

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

By Christopher T. Baer

1906

May 2016 Edition

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| Jan. 1, 1906 | New organization manual; General Office Dept. renamed Executive Dept. (Org) |
| Jan. 1, 1906 | LIRR assumes direct operation of its ferries at New York. (NYState) |
| Jan. 1, 1906 | Pennsylvania, New Jersey & New York Railroad relets contract for Bergen Hill Tunnels to William Bradley, the John Shields Construction Company having entered receivership. (ASCE) |
| Jan. 1, 1906 | Wissahickon Heights station on Chestnut Hill Branch renamed St. Martins. (MB) |
| Jan. 1, 1906 | James Buckelew (1864-1948) named Superintendent of Central Division, replacing Charles J. Bechdolt, deceased; Charles S. Krick (1866-1943) to Principal Assistant Engineer of PB&W. (AR, PRRBio) |
| Jan. 1, 1906 | Maryland, Delaware & Virginia Railway obtains trackage rights over Delaware, Maryland & Virginia Railroad between Lewes and Rehoboth Beach. (MB, Val) |
| Jan. 1, 1906 | Pennsylvania Company begins operating Pittsburgh, Youngstown & Ashtabula Railroad under agreement of Jan. 16, 1906. (C&C) |
| Jan. 1, 1906 | LIRR, through Long Island Consolidated Electrical Companies, buys 50% interest in Long Island Electric Railway, operating from the Brooklyn city line through Jamaica to Queens Village and from Jamaica to Far Rockaway; other 50% is held by Interborough Rapid Transit Company (NY subway). (Moody's, NYState) |
| Jan. 1, 1906 | James A. McCrea (1875-19233) transferred from Lines West and named General Superintendent of LIRR, replacing Charles L. Addison (1868-) |

- named Assistant to Pres. (MB)
- Jan. 1, 1906 R.C. Bannard named Superintendent of Cincinnati Division, replacing James A. McCrea; William B. Wood (1876-) named Superintendent of Cleveland, Akron & Columbus Railway replacing Bannard; Nettleton Neff named Superintendent of Richmond Division, replacing Wood. (MB, AR, RyW)
- Jan 1, 1906 Pennsylvania Company establishes through service between Pittsburgh and Cleveland via Niles under agreement with B&O. (Church)
- Jan. 1, 1906 Youngstown & Ravenna Railroad assigns its trackage rights over the Mahoning Valley Western Railway between Ravenna Jct. and Niles Jct. to the Pennsylvania Company; leases that portion of its road between Mahoning Valley Western Jct. and Ravenna Jct. to the Pennsylvania Company and the portion between Niles Jct. and Boanna to the Pittsburgh, Youngstown & Ashtabula Railway; PY&A grants the Pennsylvania Company trackage rights over this line for its Cleveland trains. (Church)
- Jan. 1, 1906 PRR System ends issuing free passes to politicians and shippers; issues only to employees and members of families and exchanges with officials of other railroads. (MB, Snyder, NYT)
- Jan. 1, 1906 Toledo Railway & Terminal Company defaults on bond interest. (Church)
- Jan. 1, 1906 William Symmes Richardson (1873-1931) joins the architectural firm of McKim, Mead & White as a partner; he takes over much of the Penn Station detail work from Charles Follen McKim, whose health is failing, and who begins withdrawing from active business; in effect, Richardson is the true architect of the building except for the overall concept. (WhosWho, Ballon, Broderick)
- Jan. 1, 1906 "New York Central Lines" adopted as collective designation for 54 roads controlled by NYC&HR, replacing use of the term "Vanderbilt roads"; most equipment is to be relettered except that on the Nickel Plate and Boston & Albany. (RyW)
- Jan. 1, 1906 NYC&HR reorganizes its Passenger Dept. as the Advertising Dept. under George H. Daniels; previously, a large part of the department's duties was the distribution of free passes to shippers and politicians, a practice that has been abolished. (NYT)
- Jan. 1, 1906 Cairo, Vincennes & Chicago Railway restores track between Tilton and Danville, Ill., torn up by the Wabash in the 1880s. (GrnBk)
- Jan .1, 1906 Clark Brothers Coal Mining Company organized in Pa. by H.E. Clark, J. O. Clark and S. L. Clark to operate at Glen Campbell, Pa., Indiana County, and

Smoke Run, Clearfield County. (PaCorps, Stewart)

- Jan. 1, 1906 Progressive Republican Gov. Robert M. La Follette (1855-1925) of Wisconsin nominates himself for the Senate and then resigns as Gov. (wiki)
- Jan. 2, 1906 Michigan Central Railroad takes a direct lease of the Toledo, Canada Southern & Detroit Railway, formerly part of the Canada Southern Railway. (AR)
- Jan. 4, 1906 Toledo Railway & Terminal Company enters receivership; Judson Harmon appointed receiver. (Church)
- Jan. 4, 1906 PRR signs agreement with Osceola Water Supply Company. (MB)
- Jan. 4, 1906 Rep. William P. Hepburn (1833-1916) of Iowa introduces a new railroad rate regulation bill, H.R. 12,987. (NYT)
- Jan. 7, 1906 Sleeping car line established between Jersey City and Birmingham, Ala., via Atlanta over Southern Railway. (PassDept)
- Jan. 8, 1906 PRR Road Committee cancels appropriation for East Trenton Shops and tracks. (MB)
- Jan. 1906 Prototype BLW/Westinghouse a.c. electric locomotive begins tests on New Haven; B-B type, later modified to 1-B-B-1 for better tracking; uses quill-and-spider-drive; capable of hauling 250-ton trains at 60 MPH.
- Jan. 9, 1906 Pennsylvania, New York & Long Island Railroad contracts with Milliken Bros., Inc., for steel work for Penn Station and Terminal Service Building. (MB, ASCE)
- Jan. 9, 1906 Three workmen in the Penn Station excavation are blown 50 feet in the air when the drill they are working sets off a buried charge of 10 sticks of dynamite. (NYTrib)
- Jan. 9, 1906 George Gibbs submits plan for a two-level passage from the Main and Exit Concourse levels under 33rd Street to an exit facing 34th Street to provide more direct access to crosstown streetcars. (AJC)
- Jan. 9, 1906 George F. Baker, Jr. (1878-1937) appointed VP of his father's First National Bank of the City of New York. (Logan)
- Jan. 10, 1906 PRR Board authorizes \$1.5 million for eastbound hump and classification yard at Pitcairn; authorizes realignment of Turtle Creek Branch between Trafford City and Newlinsburg and a new line from Newlinsburg to a point on the West Penn line four miles east of Blairsville; authorizes a half-mile branch from Stewart to Trafford City; authorizes purchasing the Southwest Connecting

Railway (sp) for \$25,000. (MB)

- Jan. 10, 1906 Pennsylvania Steel Company (N.J.) organizes the Penn-Mary Coal Company with land near Heilwood in Indiana County, Pa.; it buys 15,000 acres from the J.H. Weaver & Co.; expands the number of mines from three to eight; the Heilwood Company builds and operates the company town. (BethSteel, Stewart)
- Jan. 11, 1906 First Washington, Alexandria & Mount Vernon Railway streetcar crosses the new 14th Street highway bridge between Arlington and Washington; northbound trains continue to use the old wooden Long Bridge, while southbound trains use the new bridge. (Merriken)
- Jan. 12, 1906 Dow Jones average tops 100 for the first time. (Trager)
- Jan. 13, 1906 Pres. Roosevelt confers with John J. Esch and William P. Hepburn on the Hepburn Bill. (TRPapers)
- Jan. 15, 1906 New main line overhead coal wharf and water station spanning 13 tracks opens at Thorndale, replacing one at Glen Loch; four freight trains in each direction can be fueled simultaneously to avoid delays. (CCHS, AR)
- Jan. 15, 1906 Future World War I flying ace and aviation pioneer Eddie Rickenbacker (1890-1973) begins working as a car-builder's helper at the Columbus, Ohio, Shops; says he is two years older on his application because, as the main support of his family, he is violating the child labor laws; gets \$1.00 a day cleaning and stripping passenger cars but often gets that much additional by finding loose change under the seat cushions. (RWatson, Lewis)
- Jan. 15, 1906 William H. Donner (-) submits a report to A. J. Cassatt noting that costs at the Maryland Steel Company works at Sparrow's Point are one-third higher than at Pittsburgh and that it is not viable as an independent enterprise; this status will change with the discovery and importation of good iron ore from Chile, once the Panama Canal is completed. (Warren)
- Jan. 1906 West Jersey & Seashore Railroad begins work on Westville Cutoff between West Haddonfield and Westville, planning to make a complete belt line from the Delair Bridge around Camden to the old West Jersey main line. (Val)
- Jan. 1906 August Belmont, who already controls the New York & Long Island Traction Company, acquires the Long Island Electric Railway. (Seyfried - check)
- Jan. 1906 McCall Ferry Power Company begins construction of McCall Ferry (Holtwood) Dam in the Susquehanna River for hydroelectric power. (PW&P)
- Jan. 1906 Danville & Indiana Harbor Railroad opens between Danville, Ill., and the

- Indiana state line, and the Indiana Harbor Railroad opens from the state line to Indiana Harbor. (GrnBk)
- Jan. 1906 Jacob H. Schiff of Kuhn, Loeb & Co. predicts that unless there is currency reform, there will be “a panic ... such as will make all previous panics look like child’s play.” (Sobel, Strouse)
- Jan. 16, 1906 Four African American laborers are killed in the caisson at the bottom of Shaft No. 3 of the East River Tunnels, when smoke and flames pour down the fresh air pipes; two are killed by smoke inhalation and the other two drown when the breaking of the air pipe depressurizes the caisson. (NYTrib)
- Jan. 16, 1906 New freight car shops opens at Hollidaysburg. (Snyder)
- Jan. 16, 1906 Pittsburgh, Youngstown & Ashtabula Railway incorporated as merger of Pittsburgh, Youngstown & Ashtabula Railroad and New Castle & Beaver Valley Railroad under agreement of Jan. 9, 1906; retroactive to Jan. 1. (C&C, AR)
- Jan. 16, 1906 Department store founder and PFW&C director Marshall Field (1835-1906) dies at New York. (MB)
- Jan. 18, 1906 Pres. Cassatt writes to New York Mayor George B. McClellan protesting excessive charges for New York Connecting Railroad franchise; negotiations continue; in letter to New York City Board of Rapid Transit Commissioners, outlines entire scheme, including electrification of all lines within city limits, freight line via Bay Ridge and Hell Gate Bridge, Glendale Cutoff, Montauk Cutoff, Atlantic Avenue Improvement and new LIRR docks on Newtown Creek. (NYT, Couper, AJC)
- Jan. 20, 1906 Receiver for John Shields Construction Company abandons contract for Bergen Hill Tunnels and ceases work; his bonding agent arranges to transfer the work to William Bradley at the same price. (ASCE, AJC)
- Jan. 20, 1906 Pres. Roosevelt meets with Sen. Stephen B. Elkins on rate legislation. (TRPapers)
- Jan. 21, 1906 Pres. Cassatt makes public a letter to Mayor McClellan threatening to abandon New York Connecting Railroad and other improvements if McClellan persists in his attempt to force New York Connecting to pay a franchise fee, even though it to be built entirely on private right of way; fee was to be \$250,000 on signing, plus \$50,000 a year for 10 years, and \$100,000 a year for next 15 years. (NYT)
- Jan. 21, 1906 Reform leader John Fitzpatrick (1871-1946) is elected Pres. of the Chicago Federation of Labor, ending the corrupt rule of Martin “Skinny” Madden.

(wiki)

- Jan. 22, 1906 Committee of New York City Board of Rapid Transit Commissioners decides to drop rate regulation clause from New York Connecting Railroad franchise after Samuel Rea states is illegal under Interstate Commerce Act. (NYT)
- Jan. 22, 1906 LIRR signs agreement with the Brooklyn Heights Railroad concerning the Bay Ridge Improvement. (NYState)
- Jan. 22, 1906 First freight train operates over Low Grade Line between Ship Road and "DX" Tower at Glen Loch. (CCHS)
- Jan. 22, 1906 Pennsylvania Company Executive Committee authorizes additional funds for 3rd & 4th track between mileposts 48 and 51 on the Eastern Division. (MB)
- Jan. 22, 1906 Lines West Executive Committee changes the name of "East Columbus" to "Grogan" on the Toledo Division and "Roseland" to "East Columbus" on the Pittsburgh-Columbus main line. (MB)
- Jan. 22, 1906 Vandalia Railroad Executive Committee authorizes a rest house at Rose Lake Yard and a third track through the Union Passenger Station shed at Terre Haute. (MB)
- Jan. 23, 1906 Committee of New York City Board of Rapid Transit Commissioners refuses to drop demand for total of \$2.25 million over 25 years for New York Connecting Railroad franchise. (NYT)
- Jan. 23, 1906 Alexander Brinton Coxe (1838-1906), the last Coxe brother of his generation, dies, having sold the family mining firm to the Lehigh Valley Railroad last year; the Coxe family continues to own about 8,000 acres of anthracite coal land in the Eastern Middle Field, which is owned by the Estate of Tench Coxe and generates royalty income. (NCAB, HSP/Coxe Pprs)
- Jan. 1906 Menden, Pa., renamed Brevard on Western Washington Railway.
- ca. Jan. 1906 PRR presents *Reuben Wells* to locomotive collection of Purdue University Museum through agency of D.F. Crawford, General Superintendent of Motive Power of Lines West. (- RTipton has 1905?)
- Jan. 24, 1906 Pennsylvania Company Executive Committee authorizes a new engine terminal and enlarging the yard at Mingo Jct. (MB)
- Jan. 24, 1906 PCC&StL Railway Executive Committee authorizes building a rest house at 59th Street Yard in Chicago; second track on the Duff Branch of the Ohio Connecting Railway. (MB)

- Jan. 24, 1906 Nantasket Beach Railroad Company deeded to Old Colony Railroad Company and third rail electrification abandoned. (NHCorp, McGarigle)
- Jan. 24, 1906 Interborough-Metropolitan Company incorporated in N.Y. as a holding company for the purpose of combining the Interborough Rapid Transit Company (IRT), the Manhattan Street Railway Company, and the Manhattan Securities Company, thus creating a near-monopoly of rail transit on Manhattan Island; August Belmont has yielded to the threat of parallel subway routes and bought the overcapitalized Metropolitan system for \$40 million. (NYState, Moodys, Walker)
- Jan. 26, 1906 Hudson & Manhattan Railway places first ring of south tunnel between Cortlandt Street and Exchange Place, Jersey City at the New Jersey end. (H&M)
- Jan. 26, 1905 West Jersey & Seashore Railroad Board appoints George Gibbs Chief Engineer of Electric Traction; authorizes construction of a third track between Camden and Woodbury and other improvements as part of the electrification; authorizes a connection with the Atlantic City Railroad at Winslow Jct.; authorizes a double-track freight line (the Westville Cutoff) from West Haddonfield on the Bridge Line to Westville. (MB - verify date)
- Jan. 26, 1906 West Jersey & Seashore Railroad obtains trackage rights over Atlantic City Railroad between Winslow Jct. and Woodbine Jct., providing a more direct route to resorts below Atlantic City than original West Jersey Railroad route via Millville. (MB, Val)
- Jan. 27, 1906 The Dolliver railroad rate regulation bill is sent to the House, where it is sent to the Committee on Interstate and Foreign Commerce, of which William P. Hepburn is Chairman. (Morris)
- Jan. 1906 LIRR opens double track between Babylon and Oakdale. (, C&C)
- Jan. 29, 1906 House passes a resolution introduced by Rep. Oscar W. Gillespie (1858-1927), Democrat of Texas, calling for Pres. Roosevelt to have ICC investigate relationship of PRR, Norfolk & Western Railway, B&O and Chesapeake & Ohio Railway as violating the Sherman Antitrust Act; resolution is rammed through when House was packed with Democrats and most Republicans are absent; news causes a decline on the stock market; VP's Rea, Green, Pugh and Tatnall hold conferences in PRR office on receipt of news. (NYT, Martin)
- Jan. 29, 1906 Populist Sen. "Pitchfork" Ben Tillman (1847-1918) of S.C. reads a memorial from the Red Rock Fuel Company of W.Va. citing the refusal of the B&O to grant a connection. (EJones)
- Jan. 30, 1906 Pres. Roosevelt asks ICC to investigate PRR's relationship with the Norfolk &

- Western Railway, B&O, and Chesapeake & Ohio Railway. (NYT)
- Jan. 30, 1906 House begins debating the Hepburn Bill. (NYT)
- Jan. 31, 1906 LIRR and Transit Development Company (BRT interest) agree to the reorganization of the Brooklyn & Rockaway Beach Railroad as the Canarsie Railroad and the resolution of controversies. (NYState)
- Jan. 31, 1906 VP Samuel Rea meets with officials of southern railroads in Washington on the use of the new Potomac Yard in Alexandria. (NYT)
- Jan. 31, 1906 Duquesne Way Elevated and new Duquesne freight station open in Pittsburgh and freight tracks removed from Liberty Ave. between 11th Street and The Point. (AR, Val)
- Jan. 31, 1906 General Manager W.W. Atterbury orders periodic retesting for employees involved with signals at age 40 and every 5 years thereafter. (ATO)
- Jan. 31, 1906 Cleveland, Akron & Columbus Railway Board authorizes a 4-mile branch from Howard to Rightmire. (MB)
- Jan. 31, 1906 *New York Times* announces that Kuhn, Loeb & Co. has taken a \$20 million 4% bond issue for the Pennsylvania Company. (NYT)
- Early 1906 New "GS" Interlocking completed at Low Grade (Wago) Jct. on the Northern Central Railway. (AR)
- Feb. 1, 1906 Committee of New York City Board of Rapid Transit Commissioners withdraws city demand for \$2.25 million over 25 years as price of franchise for New York Connecting Railroad in response to Pres. Cassatt's ultimatum. (NYT)
- Feb. 1, 1906 Pennsylvania General Freight Equipment Trust organized with capital of \$100 million. (MB)
- Feb. 3, 1906 ICC delivers report on investigation of PRR, Norfolk & Western Railway, B&O and Chesapeake & Ohio Railway to Pres. Roosevelt. (NYT)
- Feb. 3, 1906 Dillsburg & Mechanicsburg Railroad sold at foreclosure to the Farmers Trust Company of Carlisle, trustees, acting for the Cumberland Valley Railroad. (Val)
- Feb. 4, 1906 Jersey City-Birmingham sleeper on Seaboard Air Line extended to Memphis over the St. Louis & San Francisco Railroad. (Guide)
- Feb. 5, 1906 ICC report on alleged antitrust violations of the PRR in establishing the

“Community of Interest” sent to the House. (TRPapers)

- Feb. 5, 1906 South Carolina Populist Sen. "Pitchfork Ben" Tillman reads a letter of Gov. Dawson of W.Va. into the official record; charges that PRR owns bituminous coal companies and uses its control of the Norfolk & Western Railway and Chesapeake & Ohio Railway to throttle the development of West Virginia mines that would compete with its own interests in Pa. (NYT)
- Feb. 5, 1906 Cleveland, Akron & Columbus Railway Board authorizes raising tracks above flood level between Holmesville and Killbuck. (MB)
- Feb. 6, 1906 Rep. Oscar W. Gillespie of Texas calls the ICC's report on the PRR an "insult to the intelligence of the House"; introduces a broader resolution for the ICC to investigate combination among the bituminous coal industry and the coal-carrying railroads. (NYT)
- Feb. 6, 1906 Hudson & Manhattan Railway places first ring of north tunnel between Fulton Street and Exchange Place, Jersey City, on the New Jersey side. (Jacobs)
- Feb. 6, 1905 Maryland, Delaware & Virginia Railway leases Piers 9 & 9½ Light Street, Baltimore, from George F. Sloan & Bro. (MB)
- Feb. 6, 1906 NYP&N subscribes \$9,493 to Jamestown Exposition Company. (MB)
- Feb. 7, 1906 Conveyance of franchise of Central Railroad Company of Long Island to LIRR confirmed by executors of Egisto P. Fabbri. (Val, NYState)
- Feb. 7, 1906 Delaware River Ferry Company of New Jersey Board reports the sale of the ferry *Gen. J. S. Schultze*; authorizes the purchase of one of the two surplus CNJ Whitehall Street ferries. (MB)
- Feb. 8, 1906 Committee of New York City Board of Rapid Transit Commissioners now sets demand for New York Connecting Railroad franchise at \$1.25 million over 25 years, cutting their demands by 50%. (NYT)
- Feb. 8, 1906 Canton Company of Baltimore authorizes construction of Canton Belt Line Railroad to develop east end of its property. (Schlerf)
- Feb. 8, 1906 House passes the Hepburn (Dolliver) Bill by 347-7 without the Commodities Clause; as passed, the bill empowers the ICC to replace any “unfair” rate with one of its own making, with no provision for review by the courts, the traditional guardians of property rights; it moves to the Senate, where the main opposition comes from a group of conservative Republicans led by Sen. Nelson W. Aldrich (1841-1915) of Rhode Island; however, the Senate Committee on Interstate & Foreign Commerce is dominated by Roosevelt’s allies. (NYT, EJones, Chalmers)

- Feb. 9, 1906 Pennsylvania, New Jersey & New York Railroad cancels John Shields Construction Company's contract for Bergen Hill Tunnels and orders it relet. (SRea)
- Feb. 9, 1906 Rep. Oscar W. Gillespie urges Sen. Tillman to press the resolution for an investigation of PRR in the Senate as he fears he will be unable to make any headway in the House. (NYT)
- Feb. 9, 1906 PB&W Board authorizes second track between Seaford and Laurel and block signal system between Seaford and Delmar on Delaware Division. (MB)
- Feb. 9, 1906 Columbia & Port Deposit Railway Board approves a plan for relocating the line between Shenks Ferry and Peach Bottom to raise it clear of floods and ice jams. (MB)
- Feb. 10, 1906 Pres. A. J. Cassatt and Reading Pres. George F. Baer meet in Cassatt's office to discuss the pending investigation of coal interests; PRR issues a statement that it has nothing to hide; Lines West VP McCrea issues a statement denying Gov. Dawson's charge that PRR owns or operates bituminous coal mines. (NYT)
- Feb. 12, 1906 Sen. Tillman introduces a resolution, which the Senate passes, calling for an ICC investigation of railroad discrimination in transportation of coal and other commodities; Tillman gives a fire-eating speech calling the PRR "the head devil in the whole policy of monopoly"; Tillman announces he will seek an amendment to the Hepburn Act aimed at the anthracite railroads and against the PRR's role in bituminous coal transportation. (NYT, EJones)
- Feb. 12, 1906 Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Feb. 12, 1906 New 14th Street highway bridge officially opens between Arlington and Washington; Washington, Alexandria & Mount Vernon Railway discontinues the use of the old Long Bridge, which is to be kept open for road vehicles until Dec. 15. (MB, Merriken)
- Feb. 12, 1906 "___" Tower placed in service at West Conway, Pa. (prob. just new machine)
- Feb. 12, 1906 PCC&StL Railway Executive Committee authorizes a joint station with the Indiana Harbor Railroad at Kentland, Ind. (MB)
- Feb. 12, 1906 Vandalia Railroad Executive Committee authorizes building a second track between Indianapolis and Farrington and changing the grade and alignment over the next 2 to 3 years. (MB)
- Feb. 13, 1906 LIRR signs agreement with the City of New York for closing parts of 64th & 65th Streets in Bay Ridge and building a viaduct over 1st Avenue as part of the

Bay Ridge Improvement. (MB)

- Feb. 13, 1906 PRR Road Committee approves plan for iron ore facilities at South Buffalo; changes the name of “West Laurel Hill” to “Barmouth” on the Schuylkill Division and “Cochran” to “Venango” on the River Division (MB)
- Feb. 13, 1906 West Jersey & Seashore Railroad Board authorizes the construction of a new branch from Meadows Tower on the Cape May Division to the present terminal yard near Ohio Avenue for the new electric line, including a jumpover of the Atlantic City Railroad; authorizes issuing \$1,924,000 in new stock to finance improvements. (MB, AR)
- Feb. 14, 1906 In the face of mounting pressure for a government investigation, PRR Board authorizes the cancellation of the May 23, 1901 agreement with the NYC&HR for joint control of the Chesapeake & Ohio Railway on the grounds that it cannot be enforced. (Wheeler)
- Feb. 14, 1906 PRR Board approves new alignment between Apollo and Hyde Park and between Tunnellton and Blairsville; approves cancellation of May 1901 contract with NYC&HR covering joint ownership of Chesapeake & Ohio Railway. (MB)
- Feb. 14, 1906 Samuel Rea elected Pres. of Stuyvesant Real Estate Company. (MB)
- Feb. 14, 1906 PRR tests Strang gasoline-electric railcar *Ogerita* on Frazer-West Chester line and Downingtown & Lancaster Branch; the *Ogerita* has been built by the J.G. Brill Company with power plant by the Strang Electric Railway Car Company of New York City. (CCHS, Kirkland)
- Feb. 15, 1906 PRR agrees to merge Allegheny Valley Railway; not filed until Apr. 7, 1910. (MB)
- Feb. 15, 1906 Headquarters of Delaware Division moved from Clayton to Wilmington. (AR)
- Feb. 15, 1906 Vandalia Railroad agrees with the Cairo, Vincennes & Chicago Railway for grade separation at Marshall Crossing. (MB)
- Feb. 15, 1906 Pres. Roosevelt has a heated meeting with his antagonist Sen. Nelson W. Aldrich over the Hepburn Bill; Aldrich proposes a version of a rate bill, which Roosevelt rejects. (TRPapers, NYT, Stephenson)
- Feb. 1906 Reading builds the first of its Class P-5a 4-4-2's camelbacks, Nos. 340-349, at its Reading Shops; feature 86" drivers for fast running between Philadelphia and Jersey City and Camden and Atlantic City in competition with the PRR. (Wiswesser, BeeLine)

