; her death clears the way for the J. Edgar Thomson Estate to expand the girls' orphanage from 1720-1722 Rittenhouse Street to 1716-1724 Rittenhouse Street. (WoodlandsCmtry, Info, PhlInq)
- Nov. 24, 1903 LS&MS Board approves the recently completed purchase of 50,000 shares of the Lehigh Valley Railroad and rescinds the order to purchase 125,000 shares. (Wheeler)
- Nov. 26, 1907 NYC&HR formally announces the award for the Grand Central Station electrification, including 30 locomotives, to the General Electric Company. (NYT)
- Nov. 27, 1903 Pres. A. J. Cassatt offers to buy properties of Western Maryland Railroad and Little Kanawha Syndicates at cost, but not Little Kanawha and Guffey coal lands, and open the PRR and B&O east of Pittsburgh to the Wabash. (Wheeler)
- Nov. 28, 1903 Last run of passenger service on the Scottdale Branch of the South-West Pennsylvania Railway between Scottdale (?) and Mount Pleasant; Mount Pleasant station becomes freight-only. (Guide)
- Nov. 28, 1903 Pennsylvania Company, Columbus Connecting Terminal Railroad and Norfolk & Western Railway agree for the N&W to provide 2 tracks and the PRR (? pre TC&OR) to provide 3 tracks on N&W property east of Joyce Avenue for a joint interchange yard at Columbus. (MB, Church)
- Nov. 28, 1903 Richmond, Fredericksburg & Potomac Railroad opens double track between Rutherglen and Guinea and between Boulton and Acca. (AR)
- Nov. 29, 1903 Old Wilmington roundhouse on Front Street abandoned in favor of one at new Wilmington Shops. (WEJ)

- Nov. 29, 1903 *Seashore Limited* No. 22 renamed *Manhattan Limited*; New York section of *Pittsburgh Limited* (1st No. 16) renamed *New York Special*, running non-stop between East Liberty and Jersey City; Philadelphia-Washington section (2nd No. 16) renamed *Philadelphia Special*; *Pittsburgh Special* No. 29 inaugurated as fast night train between Jersey City and Pittsburgh making its Philadelphia stop only at North Philadelphia and running through the surface wye at Mantua Jct.; *Day Express* No. 24 inaugurated between Pittsburgh and New York; *Toledo Special/Pittsburgh Special* inaugurated as fast train between Pittsburgh and Toledo. (tt, PassDept, Keystone)
- Nov. 29, 1903 PRR stops running through New York-Washington trains in and out of Broad Street Station and stopping instead only at West Philadelphia Station; protests voiced by Travelers' Protective Association and various civic and business groups. (PubLdgr, NYT)
- Nov. 29, 1903 PRR begins running local trains between Chicago and Indiana Harbor via PFW&C main line; service operates in loop with Hegewisch-East Chicago service via connection at Clarke Jct.. (tt)
- Nov. 29, 1903 Detroit-Sault Ste. Marie sleeping car established via the Michigan Central Railroad and Duluth, South Shore & Atlantic Railway, crossing the Straits of Mackinac on the Mackinac Transportation Company's car ferry. (Guide)
- Nov. 30, 1903 Philadelphia Trades League presents a petition to Pres. A. J. Cassatt protesting the decision to stop New York-Washington trains only at West Philadelphia; the new arrangement is most inconvenient for people using through trains to the South, as New York "Clockers" and some Maryland Division expresses continue to originate and terminate at Broad Street Station. (PubLdgr)
- Nov. 30, 1903 Toledo & Michigan Terminal Railway dissolved. (Church)
- Late 1903 Pres. William H. Truesdale of DL&W changes his mind and denies McAdoo's Hoboken & Manhattan Railroad permission to pass under DL&W yards to reach Hoboken Terminal.
- Late 1903 William K. Vanderbilt intervenes in designs for Grand Central Terminal by employing Warren & Wetmore to redesign the head house in the Beaux Arts style as a fashionable civic building and remove all revenue-producing features, including air rights development, office tower and elevated roads; Whitney Warren (1864-1943) is a cousin of Vanderbilt. (Condit)
- Dec. 1, 1903 L.F. Loree writes to A. J. Cassatt protesting proposed the deal with George J. Gould; notes traffic arrangements would hurt the B&O west of Pittsburgh; says Gould is weak and getting weaker, but if he is determined to have a transcontinental line, he will take the PRR's money and try again later.

(Wheeler)

- Dec. 1, 1903 Pittsburgh Joint Stock Yards Company leased to Samuel W. Allerton, Robert H. Allerton, William V. Callery and Simon O'Donnell of Chicago, doing business as Pittsburgh Union Stock Yards Company, for two years; immediately subleased to Pittsburgh Provision & Packing Company. (Church, MB)
- Dec. 1, 1903 PRR agrees to operate minimum three cars per passenger train instead of two cars on both West Chester lines after riders protest. (CCHS)
- Dec. 1, 1903 Robert T. Morrow (1859-1934) named Superintendent of West Pennsylvania Division, replacing F.F. Robb, resigned. (AR)
- Dec. 1, 1903 Pennsylvania Company grants Pere Marquette Railroad trackage rights over the South Chicago & Southern Railroad between Clarke Jct. and Hammond. (MB)
- Dec. 1, 1903 Erie Railroad and DL&W each purchase 5,000 shares of Lehigh Valley Railroad as part of the Community of Interest to interlock the anthracite railroads. (Wheeler)
- Dec. 2, 1903 PRR and Western Union Telegraph Company agree to move dispute to U.S. Circuit Court of Appeals, and PRR declares a moratorium on cutting down Western Union poles. (NYT)
- Dec. 2, 1903 Runaway switcher collides with southbound freight train at Greenwood, Del., setting fire to a car of high explosives; blast sets fire to town; two crewmen killed. (Hayman, WEJ)
- Dec. 2, 1903 "DI" ("BELL") Tower placed in service at Bellwood at entrance to new East Altoona westbound receiving yard. (Loeb)
- Dec. 2, 1903 New Grain Elevator No. 3 of 1 million bushel capacity opens at Canton, Md. (AR)
- Dec. 1903 Fountain Branch of Bald Eagle Valley Railroad opens at Fountain, Pa. (1.32 miles). (Val)
- Dec. 7, 1903 PB&W begins servicing local passenger engines at West Yards, Wilmington. (WEJ)
- Dec. 7, 1903 Pres. Roosevelt's third annual message ignores railroad matters entirely. (NYT, Kolko)
- Dec. 9, 1903 It is announced that the PRR is the real purchaser of 228-250 W. 34<sup>th</sup> Street,

which will be used to create a mid-block approach to Penn Station between 33<sup>rd</sup> & 34<sup>th</sup> Streets. (NYTrib)

- Dec. 9, 1903 PRR Board authorizes enlargement of South Street Yard in Philadelphia; guarantees \$10 million bonds of LIRR. (MB)
- Dec. 9, 1903 Committee on Supplies abolished and duties given to Road Committee. (MB)
- Dec. 9, 1903 PB&W Board authorizes extension of Cardington Branch from Millbourne Mills to paper mills of C.S. Garrett & Sons Company in Upper Darby. (MB)
- Dec. 9, 1903 Gwendolen Water Company incorporated in Pa. (MB)
- Dec. 10, 1903 Washington Terminal Company decides that Washington Union Station will be built of white granite, not marble, because of greater resistance to smoke. (NYT)
- Dec. 10, 1903 *New York Times* reports that if James J. Hill wins the Northern Securities Case, George J. Gould plans to place all his roads east of the Mississippi into a similar giant holding company. (NYT)
- Dec. 11, 1903 Manhattan Shaft of North River Tunnel completed at 32nd Street & 11th Avenue. (Couper, ASCE)
- Dec. 12, 1903 Louisville Bridge Company, PCC&StL and John L. Dodd agree to settle suit of minority stockholders for dividends, pending since 1897, and terminating agreement of June 5, 1872 for use of bridge by other companies; PCC&StL is to pay the Bridge Company stockholders \$295,387, of which \$62,342 is in new cash; the prior funds paid into the court by the PCC&StL is to be paid to the Bridge Company, and the PCC&StL is to pay the plaintiffs' court costs. (MB, Church)
- Dec. 12, 1903 Sen. Joseph V. Quarles (1843-1911), a Progressive Republican from Wisconsin, introduces bill S. 2439; gives the ICC the power to suspend rates on the complaint of a shipper and fix an actual rather than a maximum rate or apportion joint rates without public hearings but with the possibility of review by the courts; fines of \$5,000 a day for violations. (NYT, Kolko)
- Dec. 13, 1903 Pennsylvania, New York & Long Island Railroad opens bids for East River Tunnels; none are acceptable, although bid of S. Pearson & Son, Ltd., of London is most attractive. (ASCE)
- Dec. 14, 1903 Pennsylvania, New Jersey & New York Railroad Board adopts location for a yard west of Bergen Hill, which is not built. (CorpHist)
- Dec. 14, 1903 New Haven inaugurates *Merchants Limited* as premier, all-first class evening