- Feb. 16, 1906 West Jersey & Seashore Railroad contracts with General Electric Company to electrify the line between Camden and Atlantic City via Newfield for \$1.46 million. (MB)
- Feb. 16, 1906 PB&W and Columbia & Port Deposit Railway sign agreement with McCall Ferry Power Company calling for relocating line between Shenks Ferry and Rock Run, Md., for construction of hydroelectric dams at McCalls Ferry (Holtwood) and Conowingo. (MB)
- Feb. 16, 1906 Ellsworth Transportation Company incorporated in Ohio under articles dated Feb. 15; joint venture of Cleveland coal operator James W. Ellsworth (1849-1925), Pennsylvania Company and Canadian Pacific Railway, to operate car ferry across Lake Erie between Ashtabula and Port Burwell; primary aim is to supply CP with fuel coal from mines controlled by Ellsworth. (Church, C&C, Keystone)
- Feb. 17, 1906 Atlantic City Railroad makes an agreement for the Atlantic City & Shore Railroad to build an overpass in the meadows west of Atlantic City. (MB)
- Feb. 18, 1906 Irwin & Trauger RPO discontinued. (Kay)
- Feb. 19, 1906 Sleeping car line established between Jersey City and Barberton, Ohio (extended from Akron) on PRR Nos. 19-42. (Guide)
- Feb. 1906 General Electric Company builds its first gasoline railcar. (Hirsimaki)
- Feb. 19, 1906 Former Real Estate Agent John C. Wilson (1832-1906) dies. (MB)
- Feb. 19, 1906 "___" Tower placed in service at Rochester, Pa., on Eastern Division.
- Feb. 19, 1906 Pres. Roosevelt confers with New Haven Pres. Charles S. Mellen, ICC commissioners Martin A. Knapp and Charles A. Prouty, Attorney General Moody and Sen. Philander C. Knox on the Hepburn Bill; Roosevelt then sends a copy of an amendment drafted by Moody and approved by Prouty and Knapp to House Speaker Joseph G. Cannon; the amendment makes more explicit the right of appeal from ICC decisions to the courts to prevent any challenge to the bill on constitutional grounds, but remains vague enough to mean only limited, procedural review; Knox espouses the railroad viewpoint in favor of broad review; A. J. Cassatt in a recent letter to Roosevelt had offered concessions on broad review. (TRPapers)
- Feb. 20, 1906 Ellsworth Transportation Company organized; A. A. Augustus, Pres. (C&C)
- Feb. 20, 1906 Jacob H. Schiff of Kuhn, Loeb & Co. resigns from the B&O Board. (AR)
- Feb. 20, 1906 Pres. Roosevelt thanks William Z. Ripley for his pamphlet on the long haul-

short haul problem and agrees with his support for cooperative traffic agreements between carriers. (TRPapers)

- Feb. 21, 1906 Cochran station on River Division renamed Venango. (MB)
- Feb. 22, 1906 Sen. Philander Knox introduces his own rate bill with broad judicial review and provision for refunds to a railroad if a lowered rate is cancelled by the court; it differs in some way from that presented to Pres. Roosevelt by Sen. Nelson W. Aldrich on Feb. 15 but enjoys Aldrich's support. (NYT, Stephenson)
- Feb. 22, 1906 Pres. Roosevelt writes to A. J. Cassatt noting that Sen. Knox has not agreed to the amendment to the Hepburn Bill embodying Cassatt's views; unable to get broad agreement, Roosevelt has abandoned the amendment on judicial review and now supports the Hepburn Bill as is. (TRPapers)
- Feb. 22, 1906 Armstrong Committee submits its report on the life insurance industry to the New York Legislature; recommends the formation of more mutual insurance companies and prohibitions on participation in syndicates and investments in stocks. (Buley)
- Feb. 23, 1906 Large blast at northeast corner of Penn Station excavation hurls debris a block away and shatters windows; 10-pound rock just misses the statue of Horace Greeley in Greeley Square at Broadway & 6th Avenue; three laborers seriously injured. (NYT, NYTrib)
- Feb. 23, 1906 With the connivance of Sen. Nelson W. Aldrich, the Senate Committee on Interstate & Foreign Commerce votes to report the Hepburn Bill without amendment by a vote of 6-5; Aldrich then joins with the Democrats on the committee to pass a motion that individual committee members may offer amendments from the floor; Aldrich also engineers a vote by the conservative Republican members, 5-3, that the bill will be managed by Ben Tillman, the ranking Democrat on the committee instead of the Administration's agent Sen. Dolliver, so that the bill will go to the floor as a Democratic measure; after the vote, an enraged Dolliver confronts Aldrich and his fellow conservatives, who are laughing over their apparent victory in humiliating Roosevelt. (NYT, TRPapers)
- Feb. 24, 1906 Contractor H.S. Kerbaugh turns Low Grade Line between Glen Loch and Thorndale over to PRR. (CCHS)
- Feb. 24, 1906 Pennsylvania Company Board authorizes issue of \$20 million 4% gold loan to pay for improvements on its controlled roads. (Church)
- Feb. 25, 1906 Work begins on New Haven electrification with lowering of tracks to clear catenary at Mount Vernon. (NYT)

- Feb. 26, 1906 PRR Road Committee cancels the May 11, 1903 agreement for Calvin N. Payne to operate the Lakeville Branch (Lakeville-Tyronville, Pa.). (MB)
- Feb. 26, 1906 Pittsburgh & Lake Erie Railroad agrees to sell one quarter interest in Little Kanawha Syndicate and Greene County Railroad purchase each to the Pennsylvania Company and B&O; holdings of the Syndicate to be placed in trust managed by the Union Trust Company of Pittsburgh; each party pays \$2,125,000 for its share of the Little Kanawha Syndicate and \$62.5 million for its share of the Greene County Railroad. (Church, MB)
- Feb. 26, 1906 Pennsylvania Company agrees with J.W. Ellsworth & Co. to organize the Ellsworth Transportation Company, which will operate a train ferry from Ashtabula across Lake Erie to supply the Canadian Pacific Railway with fuel coal; the cost of the boat is to be split equally between the CP, Ellsworth and the Pennsylvania Company. (MB)
- Feb. 26, 1906 Pennsylvania Company Executive Committee drops the requirement of the General Counsel's approval for real estate conveyances, as there is now a full-time conveyancer in the Lines West Real Estate Dept. (MB)
- Feb. 26, 1906 PCC&StL Railway Executive Committee authorizes a westbound freight track between Camp Hill and Walkers Mills on the Pittsburgh Division; second track between Urbana and St. Paris on the Indianapolis Division and between Thornhope and Aylesworth on the Logansport Division; 20-stall roundhouse at 59th Street; authorizes a separate Conveyancer in the Real Estate Dept. and ends the role of the General Counsel in real estate deeds. (MB)
- Feb. 26, 1906 Vandalia Railroad Executive Committee authorizes building an eastbound yard at Rose Lake. (MB)
- Feb. 26, 1906 Strang gasoline-electric car *Ogerita* arrives at Track No. 1 of Jersey City Terminal at Exchange Place at 1:00 PM, having traveled from Philadelphia at 48 MPH; car, built by Strang Electric Railway Car Company, has a gasoline motor driving an electric generator with reserve storage battery; is designed for tight curves and streetcar lines; over past two weeks has been tested over various PRR branches. (NYT)
- Mar. 26, 1906 CNJ sells the small double-deck ferry *Mauch Chunk*, originally built for the "Royal Blue" ferry to Whitehall Street, to the Philadelphia & Kaighn's Point Ferry Company, which renames it the *Margate*. (NautGaz - Feb. or Mar??)
- Feb. 26, 1906 Kuhn, Loeb & Co. announces that its members will withdraw from all railroad boards, including those of the B&O, Chicago & Alton, Denver & Rio Grande, Union Pacific, and the Northern Securities Company. (NYT)

- Feb. 27, 1906 Edward M. Shepard (1850-1911) of the New York law firm of Smith & Harkness writes to Pres. Cassatt that after confidential inquiries he is yet unable to recommend a person to act as the PRR's press and publicity agent, although he has confidentially sounded out members of the staffs of the *New York Times*, *New York Post*, and Norman Hapgood (1868-1937) and Robert J. Collier (1876-1918) of *Colliers Weekly*; notes that the person must be both a good statistician and have an intuitive grasp of ordinary public opinion; mentions George McAneny (1869-1953), formerly Secretary to the city's Civil Service Commission, but thinks he is neither a statistician nor a lawyer, although a good writer. (AJC 57/44)
- Feb. 28, 1906 Strang gas-electric car *Ogerita* leaves Weehawken Terminal of West Shore Railroad on transcontinental test run to San Francisco. (NYT)
- Feb. 28, 1906 Senate begins 11 weeks of debate on the Hepburn Bill; in a move to hinder the bill's progress, Sen. Nelson W. Aldrich has arranged for the management of the bill to be taken away from Sen. Jonathan P. Dolliver, the Administration's Prairie Progressive agent, and put in the hands of the redneck, race-baiting South Carolina Populist "Pitchfork" Ben Tillman, whom Pres. Roosevelt detests, thus making it impossible to construct the bill as a Republican reform; the main debate centers on the amount of judicial review; the companies and conservatives want full appeal from the ICC's decisions to the courts, with the proposed rate to remain in suspension during the review process, which in the past has sometimes taken more than a decade; the courts are to have the power to review all the facts and throw out the ICC's entire case; the Populists and Progressives, representing small shippers, want minimal or no review with the ICC rate to remain in effect during the review process; the courts are to be limited to reviewing only procedural matters; Pres. Roosevelt wants a moderate bill, enough to assuage public opinion without crippling business. (Chalmers, TRPapers)
- Feb. 28, 1906 Congressional joint resolution orders the ICC to investigate rate discriminations in coal and oil. (EJones)
- Feb. 28, 1906 One laborer killed in a premature blast at the Penn Station site. (NYTrib)
- Mar. 1, 1906 Chief Engineer William Henry Brown (1836-1910) retires at 70 after 45 years' service; Brown has designed the massive stone arch bridges and other heavy engineering works of the Roberts and Cassatt administrations; replaced as Chief Engineer by Alexander C. Shand (1858-1930); Edward Brinton Temple (1871-1949) named Assistant Chief Engineer; John F. Murray (1872-1942) to Assistant to the Chief Engineer; Henry R. Leonard (1858-1939) promoted from Engineer of Bridges to new post of Engineer of Bridges & Buildings. (MB)
- Mar. 1, 1906 New organization in Freight Dept.: Office of General Freight Agent divided

into two General Freight Agents for through traffic (E.P. Bates) and local traffic (Robert C. Wright); George D. Ogden named Assistant General Freight Agent, replacing Wright; Julien L. Eysmans (1874-1943) named General Freight Agent of the Cumberland Valley Railroad. (, PRRBio)

- Mar. 1, 1906 V. C. Williams appointed Eastern Superintendent of the Union Line, replacing Julien L. Eysmans, transferred. (MB)
- Mar. 1, 1906 Edward A. Stockton (1859-1927) promoted to Assistant Comptroller. (PRRBio)
- Mar. 1, 1906 PRR implements wage increases for officers and supervisors in Transportation Dept. to offset abolition of free houses, fuel, light, and other perks. (MB)
- Mar. 1, 1906 New York Mayor George B. McClellan succeeds in blocking New York City Board of Rapid Transit Commissioners adoption of reduced demand for New York Connecting Railroad franchise; wants anti rate discrimination clause restored and terms put back at original \$2.25 million. (NYT)
- Mar. 1, 1906 West Laurel Hill station on Schuylkill Division, the name of the nearby cemetery, renamed Barmouth. (MB)
- Mar. 1, 1906 West Virginia & Ohio Construction Company incorporated for purpose of building Lorain & Ashland Railroad. (Church)
- Mar. 1, 1906 International Mercantile Marine Company underwriting syndicate dissolved after having to call in 100% commitment from subscribers; IMM stock and bonds could not be sold on the open market and are distributed to syndicate members; Clement A. Griscom and Bernard Nadal Baker lose perhaps \$250,000 each; J.P. Morgan & Co. loses \$1-1.5 million and considerable prestige. (NYT, Navin)
- Mar. 1, 1906 The new Blenheim Hotel, a 12-story building of reinforced concrete with gilded domes, opens at Ohio Avenue & Boardwalk at Atlantic City, setting a new standard for modern luxury; it is connected to the older Marlborough Hotel across the street, and both are under the management of Josiah White (1841-1914); the hotel is built under the supervision of Thomas A. Edison, who has entered the Portland cement industry and is championing fireproof reinforced concrete construction. (NYT, Mauger)
- Mar. 1, 1906 Ohio enacts a maximum 2-cent fare law, the first in a national trend by the states to limit passenger fares. (RyW, Gephart)
- Mar. 1, 1906 J.P. Morgan & Co. and the First National Bank of the City of New York underwrite a new \$100 million bond issue for the American Telephone & Telegraph Company (AT&T), that allows it to operate on a national scale.

(Moody's, Strouse)

- Mar. 2, 1906 Pennsylvania, New Jersey & New York Railroad relets contract for Bergen Hill Tunnels to William Bradley. (Triumph)
- Mar. 3, 1906 NYC&HR and New Haven Railroads form a joint committee for Grand Central Terminal; as a joint tenant, the financially troubled New Haven is less able to bear the cost of an unproductive monumental building and makes its views known. (Schlichting)
- Mar. 4, 1906 Four-track system completed on elevated line between Bellevue and new "HA" Tower at Landlith on Maryland Division. (AR)
- Mar. 4, 1906 First electro-mechanical interlocking with small levers installed at Brandywine Draw cabin, Wilmington, Del. (Mutual)
- Mar. 4, 1906 PRR upgrades Midwest corridor services; inaugurates *Cincinnati/Chicago Midnight Special*; trains No. 26-27 extended from Indianapolis to Logansport to provide Louisville connection; existing day trains named *Cincinnati/Chicago Daylight Special* and *Louisville/Chicago Special*; train No. 12 named *Indianapolis Midnight Special*. (LW tt, Guide)
- Mar. 6, 1906 William Bradley resumes work on Bergen Hill Tunnels. (ASCE)
- Mar. 6, 1906 West Jersey & Seashore Railroad Board authorizes construction of a separate branch for the new electric line from Wright & Warren Streets, Camden, to the United New Jersey main line at 2nd & Bridge Streets. (MB - AR says it runs from the new platforms at the Terminal to Benson Street on the Cape May Division on an elevated structure, with a jumpover across the Camden passenger and freight yard leads)
- Mar. 7, 1906 In joint resolution, Congress orders ICC to investigate railroad ownership of coal companies and rate discrimination and "monopolies in coal and oil"; ICC conducts ex parte investigation focusing on B&O, PRR, NYC&HR and Reading, alleging wrongdoing by PRR officials; includes the PRR's control of the B&O, Reading, Chesapeake & Ohio Railway and Norfolk & Western Railway. (Wheeler, Lambie)
- Mar. 8, 1906 Members of House Committee oppose PRR offer, pending for about a year, to build a Post Office over the tracks west of Penn Station; do not understand the novelty of "air rights" and want the government to own the land underneath the building. (NYT)
- Mar. 9, 1906 *New York Times* reports that New York Postmaster Willcox opposes plan for Post Office over PRR tracks because of plan for an open ventilation court in the center of building and other openings around the perimeter. (NYT)

- Mar. 10, 1906 New Ohio law cuts maximum passenger fare from 3 to 2 cents a mile. (AR)
- Mar. 12, 1906 Pennsylvania Company agrees with the Pittsburgh & Eastern Coal Company to build 1,000 hopper cars for sale to the Pennsylvania Company at the rate of 100 per year. (MB)
- Mar. 12, 1906 Pennsylvania Company Executive Committee authorizes building a Hoover & Mason ore-handling plant on the new dock at Ashtabula, to be ready by the 1907 season. (MB)
- Mar. 12, 1906 Pittsburgh, Ohio Valley & Cincinnati Railroad Board approves construction of the Pipe Creek Branch. (MB)
- Mar. 12, 1906 PCC&StL Railway Executive Committee authorizes a new coaling station at Logansport. (MB)
- Mar. 12, 1906 Vandalia Railroad Executive Committee authorizes new passing sidings and reducing the eastbound grade on the Vincennes Division to 0.5% north of Bushrod. (MB)
- Mar. 12, 1906 ICC names Edward B. Whitney of New York, a Yale classmate of William Howard Taft, and William A. Glasgow, Jr. (1865-1930) a Virginia native practicing in Philadelphia, as its special counsel for the coal and oil investigation. (NYT)
- Mar. 14, 1906 PRR Board authorizes new yard and engine terminal at Shire Oaks; improving the alignment and double-tracking on the Sang Hollow Extension between Centreville and Dornock Point and between New Florence and Bolivar. (MB)
- Mar. 14, 1906 LIRR guarantees bonds of Long Island Consolidated Electrical Companies up to \$10 million. (MB)
- Mar. 14, 1906 Chicago & Alton Railroad incorporated in Illinois as a merger of the Chicago & Alton Railroad (1861) and the Chicago & Alton Railway (1900). (ICC)
- Mar. 15, 1906 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes construction of new line between Kenwood and Rochester on east side of Beaver River, first authorized in 1889. (Church)
- Mar. 15, 1906 Pennsylvania Company leases space for an off-line passenger office at Kansas City and a passenger and freight office at San Francisco. (MB)
- Mar. 15, 1906 Western Maryland Railroad opens its extension from Big Pool to Cumberland for freight traffic; forms direct connection with Cumberland and West Virginia coal fields. (AR)

- Mar. 15, 1906 Philadelphia & Garrettford Street Railway opens between 69th Street, Upper Darby, and Clifton. (DeGrawColl)
- Mar. 15, 1906 Philadelphia & Western Railroad applies to build a subway into Philadelphia from Upper Darby in competition with the Philadelphia Rapid Transit Company. (Cheape)
- Mar. 1906 Jersey City-Memphis sleeping car via Seaboard Air Line extended to Memphis via Nashville, Chattanooga & St. Louis Railway. (PassDept - actually pre 2/3/06 - NYT)
- Mar. 1906 Jersey City-Barberton sleeping car line established. (PassDept)
- Mar. 1906 Rebuilding and realignment of the Main Line during the Cassatt Administration has eliminated 4,000 degrees of curvature, or over 11 full circles, between Jersey City and Pittsburgh. (MB)
- Mar. 16, 1906 Congress authorizes construction of Pennsylvania & Newark swing bridge across Delaware River below Trenton. (MB)
- Mar. 17, 1906 West Jersey & Seashore Railroad files map of new electric line from Meadows Tower to the Atlantic City terminal yard. (MB)
- Mar. 17, 1906 In a speech at the annual Gridiron Club dinner, Pres. Roosevelt uses a character from John Bunyan's *The Pilgrim's Progress*, the Man with the Muck Rake, to describe extreme investigative journalists. (Morris)
- Mar. 19, 1906 Fire in bags of hay and sawdust used in plugging leaks in the East River Tunnels results in the death of an African American watchman, who may have started the fire by smoking; the fire spreads to woodwork and burns for four hours; foreman George Barr makes a dash through the burning area to remove two boxes of dynamite and is prostrated by smoke inhalation and the pressure change. (NYTrib)
- Mar. 19, 1906 Atlantic City & Ocean City Railroad incorporated in N.J. to build an extension from Somers Point to Ocean City, mostly on a trestle over Great Egg Harbor Bay. (NJCorp)
- Mar. 19, 1906 National Cash Register Company incorporated in Ohio with headquarters at Dayton. (Moody's)
- Mar. 20, 1906 Pennsylvania, New Jersey & New York Railroad relets Bergen Hill Tunnels to William Bradley. (ASCE)
- Mar. 21, 1906 Fifty striking women car cleaners, who had been denied a meeting with

- Pittsburgh Division Superintendent S.C. Long, force their way into his home in the East End District at 9:00 PM to present their grievances. (NYT)
- Mar. 21, 1906 Trustees for bondholders begin operating Manistique, Marquette & Northern Railroad. (Cards)
- Mar. 21, 1906 Sen. Joseph W. Bailey (1862-1929) of Texas, representing the radicals, amends the Hepburn Bill to eliminate all judicial review or the power to suspend new rates by injunction, which they view as an unwarranted extension of federal power; Pres. Roosevelt fears that Sen Aldrich will support such a bill, knowing it will be struck down promptly as unconstitutional confiscation of property without due process. (NYT, Kolko, TRPapers)
- Mar. 21, 1906 U.S. District Court at Chicago grants the 16 individual meat-packing executives indicted in 1905 immunity from prosecution; only their companies are to be prosecuted. (NYT)
- Mar. 22, 1906 Mayor George B. McClellan (1865-1940) blocks passage of New York Connecting Railroad franchise and sends it back to conference of Board of Estimate and Board of Rapid Transit Commissioners; holds line is only of benefit to railroads and not to city. (NYT)
- Mar. 22, 1906 PFW&C Railway Executive Committee approves the following betterments for 1906: purchasing the hotel property at Orrville; yard and engine terminal at Mansfield. (MB)
- Mar. 23, 1906 Work again suspended at Manhattan end of Tube C of East River Tunnel because of shortage of compressed air due to leaks and blowouts. (ASCE)
- Mar. 24, 1906 West Jersey & Seashore Railroad files map of the new electric line at Camden. (MB)
- Mar. 24, 1906 Property of Dillsburg & Mechanicsburg Railroad deeded to Cumberland Valley Railroad. (C&C)
- Mar. 24, 1906 Cape Charles Railroad incorporated in Va. to develop local traffic south of Cape Charles station. (Val)
- Mar. 26, 1906 PRR reestablishes single ferry trip between Jersey City and Pier 19 in New York using Annex boats to permit direct transfer to the boats of the Fall River Line for Boston. (Guide - this may have merely been seasonal change)
- Mar. 26, 1906 PRR Road Committee refers the question of transferring the Roxborough Railroad project to William F. Dixon to Pres. Cassatt for action. (MB)
- Mar. 26, 1906 Hope's Tower east of Pomeroy, Pa., abandoned after installation of automatic

signals. (CCHS)

- Mar. 26, 1906 PCC&StL Railway Executive Committee authorizes enlarging and rearranging Parsons Street Yard in Cincinnati; 2nd & 3rd tracks between Urbana and St. Paris; new connection with the Vandalia Railroad at Logansport from east of the PCC&StL bridge over the Wabash River to the Vandalia Railroad near the south end of its bridge over the Wabash River with a wye connection. (MB)
- Mar. 26, 1906 Vandalia Railroad Executive Committee authorizes developing a new yard at Collinsville. (MB)
- Mar. 26, 1906 N.Y. act directs Rapid Transit Commission to prepare a plan for the immediate removal of NYC&HR tracks occupying streets in Manhattan; aimed at the West Side freight tracks in 10th & 11th Avenues; negotiations with the company fail. (NYT, NYState)
- Mar. 27, 1906 New Jersey creates the New Jersey Inter-State Bridge Commission to plan for Hudson River crossings with a similar commission created by N.Y. (PL)
- Mar. 28, 1906 PRR Board grants \$1,300 to establish a YMCA at Enola. (MB)
- Mar. 28, 1906 VP Samuel Rea makes public a letter to the New York authorities refusing to accept a clause in New York Connecting Railroad franchise giving city power to set rates on grounds they have no authority over interstate commerce. (NYT)
- Mar. 28, 1906 Cleveland, Akron & Columbus Railway files location for branch between Howard and the quarries of the Millwood White Sand Company at Rightmire, Ohio, which is built later in the year. (Church)
- Mar. 28, 1906 Under pressure from the downtown department store owners, Mayor John Weaver finally signs a bill extending the deadline for the Philadelphia Rapid Transit Company's completion of the Market Street Subway. (Cheape)
- Mar. 30, 1906 ICC issues order for PRR, NYC&HR, B&O, C&O, N&W, West Virginia Central & Pittsburgh and Buffalo, Rochester & Pittsburgh railroads to produce their stock records for coal investigation; scope of order is unprecedented. (NYT)
- Mar. 30, 1906 Cabinet discusses the coal strike. (TRPapers)
- Mar. 31, 1906 Work shut down at Manhattan end of Tube D of East River Tunnel to permit consolidation of river bed and repairing broken plates. (ASCE)
- Mar. 31, 1906 Several workmen injured when a drill strikes a forgotten stick of dynamite at 33rd Street and the East River; a short time later, timekeeper Philip O'Hanlon

is crushed by a 150-lb. rock thrown up by a blast at the station excavation.
(NYTrib)

- Mar. 31, 1906 Philadelphia & Thorndale Branch, part of the low grade freight line, opens between Glen Loch and Thorndale, Pa. (Val, MB, AR)
- Mar. 31, 1906 York Haven & Rowenna Railroad merged into the PRR under an agreement of Dec. 27, 1905. (C&C, MB)
- Mar. 31, 1906 PB&W absorbs South Chester Railroad under agreement of Feb. 9, 1906; becomes part of Maryland Division. (Val, MB)
- Mar. 31, 1906 South-West Pennsylvania Railway merged into PRR under agreement of Oct. 10, 1905; York Haven & Rowenna Railroad merged into PRR under agreement of Dec. 27, 1905. (Val)
- Mar. 31, 1906 Monongahela Railroad begins operating PRR's Shamrock Branch, Salem to Shamrock, under agreement of June 1, 1903. (Val)
- Mar. 31, 1906 ICC Chairman Martin A. Knapp (1843-1923), Commissioner Charles A. Prouty (1853-1921), Attorney General William H. Moody (1853-1917), Sen. William B. Allison (1829-1908), Sen. Moses E. Clapp (1851-1929), Sen. Chester I. Long (1860-1934), Sen. Jonathan P. Dolliver (1858-1910) and Sen. Shelby M. Cullom (1829-1914), all friends of the Hepburn Bill, meet at the White House and agree to simple judicial review of ICC rate decisions by the Circuit Courts; this is necessary to attract enough Republican votes to get the bill through the Senate; faced with conservative Republican opposition led by Sen. Nelson W. Aldrich, Roosevelt tries to assemble a coalition of Progressive Republicans and Democrats to pass an amended bill. (NYT, Kolko, Morris, TRPapers)
- Apr. 1, 1906 River and Low Grade Divisions consolidated to form the Allegheny Division; Rochester Division abolished and merged into Buffalo Division. (AR)
- Apr. 1, 1906 PRR discontinues operating part of Kinzua Railway between Gates and Kinzua Jct. and portion of Bradford Railway between Kinzua Jct. and Marshburg. (C&C - Val has all Kinzua Ry Marshburg-Gates but in 1906-07!! - verify RTL??)
- Apr. 1, 1906 Pennsylvania Company leases the coal-handling machinery at Dock No. 2 at Erie to the Pittsburgh Coal Company for one year. (MB)
- Apr. 1, 1906 Pennsylvania Company leases the coal-handling machinery at Dock No. 25 at Cleveland to the Wells Creek Coal Company, replacing a lease to the Muskingum Valley Coal Company. (MB)

- Apr. 1, 1906 Slocum's Grove Branch of Muskegon, Grand Rapids & Indiana Railroad abandoned (3.83 miles). (C&C)
- Apr. 1, 1906 Vandalia Railroad makes a new agreement granting trackage rights to the Toledo, Peoria & Western Railway between Farmdale and Peoria. (MB - verify Church)
- Apr. 1, 1906 Herbert M. Carson (1867-) promoted from Superintendent of Motive Power of Buffalo & Allegheny Grand Division to new post of Assistant to General Manager; David M. Perrine named Superintendent of Motive Power of Northern Central Railway, replacing Robert K. Reading, transferred. (AR, MB)
- Apr. 1, 1906 Anthracite and bituminous coal wage agreements expire simultaneously, and 400,000 miners strike nationwide. (McDonald, Rdg AR)
- Apr. 2, 1906 Pennsylvania Company issues \$20 million 4% Gold Loan with the Girard Trust Company as trustee; sold to Kuhn, Loeb & Co. (MB, AR)
- Apr. 2, 1906 Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Apr. 2, 1906 Pennsylvania Company Executive Committee authorizes rearranging the engine terminal at Alliance, Ohio. (MB)
- Apr. 2, 1906 PCC&StL Railway Executive Committee authorizes an additional wye with the CB&Q at 21st Street, Chicago. (MB)
- Apr. 2, 1906 Vandalia Railroad contracts for use of Toledo, Peoria & Western Railway between Farmdale and Peoria. (Church)
- Apr. 2, 1906 Jaeger & Southern Railway (Norfolk & Western system) opens to Berwind, W.Va. (AR)
- Apr. 2, 1906 Pres. Roosevelt meets with Sen. Stephen B. Elkins on the court review amendment to the Hepburn Bill; Sen. Chester I. Long (1860-1934) of Kansas offers an amendment to the Hepburn Bill laying out the principle of weak judicial review of ICC rate decisions. (TRPapers, NYT)
- Apr. 4, 1906 Walhonding Coal Company grants mining lease to Wills Creek Coal Company covering additional land acquired from Cambridge Consolidated Coal Company on May 22, 1905 in Gurnsey County, Ohio. (Church)
- Apr. 5, 1906 LIRR Board authorizes paying employees in cash instead of by check. (MB)
- Apr. 5, 1906 Brooklyn & Rockaway Beach Railroad sold at foreclosure to Edward Johnson. (NYState)

- Apr. 1906 LIRR electrification extended from Valley Stream to Far Rockaway. (verify)
- Apr. 8, 1906 Washington, Alexandria & Mount Vernon Railway opens northbound track on the 14th Street Bridge at Washington, eliminating the use of the old wooden Long Bridge. (Merriken)
- Apr. 8, 1906 Pittsburgh District operators sign a new agreement with the United Mine Workers of America granting a 5.88% increase; however, this breaks up the old Central Competitive Field into separate district agreements. (McDonald)
- Apr. 9, 1906 PRR Road Committee authorizes construction of a wye at Millham Jct. north of Trenton. (MB)
- Apr. 9, 1906 PCC&StL Railway Executive Committee authorizes 2nd & 3rd track between St. Paris and the CH&D crossing east of Piqua. (MB)
- Apr. 9, 1906 Chicago, Indiana & Southern Railroad incorporated by the merger of the Indiana Harbor Railroad and the Indiana, Illinois & Iowa Railroad. (GrnBk)
- Apr. 9, 1906 Michigan Central Railroad buys control of the Chicago, Indiana & Southern Railroad. (AR)
- Apr. 10, 1906 Pennsylvania, New Jersey & New York Railroad contracts grading of Meadows Division west of the Boonton Branch of the DL&W to Henry Steers, Inc. (Couper, ASCE)
- Apr. 10, 1906 ICC begins hearings on monopolies in coal and oil at Philadelphia; announce that 6 railroads share the bituminous coal traffic; chief witnesses are W.W. Atterbury of the PRR and VP Theodore Voorhees of the Reading; Francis I. Gowen and George Stuart Patterson act as counsel for the PRR; PRR testimony shows that it refuses to haul private hopper car fleets unless they are a minimum of 500 cars, which requires an investment of \$500,000. (NYT)
- Apr. 11, 1906 PRR Board authorizes a wye at Millham Jct., near Trenton; substituting stone for cinder and gravel ballast between Holmesburg Jct. and Andalusia; improving the alignment between Stewart and Wilmerding on the Pittsburgh Division; eastbound receiving and classification yards at Pitcairn. (MB)
- Apr. 11, 1906 PRR Board approves a contract with the Hudson Companies, holding company for the Hudson Tubes system, for extending its line from Exchange Place to Newark. (MB)
- Apr. 11, 1906 Last day of ICC coal monopoly hearings in Philadelphia; PRR Coal Traffic Manager Joseph G. Searles describes workings of All-Rail Traffic Association and Tidewater Bituminous Steam Coal Traffic Association; General Manager

- W.W. Atterbury stonewalls. (NYT)
- Apr. 12, 1906 Pres. Cassatt and party travel over Magruder Branch into Washington Union Station; only one track done. (NYT)
- Apr. 14, 1906 Eastbound classification yard at Hollidaysburg completed. (Snyder)
- Apr. 15, 1906 Father Capistran Claude, priest of Church of St. John the Baptist on West 30th Street, voices complaint of neighborhood against blasting at Penn Station site, including round-the-clock blasts and rain of debris onto buildings. (NYT)
- Apr. 1906 Tube B of East River Tunnel suffers almost daily blowouts into June after it moves beyond the Manhattan pierhead line. (ASCE)
- Apr. 1906 Long Run Branch of Cherry Tree & Dixonville Railroad opens between Rembrandt and mines (0.71 miles). (Val)
- Apr. 1906 The Bank of England asks James Stillman, Pres. of the National City Bank, the nation's largest and the largest participant in the government's policy of gold importation, to use his influence to have Secretary of the Treasury Leslie M. Shaw reverse his policy of stabilizing interest rates by having the Treasury subsidize gold imports; the Treasury refuses; the short-term success of Shaw's policy has induced U.S. banks to draw down their reserves, leaving them vulnerable to external shocks that will produce a Panic next year. (Cleveland/Huertas)
- Apr. 16, 1906 PRR leases rooms on the second floor of the Arcade Building across Market Street from Broad Street Station for one year starting May 1, 1906. (MB)
- Apr. 16, 1906 PRR purchases South West Connecting Railway; becomes the Marguerite Branch (1.68 mi.) from Bessemer Branch to Pittsburgh Division; PRR begins operating under lease of June 13, 1906. (Val, MB)
- Apr. 16, 1906 Pennsylvania Company Executive Committee authorizes spending \$200,000 on track elevation between South Park Avenue and Stony Island Avenue at Chicago. (MB)
- Apr. 16, 1906 PCC&StL Railway Executive Committee authorizes enlarging Undercliff Yard at Cincinnati as an eastbound receiving and classification yard. (MB)
- Apr. 17, 1906 VP John B. Thayer testifies to the ICC that he disposed of his coal stocks when he became Fifth VP in 1903. (NYT)
- Apr. 17, 1906 Riot at Windber, Pa., bituminous mines; 3 killed. (Blackburn)
- Apr. 18, 1906 City of New York formally deeds 32nd Street between 9th & 10th Avenues to

Pennsylvania, New York & Long Island Railroad for \$400,000. (CorpHist)

- Apr. 18, 1906 PRR and Hudson & Manhattan Railroad sign joint traffic agreement covering service between downtown Manhattan and Newark, N.J., including through ticketing from H&M to all PRR points; H&M is to use PRR tracks between Jersey City and Newark. (MB)
- Apr. 18, 1906 Paoli, Wayne & Overbrook Street Railway incorporated in Pa. to build from intersection of Philadelphia, Bala & Bryn Mawr Turnpike & Montgomery Avenue to City Line and Lancaster Avenue to Radnor and Paoli; owned by PRR to control franchise. (MB)
- Apr. 18, 1906 Earthquake on the San Andreas Fault rocks San Francisco; broken gas mains stoke fires that burn over 4 square miles of the city. (NYT)
- Apr. 18, 1906 Pres. Roosevelt meets with Sens. Stephen B. Elkins, William P. Hepburn and Henry Cabot Lodge on the Hepburn Bill. (TRPapers)
- Apr. 18, 1906 A Democratic Senate caucus reveals only 25 votes in favor of Pres. Roosevelt's version of the Hepburn Bill, one short of the number needed to pass it when combined with moderate Republican votes; Pres. Roosevelt abandons his plan to try to pass the bill with a combination of Progressive and Agrarian Democratic votes; as they resume attacks from the left, enough conservative Republicans tack to the center to pass the bill. (Chalmers, TRPapers)
- Apr. 19, 1906 In Senate debate and his first major speech as a Senator, Progressive leader Robert M. La Follette (1855-1925) of Wisc. begins a week of speaking on the rate bill and says that he will offer an amendment that the ICC should set rates "scientifically" on the basis of actual valuation, an idea that becomes his obsession; all of La Follette's amendments to the Hepburn Bill are voted down. (NYT, Chalmers)
- Apr. 19, 1906 New York State creates the Interstate Bridge Commission to develop Hudson River crossings. (PL)
- Apr. 20, 1906 Work at Manhattan end of Tube C of East River Tunnel again suspended for three months; work resumes on Tube D after claying river bed. (ASCE)
- Apr. 20, 1906 Lines West agrees with the Hocking Valley Railway for a joint interlocking tower at the crossing at Upper Sandusky, Ohio. (MB - see earlier mention ca. 1902-3)
- Apr. 22, 1906 Meeting at Altoona raises \$2,600 for relief of San Francisco Earthquake. (Snyder)

- Apr. 23, 1906 LIRR and Sea Beach Railway agree for an exchange of properties in Bay Ridge; Sea Beach Railway to convey to LIRR a strip on 65th Street between 2nd Avenue and New York Bay, and LIRR to convey property on 63rd Street and right of way at 65th Street & 2nd Avenue. (NYState, MB)
- Apr. 23, 1906 Hudson & Manhattan Railroad signs agreement with Public Service Corporation of New Jersey; H&M is to abandon its plan for streetcar lines in Hudson County, N.J., and Public Service is to drop its proposed Hudson River tunnel; agree to coordinate terminal facilities in Hoboken, where Tubes are built under the trolley terminal; Public Service agrees to transfer its depot site at Park Place, Newark, to a subsidiary of the PRR. (NYT, Broesamle)
- Apr. 23, 1906 ICC investigation into coal and oil resumes in Washington, D.C. (NYT)
- Apr. 24, 1906 New York Court of Appeals upholds 1905 law taking power to award franchises from Board of Aldermen and vesting in Board of Estimate. (NYT)
- Apr. 25, 1906 Two young Italian laborers killed in delayed dynamite blast in Tube B of PT&T East River Tunnels; PRR begins excluding reporters and suppressing all news of tunnel work. (Seyfried)
- Apr. 25, 1906 PRR signs agreement with Dauphin Consolidated Water Supply Company for water from Clark, Stony and Powells Creeks near Harrisburg. (MB)
- Apr. 25, 1906 American Railway Association adopts standard rules for the transportation of explosives. (Loree)
- Apr. 26, 1906 Block signal system placed in service between "JK" Tower, Altoona, and Hollidaysburg. (Snyder)
- Apr. 26, 1906 B&O sells its 52% interest in Consolidation Coal Company to a Baltimore syndicate headed by Consol Pres. Clarence W. Watson, J.H. Wheelwright and H. Crawford because of the ICC investigation; Consol has expanded six-fold in 1902-1904 by purchase of the Fairmont Coal Company in W.Va., the Somerset Coal Company in Pa., and other reserves; it now controls over 200,000 acres with an annual output of over 10 million tons. (Consol)
- Apr. 26, 1906 House wrecking starts along south side of 32nd Street on Penn Station site. (AJC 32/47)
- Apr. 27, 1906 West Jersey & Seashore Railroad Board authorizes a new station at Holly Beach; extending the Wildwood Branch to Wildwood Crest. (MB)
- Apr. 27, 1906 Lake Erie & Pittsburgh Railway makes construction contract with Carter Construction Company to build from a point near Cleveland to Brady's Lake near Ravenna. (Church, C&C)

- Apr. 27, 1906 Indiana Steel Company, a subsidiary of the Illinois Steel Company, begins construction of major works at Gary, Ind.; the town is laid out by another subsidiary, the Gary Land Company. (Cotter, Seely, verify date - Howat has 6/1)
- Apr. 27, 1906 Sens. William B. Allison (1829-1908) of Iowa and Shelby M. Cullom (1829-1914) of Illinois confer with Pres. Roosevelt with a proposed amendment to the Hepburn Bill; Roosevelt says he prefers the amendments of Sens. Long or Overman, but finds this one satisfactory. (TRPapers)
- Apr. 27, 1906 New York Gov. Frank W. Higgins (1856-1907) signs the last two of a series of insurance reform acts, which include barring insurance companies from participating in corporate underwriting and investing in corporate stocks and collateral trust bonds, which are secured merely by deposits of stocks; because insurance companies are barred from underwriting syndicates, investment bankers must assemble ever larger syndicates, sometimes up to 100 members, to gain the same amount of capital; at the same time, insurance companies have to spread their bond purchases over a larger number of investment bankers and brokerage houses; the decline in bond purchases by insurance companies contributes to a sluggish market during 1906. (NYT, Carosso)
- Apr. 28, 1906 Contract for excavation and retaining walls for Penn Station yard between 9th & 10th Avenues let to New York Contracting Company-Pennsylvania Terminal. (Couper, ASCE)
- Apr. 28, 1906 Pres. Roosevelt concludes three days of meetings with Senate leaders and ICC commissioners on the Hepburn Bill. (TRPapers)
- Apr. 30, 1906 Pres. & General Manager William A. Baldwin (1835-1911) of Cleveland & Marietta Railway retires at age 70; replaced by James McCrea. (AR)
- Apr. 30, 1906 Indianapolis Union Railway admits Indianapolis Southern Railway to use of terminal facilities. (Church)
- Apr. 30, 1906 Senate closes debate on the Hepburn Bill, having burdened it with over 50 amendments. (NYT, Kolko)
- Spring 1907 Philadelphia PRR YMCA changes athletic program from one team for each sport to one team for each department to broaden opportunities for membership. (Wilson - 1907?)
- May 1, 1906 Headquarters of Belvidere Division moved from Lambertville to Trenton. (MB)
- May 1, 1906 PRR leases rooms on second floor of Arcade Building in Philadelphia for one

year. (MB)

- May 1, 1906 Pennsylvania Company issues \$50 million 4½% 18-month Gold Collateral Trust certificates as its share of financing for Penn Station Project. (Church)
- May 1, 1906 *Margate*, formerly the CNJ Whitehall Street ferry *Mauch Chunk*, placed in service on the Delaware River Ferry Company of New Jersey's Chestnut Street route. (Cook/Coxey)
- May 1, 1906 George C. Bishop (1871-), formerly Master Mechanic at Logansport Shops, named Superintendent of Motive Power of the LIRR. (PRRBio)
- May 1, 1906 Pittsburgh, Lisbon & Western Railroad leases its Salem Branch, Salem to Washingtonville, to the Youngstown & Ohio River Railroad. (Poors, Cole)
- May 1, 1906 Robert Kelso Cassatt (1873-1944), son of A. J. Cassatt, and William Plunket Stewart of Baltimore become partners in Cassatt & Co. (Barnes)
- May 2, 1906 Commissioner of Corporations James R. Garfield issues a summary of his "Report on the Transportation of Petroleum," in which he underlines the importance of pipeline ownership to the Standard Oil Company's position; buy collusion with the railroads and setting pipeline rates equal to railroad rates, competitors are effectively priced out of business; the full report is submitted on May 17. (Johnson)
- May 3, 1906 Moderate Republican Sen. William B. Allison (1829-1908) of Iowa introduces the Allison amendment to the Hepburn Bill, drafted in the White House, which supersedes all other amendments; the central question of judicial review is fudged by leaving it to the Supreme Court to determine the scope of such review (it will opt for narrow review in the first ruling under the act, when it refuses to review the facts of the case); the amendment also recognized the power of the courts to issue injunctions, but they must give the ICC 5 days notice, and appeals go directly to the Supreme Court; Pres. Roosevelt has abandoned his earlier support of "narrow review" without informing Ben Tillman, who lambastes Roosevelt and Aldrich on the Senate floor. (Chalmers, Kolko, TRPapers)
- May 4, 1906 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes revised location for new line between Kenwood and Rochester on east side of Beaver River. (Church)
- May 4, 1906 Chicago Mail No. 21 and Chicago section of Chicago & St. Louis Express No. 18 collide head-on at Springfield Jct. on single track Petersburg Branch; were detouring to avoid main blocked by freight derailment at Union Furnace on Middle Division main line; 10 killed and 37 injured; caused by misinterpretation of orders. (NYT, Snyder)

- May 4, 1906 Pres. Roosevelt sends a message to Congress denouncing the Standard Oil Company. (Stephenson)
- May 5, 1906 VP John B. Thayer denounces report of Commissioner of Corporations Garfield that PRR had granted illegal rates to Standard Oil Company between Rochester and Olean as untrue and distortion of facts; movement was for intrastate movement of crude oil between two Standard refineries. (NYT)
- May 5, 1906 New York & Jersey Railroad (Hudson Tubes) settles out of court with DL&W; drops its appeal and will pay DL&W \$175,000 for right-of-way into Hoboken. (NYT)
- May 5, 1906 Pres. Roosevelt issues a public statement supporting the Hepburn Bill with the Allison amendment; he also writes privately to Sen. Allison supporting the amendment and also the Long amendment, particularly to block amendments calling for broad judicial review of ICC rate decisions. (TRPapers)
- May 5, 1906 E. H. Harriman leaves Oakland Pier at 7:30 PM in a private 3-car train for New York after inspecting the Southern Pacific Company's San Francisco Earthquake relief efforts; he orders a fast run. (NYT)
- May 7, 1906 Sen. Stephen B. Elkins (1841-1911) offers the Commodities Clause as an amendment to the Hepburn Bill; would bar railroads from owning the commodities they transport; although primarily aimed at the railroads owning anthracite and bituminous coal mines, it would also apply to pipelines should they be declared common carriers. (EJones, Johnson)
- May 7, 1906 PRR Road Committee authorizes construction of an interlocking tower at the CNJ crossing of the New York Bay Railroad at Oak Island Jct. near Newark, N.J. (MB)
- May 7, 1906 Pomeroy & Newark Railroad Board authorizes a new station at Chatham, Pa. (MB)
- May 7, 1906 CNJ vacates the Erie Railroad ferry slips at 23rd Street, which it has used since the destruction of its new terminal by fire last year; moves to a temporary station pending the rebuilding of its terminal. (NYT)
- May 8, 1906 Henry Clay Frick informs Pres. A. J. Cassatt that the Cambria Steel Company might be managed better with younger men in the directory; as it is, it is not securing proper market share and economies of scale. (Warren)
- May 8, 1906 Pres. A. J. Cassatt begins leave through June 28; leaves for Europe for recreation and concluding negotiations for the French Franc Loan. (AJC)

- May 8, 1906 Anthracite miners abandon their demands for new concessions and renew their 1903 agreement for three more years; the United Mine Workers of America blames the press campaign conducted for the anthracite railroads by Parker & Lee; as a result, the public is indifferent or hostile, where it had strongly supported the union in 1902; with this success in hand, George F. Parker will soon consider approaching the PRR in its struggle with government investigators. (McDonald, Parker/AJC)
- May 8, 1906 The 22-storey Belmont Hotel, a luxury building designed by Warren & Wetmore and financed by August Belmont, opens across the street from Grand Central Station. (NYT, Stokes)
- May 8, 1906 E.H. Harriman arrives at Grand Central Station, completing a record 2:23:27 transcontinental run from Oakland, where he has been inspecting his companies' San Francisco Earthquake relief efforts; Harriman has abandoned his private train for the *Empire State Express* at Buffalo. (NYT, Klein)
- May 9, 1906 Pennsylvania, New York & Long Island Railroad contracts excavation and foundation work for Penn Station itself to New York Contracting Company - Pennsylvania Terminal. (ASCE)
- May 9, 1906 PRR Board authorizes building a branch from Snyder Station to Possum Glory (Heilwood), Pa.; authorizes payment for its share of the new joint interlocking at the crossing of the CNJ at Oak Island Jct., N.J. (MB)
- May 9, 1906 Pneumatic switches placed in service on eastbound hump at Hollidaysburg Yard. (Snyder)
- May 9, 1906 Division point between the Philadelphia and Middle Divisions moved west from Harrisburg to Rockville; Enola line west of Wago Jct. also added to the Philadelphia Division along with the Trenton Cut-Off west of Falsington; Sang Hollow Extension east of Bolivar, the South Fork Branch, and the South-West Pennsylvania Branch from Greensburg to Fairchance are part of the Pittsburgh Division; the Monongahela Division is now South Side to Redstone Jct. and Uniontown with headquarters at Pittsburgh. (MB - verify cards)
- May 9, 1906 Senate passes a different version of the Commodities Clause offered by Sen. Anselm J. McLaurin (1848-1909) of Miss. (EJones)
- May 10, 1906 Anthracite coal miners return to work. (Rdg AR)
- May 11, 1906 New York Contracting Company-Pennsylvania Terminal begins rock drilling for excavation for Penn Station yard at east side of 9th Avenue. (Couper, AJC 32/47)
- May 11, 1906 PRR meets with representatives of Kuhn, Loeb & Co. and J.P. Morgan & Co.

concerning issue of \$50 million in Pennsylvania Company 5% short term notes. (NYT)

- May 11, 1906 Canton Railroad Company incorporated; subsidiary of Canton Company of Baltimore; begins construction of terminal and switching railroad on Canton Company property in 1907. (Wheeler, Schlerf)
- May 11, 1906 ICC begins a new investigation of the Standard Oil Company's relations with the railroads. (Johnson)
- May 11, 1906 *Railroad Gazette* publishes a statement from PRR VP John B. Thayer denying Commissioner James R. Garfield's charges of railroad favoritism to Standard Oil; Thayer admits that a special rate of 9 cents per bbl. has been in effect between Olean and Rochester since 1888 to hold traffic that otherwise would have gone to pipelines. (RRGaz, Johnson)
- May 12, 1906 Canarsie Railroad incorporated in N.Y. as the reorganization of the Brooklyn & Rockaway Beach Railroad. (NYState)
- May 12, 1906 Robert L. Holliday (1848-1906), Superintendent of Delaware Division, dies at Dover. (AR, ATO)
- May 12, 1906 Train ferry *Ashtabula* launched at St. Clair, Mich., for the Ellsworth Transportation Company; carries 30 freight cars on 4 tracks. (Keystone)
- May 15, 1906 Future VP and Treasurer George Henry Pabst, Jr. (1888-1963) joins PRR as clerk in Accounting Dept.; later made special assistant to Samuel Rea. (MB)
- May 14, 1906 PB&W General Superintendent E.F. Brooks named acting Superintendent of Delaware Division. (AR)
- May 14, 1906 Sunbury & Hazleton RPO extended to Penn Haven & Sunbury RPO. (Kay)
- May 14, 1906 Pennsylvania Company Executive Committee approves a plan for a yard between Struthers and Haselton, Ohio, on the Erie & Ashtabula Division. (MB)
- May 14, 1906 PCC&StL Railway Executive Committee authorizes extending Jeffersonville Yard. (MB)
- May 15, 1906 Pennsylvania, New York & Long Island Railroad lets general contract for Penn Station to George A. Fuller Company. (SRea)
- May 15, 1906 PRR announces that an issue of \$50 million 18-month 4½% notes has been sold through Kuhn, Loeb & Co. at 99¾ in a few hours. (NYT)

- May 15, 1906 PRR agrees with Bush Terminal Company to provide lighterage and terminal facilities at its development in Brooklyn. (MB)
- May 15, 1906 G.C. Bishop named Superintendent of Motive Power of LIRR, replacing Philip Wallis, resigned. (AR)
- May 15, 1906 John Herbert Tonge (1866-) appointed Superintendent of the Cumberland Valley Railroad. (PRRBio)
- May 15, 1906 Chicago & Eastern Illinois Railroad begins using Englewood Union Station at Chicago. (Church)
- May 1906 West Jersey & Seashore Railroad opens extension from Penns Grove to Carney's Point, N.J., to reach Du Pont explosives and chemical plant; Du Pont favors shipment by Reading car floats between Deepwater and Pigeon Point, Del. (Val)
- May 1906 Buck Run Branch of Cherry Tree & Dixonville Railroad opens between Clymer and mines (1.78 miles). (Val)
- May 1906 Western New York & Pennsylvania Railway begins construction of the West Seneca Branch and Ore Dock Extension at Buffalo. (C&C)
- May 1906 Baldwin Locomotive Works purchases a 185-acre site at Eddystone on the Delaware River south of Philadelphia; it is also served by both the PRR and B&O; by the end of the year, foundry operations and 1,000 men have been relocated from Philadelphia. (Brown)
- May 16, 1906 ICC coal investigation resumes at Federal Building in Philadelphia; General Superintendent George W. Creighton, Robert Pitcairn, Edward Pitcairn, and Richard L. O'Donnel identified as owning coal company shares bought at below market rates or received as gifts; Creighton has 1,390 shares total; George W. Clarke, car distributor at Altoona, has 100 shares of Jamison Coal & Coke Company and has received other gifts; Joseph B. Boyer, chief motive power clerk has 200 shares of Jamison. (PubLdgr)
- May 16, 1906 N.Y. finally passes the Elsberg Bill, amending the Rapid Transit Act over the objections of the Rapid Transit Commission; places a time limit of 20 years on municipal transit franchises with the possibility of a 20 year extension; also permits city moneys to be used to equip and operate transit lines for the first time instead of only building them; the terms are a powerful disincentive to private investors, and the new law contributes to the transit deadlock until it is repealed in 1909. (RTC AR, Hood)
- May 16, 1906 Borough of Anglesea, N.J., renamed North Wildwood. (wiki)

- May 17, 1906 Coal investigation continues; Richard L. O'Donnel admits having received 1,267 shares of coal companies in last five years; Superintendent of Transportation Michael Trump also admits to owning coal stocks; Frank H. Wigton of Morrisdale Coal Company says he received rebates from PRR as late as Mar. 1903 in violation of Elkins Law; Second VP Charles E. Pugh downplays charges, saying, "there are people who speak of almost everything as graft". (PubLdgr)
- May 17, 1906 Philadelphia *North American* reports that Pres. Cassatt will resign as a result of the coal investigation, but will wait until it is concluded; Cassatt arrives in London in the evening and refuses comment. (NYT)
- May 17, 1906 New York *Evening World* jumps the gun for its own benefit and publishes descriptions and renderings of Penn Station four days before the release date; the PRR must then allow the next morning's papers to follow suit; the plan had been for the New York papers to make elaborate presentations in their Sunday editions of May 20. (NYHS/Jonnes)
- May 17, 1906 LIRR expands electric MU service to 194 trains daily; LIRR electrification opens for revenue service between Springfield Jct. and Valley Stream, with 10 round trips; 30 round trips now operate between Flatbush Avenue and Belmont Park. (NYT)
- May 17, 1906 Cleveland & Pittsburgh Railroad stockholders authorize construction of Beaver Dam, Rush Run and Glenn's Run Branches. (Church)
- May. 17, 1906 Senate defeats a move by Sen. Tillman to broaden the specific prohibitions of the Commodities Clause in include any intermingling of production and transportation. (EJones)
- May 17, 1906 Pres. Roosevelt writes to the ICC supporting the idea of a valuation of railroads and soliciting their opinions as to how much it might cost and whether it could be done without the approval of Congress. (TRPapers)
- May 18, 1906 Coal investigation continues; William A. Patton, Frank L. Sheppard, and John Alldred, chief clerk of the Pittsburgh Division, and Edward Pitcairn, Trainmaster of Pittsburgh Division, identified as having received coal stocks; note Pres. Cassatt's son Robert Kelso Cassatt (1873-1944) is manager of Keystone Coal & Coke Company; Frank H. Wigton changes testimony to state that rebates ended in 1898, not 1903; Richard Coulter, Jr., Secretary of Keystone Coal & Coke Company testifies that stock of Hempfield Coal Company, organized by his father, was given to Pres. Frank Thomson, Robert Pitcairn and other officials; First VP John P. Green issues a statement that the ownership of coal companies disclosed by the ICC hearings come as a surprise to management; while they have not been harmful to the public, the company will conduct its own investigation and eliminate the source of complaints;