train between New York and Boston on 5:00 schedule, leaving each city at 5:00 PM; appointments equal to the *Bay State* and the *Knickerbocker Limited*; \$7:00 fare, New York to Boston. (Guide)

- Dec. 15, 1903 Gustav Lindenthal resigns from Board of Engineers for Penn Station project. (ASCE)
- Dec. 15, 1903 Bids submitted for PRR Hudson and East River Tunnels opened. (NYT)
- Dec. 15, 1903 South Chicago & Southern Railroad grants trackage rights to Pere Marquette Railroad between Clarke Jct. and Hammond, retroactive to Dec. 1. (MB)
- Dec. 15, 1903 Benjamin McKeen named General Manager of Vandalia Lines, replacing Henry I. Miller to General Manager of Rock Island; Col. W. W. Richardson named Assistant General Passenger Agent of Lines West. (AR, RyW)
- Dec. 15, 1903 Securities of subsidiaries held by the Consolidated Lake Superior Company pledged as collateral under the Speyer & Co. loan are sold at auction. (C&FC)
- Dec. 1903 Fagely Branch of Shamokin Valley & Pottsville Railroad (1.6 mi.) opens between a point east of Sagon Jct. and Greenough Breaker near Mount Carmel. (Val)
- Dec. 1903 Little Kanawha Syndicate acquires all stock of Belington & Northern Railroad. (Church)
- Dec. 1903 Joseph Ramsey suspends construction on the Buckhannon & Northern Railroad, having spent \$836,777 on work between Pentress and Belington; this portion of the line is never completed; Zanesville, Marietta & Parkersburg Railroad suspends after expending \$871,545. (Church)
- Dec. 1903 Cherry Run & Potomac Valley Railroad opens between Berkeley, W.Va., on the Cumberland Valley & Martinsburg Railroad, and West Cumbo, including Cumbo Yard. (B&O Val)
- Dec. 1903 NYC&HR receives its first Pacific 4-6-2 locomotive. (Trains)
- Dec. 16, 1903 New York City sells to the Pennsylvania, New York & Long Island Railroad the land occupied by 32<sup>nd</sup> Street between 7<sup>th</sup> & 9<sup>th</sup> Avenues for \$788,000. (NYState)
- Dec. 16, 1903 Lehigh Valley Railroad Board approves location and orders construction of the Keifer Basin Branch in Foster Township, Luzerne County. (MB)
- Dec. 17, 1903 Wilbur and Orville Wright make first successful powered, heavier-than-air airplane flights at Kitty Hawk, N.C.

- Dec. 18, 1903 Jamaica & South Shore Railroad incorporated in New York under articles dated Oct. 17 as the reorganization of New York & Rockaway Railroad; portions between New York & Rockaway Jct. and Springfield Jct. and between Cedarhurst and Far Rockaway are operated by the LIRR; Cedarhurst Cutoff not operated; was intended to block construction of competing trolley line. (Val, C&C)
- Dec. 18, 1903 First two trains of empty coal cars sent west over New Portage Railroad. (Snyder)
- Dec. 19, 1903 PRR announces it has awarded contract for Washington Union Station to Thompson-Starrett Company of New York. (NYT)
- Dec. 19, 1903 Williamsburg Bridge, second East River crossing at New York opens between Broadway in Brooklyn and Delancey Street in Manhattan. (RTinNYC, Condit)
- Dec. 1903 Second track extended to Dover on Delaware Railroad.
- Dec. 21, 1903 Pres. A. J. Cassatt denies Philadelphia Board of Trade request to resume backing New York-Washington trains in and out of Broad Street Station. (NYT)
- Dec. 21, 1903 Chicago ordinance extends the time for track elevation of the PCC&StL Railway by one year. (MB)
- Dec. 21, 1903 W.H. Scriven appointed Superintendent of Chicago Terminal Division, replacing Benjamin McKeen, transferred to the Vandalia Line; Scriven also named to new post of General Agent at Chicago; Thomas B. Hamilton (1865-1939) named Superintendent of the Cleveland & Pittsburgh Division, replacing Scriven; Henry W. Thornton to Superintendent of the Erie & Ashtabula Division, replacing Hamilton; Robert C. Barnard (1869- ) appointed Superintendent of Cleveland, Akron & Columbus Railway, replacing Thornton; Assistant Superintendent of the Cleveland & Pittsburgh Division J. W. Conneys to Superintendent of the Marietta Division, replacing Barnard, transferred; post of Assistant Superintendent of the Cleveland & Pittsburgh abolished. (MB, AR)
- Dec. 21, 1903 Joseph Stickney (1840-1903), whose long service as sales agent for the PRR's anthracite coal has made him a multimillionaire, dies of a stroke at New York City; the firm of Stickney, Conyngham & Co. is dissolved. (NYT)
- Dec. 23, 1903 "EF" (ANTIS) Tower placed in service at East Altoona where passenger mains switch from center to north side. (Loeb)
- Dec. 23, 1903 John McKinney deeds property of former New York & Rockaway Railroad to

Jamaica & South Shore Railroad. (Val)

- Dec. 1903 First prototype all-steel subway car completed at Altoona to design of George Gibbs for Interborough Rapid Transit Company; first regular all-steel passenger car design to be produced in quantity; car is too heavy, as it uses standard commercial shapes, and some interior steel replaced with aluminum in later versions. (PR, PaNews)
- Dec. 1903 Fagley Branch (1.6 miles) opens to coal mines near Mount Carmel, Pa., off Green Ridge Branch. (see above)
- Dec. 28, 1903 PRR discloses plan to add ten tracks to Broad Street Station by extending it northward from Filbert Street to Cuthbert Street in hearing before Board of Surveyors; PRR files opposition to plan for Benjamin Franklin Parkway because it would cut across this block diagonally. (NYT)
- Dec. 29, 1903 Stuyvesant Real Estate Company reports acquisition of an additional 67 parcels at Penn Station for \$3,283,809 and 163 parcels at Sunnyside Yard for \$1,265,775. (MB)
- Dec. 29, 1903 Mayor George B. McClellan approves franchise for the Hudson & Manhattan Railroad from Cortlandt Street in the direction of Exchange Place. (NYState)
- Dec. 29, 1903 L. F. Loree resigns as Pres. of B&O to be Pres. of Rock Island, effective Jan. 1, 1904. (B&O AR)
- Dec. 29, 1903 Trinway & Morrow RPO extended to Trinway & Cincinnati RPO. (Kay)
- Dec. 29, 1903 Canada Southern Railway grants the Pere Marquette Railroad trackage rights between St. Thomas, Ont., and Fort Erie and the Niagara River cantilever bridge. (AR)
- Dec. 30, 1903 Advisory Board for the Chicago Union Passenger Station calculates that a new station with real estate will costs about \$7 million. (Milsk/CELW)
- Dec. 31, 1903 City of New York deeds bed of 32nd Street between 7th & 9th Avenues to Pennsylvania, New York & Long Island Railroad for \$788,600. (CorpHist)
- Dec. 31, 1903 Following the death of Joseph Stickney, all PRR anthracite companies cancel their longtime sales contract with Conyngham & Co. (William L. Conyngham, Joseph Stickney, Jesse Hilles and James Boyd) and hereafter employ their own officers as sales agents. (MB)
- Dec. 31, 1903 New Haven VP Percy R. Todd (1859-1935) reports to Pres. Charles S. Mellen recommending the purchase of the Central New England Railway and Poughkeepsie Bridge line to relieve freight congestion at New York City.