Philadelphia lawyer and coal operator Logan M. Bullitt is credited with exposing PRR graft to ICC. (PubLdgr, MB, NYT)

- May 18, 1906 Senate passes Hepburn Bill by 71-3; Commodities Clause now exempts timber and act covers only railroads instead of all common carriers to exempt pipelines. (EJones, Kolko)
- May 18, 1906 Committee on Yards & Operations endorses George Gibbs's recommendation that Penn Station have high level platforms, first in a major U.S. rail terminal; adopts final track plan eliminating spur track "A" on north side of station. (AJC 32/24)
- May 18, 1906 East River Tunnel hits quicksand 415 feet east of Manhattan Shaft, causing blowouts that damage slips of E. 34th Street Ferry; one worker dies of the bends; work on two tubes stops and all air is forced into them to keep the water from flooding in. (NYT)
- May 19, 1906 Tunnel workers begin dumping bags of clay and cement into East River at 34th Street in ferry slips Nos. 2 & 4 in effort to stop air leaks by raising the level of the river bed; the two slips are unusable, requiring the ferry boats to wait offshore for an opening. (NYT)
- May 19, 1906 PRR VP's hold series of meetings in relation to graft revelations; cables exchanged with Pres. Cassatt in Europe. (NYT)
- May 19, 1906 Publicist Ivy Ledbetter Lee (1877-1924), the partner of journalist George F. Parker (1847-1928), leaves New York on the *Orinoco* to view the Panama Canal; he arrives in Panama on May 27 after a stop in Jamaica. (IvyLeePapers)
- May 1905 Pullman reequips Southern Railway's *Washington & Southwestern Limited*. (Guide)
- 1906 Southern Railway changes the name of the *Washington & Southwestern Limited* to the *New York & New Orleans Limited* and reequips it; includes 10-section observation lounge cars *Deercourt*, *Greensboro*, *Manassas* and *Spartanburg*. (Dubin)
- May 20, 1906 *New York Times* publishes the first renderings of Penn Station by Jules Crow, although they differ little from the model built in 1904 with the exception of the Exit Concourse added by George Gibbs. (NYT, Ballou)
- May 21, 1906 Roof fall after a dynamite blast kills one African American and two Italian workers in East River Tunnel "A" near 1st Avenue; four others injured. (NYT)
- May 21, 1906 New blowouts of compressed air force their way through bed of East River near the other two 34th Street ferry slips. (NYT)

- May 21, 1906 ICC issues subpoenas to several PRR officials, including Samuel Rea, W.A. Patton, Robert Pitcairn, John P. Green, A.W. Gibbs and W.W. Atterbury. (NYT)
- May 21, 1906 Chicago ordinance calls for track elevation and separation of Stewart Avenue from PFW&C right of way between 31st & 33rd Streets. (Church)
- May 22, 1906 Assistant to the Pres. William A. Patton sends a cable to Pres. A. J. Cassatt in Europe telling him that all is well and that his name has not been mentioned in the investigation thus far. (AJC)
- May 23, 1906 Asst. to Pres. William A. Patton testifies to ICC that he owns 6,140 shares in a dozen coal companies worth \$307,000 that superiors, including former Pres. Frank Thomson knew about it; companies were organized with his brother J. Howard Patton who represented interests of Col. George F. Huff (1842-1912); VP Samuel Rea admits to participating with Huff in a syndicate to develop 15,000 acres of coal land near Cherry Tree, which was converted into 1,000 shares of Greenwich Coal & Coke Company. (NYT)
- May 23, 1906 William A. Patton sends a letter over Pres. A. J. Cassatt's signature to General Counsel George V. Massey, General Solicitor Francis I. Gowen, and Fourth VP Samuel Rea calling on them to supply him with information on coal company stocks owned by officers. (AJC)
- May 23, 1906 Congressman George W. Huff, Pres. of Keystone Coal & Coke Company, dodges ICC subpoena by escaping his Greensburg office through the cellar, then flagging the *Pennsylvania Limited* to Washington. (NYT)
- May 23, 1906 PRR Board appoints a special committee chaired by lawyer C. Stuart Patterson (-), to investigate the ownership of coal stocks by officers; scope later expanded to include entire PRR system. (MB)
- May 23, 1906 PRR announces that Crédit Lyonnais and Banque de Paris et des Pays-Bas have taken \$50 million of PRR bonds. (NYT - later issues note negotiations still pending and 6/8 is date for official announcement in Paris)
- May 23, 1906 PB&W Board authorizes construction of freight yard on Virginia Avenue line between 4½ & 7th Streets, S.W., in Washington. (MB)
- May 23, 1906 New Haven Railroad formally objects to Warren & Wetmore's design for Grand Central Terminal, which would require it to contribute an additional \$100,000 a year; demands a return to the design of Reed & Stem with more rental space to generate offsetting income. (Schlichting)
- May 24, 1906 ICC hears continuing testimony on discrimination in car supply; Robert

- Pitcairn refuses to appear without subpoena. (NYT)
- May 24, 1906 Pres. A. J. Cassatt and family arrive in Paris; he receives a cable from John P Green and William A. Patton noting the crisis over the ICC investigation. (NYT)
- May 24, 1906 New York Contracting Company-Pennsylvania Terminal detonates first rock blast for Penn Station excavation. (Couper)
- May 25, 1906 Pres. A. J. Cassatt embarks for U.S. on liner *Amerika* at Cherbourg. (NYT)
- May 25, 1906 PRR announces it has awarded contract for construction of Penn Station building to George A. Fuller Company; Fuller also announces it has secured the contract for the Hudson Terminal office buildings. (NYT)
- May 25, 1906 Engineer of Branch Lines Joseph U. Crawford testifies that he, VP Samuel Rea and director Effingham B. Morris held stock in Big Coal Development Company. (NYT)
- May 25, 1906 Pennsylvania Company issues Fcs. 250,000,000 (\$48,262,548) French Franc Loan guaranteed by PRR and secured by \$70 million in stocks of the Norfolk & Western Railway, Chesapeake & Ohio Railway and B&O; sold through Kuhn, Loeb & Co.; the proceeds of the loan are to allow the Pennsylvania Company to buy \$35 million of the new PRR car trust and \$15 million in the securities of new water companies organized by the PRR to secure a permanent water supply; the PRR is selling these securities to the Pennsylvania Company instead of to the public. (MB, Church)
- May 25, 1906 Future PRR Director of Investments Robert Haslett (1906-1982) born at McKeesport, Pa. (Org)
- May 27, 1906 *New York Day Express* and *Pittsburgh Day Express* Nos. 43-44 established as 9-hour day trains between Jersey City and Pittsburgh to cope with increase of passenger traffic; run only 20 minutes slower than *Pennsylvania Special*. (RyAGaz, Guide)
- May 27, 1906 PRR establishes two additional round trips running New York to Philadelphia in 2:00. (RyAGaz)
- May 27, 1906 PRR cuts New York-Atlantic City running time from 3:25 to 3:00. (Andrew)
- May 27, 1906 West Jersey & Seashore Railroad takes the milk platform at the Federal Street Terminal, Camden, out of service and moves it to Coopers Point, to which all milk trains will be run; the milk platform at Federal Street is converted to a baggage platform. (CE)

- May 27, 1906 *Buffalo Special* and *Duquesne Special* inaugurated as summer-only mid-day expresses between Pittsburgh and Buffalo.
- May 27, 1906 PRR begins passenger service on Hickory Branch between Center Avenue, Burgettstown, Pa., and Cherry Valley and on Burgetts Branch between Center Avenue and Valear; train runs through; no passenger service between Center Avenue and PCC&StL main line stations in Burgettstown. (LW tt)
- May 27, 1906 Reading opens New York Short Line between Cheltenham and Neshaminy Falls, creating a more direct route with better grades than the old North Penn route via Jenkintown; used by freight and B&O Royal Blue trains. (AR)
- May 28, 1906 Edward Roche grants the Ocean Electric Railway a private right-of-way to the beach at Far Rockaway. (NYState)
- May 28, 1906 An electric battery car, similar to ones being built for the New Haven, arrives at the East Pittsburgh plant of the Westinghouse Electric & Manufacturing Company; it has run over the Middle Division, 132 miles, in 3:46. (NYT)
- May 29, 1906 New 17-span draw bridge over Susquehanna River at Havre-de-Grace opens; old bridge is offered free to counties for road bridge but declined. (, NYT)
- June 1, 1906 Work begins on excavation and foundations for Penn Station building. (ASCE, Couper)
- June 1, 1906 PRR Board authorizes sale of stock of Roxborough Railroad. (MB)
- June 1, 1906 Resident Assistant to the President at Pittsburgh Robert Pitcairn (1836-1909) retires at 70 after 40 years of service and post abolished; Pitcairn's fortune estimated at \$20 million; Carroll M. Bunting (1871-1920) named to new post of Assistant to First VP (Green) and Albert John County (1871-1944) to new position of Assistant to Third VP (Rea); Lewis Neilson (1860-1952) named Superintendent of Employes' Saving Fund and Assistant Secretary, replacing County. (MB, NYT)
- June 1, 1906 Robert K. Cassatt and other members of the Cassatt family leave Broad Street Station in business car No. 180 to meet Pres. Cassatt on his return from Europe. (AJC)
- June 1, 1906 New Park & Fawn Grove Railroad opens from Stewartstown to Fawn Grove, Pa.; independent short line. (ICC)
- June 1, 1906 Calvin N. Payne resumes operating the Lakeville Branch of the Western New York & Pennsylvania Railway under an agreement of June 19, 1906. (C&C)
- June 2, 1906 Shield placed in operation in Long Island City shaft of Tube D of East River

Tunnels. (ASCE)

- June 2, 1906 After a personal interview on May 31, journalist George F. Parker (1847-1928) sends a detailed memo to T. DeWitt Cuyler laying out his proposal for a publicity office for the PRR; Parker is a close friend of former Pres. Grover Cleveland, chief of the publicity bureau of the Democratic National Committee, and Secretary to the Trustees of the Equitable Life Assurance Society of the United States, where he has rebuilt the company's image after the recent scandals; he has recently secured a contract for handling publicity for the anthracite railroads in this year's contract negotiations with the United Mine Workers; in his memo, Parker identifies the first objective as counteracting the adverse publicity from the ICC coal trade investigation, including demonstrating how the PRR is working to lower costs to the consumer and guarantee uninterrupted supplies of coal; Parker advocates a up-front policy of openness and factual accuracy as opposed to secret manipulation or bribery of particular members of the press to plant favorable stories; he advises the provision of facts and statistics to counter the press's natural tendency to sensationalism and scandal, with the additional side effect of bolstering investor confidence; he notes that the PRR has done almost nothing in publicizing its vast improvement program; he promises a coordinated campaign encompassing all print media and proposes a central organization based in New York with satellite offices in the other major PRR cities; although the initiative comes from Parker, it will be his junior partner, Ivy Ledbetter Lee (1877-1934), who will get the actual PRR commission and use it as a springboard to a brilliant career; Lee's later memoirs and biographers will claim that this program was the work of Lee's inspired genius and that Parker was an old-fashioned hack, but Lee was out of the country when this memo was written. (AJC, NCAB, Hiebert)
- June 2, 1906 Sunday passenger service discontinued on Lancaster-Quarryville Branch and weekday service cut from three to two round trips. (tt)
- June 2, 1906 Lincoln Coal Company is first operator to formally file suit against PRR for damages resulting from distribution of cars. (NYT)
- June 3, 1906 Pres. Cassatt arrives in New York; Cassatt breaks a longstanding rule and speaks to the press while waiting to disembark, although aggressive reporters from the *Herald* and other sensationalist papers badger him with constant question, including whether he intends to resign; Cassatt then boards a PRR tug for Jersey City, from which he proceeds to "Cheswold" on special train in business car No. 180; meets with two general officers and counsel Francis I. Gowen; reviews ICC testimony and prepares a public statement. (NYT, NYHerald, AJC)
- June 4, 1906 Pres. Cassatt returns to office and issues his only public statement on the ICC investigation; asserts there will be no favoritism in rates; blames poor car

distribution on explosive growth of coal industry surpassing PRR's ability to order cars; sees organized attack on PRR by outside parties. (NYT)

- June 4, 1906 T. DeWitt Cuyler forwards George F. Parker's memo of two days earlier to Pres. A. J. Cassatt with his favorable recommendation, noting also the endorsement of Reading Pres. George F. Baer and Lehigh Valley Railroad Pres. Eben B. Thomas and urging Cassatt to call him in for an interview; notes that Parker has been able to have statements from the Equitable Life Assurance Society printed in many newspapers as news without any payment or suggestion of undue influence; Cassatt is favorably impressed and agrees that there must be a single official to act as a conduit to the press, and "everyone else must keep quiet." (AJC)
- June 4, 1906 Pres. A. J. Cassatt writes to Erie Pres. Frederick D. Underwood stating that PRR studies have shown that the two-cents-per-mile maximum fare would cause a very large loss of revenue on Lines East, even with increased travel that the fare would encourage. (AJC)
- June 4, 1906 New York City Coroner George F. Shradly, Jr., begins a public investigation into charges of a high death toll (as many as 30 this year alone) from the bends in the PRR's East River Tunnels, including charges of lax practices and sending unhealthy people into the works; the first witness is Dr. J. H. McCort, who was S. Pearson & Son's physician in charge until Apr. 1, and unbeknownst to the coroner and press has been fired for incompetence and has a grudge against the company; Cort's testimony today is not under oath and includes allegations of bodies being removed from the tunnels under cover of night, and assertions that many go home and die, with death being attributed to stroke, etc., rather than the bends; also that the air gauges have been tampered with to show the air pressure lower than it actually is, and that Pearson has discharged skilled air lock tenders to save money. (NYHerald)
- June 4, 1906 New York Fire Commissioner John H. O'Brien revokes blasting permit of Tammany-controlled New York Contracting Company, who are excavating the area just west of Penn Station, for damaging property. (NYT)
- June 4, 1906 Olean & Falls Creek RPO established. (Kay)
- June 1906 Pres. Cassatt commissions a favorable interview and profile by James Creeling in *Pearson's Magazine* in effort to blunt coal crisis; says he favors an end to secret rebates and the government regulation of rates. (NYT)
- June 5, 1906 ICC investigation resumes at Philadelphia; Pres. Cassatt does not appear as expected, and ICC takes up NYC&HR control of Clearfield Bituminous Coal Corporation and interest in Beech Creek Coal & Coke Company and Pennsylvania Coal & Coke Company. (NYT)

- June 5, 1906 New York Coroner Shrady continues informal hearings into allegations that more than 30 PRR tunnel workers have died this year because of poor safety conditions, dismissal of guards at air locks, etc., based on information he has been collecting for about two weeks; among those examined are Fred L. Keays, medical director for S. Pearson & Son, Inc., since Mar. 29; he describes the practices of giving pre-employment physicals and says that three men have died of the bends since Mar. 29; Assistant Superintendent Hugh Lloyd, who has worked on the Blackwall Tunnel under the Thames, says men work 8 hours up to 32 p.s.i., and 6 hours over 32 p.s.i.; Timothy Smith, a medical attendant at Long Island City for the last 7 months says there were no doctors there and that hundreds of men have been stricken with the bends and 11 have died; Pearson's Superintendent Charles E. Fraser refuses to answer questions, and PRR figures refuse to appear; lawyers for both companies advise their clients not to answer questions or sign affidavits on the grounds that the coroner has no legal authority to start such proceedings; company officers and contractors hold a meeting in New York to discuss the propriety of the PRR issuing a statement, but VP Samuel Rea decides it is not wise to do so at this time. (NYT, NYTrib, NYHerald, AJC 32/183))
- June 5, 1906 Fire Commissioner O'Brien reinstates the New York Contracting Company's blasting permit for the Penn Station site on the promise that greater care will be taken in using mats to cover all the blasts. (NYT)
- June 5, 1906 Canarsie Railroad leases to the New York, Brooklyn & Manhattan Beach Railway a portion of its road from Vesta Avenue to Atlantic Avenue and all of its road north of Atlantic Avenue, settling a dispute between the LIRR and BRT interests than began in 1901. (NYState)
- June 6, 1906 Joseph Boyer, Chief Clerk to the Superintendent of Motive Power A. W. Gibbs at Altoona, admits "gifts" of \$45,000 in cash and 11,000 shares of stock from coal companies in return for favoritism in purchasing fuel coal; M.K. Reeves, assistant to VP Charles E. Pugh, admits to receiving stock worth \$40,000 from coal operator George W. Huff. (PubLdgr, NYT)
- June 6, 1906 PCC&StL Railway Board appoints a Special Committee of Inquiry in the coal traffic scandal. (MB)
- June 6, 1906 Lawyers for S. Pearson & Son, Inc., stop the proceedings of Coroner George F. Shrady, Jr., on the grounds he has no authority to begin *ex parte* proceedings himself, but must empanel a coroner's jury to assess a specific death; the lawyers admit to 13 deaths in the East River Tunnels. (NYHerald)
- June 6, 1906 VP Samuel Rea writes to Pres. A. J. Cassatt that Jacobs & Davies estimate that the shields of the north tube of the North River Tunnel will meet on Sep. 28 and the south tube on Oct. 26; says the New York *Herald* has been making sensationalist attacks on safety in the East River Tunnels for two days; the

attacks have originated with a doctor (probably Dr. J. H. McCort, who feeds information to the coroner) fired for inefficiency, who got the attention of the coroner and is pushing for a public investigation; noted corporate lawyer George W. Wickersham (1858-1936), law partner of future Pres. William Howard Taft and later his Attorney General, who represents S. Pearson & Son, Inc., has blocked the doctor's witnesses from appearing; later in the day, Rea makes a brief statement saying that the tunnel work is progressing and is safe. (AJC 32/183, NYT)

- June 6, 1906 NYC&HR promotes Alfred H. Smith from General Manager to VP & General Manager. (AR)
- June 7, 1906 Pennsylvania, New York & Long Island Railroad Board approves sale of air rights west of 8th Avenue between 31st & 33rd Streets to Post Office Dept. for \$1.66 million. (Ballou)
- June 7, 1906 Joseph Aiken, clerk on Monongahela Division, nonchalantly admits purchasing nearly \$75,000 in coal stock on a salary of \$126 per month; Pres. Cassatt fires Joseph Boyer; Lines West VP McCrea admits to owning small amounts of coal stocks; agrees that the ideal would be to eliminate private car fleets. (NYT)
- June 8, 1906 Pres. Cassatt's son Robert Kelso Cassatt testifies voluntarily before the ICC; Cassatt & Co. owns large coal holdings including one quarter of the stock of the Keystone Coal & Coke Company; J. McLellan of Blairsville, Pa., volunteers evidence contradicting previous testimony that former Pres. Frank Thomson condoned employees owning stocks in coal companies; PRR fires Boyer and Aiken, who are the only public victims of the investigation. (PubLdgr, NYT)
- June 8, 1906 PRR's Special Committee of Inquiry meets and draws up two questionnaires to be submitted to officers, one on practices of car allotment and one on all stocks owned or gifts from shippers. (NYT)
- June 8, 1906 Pennsylvania, New York & Long Island Railroad and LIRR petition the Board of Estimate to close streets necessary for the construction of Sunnyside Yard. (NYState)
- June 9, 1906 Pres. A. J. Cassatt replies to George R. Morse calling the press coverage of the ICC investigation "unfair" and "exaggerated" but that "enough has been disclosed to show that there must be a thorough house-cleaning"; notes that the Board is now acting in "a most vigorous way." (AJC)
- June 9, 1906 Storerooms containing 2,500 pounds of dynamite and a ton of nitroglycerine used in the construction of the Atglen & Susquehanna Low Grade line explode in succession near Pequa, Pa.; 11 men are blown to bits. (Keystone)

- June 9, 1906 Vandalia Railroad grants trackage rights to the Indianapolis Southern Railway to enable it to reach Indianapolis Union Station. (MB)
- June 10, 1906 PRR's own investigating committee makes public Pres. Cassatt's answer to its questionnaire, including a list of his stocks; shows he has no current interest in Keystone Coal & Coke Company, Berwind-White Coal Mining Company, Henrietta Coal Company or Cassatt & Co.; owns 333 shares of Union Switch & Signal, 2,296 shares of Pennsylvania Steel Company and 2,000 shares of Cambria Steel Company, (NYT)
- June 10, 1906 New mainline water and coaling station opens at Thorndale. (see Jan. date from WChester paper - C&C has 1905)
- June 11, 1906 VP John B. Thayer informs Pres. A. J. Cassatt that the new *New York Day Express* and *Pittsburgh Day Express* Nos. 43-44 are carrying record numbers of passengers. (AJC)
- June 11, 1906 Ivy Ledbetter Lee departs Panama for New York; in information Lee supplied to a journalist in 1929, he claims that he had received a cable from A. J. Cassatt to come for an interview and that he cut short his vacation; aside from a diary entry on leaving Panama, there is no contemporary corroborating evidence of a call from Cassatt in either Lee's or Cassatt's papers. (IvyLeePapers)
- June 11, 1906 Vandalia Railroad Executive Committee authorizes a spur to the Pocahontas Mining Company at Pocahontas, Ill. (MB)
- June 11, 1906 New Haven inaugurates *Mayflower Limited* as a new all-parlor car train of three cars on 5:00 schedule, leaving New York and Boston at 8:00 AM. (RyAgeGaz, NYT)
- June 11, 1906 Shield placed in operation at Long Island City end of Tube C of East River Tunnel. (ASCE)
- June 11, 1906 PRR completes its first all-steel passenger car, Class P58, No. 1651, at Altoona. (Mutual)
- June 11, 1906 Employers' Liability Act covers railroad employees engaged in interstate commerce.
- July 11, 1906 CNJ-Reading *Atlantic City Express* wrecked when it hits an improperly set switch at Eatontown, N.J. (check Blue Comet book)
- June 12, 1906 First PRR steel coach Class P58 No. 1651 runs from Altoona to Atlantic City with delegates to Master Car Builders' convention; is 74'-6", 110,000-lb.; 6-

wheel trucks. (CCHS)

- June 12, 1906 PRR begins construction of experimental tunnel at foot of 35th Street to try the experiment of freezing mud between the tunnel and river bottom as protection against blowouts; method is suggested by Charles SooySmith, who has a patent on it, and Gustav Lindenthal, who joins with him to form a company; however, are unable to raise capital, and PRR refuses to assume risk; PRR does agree to experiment to test potential of idea. (NYT)
- June 12, 1906 NYC&HR experimental prototype Class L electric locomotive No. 6000 completes 50,000 miles of tests on General Electric test track between Schenectady and Hoffmans, N.Y.; becomes Class T-1 No. 3400 upon delivery. (Condit, Staufer)
- June 13, 1906 ICC investigation continues in Philadelphia; PRR counsel Francis I. Gowen reveals that PRR has bought a large order of hopper cars for resale to Berwind-White Coal Mining Company, Keystone Coal & Coke Company, and others so as to obtain a better price on a large order. (NYT)
- June 13, 1906 New York Contracting Company - Pennsylvania Terminal begins excavations for tracks between 6th & 7th Avenues. (ASCE)
- June 13, 1906 Pennsylvania Company announces increase of dividend from 5% to 6% per year; PCC&StL increases from 4% to 5%; increase is to swell income of PRR to help fund improvements. (NYT)
- June 13, 1906 Supreme Court of Connecticut orders New Haven to eliminate all third-rail electrification in the state because of menace of electrocution from third rail.
- June 14, 1906 Pres. A. J. Cassatt writes to VP John P. Green in London, noting a marked change in the attitudes of the press; General Counsel George V. Massey does not want Cassatt to volunteer to testify before the ICC, but Cassatt doesn't want anyone to have a chance to say that he intentionally avoided testifying. (AJC)
- June 14, 1906 Double track completed and placed in service between Frankstown and Petersburg Jct., Pa. (Snyder)
- June 15, 1906 PRR floats \$48 million French Franc loan to finance improvements, secured by stocks of B&O, Chesapeake & Ohio Railway and Norfolk & Western Railway; first American railroad bond issue payable in francs and listed on Paris Bourse.
- June 15, 1906 Pennsylvania Company places 3¾%, 15-year 250 million French Franc loan, guaranteed by PRR. (Church)

- June 15, 1906 Pres. A. J. Cassatt congratulates Kuhn, Loeb & Co. on the placement of the French Franc loan but hopes that the announcement can be withheld from the public until the PRR is ready with its own statement, which is given out on June 18. (AJC)
- June 15, 1906 Duquesne Warehouse Company incorporated in Pa. to operate freight warehouses in Pittsburgh and East Liberty; later operates other warehouses along PRR. (MB)
- June 15, 1906 L. F. Loree elected Chairman of the Executive Committee of the Kansas City Southern Railway. (NYT)
- June 16, 1906 Calvin N. Payne again granted the right to operate passenger trains over the Lakeville Branch of the WNY&P between Tryonville and Lakeville, Pa., from June 1 through Oct. 31, 1906. (Val, MB)
- June 16, 1906 Pres. Cassatt hires an independent auditor to examine the books; issues a circular requiring all employees to report any coal stocks owned.
- June 16, 1906 Allegheny City becomes part of Pittsburgh, although the majority of residents vote against the merger. (Vexler)
- June 17, 1906 Revenue passenger service begins on Western Maryland Railroad's Cumberland Extension. (AR)
- June 17, 1906 Gary, Ind., incorporated as a village; site of major Unites States Steel Corporation works. (, Cotter)
- June 1906 Second track opens between Woodstock and Urbana on Indianapolis (later Columbus) Division.
- June 18, 1906 Kuhn, Loeb & Co. completes placement of PRR's \$50 million 3¾% French Franc loan to syndicate including the Banque de Paris et des Pays-Bas (close ally of Kuhn, Loeb & Co.) and the Crédit Lyonnais; papers signed in Paris and announced in New York at 6:00 PM after market closes; proceeds to be used for 33,000 freight cars and 313 locomotives, plus completion of water supply system; is \$50 million Pennsylvania Company French franc loan guaranteed by PRR; purchased by KL&Co and resold in France. (NYT, Church - check C&C if 2 separate loans for PRR and PCO- PCO is 3-3/4%)
- June 18, 1906 PRR Road Committee discusses the proposal of Stern & Silverman to build a through electric railway line between Philadelphia and New York via Camden, Mount Holly, Trenton and Staten Island; decision is postponed. (MB)
- June 18, 1906 A committee of PRR tunnel workers appointed by the Central Federated Union presents Mayor George B. McClellan with charges that proper precautions are

not being taken at the PRR tunnels; McClellan says he will ask the Health Dept. for an inspection. (NYT)