(Baehr)

- Dec. 31, 1903 American Sheet Steel Company absorbs the American Tin Plate Company (both subsidiaries of United States Steel Corporation) and is renamed the American Sheet & Tin Plate Company. (NJCorps, AI&SI)
- 1903 PRR stock price bottoms at 55-3/8 per share in wake of Panic of 1903; down from a high of 85 in 1902. (MB)
- 1903 Last property acquired for Penn Station in New York; about 500 buildings demolished and 5-6,000 people forced to move. ( , Ballon)
- 1903 PRR ranks seventh in number of commuters at New York with 5,000, following Erie with 11,000, DL&W with 10,000 and CNJ with 8,000. (NYT)
- 1903 Walter Thayer (1875-1931) appointed Eastern Manager of the Erie & Western Transportation Company at Philadelphia. (PRRBio)
- 1903 LIRR completes six-track system between Jamaica and Rockaway Jct. (C&C)
- 1903 Wooden ferry hoods at Jersey City Terminal replaced with ornamental copper over iron frames. (AR)
- 1903 Victor J. Bradley (1858-1923), Superintendent of the Second Division of the Railway Mail Service establishes the first "Terminal RPO" at the PRR's Jersey City Terminal for presorting bulk mail. (Long/Dennis)
- 1903 New east and westbound platforms and shelters built at Newark station on level with track elevation. (AR)
- 1903 Pleasantville & Atlantic Turnpike or Plank Road Company sold to the Atlantic City & Suburban Railway, which uses its right of way for a trolley line. (Butler)
- 1903 South bridge built over Schuylkill River on Filbert Street Extension for four-tracking of main line. (PaNews)
- 1903 New 44-stall roundhouse opens at West Philadelphia. (AR)
- 1903 New station opens at Norristown. (AR)
- 1903 Wilmington Shops and Shellpot Yard (?) completed. (C&C)
- 1903 Wilmington Shops completed; include locomotive shop 507 x 180 and car erecting shop 300 x 180. (AR)



- 1903 Automatic block signals placed in service between South Street, Philadelphia, and West Yard, Wilmington, on PB&W (AR - not AR of GM).
- 1903 New station completed at Chester, Pa. (AR)
- 1903 New stations built at Lamokin, Pa., Claymont and Newport, Del., and Halethorpe, Md. on PB&W. (AR)
- 1903 New stations built at Chestertown, Easton and Cambridge, Md. on Delaware Division. (AR)
- 1903 New locomotive shop built at Delmar on Delaware Division. (AR)
- 1903 NYP&N purchases the second-hand tugboat *Abram Minis* from the Propeller Tow Boat Company of Savannah; renamed the *Salisbury*; also receives the tugboat *Crisfield* from the Maryland Steel Company. (Supt AR)
- 1903 Steamboat *Virginia* built by the Maryland Steel Company for the Baltimore, Chesapeake & Atlantic Railway to replace the *Tivoli* on the Wicomico River line. (Burgess - verify BethStl)
- 1903 Baltimore, Chesapeake & Atlantic Railway sells the steamboat *Nanticoke* to the Albemarle Steam Navigation Company. (Burgess)
- 1903 Extra storey added to Union Station, Baltimore, for offices. (AR)
- 1903 New pier built at Jackson's Wharf, Baltimore. (AR)
- 1903 New 60-lever mechanical interlocking built at “\_\_\_” at Canton Jct. on Northern Central Railway. (AR)
- 1903 Northern Central Railway commissions architect Frank Furness to design stations at Sherwood (later Riderwood) and Parkton, Md. (Gunnarsson)
- 1903 New station built at Parkton, Md., and new shelter sheds built at Padonia, Cockeysville and Rockburn, Md., on the Baltimore Division. (AR)
- 1903 Automatic block signals installed between Paoli and Gallaghersville on Philadelphia Division. (AR)
- 1903 Northern Central Railway rearranges Marysville Yard; expands yards at Sunbury and Timonium. (C&C)
- 1903 New station built at Paxinos, Pa., on the Shamokin Division. (AR)
- 1903 Susquehanna, Bloomsburg & Berwick Railroad opens 0.25 mile connecting