- June 18, 1906 PCC&StL Railway Executive Committee authorizes a wye connection with the Western Washington Railroad at Plum Creek Jct.; also a wye at Somerville, Ohio, on the Richmond Division. (MB)
- June 18, 1906 Ivy Ledbetter Lee reaches New York; in his 1929 interview with a journalist, Lee says that he did not know anything about railroads and was worried about what sort of presentation to make to A. J. Cassatt; Cassatt broke the ice by asking Lee about his impressions of the Panama Canal instead; at the end of a 20-minute interview, according to Lee, Cassatt said, "I understand you are going to take charge of our publicity. I am glad to know that. I think you are going to like this work. I hope so." This suggests that the deal had been closed with Parker earlier and that Parker was giving the work to his younger partner; in a letter written to Julius Kruttschnitt of the Southern Pacific six months later, PRR VP John B. Thayer says that at this time, the PRR had decided to take the "offense" in actively placing its position before the public and engaged Parker & Lee as an experiment for six months with a further six-month extension. (IvyLeePapers)
- June 1906 Pres. Cassatt engages the firm of Parker & Lee, including Ivy Ledbetter Lee (1877-1934), a former newspaper reporter and later dubbed the father of modern publicity, to handle newspaper publicity for a six-month experimental period; later renewed for an additional six months and then made permanent; Cassatt has decided to separate the business of making public statements to newspapers from newspaper advertising and wishes the PRR to take a more aggressive role in getting its version of events reported; Lee writes press releases and maintains a clipping file of all PRR newspaper items; later organizes the PRR Publicity Bureau and is employed by PRR until his death, working most closely with John B. Thayer and W. W. Atterbury; Lee brings his younger brother James Wideman Lee, Jr. (1882-1948) as a full-time publicity writer for the PRR, while he himself handles policy issues; Lee practically invents the modern press release and press conference, where earlier, railroads relied on anonymous tips and stories planted through favored reporters or else made blundering public statements like William H. Vanderbilt's. (IvyLeePapers, Hiebert) (Note: Lee's biographer Hiebert says Lee's first job was open publicity after a wreck at Gap, Pa., but no serious wreck occurred there; timing strongly suggests that Lee's hire was in response to the bad press the PRR received during the coal investigation, and that the wreck was the one at Atlantic City later in the year. There is no mention of a wreck at Gap in Lee's or Cassatt's papers.) Lee opens an office in the Arcade Building (AJC)
- June 18, 1906 Columbia, Pa., fire companies hose down PRR men and locomotives attempting to build a straight line across Locust Street without an ordinance;

- PRR claims it has acquired the right-of-way and right to lay track from the Reading. (Keystone)
- June 19, 1906 French banks complete placing French Franc Loan with individual investors. (NYT)
- June 19, 1906 PRR stock jumps from 130-3/8 to 132 in heavy volume as the New York Stock Exchange opens, based on news of placing the French franc loan. (WSJ)
- June 19, 1906 Edward J. Berwind testifies before ICC investigation; notes that they ship 400-500 cars to South Amboy each day, and PRR uses estimated rather than actual weights as there is no time to weigh each car; actual deviation is less than 1%; complains of car shortages and former rebates granted by Norfolk & Western Railway. (NYT)
- June 19, 1906 Dr. Frederick L. Keays, chief of the medical staff of the East River Tunnels admits before the coroner's jury that physical exams for fitness have been performed by a clerk who is not a surgeon; persons complaining of the bends are repressurized, but if that fails, they are sent to New York Hospital, where their prognosis is usually hopeless; the jury also finds that the men are allowed to pass the air locks in less than the required 15 minutes, and that some men give their passes to friends, who then work in the tunnels without being examined. (NYTrib)
- June 19, 1906 PCC&StL Railway Executive Committee authorizes borrowing \$2.5 million from the Guaranty Trust Company of New York to buy a two-sixth interest in the Hocking Valley Railway from J.P. Morgan & Co.; the deadline is June 28; the original deal was to buy at 105, but Hocking Valley is now selling at 127. (MB)
- June 20, 1906 "Blowout" of compressed air occurs in shield of East River Tunnel D, creating a geyser on the surface 40 feet high; 2 drowned; East River Tunnels are much closer to river bed and are plagued by more difficulties with loose roof and hard rock below; New York City coroner's jury censures contractors S. Pearson & Son for lax practices in four specific bends deaths, including not submitting workers to proper physicals, allowing them to pass in and out of the air locks without proper restrictions, not preventing them from giving their passes to unexamined men, and not having proper air gauges in the locks; Assistant Superintendent Hugh Lloyd admits to removing extra lock tenders but maintains that those remaining are more than adequate; the jury recommends stricter safeguards to prevent unexamined men from using passes, and stricter supervision of medical procedures by the Board of Health. (NYTrib, NYT, Diehl, Seyfried, Couper)
- June 21, 1906 LIRR holds its second excursion to acquaint the public with its electric line, running from Flatbush Avenue to Far Rockaway and returning by way of Far

Rockaway, Valley Stream and Jamaica. (NYT)

- June 21, 1906 ICC holds session in Washington; presidents of coal roads have been invited to make statements but are not subpoenaed and do not attend; PRR VP John B Thayer testifies that PRR is planning to abolish private car fleets, but that the number of mines on the PRR has increased by 320% between 1901 and 1904, and PRR is unable to build its own cars fast enough. (NYT)
- June 21, 1906 Pres. A. J. Cassatt approves high-level platforms for Penn Station and Manhattan Transfer. (AJC)
- June 21, 1906 Danville & Indiana Harbor Railroad conveys all its property to the Chicago, Indiana & Southern Railroad. (GrnBk)
- June 22, 1906 War Dept. approves revised plan of Hell Gate Bridge, Little Hell Gate Bridge, and Bronx Kill Bridge. (MB, ASCE)
- June 22, 1906 Full test of electric trolley operation between Dillsburg and Trindle Springs, Pa., on Dillsburg Branch; uses combine fitted with trolley poles and traction motors; trolley wire is strung alongside the track, not over it, to prevent damage from steam locomotive exhaust. (Watts)
- June 22, 1906 Cleveland & Pittsburgh Railroad files locations for seven branch lines: Dry Fork Run Branch (7.2 mi.) in Wayne Township, Jefferson County; Short Creek Branch in Warren Township, Jefferson County; Riddles Run Branch (2.72 mi.) in Wells Township, Jefferson County; Salt Run Branch (3.68 mi.) in Wells Township, Jefferson County (all to mines of United States Coal Company); Beaver Dam Branch (7.0 mi.) at New Philadelphia; Rush Run Branch (7.0 mi.) in Wells Township, Jefferson County; loop line from Millport and Kensington, Ohio (9.0 mi.). (Church)
- June 22, 1906 The Roosevelt Administration announces proceedings against the Standard Oil Company for violating the Sherman Act and the Elkins Act; it is a move to influence the conferences on the Hepburn Bill. (Johnson)
- June 24, 1906 PRR begins summer operation of two round trips of through cars between Camden and Beach Haven via the Tuckerton Railroad. (Brinckmann)
- June 25, 1906 Workers of S. Pearson & Son building East River Tunnels strike for increase of 50-75 cents per day and shorter hours because of working in pressurized air; they claim they can only work 2 hours at 42 p.s.i.; many are replaced, and work continues. (NYT)
- June 25, 1906 Chicago ordinance calls for track elevation of PFW&C between Stony Island Avenue and Ewing Avenue. (Church)

- June 25, 1906 Stanford White (1853-1906), partner of Penn Station architect Charles F. McKim, is shot and killed at the roof garden of Madison Square Garden, which he designed, by Harry K. Thaw (1871-1947), millionaire playboy son of the late Lines West VP William Thaw, while viewing a revue entitled *Mamzelle Champagne* as tenor Harry Short sings "I Could Love a Thousand Girls," a fitting epitaph for the womanizing White; Thaw has married White's former mistress, Evelyn Nesbit (1884-1967), whom White had seduced when she was 16, and claims his action is justified as a crime of passion, although Thaw has obsessed over White for years and the murder is premeditated; in fact, White would have died of Bright's disease within months; after a sensational trial, Thaw is committed to Matteawan State Hospital for the Criminally Insane. (Broderick, DAB, Trager, NYT)
- June 25, 1906 The Conference Committee makes its second report on the Hepburn Bill to the Senate, eliminating the provision to bring pipelines under the Commodities Clause; independent producers have been complaining that it will hurt them more than Standard Oil. (Johnson)
- June 25, 1906 Partner George W. Perkins write to J. Pierpont Morgan that the Hepburn Act will work out for the "ultimate and great good of the railroads" and that rebating has received a "death blow." (Strouse)
- June 26, 1906 Pres. A. J. Cassatt writes to C. Stuart Patterson of the Special Committee stating that he now thinks that officers should not own stock in or be officers of warehouse companies as well as coal companies; ___ Ely is an officer of the Merchants Warehouse Company. (AJC)
- June 26, 1906 *New York Times* reports that the federal government plans to prosecute Pres. A. J. Cassatt on charges of conspiracy in dealings with the Standard Oil Company and various coal companies as uncovered by ICC investigation and to seek a prison sentence. (NYT)
- June 26, 1906 The 20 hoisting engineers employed in the PRR's East River Tunnel strike over pay and the demand by the contractors that they work a 6-hour day under pressure; although the laborers or "sandhogs" are not organized into a union, about 100 join the strike; the contractors try to replace them with "green" men, but find only 7 of 30 have hearts strong enough to work under pressurized air. (NYT)
- June 26, 1906 The Senate returns the draft of the Hepburn Bill to the Conference Committee without restoring the provision for placing pipelines under the Commodities Clause; pipelines will thus be considered common carriers but not banned from carrying their own oil. (Johnson)
- June 27, 1906 PRR Board approves \$20 million for road and equipment improvements, including 300 new locomotives and over 15,000 freight cars. (NYT- verify in

MB)

- June 27, 1906 Pres. A. J. Cassatt writes to C. Stuart Patterson of the Special Committee noting that he has learned that Signal Engineer George D. Fowle accepted the gift of an automobile from the Union Switch & Signal Company for services rendered outside of his PRR work, and that Chief Engineer-MofW Joseph T. Richards has approved this action; he tells the Committee that they should “suggest” to Fowle that he return the car; Cassatt is trying to keep one step ahead of the government investigators and press. (AJC)
- June 27, 1906 Rumors circulate that the PRR’s East River Tunnels are in such trouble that they may take six years to complete, if they can be completed at all; they say the contractors began tunneling west from Long Island City before sinking the shaft deep enough; also cite strikes, trouble with the air pressure, and using inexperienced workers; the hoisting engineers and “sandhogs” have struck, and the tunnels were making only 3 inches a day instead of a projected 3 feet; additional sandhogs join the strike, leaving only about 42 men at work; the strikers say the only solution is to start over again at greater depth; the PRR makes no official statement at this time. (NYT)
- June 27, 1906 Future President Walter S. Franklin (1884-1972) graduates from Harvard with a degree of Bachelor of Arts. (NYT, PRRBio)
- June 27, 1906 Anthony Comstock (-), head of the Society for the Prevention of Vice, the nation’s self-appointed censor-in-chief, and an obsessive sexophobe, calls for a drive against and public exposure of “rich moral perverts” of Stanford White’s class; Comstock’s attacks are broadcast by Hearst’s sensation-mongering New York *American*; in fact the shooting does expose an international Edwardian phenomenon, that of aristocratic or upper class men seducing and abandoning young lower class women; in the aftermath of the shooting, White’s friends scurry to save his reputation and hide his secrets, while Harry K. Thaw, a deranged sadist, is hailed as the defender of traditional honor and virtue. (NYAm)
- June 28, 1906 PRR Special Committee issues preliminary report to Board; have engaged The Audit Company to provide 50 accountants to audit all coal car distribution records from Jan. 1, 1900 to July 1, 1906; sent questionnaires to 2,501 officers and employees; notes are 59 coal and coke companies operating 26,899 private coal and coke cars on PRR system. (MB)
- June 28, 1906 Pres. Cassatt and VP Rea travel to New York to confer with engineers regarding delays in East River Tunnels; are working with only 12 men per shift because of a strike. (NYT)
- June 28, 1906 Post Office Dept. approves new Post Office over approach to Penn Station at 8th Avenue after PRR drops requirement for central light well that would have

prevented construction of large sorting floors. (NYT)

- June 28, 1906 Third joint committee report on reconciling House and Senate versions of the Hepburn Bill passes the House; retains exemption for lumber and limitation to railroad companies. (NYT, EJones)
- June 28, 1906 New Jersey Inter-State Bridge Commission announces that the CNJ, Erie Railroad and Public Service Corporation trolley system will negotiate with the Commission to use the proposed bridge over the Hudson River at 57th Street; the PRR notes that it has no current need for the bridge, but will decide later. (NYT)
- June 28, 1906 Stanford White's funeral procession travels from his house in Manhattan over the LIRR to his wife's family church in St. James in Suffolk County. (Broderick)
- June 29, 1906 Pres. Roosevelt signs the Hepburn Act; it increases the ICC from 5 to 7 members and extends power over sleeping car, oil pipeline and railroad warehouse companies, private car lines and express companies, effectively freezing their rates; gives ICC power to set maximum rates and fix accounting rules and increases power over through routes and joint rates; places burden of proof on railroads, and makes ICC decisions effective immediately without court orders; Section 20 imposes standard bookkeeping; railroads are to make certain records available, and the ICC is given the power to fix records retention policies; "Commodities Clause" bars railroads from transporting materials owned by them except ordinary supplies and lumber; the act, aimed mostly at punishing the anthracite railroads, becomes effective May 1, 1908; full compliance would either force the anthracite railroads to shut down or sell their mines at ruinous fire-sale prices; the anthracite railroads make no attempt to comply, hoping the Commodities Clause will be declared unconstitutional; the act also brings express companies under ICC regulation for the first time; under the Hepburn Act, the ICC tinkers with individual rates but leaves in place the railroad's traditional value-of-service pricing (high rates on high-value items) rather than replacing it with cost-of-service pricing; Prairie Progressives prove quite content with discriminatory rates when they help their farmer constituents ship foodstuffs cheaply; the Hepburn Act also freezes rates at 1906 levels in an inflationary economy. (EAH, Locklin, EJones, PrmsestoPay, LeDuc/BHR 39:1, Martin, Hoogenboom)
- June 29, 1906 VP Samuel Rea, Alfred Noble and Ernest W. Moir of S. Pearson & Son, in statements to the press, state that delays to the East River Tunnels are not alarming; that maximum air pressure is 33 psi, not 42 psi as reported; have had 14 deaths from the bends, not 26 as reported; Gustav Lindenthal and Charles SooySmith have been unable to raise capital to form a company to implement the process of freezing the river bed, and the PRR is not willing to bear the whole risk; however, it is experimenting with the freezing process at an

experimental tunnel under the East River at 35th Street; Moir notes that under their contract, the PRR has insisted until now that S. Pearson & Son not issue information to the press, which is to come from PRR officials. (NYT)

- June 29, 1906 Article, "A Study in Values" appears in *Wall Street Journal*; Lead sentence, "The Pennsylvania is too vast ... to be grasped by the lay mind."; notes that the increase in ton-mileage for 1905 is equal to the whole traffic of the Wabash and twice the entire traffic of the Reading. (LW tt)
- June 29, 1906 West Jersey & Seashore Railroad Board authorizes double-tracking between Pleasantville and Somers Point. (MB)
- June 29, 1906 West Jersey & Seashore Railroad completes raising the tracks at West Haddonfield near the junction with the Delair Bridge Line. (CE)
- June 29, 1906 Anglesea Jct. renamed Wildwood Jct. on the West Jersey & Seashore Railroad. (MB)
- June 29, 1906 Senate finally approves Pres. Roosevelt's nomination of anti-railroad Democrat Franklin K. Lane to the ICC after the Hepburn Act allows him to appoint two additional commissioners to maintain the Republican majority. (wiki)
- June 30, 1906 Pres. A. J. Cassatt writes to C. Stuart Patterson of the Special Committee noting that VPs Samuel Rea and Henry Tatnall called on the city editor of the New York *Herald* earlier this week and learned from a correspondent they had sent to gather information on the PRR that rumors are circulating about favoritism in contracts for the PRR's construction work and in the management of the Supply Dept. (AJC)
- June 30, 1906 Third track completed on the West Jersey & Seashore Railroad between Bulson Street, Camden, and Woodbury. (CE, AR)
- June 30, 1906 Through service between Philadelphia and Cape May via Delair Bridge begins (PassDept); express trains to Ocean City, Wildwood, and Cape May begin running via trackage rights over Reading between Winslow Jct. and Woodbine Jct. to clear old West Jersey & Seashore route for electric trains; connecting tracks built at Woodbine Jct. (Mount Pleasant) and Winslow Jct. (, Val, Coxey - MB says the service actually began 7/28?)
- June 30, 1906 Anglesea Jct., N.J., renamed Wildwood Jct. on West Jersey & Seashore Railroad.
- June 30, 1906 Cumberland Valley Railroad acquires property of Cumberland Valley & Waynesboro Railroad under agreement of May 7, 1906. (Val)

- June 30, 1906 Susquehanna Coal Company terminates its contract with the Staples Coal Company for operating its coastal barge and tugboat fleet. (MB)
- June 30, 1906 Pres. Roosevelt signs the Meat Inspection Act and the Pure Food & Drug Act, following revelations of unsanitary conditions in the packing houses and tainted meat; the Pure Food & Drug Act puts an end to patent medicines that are usually concoctions with an alcohol base and ends easy access to cocaine and opiates. (wiki, CHTaylor)
- July 1, 1906 Bureau of Claims established in Legal Dept. to handle death and injury claims; John C. Rose appointed General Claims Agent. (MB)
- July 1, 1906 PRR stops hauling foreign freight cars that do not meet its own specifications and are not equipped with automatic couplers and air brakes. (NYT)
- July 1, 1906 Ferry rack at LIRR 34th Street station disappears into a sinkhole caused by the East River Tunnel; guards block reporters' access to tunnel. (NYT)
- July 1, 1906 Delegates of Safety Engineers Union and Eccentric Firemen's Union appear before Central Federated Union to denounce working conditions in the East River Tunnels; threaten to strike, stop pumps and flood tunnels; main goal, however, appears to be unionizing the other tunnel workers. (NYT)
- July 1, 1906 New York & Long Island Traction Company opens trolley line on the Jericho Turnpike from its junction with the Hempstead & Jamaica Plank Road at 212th Place in Queens eastward to the New York City-Floral Park line. (NYState, Seyfried)
- July 1, 1906 First test run of West Jersey & Seashore Railroad electric MU equipment out of Camden; cars at built by J.G. Brill, American Car & Foundry's Wilmington Plant and Wasson of Springfield, Mass.; 62 wooden Class MP1 coaches and 6 Class MBM1 baggage and mail combines; electrical gear by General Electric Company. (StRyJrnl, Keystone)
- July 1, 1906 Sunday passenger and freight service inaugurated between Petersburg and Hollidaysburg. (Snyder)
- July 1, 1906 Ellsworth Transportation Company begins operating car ferry *Ashtabula* between Ashtabula and Port Burwell, Ont.; capacity of 30 cars; operates between April and December. (AR, Keystone)
- July 1, 1906 Pennsylvania Company leases the old Cleveland & Pittsburgh Railroad main line between Oakwood Street, Ravenna, and Brady Lake to the Erie Railroad. (MB)
- July 1, 1906 Charles L. Lyon appointed to the new post of Assistant to the Auditor of the

Union Line. (MB)

- July 1, 1906 Future World War I air ace and aviation pioneer Eddie Rickenbacker is moved to the post of machinist's helper at the Columbus Car Machine Shop with no change in pay; learns to operate a metal lathe, which serves him well in his future work with racing cars and then airplanes; is discharged at the end of the year, apparently for unauthorized absences; discipline record reads "record good while here." (RWatson, Lewis)
- July 2, 1906 Responding to Hepburn Act and coal investigation, PRR Board authorizes Pres. Cassatt to dispose of any stocks using his own judgement; Cassatt seems most concerned in disposing of the Chesapeake & Ohio Railway, which competes with both the B&O and Norfolk & Western Railway, both of which are more important to the PRR; approves report of Special Committee on employee holdings in coal companies, which is released to the press. (MB, Wheeler, NYT)
- July 2, 1906 New York City Building Dept. declares two of four LIRR ferry slips at 34th Street unsafe because of undermining by the East River Tunnel. (NYT)
- July 2, 1906 Heading of Belmont Tunnel under East River caves in; 30 men escape to air locks. (NYT)
- July 2, 1906 McKim, Mead & White submit a scheme for a passage from Penn Station under 33rd Street to 34th Street (the street with crosstown streetcars) with ramps leading to both the Main Concourse and Exit Concourse levels; show an arcaded entrance on 34th Street flanked by large buildings; what is actually built is a simple "temporary" kiosk sitting in an otherwise vacant lot. (SRea)
- July 2, 1906 PRR begins running a through combine between Camden and Barnegat City in summers, eliminating the use of the Manahawkin & Long Beach Transportation Company's "Yellow Jacket" train; M&LBT continues to provide motive power over Barnegat Railroad. (Brinckmann)
- July 2, 1906 PB&W makes revised agreement with McCall Ferry Power Company for 13-mile line relocation between Safe Harbor, Pa., and Benton, Pa., for the McCall Ferry (Holtwood) hydroelectric dam alone; construction of the dam is delayed by the Panic of 1907; the McCall Ferry Power Company places its \$250,000 down payment in the Knickerbocker Trust Company, which fails during the Panic, and the funds cannot be recovered until 1914. (MB, PW&P)
- July 2, 1906 Columbia & Port Deposit Railway Board approves a line relocation between Safe Harbor and Peach Bottom. (MB)
- July 2, 1906 Franklin K. Lane (1864-1921) sworn in as ICC Commissioner. (Miller)

- July 3, 1906 Indianapolis Southern Railway begins operating passenger trains over Vandalia Railroad between McGill Street and Capitol Avenue at Indianapolis under agreement of June 9. (Church)
- July 5, 1906 PRR contracts to sell 22,540 shares of Norfolk & Western Railway preferred and 140,840 shares of N&W common, 72,064 shares of B&O preferred and 323,342 shares of B&O common to Kuhn, Loeb & Co.; "community of interest" is abandoned after passage of the Hepburn Act; gets \$14.2 million for N&W and \$44 million for B&O; PRR realizes a profit of \$6.2 million on sale of N&W common alone; PRR's share of B&O reduced to 20% and gives up one of four directors; reduces share of N&W to 20% and two of five directors; Kuhn, Loeb & Co. resells the B&O shares to E. H. Harriman's Oregon Short Line Railway in 1909 to keep it in friendly hands. (MB, Wheeler)
- July 5, 1906 Pres. A. J. Cassatt issues a General Notice requiring all officials to divest themselves of any coal company stocks. (MB)
- July 5, 1906 Pres. A. J. Cassatt begins a second leave for his health through Sep. 15; leaves Haverford with his family for his summer home in Bar Harbor. (AJC, NYT, MB)
- July 6, 1906 Future PRR traffic officer Henry Whelen Large (1906-1999) born at Philadelphia; son of George Gordon Meade Large (1874-1923) and Elizabeth Whelen Miller Large; he is a grandson of Gen. George G. Meade of Gettysburg fame and nephew of the PRR's Coal Traffic Manager Robert Hartshorne Large (1875-1917). (pennock.ws, findagrave, SSDI)
- July 6, 1906 Hamilton McK. Twombly, Jr. (1889-1906), the only son of Hamilton McK. Twombly, drowns at summer camp at age 18; his father spends the rest of his life in mourning and partially withdraws from business. (Vndrblt)
- July 7, 1906 Pres. A. J. Cassatt issues general order requiring all employees and officers to divest themselves of coal company stocks. (NYT)
- July 7, 1906 About 20 of the 30 engineers employed on the PRR's New York Tunnels, members of the International Association of Steam Engineers, strike; demand that men be paid the union rate of \$3.00 or \$3.50 per hour; they allege that no fixed rates are paid, and that all sorts of people are hired at different wages; also charge that the employment of men not experienced in working under compressed air has resulted in many deaths that are not reported. (NYT)
- July 7, 1906 Pres. Roosevelt appoints Edgar Erastus Clark (1856-1930), the head of the Order of Railway Conductors, as the first of two new members of the ICC required by the Hepburn Act; Clark has no grasp of economics. (FuelMag, AMartin)

- July 9, 1906 New York Contracting Company-Pennsylvania Terminal begins excavation of Penn Station yard on south side of 31st Street between 9th & 10th Avenues. (ASCE)
- July 9, 1906 George McAneny confers with VPs Samuel Rea and John B. Thayer and Assistant to the Pres. William A. Patton on the question of better relations with the New York newspapers; they consider the option of having Ivy L. Lee and his Bureau handle press relations in connection with the New York tunnels; McAneny also wants to play a greater role in this publicity, and Rea favors giving him space in the PRR-LIRR office on Cedar Street, New York City, rather than having him give interviews in Edward M. Shepard's office. (AJC)
- July 11, 1906 LIRR Board approves plan of Sunnyside Yard. (MB)
- July 11, 1906 VP Samuel Rea has a long conference with Alfred Noble and Ernest W. Moir over their worries about the East River Tunnels; Moir is puzzled by the high death rate, as the men are not working under as high a pressure as other jobs which he has worked safely; this morning an air lock tender collapsed and died in spite of taking enough time for depressurizing; many of those suffering from the bends are also contracting pneumonia, leading Moir to investigate whether sewer gas or smokestack exhaust is being drawn into the fresh air intakes; the progress has been improving, and Tubes "B" and "D" have been making 5 feet per day for several days. (AJC)
- July 12, 1906 Engineers' Advisory Board holds its first meeting in the Union Passenger Depot at Chicago at the call of Engineer Robert Trimble of the Pennsylvania Company; others include W.D. Taylor of the Chicago & Alton Railway, T. E. Calvert of the CB&Q, E. W. McKenna and H. O. Reader of the Chicago, Milwaukee & St. Paul Railway; notes that mere modification of the present station is unacceptable, and a new up-to-date station is required. (CE-LW)
- July 12, 1906 Hearings begin before grand jury at Jamestown, N.Y., on charges PRR rates to Standard Oil Company between Rochester and Olean were secret and discriminatory rebates. (NYT)
- July 13, 1906 PRR inspects section of track near Coatesville laid on longitudinal steel girders with crosstie rods instead of wooden ties. (CCHS)
- July 14, 1906 Gary, Ind., founded as the site of the United States Steel Corporation's Gary Plant, the country's largest steel works. (wiki)
- July 15, 1906 "AL" ("HOUSE") Tower placed in service at the west end of the leads to East Altoona engine house. (Loeb)
- July 1906 VP James McCrea writes to NYC&HR Pres. William H. Newman saying that the PRR must dispose of its Chesapeake & Ohio Railway stock, particularly

- before Congress reconvenes on Dec. 3; the PRR wants the NYC&HR to take the stock at 62.50. (Wheeler)
- July 1906 Work resumes in Tube C of East River Tunnel. (ASCE)
- July 1906 Rodkey Branch of Cherry Tree & Dixonville Railroad opens between Buck Run Branch and mines (0.39 miles). (Val)
- July 16, 1906 Portage station renamed Portageville on Rochester Branch, Buffalo Division. (MB)
- July 16, 1906 Borough of Wilkesburg, Pa., orders its police to arrest any PRR engineer exceeding 10 MPH in dispute that began with complaint against blocked grade crossings. (NYT)
- July 16, 1906 Cleveland & Pittsburgh Railroad leases to the Erie Railroad its old right of way between Oakwood Street, Ravenna, and Bradys Lake, Ohio. (MB, Church)
- July 16, 1906 Pennsylvania Company Executive Committee authorizes enlarging the Fort Wayne transfer station. (MB)
- July 19, 1906 Pres. A. J. Cassatt writes to VP Samuel Rea saying that while he hopes that Penn Station will give the PRR a larger share of east-west traffic, he expects that it will be increased travel on the LIRR and in the New York-Washington and New York-Harrisburg corridors that will help recover the costs of the projects. (AJC)
- July 19, 1906 West Jersey & Seashore Railroad contracts the construction of the Westville Cutoff, West Haddonfield to Westville, to the John A. Kelly Company. (CE)
- July 20, 1906 NYC&HR first operates electric equipment in tests in New York City. (Wilgus/ASCE)
- July 21, 1906 Contract for grading the yards of the Meadows Division of PT&T at Manhattan Transfer issued to Henry Steers, Inc. (ASCE, Couper)
- July 1906 Pres. A. J. Cassatt, vacationing in Bar Harbor, catches whooping cough from his grandchildren, exacerbating his heart condition. (Davis)
- July 1906 PRR's new Class P58 steel coach No. 1651 tested on Paoli local to generally good reviews; PRR determines to build 54-foot and 70-foot versions, which become the famous P54 and P70 Classes. (CCHS)
- July 23, 1906 Bituminous coal strike ends. (BR&P AR)

- July 24, 1906 Pres. A. J. Cassatt writes to VP W. W. Atterbury, noting that the Union Pacific Railroad is about to adopt steel passenger cars (the Harriman standards) and is touting them as a novel innovation; he should put the new "Press Bureau" on it and have them get publicity for the PRR's own efforts. (AJC)
- July 24, 1906 William H. Barnes and John B. Thayer of PRR withdraw from Norfolk & Western Railway Board; replaced by Henry Clay Frick and Levi C. Weir of American Express Company; leaves PRR with three representatives. (NYT, AR)
- July 24, 1906 Sarah Wierman Ely (1854-1906), daughter of Thomas T. Wierman, Sr. (1813-1887), and wife of Theodore N. Ely (1846-1916) dies at Bryn Mawr from complications of an operation two or three weeks earlier. (AJC, findagrave)
- July 25, 1906 West Jersey & Seashore Railroad obtains trackage rights over Atlantic City & Ocean City Railroad between Somers Point and Ocean City; West Jersey & Seashore grants Atlantic City & Shore Railroad trackage rights into 8th Street Station at Ocean City. (Val)
- July 25, 1906 PCC&StL Railway Executive Committee authorizes building a paint shop at Scully for painting steel freight cars. (MB)
- July 27, 1906 Work again resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- July 27, 1906 VP Samuel Rea informs Pres. A. J. Cassatt that the North River Tunnels are running ahead of schedule, and that the shields should meet in Sep. 1906; conditions in the East River Tunnels are improving. (AJC 32/183)
- July 27, 1906 Last Silver Spike driven on the Atglen & Susquehanna Railroad at the Big Cut east of Quarryville; there are 40 telephones for dispatching at an average of 1.26 miles apart and 8 block stations: "PG" at Parkesburg, "NI" at Atglen, "Q" at Quarryville, "SF" at Shenks Ferry, "CO" at Cresswell, "LG-41" and "LG-42" at Columbia, "RQ" at Marietta, and Wago Jct.; also "SD" Tower at Shocks Mills. (Keystone)
- July 28, 1906 *Pennsylvania Special* hits derailed freight cars fouling all four tracks at Blairsville; plows right through them; locomotive derailed, but cars stay on the track, and no one injured. (NYT)
- July 30, 1906 Pres. A. J. Cassatt writes to VP Samuel Rea questioning the company's arrangements with George Gibbs; Gibbs was to give his full time to the PRR/LIRR electrification, except that he may work with one other company as a consultant but without preparing designs; Cassatt has learned that Gibbs is now contemplating taking on outside work and has engaged Ernest R. Hill to assist with those projects; Hill will also devote part time to the PRR for \$7,200

a year; Cassatt doesn't think that Gibbs will neglect the PRR but fears that he may overload himself. (AJC)

- July 30, 1906 Fifty members of the International Brotherhood of Electrical Workers employed as electricians in the PRR's New York tunnels strike for higher wages, demanding 45 cents an hour vs. current wages of \$3-4 per day; 450 regular tunnel workers, who have organized themselves as the United Tunnel Workers, walk out in sympathy; they threaten to bring out the thousand workers on the Belmont Tunnel as well; electrical workers on the crosstown tunnel making the same demand quit and are replaced at the old wages. (NYT)
- July 31, 1906 PRR Board authorizes reduction of maximum passenger rate to 2½¢ per mile and sale of 1,000-mile tickets for \$20; authorizes construction of branch from Grindstone to Redstone Central Jct. (5.5 miles).
- July 31, 1906 Work begins on first caisson for the Hudson & Manhattan Railroad's Hudson Terminal Building in downtown Manhattan. (H&M)
- Aug. 1, 1906 House wrecking completed along 32nd Street and in Penn Station west yard west of 8th Avenue. (AJC 32/47, ASCE)
- Aug. 1, 1906 LIRR signs new operating agreement with Jamaica & South Shore Railroad. (NYState)
- Aug. 1, 1906 New York & Long Island Traction Company trolley line opens on the Jericho Turnpike from the New York City line to Mineola and inaugurates through service between 212th Street and Mineola. (NYState, Seyfried)
- Aug. 1, 1906 Potomac Yard opens at Alexandria, Va., on Washington Southern Railway; becomes main gateway between Northeast and Southeast; capacity 3,127 cars; includes separate double-track freight line between the south end of the Long Bridge and "AF" Tower south of Alexandria. (AR, Harwood)
- Aug. 1, 1906 Columbia & Port Deposit fully reopened after being closed for construction of Atglen & Susquehanna (or is 1-8/06 closure for McCall's Ferry Dam?)
- Aug. 1, 1906 PRR signs agreement with Dunbar Water Supply Company for water from Indian Creek in Fayette County. (MB)
- Aug. 1, 1906 Ellsworth Transportation Company renamed Pennsylvania-Ontario Transportation Company under resolution dated July 28. (Church, C&C)
- Aug. 1, 1906 Tourist Agent David N. Bell (1868-) appointed Division Ticket Agent of the United Railroads of New Jersey Grand Division. (PRRBio)
- Aug. 1, 1906 W. C. A. Henry appointed to the new post of Assistant Superintendent of

- Motive Power-Southwest System. (MB)
- Aug. 1, 1906 Missouri & Illinois Bridge & Belt Railroad grants use of its Alton Bridge to Chicago, Burlington & Quincy Railroad. (Church)
- Aug. 1, 1906 Future VP Ethelbert Walton Smith (1885-1958) joins PRR. (PR)
- Aug. 1, 1906 New Haven abandons electric third rail service between Hartford, New Britain and Berlin after the Connecticut Superior Court grants an injunction on a suit of the City of New Britain to bar operation within the city unless the company installs more safety covers for the third rail. (StRyJrnl, Baehr)
- Aug. 1, 1906 Charles F. McKim leaves New York on a two-month European vacation with Stanford White's widow and his son, Lawrence Grant White (1887-1956), whom he tutors in architecture; Lawrence White later joins McKim, Mead & White. (Broderick)
- Aug. 1, 1906 Ohio creates a new, more powerful Railway Commission to replace the Commissioner of Railroads & Telegraphs, with the power to set rates with the burden of proof on the plaintiff, compel service, equalize the distribution of cars, investigate accidents and examine all railroad books. (Rept, Gephart)
- Aug. 2, 1906 Shield placed in operation at Long Island City end of Tube A of East River Tunnel. (ASCE)
- Aug. 5, 1906 Future PRR VP in Charge of Finance David Crumley Bevan (1906-1996) born at Wayne, Pa., the oldest son of Howard Sloan Bevan (1871-1938), a mid-level officer in the PRR Accounting Dept., and Sarah Crumley Bevan (1875-). (CInl&RevFmlsPa, Salsbury)
- Aug. 7, 1906 PRR signs agreement with DL&W for interchange at Kearny Jct. east of Newark, N.J. (MB)
- Aug. 7, 1906 Pennsylvania Company Executive Committee authorizes additional coal storage tracks at Bay Jct. Yard at Sandusky. (MB)
- Aug. 9, 1906 "___" Tower placed in service at East Conway, Pa.
- Aug. 10, 1906 Atglen & Susquehanna Low Grade Line opens between Parkesburg and Shocks Mills, Pa., completing low-grade freight line between Delaware and Susquehanna Rivers; operated by telephone instead of telegraph. (MB, Val, AR)
- Aug. 1, 1906 Atglen & Susquehanna Low Grade line opened for revenue service to relieve congestion on the main line; of the 39 crews based in Columbia, only 6 are to remain, with the rest reassigned to Enola or Harrisburg. (Keystone)

- Aug. 10, 1906 Federal grand jury at Jamestown, N.Y., indicts Standard Oil Company and PRR on 22 counts of illegal rebating. (NYT)
- Aug. 11, 1906 PRR Motive Power Dept. announces it will henceforth build or buy only all-steel passenger cars with electric lighting to eliminate fire risk in New York tunnels; based on the successful tests of P58 No. 1651; it expects to have 1,000 of its own steel passenger cars and 500 steel Pullman's in service by the time Penn Station opens; the PRR pushes the Pullman Company into designing and building all-steel sleeping and parlor cars. (NYT)
- Aug. 1906 PRR begins demolition of the old Susquehanna River Bridge at Havre-de-Grace; however, it is sold to seven individuals who convert it to a highway toll bridge. (, portdeposit.org)
- Aug. 1906 West Shore Railroad temporarily relocates lower Manhattan ferry terminal from Franklin Street to PRR station at Debrosses Street. (Guide)
- Aug. 1906 E. H. Harriman begins buying shares of NYC&HR and Atchison, Topeka & Santa Fe. (Wyckoff)
- Aug. 1906 Maryland Electric Railways incorporated in Md. by merger of the Maryland Electric Railway Company and the Baltimore & Annapolis Short Line Railroad. (Moody's)
- Aug. 1906 New York, Pittsburgh & Chicago Air Line projected as an electric railroad running north of the PRR to Pittsburgh, via Easton, Tamaqua, Ashland, Selinsgrove, New Berlin, Cherry Tree, Leechburg and Freeport. (RRGaz - check PaCorps)
- Aug. 1906 S. Pemberton Hutchinson (1861-1929), formerly with the PRR, joins the Philadelphia brokerage house of Cramp, Mitchell & Shober; he resigns in 1911 to be Pres. of the Westmoreland Coal Company. (Barnes)
- Aug. 16, 1906 PRR and S. Pearson & Son, Inc., deny any new problems in the East River Tunnels. (NYT)
- Aug. 16, 1906 Chief Engineer Charles M. Jacobs writes to Pres. A. J. Cassatt to reassure him that there are no changes or serious conditions in the behavior of the North River Tunnels due to buoyancy of the tubes; except for the initial rise of 6 inches at the Weehawken end of the south tube that caused the alarm, deflections have been on the order of hundredths of an inch; they have discovered that there is always an initial rise immediately behind the shields, and this can be eliminated by strictly regulating the quantity of muck taken out through the shield. (AJC)

- Aug. 16, 1906 Washington Southern Railway opens double track between Quantico and "WD" and between Powells Creek and Neabsco Creek. (AR)
- Aug. 17, 1906 Pres. Roosevelt appoints James S. Harlan (1861-1927), son of Supreme Court Justice John M. Harlan, as the second of two new members of the ICC required by the Hepburn Act. (FuelMag, AMartin)
- Aug. 18, 1906 Locomotive of *Twentieth Century Limited* derails on crossing of B&O at Elyria, Ohio; cars stay on track with only minor injuries to passengers. (NYT)
- Aug. 20, 1906 Fort Wayne freight train No. 2 eastbound, speeding to scoop water, rear-ends a work train stopped at the water plug at Sang Hollow, killing seven track workers asleep in the cabin car of the work train. (AltoMirror)
- Aug. 21, 1906 LIRR executes a new contract with the Long Island Consolidated Electrical Companies; LICE is to issue \$10 million in First Mortgage bonds. (MB)
- Aug. 21, 1906 PRR announces that it will build 75 all-steel mail cars. (NYT)
- Aug. 23, 1906 Ivy L. Lee begins two days of travels over parts of the PRR system; VPs Charles E. Pugh and W. W. Atterbury have provided him with large amounts of information; Lee has placed his brother James W. Lee, Jr. in charge of the Philadelphia office, where he is to work up daily news matter. (AJC)
- Aug. 23, 1906 Special with General Manager W. W. Atterbury runs over the Atglen & Susquehanna Low Grade line. (Keystone)
- Aug. 24, 1906 Steam passenger service makes last run between Pleasantville and Somers Point, N.J. because of trolley competition. (RyAG)
- Aug. 25, 1906 Atlantic City & Shore Railroad (Shore Fast Line) begins electric car service between Virginia Avenue & Boardwalk opposite the Steel Pier and Somers Point; trolley operation over West Jersey & Seashore tracks between the Thorofare and Somers Point via Pleasantville; WJ&S completes second track between Pleasantville and Somers Point; AC&S has own tracks on city streets between the Thorofare and Virginia Avenue and Boardwalk. (RyAGaz, Butler, Borgnis, C&C)
- Aug. 26, 1906 Track No. 2 placed in service (northbound) between Justison Street and "XA" Tower at West Yard on Wilmington track elevation. (CE)
- Aug. 26, 1906 West Chester Street Railway opens an extension from Downingtown to Thorndale parallel to the PRR. (Bowman/Cox)
- Aug. 27, 1906 Ivy L. Lee writes to Pres. Cassatt's assistant William A. Patton; Lee notes that he has secured favorable publicity for the PRR's progressive adoption of steel

passenger cars and is preparing material on the 2½-cent fare question; Lee requests and receives a copy of J. Elfreth Watkins' unpublished PRR history as background reading. (AJC)

- Aug. 27, 1906 PRR signs agreement with West End Water Company for water supply at Mill Hall, Clinton County. (MB)
- Aug. 27, 1906 Cincinnati & Muskingum Valley Railroad Board authorizes building an interlocking at the crossing of the Norfolk & Western Railway at Circleville; new gravity yard at Lancaster. (MB)
- Aug. 27, 1906 PCC&StL Railway Executive Committee authorizes more money for an interlocking with the B&O at Newark, Ohio, originally authorized in 1901 but not built; adopts location of a yard east of Burgettstown, Pa. (MB)
- Aug. 29, 1906 New York banker and NY&LB director Henry Graves (1838-1906) dies at Kineo, Maine. (NYT, MB)
- Aug. 30, 1906 Democratic presidential candidate William Jennings Bryan in a speech to the American Anti-Trust League at Madison Square Garden proposes nationalization of the railroads. (NYT)
- Aug. 31, 1906 PB&W terminates 1905 agreement with Annapolis, Washington & Baltimore Railroad for through service between Baltimore and Annapolis. (MB)
- Sep. 1, 1906 Long Island Electric Railway grants the New York & Long Island Traction Company the use of its tracks on the Hempstead & Jamaica Plank Road in the Borough of Queens. (NYState)
- Sep. 1, 1906 PRR issues a statement, possibly crafted by Ivy L. Lee, judging by its style, denying union charges that tunnel work is unsafe and describing methods of coping with pressurized air and the bends; claims that all men are given physicals to ensure they are fit enough to work under compressed air, that no men have died of the bends in the North River tunnels and only "very few" in the East River tunnels; coffee is always available in all the tunnels as a stimulant; a "hospital lock" where patients can be re-pressurized is installed in each tunnel, and Henry Japp, managing engineer of the East River tunnels, has devised a gauge to show exact air pressure. (NYT)
- Sep. 1, 1906 Pension Dept. of the Cleveland, Akron & Columbus Railway merged into the Pension Dept. of Lines West. (MB)
- Sep. 2, 1906 Ashland & Western Railway incorporated in Ohio to build from Lorain to Marietta. (Church)
- Sep. 3, 1906 PRR makes public announcement that it has sold 400,000 shares (about half of

its stock) of B&O and 160,000 shares of Norfolk & Western Railway to Kuhn, Loeb & Co. (NYT)

- Sep. 3, 1906 Kuhn Loeb & Co. resells all of PRR's B&O stock to E.H. Harriman's Oregon Short Line Railroad, a part of the Union Pacific system, for \$91 million in cash and \$36.4 million in Oregon Short Line 4.5% notes and other securities of UP subsidiaries; closing date Oct. 8. (MB, NYT - no mention of sale of N&W to Harriman! - Wheeler implies sale to Oregon Short Line was 9/29/09)
- Sep. 3, 1906 PRR issues supplementary statement that it has sold about 400,000 shares of B&O and about 160,000 shares of Norfolk & Western Railway, a majority of its holdings, to Kuhn, Loeb & Co. (NYT)
- Sep. 3, 1906 New alignment opens between Niles and Warren on PY&A avoiding Niles Hill and reducing grade to 0.3%.
- Sep. 4, 1906 First test train for officials operates over electrified West Jersey & Seashore Railroad line between Camden and Atlantic City via Newfield and then to Millville. (PubLdgr)
- Sep. 5, 1906 Team of 100 accountants of New York Audit Company retained by special committee investigating ICC charges on coal traffic completes examination of PRR books. (NYT)
- Sep. 5, 1906 West Jersey & Seashore Railroad Board cuts base passenger fare to 2.5 cents per mile. (MB)
- Sep. 7, 1906 Assistant to the Pres. William A. Patton writes to W. A. Connor of the Associated Press, informing him that any articles by Parker & Lee may be relied upon. (AJC)
- Sep. 7, 1906 PRR calls in extra deputies to protect against striking track workers between New Brunswick and Deans, N.J., who are demanding an increase from \$14.4 to \$1.65 per day. (NYT)
- Sep. 7, 1906 Officers of Berwind-White Coal Mining Company and Keystone Coal & Coke Company announce that PRR plans to purchase their private hopper cars by Apr. 1, 1907. (NYT)
- Sep. 8, 1906 PRR announces that the meeting of the south tube of the Hudson River Tunnel is less than one-eighth inch out of line and less than three-quarters of an inch out of grade. (NYT)
- Sep. 8, 1906 PRR brings in strikebreakers under police protection to end strike of track workers south of New Brunswick, N.J. (NYT)

- Sep. 9, 1906 Track No. 2 placed in service between Justison Street and "XA" Tower at West Yard on Wilmington track elevation. (CE)
- Sep. 1906 PRR sells all of its stock holdings in Chesapeake & Ohio Railway; PRR makes about \$15 million profit on C&O, B&O and N&W transactions.
- Sep. 1906 Western Allegheny Railroad opens extension from Queen's Jct. on the Bessemer & Lake Erie Railroad to connections with the Buffalo, Rochester & Pittsburgh Railway at East New Castle and with the B&O at West Pittsburgh (26.5 miles). (Church)
- Sep. 10, 1906 Shields of north tube of Hudson River Tunnels meet with only 1/16" deviation; the Manhattan crew has pushed a few feet west of the state line. (NYT)
- Sep. 10, 1906 Shamokin Valley & Pottsville Railroad authorizes construction of the Spruce Street Branch from 1,000 feet east of Lankin Avenue to the Northern Central Connecting Railroad west of 10th Street in Sunbury. (MB)
- Sep. 10, 1906 Samuel Church Scott (1854-) elected VP of the Cleveland, Akron & Columbus Railway. (PRRBio)
- Sep. 11, 1906 First electric MU test train for guests run between Camden and Atlantic City; the line includes a separate electric terminal of 4 tracks on the south side of Camden Terminal, a new 6-track storage yard south of the terminal, a separate 2-track elevated electric line passing over the freight lead tracks and running to a junction with the 7th Street track near Haddon Avenue; a separate 3-track electric terminal at Tennessee Avenue, Atlantic City, and a new elevated line crossing the West Jersey & Seashore and Atlantic City Railroad main lines between Atlantic City and the Meadows; the project is designed to test the effects of electrification on a high-density main line railroad; average speed is about 45 MPH with 60 MPH maximum; 650-volt d.c. with third rail and trolley wire and trolley poles on 7th Street, Camden; power plant at Westville; 62 Class MP1 coaches and 6 MBM1 combines are built of wood by J.G. Brill, American Car & Foundry Company and the Wason Car Manufacturing Company; the WJ&S temporarily surpasses the LIRR as the longest U.S. steam railroad electrification; operating costs are 4.11 cents less than steam. (StRyJrnl, WCoxey, SmokeAbatementRept, Bezilla, Keystone - photo shows at least 5 tracks at AC)
- Sep. 11, 1906 Engineers' Advisory Board for the new Chicago Union Station holds its last meeting until 1913. (CE-LW)
- Sep. 11, 1906 Felician Slataper (1828-1906), former Chief Engineer of Pennsylvania Company, dies in Trieste, Austria-Hungary; had returned to his home town after retirement. (MB, ASCE)

- Sep. 11, 1906 Lorain Syndicate subcontracts construction of Industrial Railroad to West Virginia & Ohio Construction Company; built from B&O eastwardly along property of National Tube Company for 1.05 miles, but not opened until Lorain, Ashland & Southern Railroad finished on Dec. 1, 1914; Construction Company also agrees to build Lorain & Ashland Railroad from Lorain to Ashland Jct. and belt line at Lorain. (Church)
- Sept. 12, 1906 Charles M. Jacobs, contractor John F. O'Rourke, and other officials pass through north tube of Hudson River Tunnels at 11:15 AM from Weehawken Shaft to Manhattan on foot after the tunnel is holed through; after everyone poses for a photograph, Jacobs is first to pass between the two shields, followed by O'Rourke and then Alfred Noble; pressure maintained in the tunnel is 28 p.s.i.; once the party has crossed the shields, O'Rourke's Assistant Superintendent Patrick Fitzpatrick calls for three cheers for the sandhogs and gets a deafening response; the party emerges in Manhattan at 12:35 PM, where O'Rourke hosts a lunch; Jacobs declares that it is the happiest day of his life. (ASCE, NYT)
- Sep. 12, 1906 PRR official announces company will order at least 10,000 more freight cars. (NYT)
- Sep. 13, 1906 John B. Thayer resigns from the B&O Board, leaving Samuel Rea, James McCrea and John P. Green as the PRR representatives. (AR)
- Sep. 14, 1906 Muskingum County releases Ohio River & Western Railway from conditions of 1893 contract requiring completion of standard gauge to Bellaire in return for cash payment of \$5,000 and promise to complete by Sep. 1, 1916. (Church)
- Sep. 15, 1906 W. C. A. Henry promoted to Superintendent of Motive Power-Southwest System, replacing M. Dunn, deceased. (MB)
- Sep. 15, 1906 Michigan, Ohio & Indiana Railroad sold to the Toledo, Ann Arbor & Detroit Railroad. (ICC)
- Sep. 1906 PRR adopts location for Darby Creek Low Grade Line. (CCHS)
- Sep. 1906 Order of Railroad Telegraphers Pres. H. B. Perham disciplines and expels the conservative committee members on the PRR for colluding with the PRR's telegraph school; they form a rival union with about 600-700 members to about 1,000 in the ORT; about 2,300 PRR telegraphers are non-union. (WWA/USCmssnIndRel)
- Sep. 15, 1906 Deadline for Pres. Cassatt's return from Bar Harbor passes because of his illness. (NYT)
- Sep. 1906 Unable to get the U.S. Treasury to end its subsidies for gold imports, the Bank

of England retaliates by raising the discount rate and asking British banks not to renew American bills; this reverses the flow of gold back to the U.K. and creates a money crunch in the U.S. (Cleveland/Huertas)

- Sep. 17, 1906 PRR acquires additional 107,069 shares of B&O for \$10.7 million; part of new issue. (Wheeler)
- Sep. 17, 1906 PRR reports that 98% of freight cars now equipped with air brakes.
- Sep. 18, 1906 Electrified service (600 volt, d.c.) begins between Camden and Atlantic City via Newfield; includes adding double track between Newfield and Atlantic City; trains run hourly between 7:00 AM and 11:00 PM; uses fleet of 68 wooden MU cars with trolley poles and third rail shoes; third rail is used between Camden Terminal and Haddon Avenue and between Westville and Atlantic City; trolley wire is used on at-grade trackage in built-up areas between Haddon Avenue and Westville; only express service offered at first; electrification designed by George Gibbs of Westinghouse. (MB, AR, PubLdgr, RyAGaz, StRyJrnl) (and Pleasantville to Somers Point? this was done earlier by Atlantic City & Shore RR - note a separate electric terminal of tracks – built on the south side of Camden Terminal - AR has 10/18??)
- Sep. 18, 1906 Kuhn, Loeb & Co. issues statement confirming that Union Pacific is bidding for the B&O shares once owned by the PRR but that nothing definite has been decided. (NYT)
- Sep. 20, 1906 Samuel Rea resigns as VP of North River Bridge Company. (SRea)
- Sep. 21, 1906 Pres. Cassatt and family return from Bar Harbor to “Cheswold” in business car No. 60 and Pullman private car *Courier*; the cars are shifted from North Station to South Station on the NYC freight belt line, then run as a special to Harlem River, where they are placed on the *Colonial Express*; Cassatt is to recuperate at “Cheswold” for "a few days"; Cassatt has recovered from whooping cough but is much weakened. (AJC, NYT)
- Sep. 21, 1906 Chartiers & Youghioghney Railway revived for purpose of selling unfinished right of way in Allegheny County to Pittsburgh, Chartiers & Youghioghney Railway. (Cards)
- Sep. 21, 1906 Ohio Attorney General sues to block J.P. Morgan & Company’s merger of the Hocking Valley Railway and Kanawha & Michigan Railway; as a result, the K&M remains part of the Toledo & Ohio Central Railway. (NYT, Miller)
- Sep. 22, 1906 Ashland & Western Railway incorporated in Ohio as reorganization of Ashland & Western Railroad; controlled by West Virginia & Ohio Construction Company. (Cards)