- track to Bloomsburg & Sullivan Railroad near Paper Mill Station. (Val, C&C)
- 1903 New derrick and hoist built on the ore dock at Sodus Point, N.Y. (AR)
- 1903 Pennsylvania Canal Company sells canal bed between Northumberland and Nanticoke to DL&W; sells bed between Duncans Island Jct. and Selinsgrove to Northern Central Connecting Railway. (AR)
- 1903 Chambersburg & Gettysburg Electric Railway completed from Chambersburg to Caledonia using right of way of old Chambersburg & Gettysburg Railroad. (Watts)
- 1903? New “WK” Interlocking built near Shawnee on the Middle Division as part of the four-tracking between Denholm and Lewistown. (Keystone)
- 1903? East Altoona yard completed. (prob 1904)
- 1903 New storehouse and blacksmith shop built at Juniata Shops in Altoona. (altoonaworks.info)
- 1903 PRR purchases 85 acres for the new South Altoona Foundries complex. (altoonaworks.info)
- 1903 Double track opens between Petersburg and Water Street and between Whites Bridge and Morrisons Cove Jct. on the Petersburg Branch.
- 1903 Coal Pit Run Branch of Cambria & Clearfield Railway extended 0.35 mile.
- 1903 Kings Run Branch of Cambria & Clearfield Railway abandoned, Welshdale to mines (1.52 miles). (Val)
- 1903 Last 0.59 mile of Whitehead Branch of Cambria & Clearfield Railway abandoned. (Val)
- 1903 Block signal system installed between Huntley and Keating on P&E. (AR)
- 1903 Second track built between Keating and Driftwood (25.2 miles), Jersey Shore and Nisbet (6.21 miles) and Dewart and Montgomery (1.81 miles) on the Philadelphia & Erie Railroad. (C&C)
- 1903 Second track opens between Shippen and Keating Summit on Buffalo Division.
- 1903 New ore dock built at Erie.
- 1903 Double track opens between West Apollo and Salina on West(ern)

- Pennsylvania Division. (AR)
- 1903 Third track opens between "ON" Tower and Natrona on West(ern) Pennsylvania Division. (AR)
- 1903 Four-track system opens: Beatty-Latrobe, Larimer-Stewart on Pittsburgh Division, and Hayes-Cochran on Monongahela Division. (AR)
- 1903 Fourth track opens between Summerhill and Viaduct on Pittsburgh Division. (AR)
- 1903 Bradenville Branch extended 1.23 miles from works of Latrobe & Connellsville Coal & Coke Company to works of Atlantic Crushed Coke Company on Pittsburgh Division. (Val, AR)
- 1903 Train shed of Pittsburgh station completed; 252' x 504' spanning 18 tracks (?) or 2 outside??); prob. early in year. (AR)
- 1903 Four-track system opens at South Side Pittsburgh on Monongahela Division.
- 1903 Third and fourth tracks placed in service between Hays and Cochran on the Monongahela Division. (C&C)
- 1903 Yards enlarged at Thomson, Ormsby and Clairton on Monongahela Division.
- 1903 Boyer Run Branch of South-West Pennsylvania Railway extended 0.89 mile to Hecla. (Val)
- 1903 Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 2.5 miles to terminus on Piney Fork Creek. (Val)
- 1903 New station opens at Connellsville, Pa. (AR)
- 1903 Little Kanawha Railroad discontinues work between Sandy Bend and Burnsville. (Cards)
- 1903 Wolf Creek Branch of Western New York & Pennsylvania Railway extended to Redmond. (Val)
- 1903 Pittsburgh, Chartiers & Youghiogheny Railway completes second track from Lewis Run to Duff Jct. (3.25 miles) and change of line of about 2 miles; paid for by the PCC&StL Railway. (C&C)
- 1903 Ohio Connecting Railway opens branch from north end of its Ohio River bridge to the PFW&C near Island Avenue, Allegheny, permitting trains to and from the east on the PFW&C to cross the bridge and continue west on the PCC&StL Railway. (Church, C&C)

- 1903 Western Allegheny Railroad opens branch from Blackburn to Snow Hill, Pa. (3.2 miles). (C&C)
- 1903 Buurgetts Branch of PCC&StL opens off main line from “RS” Tower east of Burgettstown to Valear (1.7 miles); Hickory Branch opens between Centre Avenue, Burgettstown (Hickory Jct.), and Cherry Valley, Pa. (3.99 miles), (AR, Church, C&C)
- 1903 Class B8 0-6-0 switching locomotive introduced.
- 1903 Permissive block signal system installed between Butler Street, Pittsburgh and Kittanning on Allegheny Division. (AR)
- 1903 PRR acquires the Hulton Ferry Company operating on the Allegheny River. (MB)
- 1903 Enlargement of Conway Yard under way. (AR)
- 1903 American Bridge Company purchases a tract with one mile of frontage on the Ohio River in Beaver County from the Harmony Society and begins the construction of a large fabricating works and the associated town of Ambridge, Pa. (bchistory.org)
- ca. 1903 Traffic on the PFW&C Eastern Division through Rochester, Pa., is 122 regular passenger trains daily and 120-140 freight trains. (Bausman)
- 1903 Third track built, Kenwood-Morado and Walnut-Little Beaver on the Eastern Division, PFW&C. (AR)
- 1903 New automatic block signals placed in service between South Side, Pittsburgh, and Temperanceville on Pittsburgh Division (PCC&StL). (AR)
- 1903 Running track built from Tunnel No. 4 at Dinsmore to “RS” Tower east of Burgettstown (2.3 miles) on the Pittsburgh Division of the PCC&StL Railway. (C&C)
- 1903 Running track built from Colliers to Bridge 34 west of Hanlin (2.0 miles) on the Pittsburgh Division of the PCC&StL Railway. (C&C)
- 1903 Double track completed, Lawrence Jct.-Edenburg, Girard-Niles, Harbor Bridge-Wheatland, and Dock Jct.-Erie Dock on the Erie & Ashtabula Division. (AR)
- 1903 Two ore storage trestles with a total capacity of 400,000 tons built at Erie on the Erie & Pittsburgh Railroad. (C&C)

- 1903 Double track completed between Beaver and Steubenville on the Cleveland & Pittsburgh Division. (AR)
- 1903 Beaver Dam Branch of Cleveland & Pittsburgh Railroad extended 0.5 mile to Goshen Coal Company No. 3 at Roswell. (Church, C&C)
- 1903 Rush Run Branch of Cleveland & Pittsburgh Railroad built from Rush Run to the mines of the Glenn's Run Coal Company and United States Coal Company in Wells Township (6.23 miles). (Church)
- 1903 Change of line and double track completed at Bedford on the Cleveland & Pittsburgh Division; old line through Bedford abandoned. (AR)
- 1903 Kinsman Street (Cleveland) and Wellsville Yards enlarged on the Cleveland & Pittsburgh Division. (AR)
- 1903 Davenport Street freight station built on the Cleveland & Pittsburgh Division. (C&C)
- 1903 Barberton & Southern Railroad opens between the Cleveland, Akron & Columbus Railway near the Diamond Brick Works and Erie RR Jct. near the Alden Rubber Company works. (1.77 miles). (C&C)
- 1903 Cleveland & Marietta Railway builds spurs to reach the Blue Bell Mine, the Detroit Mine, the Little Kate Mine, and the Novelty Brick & Coal Plant. (C&C)
- 1903 Cleveland, Akron & Columbus Railway opens new brick freight station at Akron. (AR)
- 1903 Cleveland, Akron & Columbus Railway assumes operation of portion of Massillon & Cleveland Railroad between Warwick Jct. and Clinton, Ohio. (Church)
- 1903 Cincinnati & Muskingum Valley Railroad builds new coaling towers at McLuney and Lancaster, Ohio. (C&C)
- 1903 Three-track stone arch bridges built over Big Walnut Creek and over Alum Creek on the Columbus & Newark Division. (C&C)
- 1903 New Columbus shops completed, including a 41-stall roundhouse, 80 x 660 erecting shop, power house and extensions to the machine shop. (AR, C&C)
- 1903 Double track placed in service between "MI" Tower near Columbus and Alton (5.86 miles) on Cincinnati Division. (AR)