- Sep. 23, 1906 Work on Manhattan side of Tube D of East River Tunnel shut down for 13 days to put hood on shield; work proceeds relatively smoothly thereafter. (ASCE)
- Sep. 23, 1906 "CM" Tower placed in service at East Liberty. (CE)
- Sep. 24, 1906 PRR denies Pres. Cassatt's illness is serious. (NYT)
- Sep. 24, 1906 United New Jersey Railroad & Canal Company signs agreement with Andrew Carnegie to permit him to draw water from Delaware & Raritan Canal for an artificial lake at Princeton; Lake Carnegie becomes site of rowing meets. (MB)
- Sep. 24, 1906 PB&W and Northern Central Railway sign a 5-year contract with the Atlantic Transport Company (W.Va.) to perform lighterage and barge services within Baltimore Harbor; the agreement is renewed periodically until the ATC's charter expires in 1948. (Moyer/Keystone)
- Sep. 24, 1906 PCC&StL Railway Executive Committee cancels the authorization for a new station at Kirkland. (MB)
- Sep. 26, 1906 PRR Board authorizes construction of a branch from Selinsgrove to create a wye connection with the proposed Northern Central Connecting Rail__. (MB)
- Sep. 26, 1906 PRR's new issue of \$50 million bonds become first U.S. security to be listed on the Paris Bourse. (NYT - actually other securities were sold on the Bourse in the 19th century)
- Sep. 26, 1906 At the N.Y. State Republican Convention, Pres. Roosevelt engineers the nomination of Charles Evans Hughes (1862-1948), who has made a name through prosecution of the Equitable Life Assurance frauds, as the gubernatorial nominee and ousting Benjamin B. Odell (1854-1926) as party chairman; this alienates E. H. Harriman, who is both a big party donor and friend of Odell. (NYT, Klein)
- Sep. 27, 1906 Elizabeth River Railroad opens from junction with Norfolk & Portsmouth Belt Line Railroad to Burrell, Va. (4.61 miles). (Val)
- Sep. 28, 1906 New York City coroner announces he will investigate the deaths of 5 men from the bends in the Belmont and PRR East River Tunnels last week. (NYTrib)
- Sep. 28, 1906 Cincinnati Inter-Terminal Railroad, connecting the Chesapeake & Ohio Railway with the Cincinnati, Hamilton & Dayton Railway placed in service. (C&O AR)
- Sep. 29, 1906 New York express No. 107, whose brakes fail, rear-ends Long Branch express

- No. 291, stopped by brake failure at Eddington, Pa.; 3 killed, 28 injured. (NYT, PhilaPress)
- Sep. 29, 1906 Bessemer Limestone Company deeds Bessemer Branch (Coverts-Walford) to Pittsburgh, Youngstown & Ashtabula Railway. (Church)
- Sep. 29, 1906 New DL&W ferry terminal opens at West 23rd Street on the old plan after last year's fire; served by ferries from Hoboken Terminal and 14th Street, Hoboken. (NYT)
- Sep. 30, 1906 NYC&HR holds first public test of 660 volt d.c. third-rail electrification from High Bridge to Grand Central Terminal with Class T-1 electric locomotive; first electric train into Grand Central. (AR, Wilgus/ASCE)
- Sep. 30, 1906 New 13-storey B&O headquarters office building opens at the corner of Baltimore & Charles Streets, replacing the one burned in the Great Fire of 1904. (Stover)
- Oct. 1, 1906 PRR implements another round of salary increases for management and supervisory employees because of increase in cost of living. (MB, NYT)
- Oct. 1, 1906 Freight transfer station opens at Potomac Yard. (AR)
- Oct. 1, 1906 Masters, Mates & Pilots union strikes the Baltimore, Chesapeake & Atlantic Railway and Maryland, Delaware & Virginia Railway steamer lines out of Baltimore for a 50% increase; four routes are maintained for the duration of the strike: Claiborne with *Tred Avon* and later *Cambridge*; Wicomico River with *Virginia*; Pocomoke River with *Maryland*; Choptank River with *Avalon*. (Burgess)
- Oct. 1, 1906 Future Pres. Walter S. Franklin (1884-1972) first joins the PRR as a clerk in the Transportation Dept. (PaNews)
- Oct. 1, 1906 Robert L. Franklin (1862-) named Freight Claim Agent, replacing F.D. Howell, deceased; Alfred E. Fitler named Assistant Freight Claim Agent, replacing Franklin. (MB)
- Oct. 1, 1906 Chicago passes an ordinance requiring track elevation of the Englewood Connecting Railway. (MB)
- Oct. 3, 1906 Pennsylvania Company takes control of the Canton & East Liverpool Railroad (Pa.), a paper company, and elects a new Board. (MB)
- Oct. 5, 1906 LIRR Board adopts new route for Montauk Cutoff at Long Island City and for moving North Shore Yard closer to the float bridges. (MB)

- Oct. 5, 1906 West Jersey & Seashore Railroad places automatic block signals in service on the electric line between Glassboro and Newfield. (C&C)
- Oct. 5, 1906 NYC&HR Electric Traction Commission holds last meeting. (Wilgus)
- Oct. 5, 1906 New Haven Pres. Charles S. Mellen agrees with Robert Winsor of Kidder, Peabody & Co. and the Massachusetts Electric Companies that the New Haven will not buy trolley lines east of Worcester, Mass. (Baehr)
- Oct. 8, 1906 Kuhn, Loeb & Co. closes the sale of all the PRR's B&O stock to E. H. Harriman's Oregon Short Line Railroad for \$45.5 million, \$9.1 million in cash and the rest in Oregon Short Line bonds and Union Pacific Railroad subsidiary company securities. (MB)
- Oct. 8, 1906 New station opens at Havre-de-Grace, Md. (AR)
- Oct. 8, 1906 Five-track westbound receiving yard opens at Hollidaysburg. (Snyder)
- Oct. 8, 1906 Vandalia Railroad Executive Committee authorizes building a connection to the Belt Line wye at the east end of the transfer yard at Indianapolis. (MB)
- Oct. 8, 1906 Pres. Roosevelt writes a letter to Republican Congressional Committee Chairman James S. Sherman recording a story Sherman has just told him of a meeting in Sep. 1906 with E. H. Harriman; Harriman, bitter at the treatment of his friend Benjamin B. Odell, has told Sherman that he will not give a single dollar to this year's state Republican campaign; in the embroidered version Sherman has told Roosevelt, Harriman declares it is no matter to him who wins because they are all crooks and he can buy any of them; in the letter, a furious Roosevelt lumps Harriman with labor radicals as "undesirable citizens" and soon orchestrates an attack on Harriman's interests. (Klein, TRPapers)
- Oct. 9, 1906 Shields meet on south tube of Hudson River Tunnel; last ring of north tube placed. (ASCE)
- Oct. 9, 1906 Just after 3:00 PM, Charles M. Jacobs leads party of officials and reporters from Manhattan to Weehawken Shaft via the north Hudson River Tunnel and back via the south tube; A.J. County is senior PRR representative; first time that the press had been allowed in the tunnels; on the return, they stop at the shields for a short speech by Jacobs and three cheers for Pres. Cassatt; Jacobs is then the first to pass through the doors between the two headings, followed by County. (NYT)
- Oct. 9, 1906 Long Island Consolidated Electrical Companies purchases stock of Babylon Railroad, operating a horse car line between Babylon and Babylon Dock; int is then electrified. (NYState, Seyfried)

- Oct. 9, 1906 Representatives of Brotherhood of Railroad Trainmen's lodges in Chicago Switching District meet at Masonic Temple; vote to push for 8-hour day.
- Oct. 11, 1906 Three workmen suffocated by fire and smoke in Tube D of the East River Tunnels at Long Island City and 19 injured. (NYTrib)
- Oct. 11, 1906 Albert J. Benjamin (-1906), Superintendent of the Baltimore, Chesapeake & Atlantic Railway Railway Division, dies. (MB)
- Oct. 12, 1906 West Jersey & Seashore Railroad places automatic block signals in service on the electric line between Camden and Glassboro and local service inaugurated between Camden and Glassboro. (C&C, RRGaz)
- Oct. 13, 1906 Baltimore, Chesapeake & Atlantic Railway/Maryland, Delaware & Virginia Railway steamboat strike ends after the companies grant the increase, and the captains remain in the union. (Burgess)
- Oct. 14, 1906 Electrified service begins between Newfield and Millville on West Jersey & Seashore Railroad; uses trolley wire to save money. (MB, AR)
- Oct. 15, 1906 Philadelphia & Bridgeton RPO cut to Glassboro & Bridgeton RPO. (Kay)
- Oct. 15, 1906 PB&W Board authorizes extension of Brandywine Branch to the Rockford Mills of Joseph Bancroft & Sons Company; authorizes telegraph block system between Harrington and Delmar on Delaware Division. (MB)
- Oct. 15, 1906 B&O discontinues Shepherd's Landing-Alexandria car float and begins running freight trains over Long Bridge into Potomac Yard. (Harwood)
- Oct. 15, 1906 Southern Railway begins operating freight trains to and from Potomac Yard. (AR)
- Oct. 15, 1906 Philadelphia & Salem RPO cut to Woodbury & Salem RPO; Philadelphia & Cape May RPO split into Philadelphia & Millville RPO and Millville & Cape May RPO; Philadelphia & Bridgeton RPO cut to Glassboro & Bridgeton RPO. (Kay)
- Oct. 15, 1906 West Virginia & Ohio Construction Company halts work of Lorain & Ashland Railroad, having completed line from Wellington to within three miles of Lorain; not opened. (Church)
- Oct. 1906 Western Branch of Cherry Tree & Dixonville Railroad opens between Clymer and mines (1.28 miles); Sample Run Branch opens from Western Branch to mines (0.93 miles); Price Run Branch opens between Rembrandt and mines (0.48 miles). (Val)

- Oct. 1906 Future President Walter S. Franklin begins working for the PRR as a platform clerk in the Dock Street freight station at Philadelphia. (PRRBio, PaNews)
- Oct. 1906 Rebuilt CNJ ferry terminal at 23rd Street reopens. (check NYT)
- Oct. 1906 Frank A. Munsey (1854-1925) begins publishing *Railroad Man's Magazine*, a monthly of anecdotes and "pulp fiction," formulaic stories with lower class protagonists for a mostly working-class audience, printed on cheap pulp paper and sold for 10 cents an issue; Munsey has grown wealthy after perfecting the "pulp" format in the 1890s; *Railroad Man's Stories* later includes some historical material; it is probably the first popular magazine with a railroad theme, apart and quite different from employee magazines issued by the railroad companies or by Railroad YMCAs. (wiki, Taber - verify name)
- Oct. 16, 1906 Shield placed in operation at Long Island City end of Tube B of East River Tunnel. (ASCE)
- Oct. 17, 1906 Five trains of annual track inspection party pass over Petersburg Branch and New Portage Railroad westbound. (Snyder)
- Oct. 19, 1906 Henry M. Flagler writes to Pres. A. J. Cassatt congratulating him on his recovery from his illness and hoping he can host Cassatt on a tour of his work in the Florida Keys this coming winter season. (AJC)
- Oct. 22, 1906 PCC&StL Railway Executive Committee authorizes a new interlocking at the west end of Columbus Union Station. (MB)
- Oct. 23, 1906 Work resumes on Manhattan side of Tube A of East River Tunnel after 10 month suspension. (ASCE)
- Oct. 23, 1906 Brotherhood of Railroad Trainmen present demand for 8-hour day for switchmen in Chicago Switching District.
- Oct. 24, 1906 PRR Board approves enlargement of Greenwich Yard in South Philadelphia. (MB)
- Oct. 24, 1906 Pres. A. J. Cassatt resumes attending Board meetings. (MB)
- Oct. 24, 1906 American Railway Association adopts a standard telegraphic cipher code; also creates a new Bureau for the Safe Transportation of Explosives & Other Dangerous Articles. (Loree; RRGaz)
- Oct. 25, 1906 Construction Committee of New York Connecting Railroad presents illustrated report covering plans and estimates for Hell Gate Bridge. (MB)
- Oct. 26, 1906 Norfolk & Western Railway Board increases the annual dividend rate from 4%

- to 5%; authorizes an issue of \$34 million in Convertible bonds and \$34 million in stock. (NYT)
- Oct. 28, 1906 PRR denies rumors that Pres. Cassatt will retire and be succeeded by Lines West VP James McCrea; calls rumors that Cassatt is in poor health "maliciously false." (NYT)
- Oct. 28, 1906 Three-car electric MU train No. 1065 from Camden to Atlantic City derailed on Thorofare Bridge just west of Atlantic City and falls into the water at 2:25 PM; first two cars are instantly submerged; third is left hanging partially submerged from the abutment; 57 killed; coroners jury blames improper locking of draw span rails. (NYT, Shaw)
- Oct. 29, 1906 PRR issues a formal statement on the Atlantic City wreck; this may be the one prepared by Ivy Lee, and if so, the first formal press release in U.S. history, but the original has not survived. (NYT, wiredprnews.com)
- Oct. 30, 1906 Chief of Motive Power Theodore N. Ely writes to McKim, Mead & White regarding the proposed birds eye rendering of Penn Station; as it is to be used by the Passenger Dept. in advertising, they want it to suggest the nearness to principal hotels and large stores, and making those buildings larger to make them appear nearer and other perspective tricks to this end are highly desirable. (NYHS/Jonnes)
- Oct. 31, 1906 Pres. A. J. Cassatt informs the Superintendent of the U.S. Military Academy at West Point that the new Interstate Commerce Law prevents the PRR from carrying the Corps of Cadets to the Army-Navy Game for free as in previous years, but they will give as low a rate as possible. (AJC)
- Oct. 31, 1906 Calvin N. Payne ends operation of Lakeville Branch between Tryonville and Lakeville. (MB)
- Oct. 31, 1906 NYC&HR Construction Committee for Grand Central Terminal holds last meeting. (Wilgus)
- Full 1906 Cleveland Construction Company, owned by the Stanley family of Cleveland, purchases the paper charter of the Mineola, Roslyn & Port Washington Traction Company. (Seyfried)
- Nov. 1, 1906 PRR announces increase of dividend rate from 6% to 7% a year. (NYT)
- Nov. 1, 1906 New Jersey imposes 2-cent per mile maximum passenger rate. (Lee)
- Nov. 1, 1906 PRR, Reading and other Pa. railroads voluntarily reduces maximum one-way fare to 2½ cents a mile in the hope of heading off more restrictive state legislation. (NYT, Rdg AR)

- Nov. 1, 1906 Jury in U.S. Circuit Court in New York awards the Shubert family \$25,000 damages in the death of theater impresario Samuel S. Shubert (1878-1905) in the May 1905 PRR wreck at Lochiel near Harrisburg. (NYT)
- Nov. 1, 1906 M. W. Mansfield (-1908) appointed to the new post of Assistant Chief Engineer of Lines West; J. W. Coneys to Superintendent of Indianapolis Terminal Division, replacing Mansfield; Isaac W. Geer (1873-1953) to Superintendent of the Logansport Division, replacing Coneys. (MB)
- Nov. 1, 1906 J. W. Coneys named Superintendent of the Vincennes Division and Indianapolis Terminal Division, replacing M. W. Mansfield, transferred; F. H. Worthington to Superintendent of the Michigan Division, replacing Isaac W. Geer, transferred; F. L. Campbell to Superintendent of the Peoria Division, replacing Worthington. (MB)
- Nov. 1, 1906 NYC&HR appoints Edwin B. Katté (1871-1928) Chief Engineer Electric Traction; George A. Harwood (1875-1926) to Chief Engineer Electric Zone Improvements. (AR)
- Nov. 2, 1906 West Chester Street Railway opens an extension from Thorndale to Coatesville. (Bowman/Cox)
- Nov. 4, 1906 New England Railroad (New Haven system) opens branch from West Roxbury to Needham Jct., Mass., the last commuter rail line to be built in the Boston area. (NHCorp, Humphrey)
- Nov. 5, 1906 Millbrook Company acquires all the stock of the New York & Port Chester Railroad. (NYState)
- Nov. 6, 1906 Pennsylvania Company agrees with Chicago Warehouse & Terminal Company for Warehouse Company to build freight tunnels connecting with Illinois Tunnel Company's railroads. (Church)
- Nov. 6, 1906 Progressive Republican Charles Evans Hughes (1862-1948) is elected Gov. of New York by a small margin over publisher William Randolph Hearst with the support of many reform groups, in part on the strength of his performance in the Armstrong insurance investigation; he is committed to more stringent regulation of public utilities; most of the rest of the Republican state ticket goes down to defeat, in part because E. H. Harriman has withheld all campaign contributions, further inflaming Pres. Roosevelt's rage against Harriman. (Hood, Klein)
- Nov. 7, 1906 Workman in Long Island end of Tube C of East River Tunnels buried and smothered by fall of dirt from roof. (NYT)

- Nov. 7, 1906 NYP&N Board authorizes sale of steamboat *Old Point Comfort*. (MB)
- Nov. 7, 1906 Switchmen's Union at Chicago agrees to settle for 3-cent per hour increase and drop demand for 8-hour day; Brotherhood of Railroad Trainmen refuses to accept terms.
- Nov. 8, 1906 PRR grants 10% increase to all employees making less than \$200 per month, effective Dec. 1.
- Nov. 9, 1906 ICC first announces that it will begin an investigation of the Harriman roads. (NYT)
- Nov. 10, 1906 Fast run of special 3-car train carrying General Manager W.W. Atterbury run from Pittsburgh to Philadelphia; 352 miles in 367 minutes.
- Nov. 10, 1906 Brotherhood of Railroad Trainmen representing switchmen in Chicago Switching District settles for 4-cent per hour increase.
- Nov. 10, 1906 Ashland & Western Railroad deeds property to Ashland & Western Railway. (Church)
- Nov. 10, 1906 Norfolk & Western Railway Pres. Lucius E. Johnson is finally brought by Henry Clay Frick to meet Henry H. Rogers, the power behind the Deepwater Railway-Tidewater Railway project, in Rogers's office at Rogers's request; Johnson immediately notifies VP Samuel Rea of the proceedings; Johnson simply states his opposition to Rogers's roads and his unwillingness to purchase them. (Lambie)
- Nov. 12, 1906 Charles F. McKim presents A. J. Cassatt with a perspective rendering of the revised General Waiting Room of Penn Station looking east towards the Arcade; congratulates him for his personal labors in behalf of the integrity of the design; pleased to hear that rumors of Cassatt's illness are reported false. (AJC)
- Nov. 12, 1906 PRR Road Committee approves a plan to send a committee to Europe to study rail motor cars and other matters; approves engineering expenses for relocating the "Port Road" for the new Safe Harbor hydroelectric dam. (MB)
- Nov. 12, 1906 PRR announces it will build 25 new Class H__ freight locomotives of a larger type at Altoona for fast freight service on the Low Grade Line; also orders 550 steel passenger cars from American Car & Foundry Company and 50 more from Altoona. (NYT)
- Nov. 12, 1906 Pennsylvania Company Executive Committee authorizes a 10% wage increase. (MB)

- Nov. 13, 1906 Hudson & Manhattan Railway stock increased from \$100,000 to \$17.1 million. (NJCorps)
- Nov. 14, 1906 In what is probably his last letter to Charles F. McKim, Pres. Cassatt gives his verdict on Penn Station, which neither will live to see, "It is going to be very fine"; he also informs McKim "I am in much better shape." (AJC)
- Nov. 1906 PRR requires standard "all aboard!" call be given two minutes before leaving division points, as passengers often get out to stretch their legs during stops. (RyAG)
- Nov. 15, 1906 Lines West wages increased by 10% for 57,000 employees.
- Nov. 15, 1906 NYC&HR submits plan to New York City Board of Rapid Transit Commissioners for a two-track subway under 53rd Street from Park Avenue to 12th Avenue to link Grand Central Terminal with West Side Line; never built. (Condit)
- Nov. 15, 1906 U.S. government begins a suit in the U.S. Circuit Court for the Eastern District of Missouri at St. Louis to dissolve the Standard Oil Company of New Jersey and force the distribution of the stocks of its 33 subsidiaries; also sues John D. Rockefeller, William Rockefeller, Henry H. Rogers, John D. Archbold, Henry M. Flagler and Oliver H. Payne as individuals. (NYT, Babcock)
- Nov. 1906 New Haven acquires all the stock of the Millbrook Company. (NYState)
- Nov. 16, 1906 African American heading boss Lee Stribling, 30, one of the most daring tunnel workers, is smothered by quicksand when he slips from the working face of the shield at the Manhattan side of Tube A while directing men to shore up the roof; work is halted for the remainder of the shift in tribute. (NYT)
- Nov. 17, 1906 PB&W and Reading agree for construction of "CF" Interlocking at crossing in Chadds Ford, Pa. (MB)
- Nov. 17, 1906 Cambria & Clearfield Railway purchases Janesville Branch at Smoke Run, Pa. (2.6 miles) from S.J. Mountz & Co. (Val)
- Nov. 18, 1906 Last metal lining ring installed in south tube of Hudson River Tunnels; is the one exhibited at the Louisiana Purchase Exposition in St. Louis in 1904; it and the shells of the two shields form the tunnel lining at the meeting point. (Placque, ASCE, NYT)
- Nov. 18, 1907 NYC&HR begins running electric locomotives with test trains between Mott Haven on the south and High Bridge and Wakefield. (NYT)

- Nov. 19, 1906 New York, Lake Erie & Western Railroad gives six months notice of cancelling trackage rights over the PRR between Johnsonburg and Brockwayville, first acquired in 1882. (MB)
- Nov. 1906 Pres. Cassatt and family move to their town house on Rittenhouse Square to be closer to the office. (Davis)
- Nov. 21, 1906 In a letter to his father, Ivy L. Lee describes his work for the PRR as getting bigger every day, "everything they do being carried out in the best way possible, regardless of expense"; he now has __ Payne going back and forth with him on the train, presumably taking notes or dictation; while his brother James Wideman Lee is assisting him, he really doesn't understand the significance of what he is doing, but he hope to train him to the business; Lee now spends two days a week in Philadelphia and has a permanent room at the Bellevue-Stratford Hotel. (IvyLeePapers)
- Nov. 23, 1906 Pennsylvania Company Executive Committee authorizes a \$200,000 subscription to the proposed Chartiers Southern Railway. (MB)
- Nov. 24, 1906 General Superintendent of Motive Power Richard N. Durborow, Superintendent of Passenger Transportation Charles M. Sheaffer, and General Passenger Agent's Chief Clerk A.E. Buchanan, leave for England on extended fact-finding tour of railroads in Britain, France, Germany and Italy, particularly in regards to rail motor cars. (AltoMirror, ATO)
- Nov. 25, 1906 Columbia & Port Deposit Branch closed between McCall Ferry and Pequea to permit construction of the McCall Ferry hydroelectric dam.
- Nov. 26, 1906 VP John P. Green telephones NYC&HR Pres. William H. Newman that as Congress will soon reconvene, the PRR must have an answer on their request that the NYC&HR buy its shares of Chesapeake & Ohio Railway at 62.50; Newman offers only 50, which Pres. A. J. Cassatt rejects and orders the stock sold through Kuhn, Loeb & Co. (Wheeler)
- Nov. 26, 1906 Passenger service on Lancaster-Quarryville Branch cut from two to one round trip. (tt)
- Nov. 26, 1906 Pennsylvania Company signs an agreement with the Chicago Warehouse & Terminal Company to connect the freight houses near the Union Passenger Station to the Illinois Tunnel Company freight subway. (MB)
- Nov. 26, 1906 Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad opens between Riddleburg and Coaldale, Pa.
- Nov. 26, 1906 PCC&StL Railway Executive Committee hears a report from a committee on adjusting matters with the Little Miami Railroad; recommends conveying its

interest in the Dayton & Western Railroad and Columbus & Xenia Railroad to the Little Miami Railroad; to exchange betterment bonds issued to the PCC&StL since Feb. 1, 1901 for 4% Little Miami preferred. (MB)

- Nov. 27, 1906 PRR completes first all-steel 60-foot baggage car at Altoona. (Mutual)
- Nov. 28, 1906 Pres. A. J. Cassatt attends his last Board meeting. (MB)
- Nov. 28, 1906 Hudson & Manhattan Railway (N.J.) merged into Hoboken & Manhattan Railroad (N.J.). (NJCorps)
- Nov. 28, 1906 PRR and B&O inform District Commissioners that they will not electrify lines within District of Columbia. (NYT)
- Nov. 29, 1906 Southern Railway Pres. Samuel Spencer (1847-1906) is killed in a rear-end collision with his office car at Lawyers, Va.; leaves a fortune estimated at \$10 million. (Shaw, findagrave)
- Nov. 30, 1906 PRR sells its entire holdings of Chesapeake & Ohio Railway to Kuhn, Loeb & Co. at 55 or \$8.6 million, the PRR to make good on any loss on resale; NYC&HR also sells 45,000 shares of C&O soon after; because of the market conditions surrounding the Panic of 1907, Kuhn, Loeb & Co. is unable to resell the C&O stock until Jan. 1909. (Wheeler)
- Nov. 30, 1906 West Jersey & Seashore Railroad Board combines the freight agencies of Wildwood and Holly Beach as "Wildwood-Holly Beach." (MB)
- Dec. 1, 1906 PRR implements general 10% wage increase for all employees on Lines East and West making less than \$200 a month because of increased cost of living and the general prosperity of the company. (MB, Loree, NYT)
- Dec. 1, 1906 New *per diem* charge of 50 cents a day, agreed to by a convention at Chicago on Nov. 9, goes into effect. (MB)
- Dec. 1, 1906 Army-Navy Game held at Franklin Field in Philadelphia. (AJC, NYT)
- Dec. 2, 1906 Charter of Princeton & Kingston Branch Turnpike as Reorganized expires. (MB)
- Dec. 2, 1906 ICC Commissioner Franklin K. Lane (1864-1921) announces that Pres. Roosevelt has ordered him to mount an investigation of the growing problem of car shortages and freight congestion, which has become particularly severe in the Northwest. (NYT, AMartin)
- Dec. 3, 1906 PRR Board approves and closes the sale of 101,300 shares of Chesapeake & Ohio Railway common stock to Kuhn, Loeb & Co.; additional 55,000 shares

owned by Pennsylvania Company and Northern Central also sold for total \$8.6 million in cash and securities or profit of \$3 million. (MB, NYT, Wheeler)