- ca. 1903 Pennsylvania Company installs “whirlies,” one-ton buckets on the ends of long, pivoting cranes, to replace wheelbarrow loading of coal at Sandusky. (Keystone)
- 1903 Dayton, Lebanon & Cincinnati Railroad opens between Hempstead and Lambeth, Ohio, with branch from Lambeth to Dayton State Hospital at Lakeland. (Church)
- 1903 Second track built Unionville to Woodstock, White River Jct. to “Z” Tower; Peoria Jct. to Trimmer, and Prairie View to Lansing on PCC&StL Railway, for a total of 34.85 miles. (AR, C&C)
- 1903 Southside Yard at Logansport completed with 34,400 feet of track. (C&C)
- 1903 Logansport & Toledo Railway builds wye connection to LS&MS at Butler, Ind. (AR)
- 1903 Logansport & Toledo Railway curtails passenger service to save money. (AR)
- 1903 Double track completed, Nevada-Upper Sandusky, Plymouth-Grovertown, and Hanna-Wanatah on the Western Division, PFW&C. (AR)
- 1903 Third track completed between Adams and Fort Wayne on the Western Division, PFW&C. (AR)
- 1903 New Fort Wayne Shops and engine terminal completed. (AR)
- 1903 GR&I builds 3-stall roundhouse at Formans, Mich., just south of Petoskey. (MichRRs)
- 1903 New coal dock built at Garfield, Ind., on the Terre Haute & Logansport Railway. (C&C)
- 1903 South Chicago & Southern Railroad extended from Clarke Jct., Ind., to junction with NYC at Pine Jct. (1.32 miles); operated jointly with B&O system. (C&C)
- 1903 Westbound receiving and classification yards rearranged at 55<sup>th</sup> Street, Chicago. (AR)
- 1903 New engine terminal completed at 14<sup>th</sup> Street, Chicago. (AR)
- 1903 St. Louis Belt & Terminal Railway opens a connection between the St. Louis & San Francisco Railroad and the St. Louis Terminal Railway in St. Louis (9.25 miles). (C&C - verify)

- 1903 New Tower No. 1 built at the throat of St. Louis Union Station; two 3-track wyes replace the original single 2-track one. (Grant/Hofsommer - may be 1902)
- ca. 1903 Detroit Southern Rail\_\_ opens between B&O Jct. and Jackson, Ohio, on the Hocking Valley; includes trackage rights over the B&O between Bloom Jct. and B&O Jct.; later part of the main line of the Detroit, Toledo & Ironton Railroad. (Meints)
- 1903 With the abandonment of the Pennsylvania Canal, Superintendent Thomas T. Wierman, Jr. (1850-1935), is named Special Assistant in the Real Estate Dept. (EncycPaBio)
- 1903 PRR YMCA at Philadelphia begins series of competitive games for General Office employees. (Wilson)
- 1903 PRR begins baseball competitions at the local level. (Mutual)
- 1903 James Carey Evans (1862-1931) named Western Manager of the Anchor Line. (PRRBio)
- 1903 J. Pierpont Morgan offers Samuel Rea the presidency of the New Haven, which he declines. (PaNews)
- 1903 Harlan & Hollingsworth Company delivers the passenger steamboats *Penn* and *Lord Baltimore* to the Ericsson Line for 10:00 hour day service between Philadelphia and Baltimore via the Chesapeake & Delaware Canal; they are supposedly the fastest steamboats on Chesapeake Bay, capable of speeds over 22 MPH; they are almost 200 feet long but only 23.5 feet beam to fit through the canal locks. (Burgess - verify BethStl)
- 1903 William Lightfoot Price (1861-1916) and M. Hawley McLanahan (1865-1929) form the Philadelphia architectural firm of Price & McLanahan, which will get important PRR commissions; they are pioneers of reinforced concrete construction. (Tatman)
- 1903 Atlantic Coast Line contracts with the Armour Car Lines for a line of refrigerator cars to carry strawberries to the cities of the Northeast. (Dozier)
- 1903 Thomas H. Watkins and the Berwind-White interests organize the Pennsylvania Coal & Coke Company to operate in the Cambria-Clearfield County Coal Field; it purchases the stock of the Webster Coal & Coke Company. (Gable - unclear if this is the Fairview Coal Mining Co. renamed; eventually becomes a lessee of the Clearfield Bituminous Coal Co.)

- 1903 B&O, through Consolidation Coal Company, buys large blocks of coal land of the Fairmont Coal Company at Fairmont, W.Va., Somerset Coal Company at Somerset County, Pa., and Clarksburg Coal Company at Clarksburg, W.Va., to keep them out of the hands of George J. Gould. (RRH, Consol)
- 1903 United States Steel Corporation implements the “Pittsburgh Plus” basing point system for steel prices. (Seely)
- 1903 Amalgamated Sheet Metal Workers’ International Association changes its name to Amalgamated Sheet Metal Workers’ International Alliance. (DeptofLabor/Stewart)
- 1903 International Brotherhood of Blacksmiths changes its name to International Brotherhood of Blacksmiths & Helpers; one of the AFL shop craft unions. (DeptofLabor/Stewart)