- Dec. 3, 1906 VP Samuel Rea dismisses McKim, Mead & White's demand for an additional commission to cover adapting the plans for mechanical systems covered in the contract with Westinghouse, Church, Kerr & Co.; notes that the engineers would be equally justified asking for extra money for the time spent in accommodating the piping and ductwork to the architecture. (NYHS/Jonnes)
- Dec. 3, 1906 Forty pounds of dynamite waiting to be placed in the working face is detonated by burning paper in the Long Island end of Tube B of the East River Tunnels; three killed, 12 injured, 2 fatally. (NYT)
- Dec. 4, 1906 LIRR and Brooklyn Rapid Transit Company modify their "Agreement of Alliance" of 1899; BRT consents to the acquisition of the Long Island Electric Railway and the New York & Long Island Traction Company by the LIRR; the LIER and NY&LIT are to be extended to the terminus of the BRT's Fulton Street Elevated at Liberty Avenue, but no further west. (NYState)
- Dec. 4, 1906 NYP&N Pres. William A. Patton reports that he has contracted with the Maryland Steel Company for a new steamboat equal to the *Pennsylvania*, to be named *Maryland*. (MB)
- Dec. 5, 1906 Big Four (CCC&StL) authorizes the sale of its 75,000 shares of Chesapeake & Ohio Railway. (Wheeler - or is this 45,000 of 75,000??)
- Dec. 5, 1906 Andrew Carnegie and Princeton University Pres. Woodrow Wilson dedicate Lake Carnegie, made by damming the Millstone River at Kingston and running alongside the Delaware & Raritan Canal; it is to be used for crew racing; Wilson's efforts to extract a more intellectual benefaction from Carnegie more attuned to his own priorities will be in vain. (NYT, Heckscher)
- Dec. 6, 1906 New York & Jersey Railroad (N.Y.), Hoboken & Manhattan Railroad (N.J.), and Hudson & Manhattan Railroad (N.Y.) merged to form Hudson & Manhattan Railroad (N.Y. & N.J.), bringing entire Hudson Tubes system under a single company; \$100 million in bonds floated to complete the system. (H&M, NJCorp, NYState filed 12/5)
- Dec. 6, 1906 ICC makes preliminary arrangements for an investigation of E. H. Harriman's combination of the Union Pacific Railroad and Southern Pacific Company. (NYT, Klein)
- Dec. 7, 1906 Chartiers Southern Railway incorporated in Pa. in the interest of the PRR to build from Van Emman to Marianna on PRR's Ten Mile Run Branch; controlled by PCC&StL, B&O and P&LE for purpose of extending into Washington and Greene County coal fields. (Church)

- Dec. 7, 1906 Long Island Electric Railway agrees with the Nassau Electric Railroad to connect their tracks on Liberty Avenue and with the New York & Long Island Traction Company to connect their tracks in Broadway; LIER is to have running rights over the Nassau Electric Railroad from the Brooklyn-Queens line to Grant & Liberty Avenues in Brooklyn to reach the terminus of the elevated railroad line. (NYState)
- Dec. 7, 1906 New York City Board of Estimate & Apportionment calls for bids on a number of new subway routes, including 7th & 8th Avenue, Lexington Avenue, 3rd Avenue, Jerome Avenue, 4th Avenue Brooklyn, and the so-called Tri-borough route running down 3rd Avenue and across the Manhattan Bridge to 4th Avenue Brooklyn. (Walker)
- Dec. 8, 1906 Pres. A. J. Cassatt celebrates his 67th birthday; notes he is the first PRR President to reach that age in office; visits his office for the last time; thereafter his assistant William A. Patton brings papers to his Rittenhouse Square house for signature, or officials visit him at home. (NYT, PDavis)
- Dec. 8, 1906 Tunnel on the IRT Brooklyn Extension holed through; first transit tunnel under the East River. (NYT)
- Dec. 10, 1906 Pennsylvania Company Finance Committee authorizes an increase in interest rates paid by the Employee Saving Fund from 3½% to 4% (MB - note also authorized in 1907)
- Dec. 11, 1906 First revenue run of NYC&HR MU electric trains into Grand Central Station; regular electric service on four round trips of Yonkers locals begins between Grand Central (old station) and High Bridge on Hudson Line; cars are towed by steam locomotives between High Bridge and Yonkers. (NYT, AR, RyAGaz, Wilgus/ASCE)
- Dec. 12, 1906 PRR Board appropriates further \$20 million for Penn Station Project; authorizes block signals between Gardner and Grampian and between Tyrone and Lock Haven; improving the alignment at Wilkinsburg; building a branch from Hillman to Newtonburg in Clearfield County. (MB)
- Dec. 12, 1906 NYC&HR promotes Albert H. Harris from General Attorney to General Counsel. (AR)
- Dec. 13, 1906 Temporary 14-track station opens on east side of Grand Central Station excavation in basement of old Grand Central Palace at 43rd Street & Lexington Avenue; all Harlem Division trains begin using this station, using electric power only within yard limits. (AR, NYT, RyAG)
- Dec. 14, 1906 Sinkhole created by PRR crosstown tunnel in 33rd Street east of 5th Avenue

- swallows a trash truck. (NYT)
- Dec. 14, 1906 ICC Chairman Martin A. Knapp (1843-1923) sends telegrams to the heads of all railroads alerting them to the car shortage investigation. (NYT)
- Dec. 15, 1906 Old Long Bridge at Washington, owned by PB&W, is closed for road traffic and abandoned. (MB)
- Dec. 1906 Cherry Tree & Dixonville Railroad extended from Possum Glory Jct. (Wandin) to Idamar (8.59 miles). (Val)
- Dec. 1906 Pennsylvania Terminal Railway extends Byrne Track on Arbegust Avenue, Louisville from 18th to 28th Streets and to American Tobacco Company at Broadway & 17th Street and White Mills Distillery on Howard Street west of 18th. (Church)
- Dec. 1906 Unprecedented traffic caused by the economic boom and seasonal variations leads to a serious railroad car shortage nationwide and massive disruptions in the movement of freight in advance of the Christmas season; the PRR and NYC&HR are particularly hard hit, in large measure because their western connections, who have invested much less in their own car stocks, refuse to return their cars promptly. (AMartin)
- Dec. 16, 1906 Eastbound *Pennsylvania Special*, running to make up 30 minutes, plows into and demolishes the locomotive of a Wheeling & Lake Erie Railroad freight train that has run a signal onto the crossing at Canton, Ohio, killing the engineer of the freight. (NYT)
- Dec. 17, 1906 PRR announces through Parker & Lee that it will build a model station at Jamaica on the LIRR with 8 through tracks and 4 stub tracks. (AJC)
- Dec. 17, 1906 Chartiers Southern Railway organized; Board adopts location between Van Emman and Marianna, Pa. (Church)
- Dec. 17, 1906 Old Long Bridge over Potomac River abandoned. (AR)
- Dec. 17, 1906 PRR loses Lancaster-Quarryville mail contract to Conestoga Traction Company. (newspaper)
- Dec. 17, 1906 Pennsylvania Company Executive Committee authorizes an increase in coal-handling facilities at Ashtabula, of ore-handling facilities on Dock No. 1, Cleveland, and a new coal dumper at Sandusky. (MB)
- Dec. 17, 1906 PCC&StL Railway Executive Committee authorizes additional yard tracks at Indianapolis; new passenger station at Canonsburg, Pa., and converting the old station to freight. (MB)

- Dec. 17, 1906 John Mifflin Hood (1843-1906), former Pres. of Western Maryland Railroad, Confederate soldier and engineer of Philadelphia & Baltimore Central Railroad, dies at Baltimore. (Memoir)
- Dec. 1906 First excavations begun for Sunnyside Yard in Queens; contractor is Degnon Realty & Terminal Improvement Company (or Degnon Contracting Co?). (ASCE, Couper - Seyfried has 2/1907)
- Dec. 20, 1906 VP Samuel Rea approves revised Penn Station Concourse roof eliminating tie rods in the steel arches as per request of the architects; requires more elaborate outside bracing to achieve a cleaner effect inside. (SRea)
- Dec. 20, 1906 State Realty Company incorporated in Pa. to deal in real estate in Huntingdon, Mifflin and Snyder Counties. (MB)
- Dec. 21, 1906 Rumors circulate that Pres. A. J. Cassatt is confined to bed at "Cheswold"; Cassatt takes a carriage drive from his town house to "Cheswold" and back. (NYT)
- Dec. 21, 1906 Pittsburgh & Clearfield Railroad incorporated in interest of Pittsburgh & Lake Erie Railroad and Vanderbilt lines to build from Clearfield to North Versailles. (MB)
- Dec. 22, 1906 Northern Central Railway and Cumberland Valley Railroad make agreement covering joint operation of "J" Interlocking at Lemoyne. (MB)
- Dec. 24, 1906 Pres. A. J. Cassatt takes a last drive in the country and claims to be refreshed; he signs his last outbound letters. (NYT, AJC)
- Dec. 26, 1906 PRR Board elects Henry Clay Frick a director, replacing Amos R. Little, deceased; Frick has invested his share of the proceeds from the sale of Carnegie Steel to U.S. Steel and is now the largest private U.S. investor in railroad stocks; he owns 168,000 shares of PRR stock; Board authorizes \$15,000 for exhibit at 1907 Jamestown Ter-Centennial Exposition. (MB, Warren)
- Dec. 26, 1906 PRR Board authorizes improving the alignment at Spruce Creek on the Middle Division
- Dec. 27, 1906 Michigan Central Railroad a majority of the stock of the Chicago, Kalamazoo & Saginaw Railway, running from Pavilion to Woodbury, Mich. (AR)
- Dec. 28, 1906 Pres. A. J. Cassatt (1839-1906) dies suddenly in his sleep of heart failure at his Philadelphia town house, 202 West Rittenhouse Square, at 1:00 PM, three weeks after his 67th birthday; had felt ill on waking and decided to spend the

day in bed and return to business tomorrow; Cassatt has lived the longest of any sitting PRR Pres. thus far. (NYT, MB)

- Dec. 28, 1906 ICC begins an investigation of E. H. Harriman on its own initiative; is billed as an investigation of all railroad combinations, but deals with only with Harriman, who has incurred the personal ire of Pres. Roosevelt. (NYT, Wheeler, Klein)
- Dec. 28, 1906 N.Y. Railroad Commission authorizes the New York & Port Chester Railroad to increase its capital stock from \$250,000 to \$20 million, providing that the total outstanding stock of it and the New York, Westchester & Boston Railway do not exceed \$20 million; the NYW&B has been stopped by local action, and the NY&PC is to proceed with building the road. (NYState)
- Dec. 29, 1906 Pine Run Railroad incorporated in Pa. under articles dated Dec. 19 to build a coal branch near Irvona; Samuel Rea, Pres. (Val, C&C)
- Dec. 29, 1906 Susquehanna Coal Company approves a lease of the Greenville, N.J., coal pier. (MB)
- Dec. 29, 1906 Providence Terminal Company conveys all property to the New Haven. (NHCorp)
- Dec. 30, 1906 Ivy Ledbetter Lee receives a letter from his partner George F. Parker, who is now Secretary to the Trustees of the Equitable Life Assurance Society of the United States; Parker is sending Lee a shipment of books and is apparently still on good terms, although Lee will give Parker little place as he crafts the story of his own career, and Parker does not mention Lee in his biographical sketch carried in the *National Cyclopedia of American Biography*; after suggesting the PRR campaign, Parker is hereafter out of it. (IvyLeePapers, NCAB, AJC, Hiebert)
- Dec. 31, 1906 *New York Times* reports that Pres. A. J. Cassatt had wished for Samuel Rea to succeed him, but that Board is opposed, feeling he needs more experience; says Rea also heavily invested in Consolidated Lake Superior (case?, which had recently collapsed) (NYT)
- Dec. 31, 1906 Atlantic City Railroad contracts for a new coaling station and ash dump at Bulson Street, Camden. (MB)
- Dec. 31, 1906 Vandalia Railroad Executive Committee agrees with the Toledo, Peoria & Western Railway for an interlocking at Farmdale, Ill. (MB)
- 1906 Since 1898, the PRR has expended almost \$375 million in capital improvements, almost \$180 million in new stock, \$104 million in long-term bonds, and \$92 million in retained earnings. (Martin, AR)

- 1906 E. S. Stewart (1868-) promoted to Assistant Advertising Agent. (PRRBio)
- 1906 Future PRR Chief Electrical Engineer John Van Buren Duer (1882-1967) joins LIRR. (RyAge)
- 1906 Degnon Contracting Company contracts to build the Belmont Tunnel at 42nd Street; the company buys a low-lying tract between Thompson Avenue & Hunters Point Avenue to fill in with the spoil from the tunnel and Sunnyside Yard. (ICC - by 1/24 - NYT)
- 1906 Jamaica & South Shore Railroad completes second track between Springfield Jct. and Cedarhurst, with electrification, but not opened. (Val)
- 1906 LIRR notes expenditures on the following projects: six tracking between Woodside and Winfield, 4-tracking between Winfield and Van Wyck Avenue, a new ferry terminal at 34th Street, third track between Springfield Jct. and Valley Stream, second track between Babylon and Oakdale and between Whitestone Jct. and Main Street, Flushing; new station at Forest Hills. (MB)
- 1906 PRR eliminates engine change at Philadelphia on Jersey City-Washington trains.
- 1906 Atlantic City & Shore Railroad takes over Central Passenger Railway at Atlantic City. (Butler - verify NJCorps)
- 1906 Since 1900, realignments have saved 4,000 degrees of curvature on main line between Jersey City and Pittsburgh. (MB)
- 1906? New York Bay Railroad completed; freight line from Newark to Greenville (part open in 1904; yard completed 1907!!; 5 miles of track built in yard in 1906)
- 1906 Philadelphia & Camden Ferry Company sells ferry *Pennsylvania*. (AR)
- 1906 Separate electric line opens from new platforms on south side of Camden Terminal to 2nd Street. (Val - has 12/1906 - C&C has 12/1908?)
- 1906 PRR begins elevation of former Camden & Amboy tracks on Bridge Avenue, Camden. (Boyer)
- 1906 West Morrisville Yard enlarged, 31 miles of track and shops built.
- 1906 Automatic block signals installed between West Philadelphia and Elwyn on Central Division; first use of upper-quadrant semaphores. (AR, Mutual)

- 1906 Manual telegraph block signal system completed between Wilmington and Harrington on the Delaware Division. (AR)
- 1906 New connection built between the New Castle Branch and the Delaware Division main line south of Wilmington. (AR)
- 1906 New station built at Worton, Md., on the Delaware Division. (C&C)
- 1906 Washington Southern Railway sells Henry Street Branch in Alexandria to Southern Railway for materials. (AR)
- 1906 NYP&N builds new stations at Parksley and Keller. (AR)
- 1906 NYP&N replaces 60-lb. rail with 85-lb. rail. (C&C)
- 1906 Duck-under built at Paoli to permit eastbound locals to exit yard without crossing the main tracks, a necessity in light of last year's fatal wreck. (AR)
- 1906 New station opens at Parkesburg, Pa. (AR)
- 1906 North side of Harrisburg train shed extended by 120 feet. (AR)
- 1906 New 50-lever machine installed at "MR" Tower at Falls on the Baltimore Division. (AR)
- 1906 New passenger and freight stations built at Brooklandville, Md., on the Baltimore Division. (AR)
- 1906 New coal trestle built at Frederick, Md. (AR)
- 1906 Third and fourth tracks placed in service between Low Grade (Wago) Jct. and New Cumberland on the Northern Central Railway. (AR)
- 1906 New electric interlocking machine installed at "J" Tower at Lemoyne, Pa. (AR)
- 1906 Repair shops completed at Enola. (AR)
- 1906 Block signal system placed in service on the Lykens Valley Railroad. (AR)
- 1906 Lineside telephone booths installed on the Shamokin and Elmira & Canandaigua Divisions. (AR)
- 1906 Permissive block signal system placed in service on the Frederick Division, the Canandaigua Division, and the Sodus Bay Branch. (AR)

- 1906 Telegraph towers built at Shamokin, Locust Gap Jct., Bodine, McIntyre, Himrods Jct., Benton and Ennerdale on the Northern Central Railway. (AR)
- 1906 Additional second track (4.09 miles) built on the Williamsport & Linden Branch. (C&C)
- 1906 Alignment revised between Jersey Shore and McElhattan on the Philadelphia & Erie Railroad. (C&C)
- 1906 Pompey Branch of Cherry Tree & Dixonville Railroad (0.66 miles) abandoned. (Val)
- 1906 Newark & Marion Railway opens between Newark and Marion, N.Y. (Cards)
- 1906 Permissive block signal system placed in service between Buffalo and Olean. (AR)
- 1906 Kinzua Railway abandoned between Gates Siding and Marshburg, Pa. (1.08 miles).
- 1906? Western New York & Pennsylvania Railway torn up between Union City and Lake Canandohta (8 miles); a few years later to Lakeville. (PaNews - verify)
- 1906 Shoups Run Branch of Huntingdon & Broad Top Mountain Railroad extended 0.3 miles; Sandy Run Branch extended 0.1 mile. (Val)
- 1906 Four-track system opens between Granville Bridge (“GB”) and Mayes Bridge and between Vandyke and Mexico on Middle Division.
- 1906 New four-track stone arch of 8 spans replaces the two-track truss bridge at Granville Bridge. (Keystone - verify)
- 1906 New “GB” (renamed “RW” by 1911) Tower placed in service at the east end of Granville Bridge. (Keystone)
- 1906 Automatic (?) block signals placed in service between Bellwood and Irvona.
- 1906 Bens Creek Branch extended 2.33 miles on Pittsburgh Division. (Val)
- 1906 South Fork Branch extended from South Fork to west of Summerhill Station. (AR, Val)
- 1906 Apollo Branch extended on Conemaugh Division. (Val)
- 1906 PRR acquires control of Brilliant & Aspinwall Ferry Company on Allegheny

River. (MB)

- 1906 New station opens at Homestead, Pa.
- 1906 Axle Works Branch opens between Hays and junction with Union Railroad on Monongahela Division. (Val)
- 1906 Pennsylvania, Monongahela & Southern Railroad adopts location for extending to W. Va. line up west bank of Monongahela River; never completed.
- 1906 Mountain Water Company, a PRR subsidiary, builds a reservoir on Indian Creek a few miles above the mouth of the stream to supply water for its locomotives and for sale to domestic customers in the Connellsville-Greensburg area. (AmWtrWrksAssnJrnl)
- 1906 Automatic block signals placed in service between Butler Street, Pittsburgh, and "CX" Tower on Allegheny Division.
- 1906 Permissive block signal system placed in service between Kittanning and "VS" Tower on Allegheny Division.
- 1906 Track elevation at Allegheny completed at a cost of \$4 million, including new double-deck bridge over Allegheny River, shops, station, and relocating the North Avenue freight station. (AR, C&C - has bridge open 1/1904 - prob. early? 1907)
- 1906 Automatic block signals extended from Homewood to State Line on the Eastern Division, PFW&C. (AR)
- 1906 New interlocking plants completed at "SQ" (Esplen) Tower at the south end of the Ohio Connecting Railway bridge and at "DJ" Tower at Duff Jct. (C&C)
- 1906 Bulger Tunnel No. 3 on Pittsburgh Division of PCC&StL Railway daylighted and widened to a four-track cut; freight running track built from Bulger to "FS" Tower (3.0 miles). (C&C)
- 1906 New station built at Washington, Pa. (C&C)
- 1906 Original line of Pittsburgh, Youngstown & Ashtabula Railway between Wampum Jct. and Lawrence Jct. (5.42 miles) reclassified as second track. (C&C)
- 1906 "___" Interlocking built at Girard Jct. on the Erie & Ashtabula Division. (AR)
- 1906 Electric interlocking plant built at the crossing of the Erie & Ashtabula

- Division with the LS&MS at Ashtabula; mechanical interlockings built at Niles, Boanna and Niles Jct. (C&C)
- 1906 Dock facilities at Ashtabula Harbor rearranged for Pennsylvania-Ontario Transportation Company ferry slip. (C&C)
- 1906 Dock No. 10 extended 1,120 feet at Ashtabula and to install an new ore-handling plant; Dock No. 11, 1,000 feet, is under construction. (AR, C&C)
- 1906 Whiskey Island at Cleveland handles 3,330,000 tons of iron ore, up from 1,030,000 tons in 1895; the channel of the old Cuyahoga River bed is too narrow and crooked for the larger lake boats now in use, leading the PRR to plan for an entirely new ore facility. (C&C)
- 1906 Howard Branch of Cleveland, Akron & Columbus Railway opens to sand quarry (4.0? miles). (AR)
- 1906 New freight yard built at Lancaster, Ohio, on the Cincinnati & Muskingum Valley Railroad. (C&C)
- 1906 Since 1900, water softening plants have been built on Lines West at Washington, Middleport, Indianapolis, Hartsdale, Richmond, Bradford and Unionville. (MB)
- 1906 Ohio River & Western Railway extends third rail for standard gauge from Shadyside to Vallonia. (Church)
- 1906 New engine terminal, including a 32-stall roundhouse, completed at Dennison, Ohio on the PCC&StL Railway. (C&C)
- 1906 All-electric "LM " ("SCIOTO") Interlocking placed in service at crossing of Hocking Valley, Toledo & Ohio Central and Columbus & Xenia west of Columbus; built by the Hocking Valley Railway. (C&C)
- 1906 Yard at Parsons Street, Cincinnati, enlarged. (C&C)
- 1906 GR&I opens Ardis Branch (2.78 miles) from the junction with the Herrick Branch (Ardis Jct.) to the terminus at Missaukee City to obtain an estimated 2,000 car loads of timber and forest products; it later becomes the Missaukee City Spur. (C&C - Meints, C&C says later called Missaukee City Branch)
- 1906 GR&I opens Belding Hall Branch (1.75 miles) at Pellston, Mich., running east from the main line. (C&C, Meints)
- 1906 GR&I abandons 3.47 miles of Osceola Branch, leaving only an 0.46 stub at Osceola Jct. (C&C)

- 1906 Traverse City, Leelanau & Manistique Railroad completes line from Hatch's to Northport on the Leelanau Peninsula. (MichRRs)
- 1906 Second track built between Woodstock and Urbana (16.1 miles) on the Indianapolis Division of the PCC&StL Railway. (C&C)
- 1906 Second track built between Aylesworth and Thornhope (43.9 miles) completing double-tracking between Chicago and Logansport on the PCC&StL Railway. (AR, C&C)
- 1906 Vandalia Railroad builds a connection with the Illinois Central Railroad at Senate Avenue in Indianapolis. (C&C)
- 1906 Gosport Branch of PCC&StL abandoned between Gosport and Stinesville, Ind. (4.3 miles) (C&C - 1890 says is bet. Corrinne and N. Bedford)
- 1906 South Chicago & Southern Railroad posts big gain in passenger earnings. (MB)
- 1906 Track elevation completed between 43rd Street and the South Branch Bridge at on the PFW&C at Chicago. (AR)
- 1906 Class A4 0-4-0 switching locomotive introduced.
- 1906 PRR builds first dynamometer car No. 495591. (CMP)
- 1906 PRR begins tests of coal briquettes made from low volatile coal on the Locomotive Test Plant in conjunction with U.S. Geological Survey. (CMP)
- 1906 Electric trolley service inaugurated between Dillsburg and Trindle Springs, Pa. (Watts)
- 1906 Baseball league formed for Maintenance of Way & Signals clerks at Altoona.
- 1906 Charter of the unbuilt New York & New Jersey Bridge Company surrendered. (NJCorp)
- 1906 New Haven electrifies passenger service on branch between Berlin, Meriden and Cromwell, Conn. (Condit - verify - AR has Middletown-Meriden and Westfield-Berlin in 1906/07)
- 1906 New Haven forms the New England Security & Investment Company in Mass. as a voluntary association to receive the stocks of Massachusetts trolley companies from the Consolidated Railway Company (Conn.) and through new purchases. (Kennedy)

- 1906 New Haven buys a combination of street railways and gas companies from P. A. B. Widener and William L. Elkins for \$21 million. (Strouse - verify)
- 1906 New Haven buys the Rhode Island trolley network from Sen. Nelson W. Aldrich. (Stephenson - verify)
- 1906 B&O purchases 5,500 shares of its Washington Branch stock from the State of Maryland, eliminating two state directors. (AR)
- 1906 LS&MS buys 43,954 shares of the CCC&StL Railway, 50,000 shares preferred and 120,000 common of the Chicago, Indiana & Southern Railroad; 11,540 shares of the Hocking Valley Railway and 16,922 shares of the Merchants Despatch Transportation Company. (AR)
- 1906 Pres. Federic A. Delano of the Wabash Railroad proposes concentrating all passenger terminals at Chicago into six stations along 12th Street, well south of the Loop, the location of the Illinois Central Railroad's long-distance Central Station; this would create room for expanding the business district to the south but retain a near solid wall of railroad stations with only three main streets passing to the south; the Chicago River would be straightened to provide space for two stations side by side west of the relocated river. (Arnold, Young)
- 1906 Brooklyn Rapid Transit Company electrifies the connecting ramp to the LIRR at Chestnut Street, permitting it to substitute electric cars for steam trains between Broadway Ferry and Rockaway Park in joint LIRR service. (Feinman)
- 1906 E. H. Harriman sells the Great Northern and Northern Pacific stocks he has received in the breakup of the Northern Securities Company for \$144 million, netting a \$55 million profit; he then invests the money in shares of the Santa Fe, B&O (bought from the PRR), Illinois Central, Milwaukee Road, NYC&HR and Chicago & North Western; the Union Pacific Railroad is soon earning more from its investment portfolio than operations. (Klein)
- 1906 Forest Hills laid out on 600 acres on the LIRR main line in Queens by developer Cord Meyer II. (Trager)
- 1906 Brotherhood of Locomotive Firemen renamed Brotherhood of Locomotive Firemen & Enginemen. (utu.org)
- 1906 Former Superintendent of Motive Power, Southwest System Samuel Prescott Bush (1863-1948) becomes Pres. of the Buckeye Steel Castings Company. (NCAB)
- 1906 Pennsylvania Steel Company (N.J.) purchases the Possum Glory Coal & Coke

Company in Indiana County, Pa. (BethSteel)

- 1906 Pennsylvania Steel Company (Pa.) builds its first Solvay coke ovens at Steelton. (BethSteel)
- 1906 Spanish-American Iron Company, a subsidiary of the Pennsylvania Steel Company (N.J.), begins developing the Mayari Mines on 52,000 acres near Nipe Bay in Oriente Province, Cuba; Mayari ore has high levels of chromium that must be removed by oxidation in the Bessemer converter, but it can also be used for alloy steels. (BethSteel)
- 1906 First artificial harbor opens at Indiana Harbor, Ind. (Warren)
- 1906 J. Pierpont Morgan's private library, now the Pierpont Morgan Library, opens on East 36th Street in New York; it includes a study and conference room for Morgan, who is now spending more time away from the offices of J.P. Morgan & Co. at 23 Wall Street; the entrance has decorations by Adolph Weinman, whose sculptures will adorn Penn Station; the Library has no official opening date, as Morgan merely invites close friends and associates to view the collection individually or in small groups, and it is not opened to the general public. (Strouse, Satterlee)
- 1906 Attorney General William H. Moody begins a prosecution of the meatpackers under the Sherman Act. (CHTaylor - verify NYT?)
- 1906 Congressional joint resolution authorizes the ICC to investigate block signals and automatic train control (ATC). (Aldrich)