

PRR CHRONOLOGY
1907

March 2005 Edition

- Jan. 1, 1907** Eagle Creek Connection of PCC&StL opens between "SF" Tower, Indianapolis and Maywood Jct. (3.04 miles); old main line of Indianapolis & Vincennes between Maywood Jct. and Indianapolis converted to side track; old connection at Indianapolis broken for track elevation.
- Jan. 1, 1907** Private funeral held for A.J. Cassatt at his town house on West Rittenhouse Square; old-fashioned funeral procession follows for interment in the churchyard of the Episcopal Church of the Redeemer at Bryn Mawr; PRR officials attend, but not as an official delegation; no funeral trains run, nor service stopped. (NYT)
- Jan. 1, 1907** PRR adopts new rules; discontinues carrying fuel for employees at less than regular rates.
- Jan. 1, 1907** PRR ends practice of placing daily schedules in newspapers.
- Jan. 1, 1907** A.H. Seth named Assistant to General Manager of BC&A and MD&V; W.U. Polk named Superintendent of Railway Division, replacing A.H. Benjamin, deceased. (MB)
- Jan. 1, 1907** CCC&StL Railway surrenders lease of portion of Belt Line & Stock Yards Company of Indianapolis between its Peoria and Chicago Divisions. (Church)
- Jan. 2, 1907** James McCrea elected PRR President at salary of \$50,000 per year; only President to have spent a substantial part of his career on Lines West; McCrea retains Cassatt's office staff, including Assistants William A. Patton, E.T. Postelthwaite and O.J. De Rouse; McCrea receives congratulations of General Office force and Robert Kelso Cassatt in President's office from 11:00 to noon; where Cassatt was shy and taciturn, McCrea is jocular and verbose. (MB, NYT, RRG)
- Jan. 4, 1907** Headings of 33rd Street Tunnel meet under 3rd Avenue, completing excavation from 5th Avenue to East River. (NYT)
- Jan. 4, 1907** Robert H. Sayre (-1907) former Pres. of South Pennsylvania Railroad and VP of Lehigh Valley Railroad, dies at South Bethlehem. (RRG)
- Jan. 7, 1907** Will of A.J. Cassatt probated at Norristown; bulk of \$5 million estate is left in trust for wife and children. (NYT)

- Jan. 7, 1907** First U.S. controlled block signal system installed between Huntley and Cameron on Philadelphia & Erie; invented by C.C. Anthony, Supervisor of Signals at Altoona.
- Jan. 7, 1907** *Florida Limited* inaugurated as winter-only train between Chicago and St. Augustine via Big Four-? route. (Sanders - verify)
- Jan. 9, 1907** James McCrea elected Pres. of Lines West; Joseph Wood promoted to First V.P., Lines West and Pres. of Vandalia and Grand Rapids & Indiana Railway, replacing McCrea; James J. Turner to Second V.P.; Edward B. Taylor to Third V.P.; D.T. McCabe to Fourth V.P.; William Hodgdon to Freight Traffic Manager of Lines West, replacing McCabe. (J Wood bio has 1/12!)
- Jan. 9, 1907** PRR names Henry Clay Frick to Road Committee. (NYT notes Frick resigned from Rdg Boards to serve on PRR)
- Jan. 9, 1907** Steel single-deck ferry *Hammonton* placed in service between Philadelphia and Camden. (AR)
- Jan. 10, 1907** PRR announces its intention to ask next stockholders' meeting for new issue of \$100 million in stock and \$100 million in bonds. (NYT)
- Jan. 11, 1907** Sharp break in PRR stock in response to announcement of new capital increase; drops on opening 3.5 in London and 4 in New York; closes day down 3-1/8 at 136-1/8. (NYT)
- Jan. 1907** Decline begins on Wall Street.
- Jan. 1907** New York City Improvement Commission recommends uniform finger piers along Hudson River. (Vexler)
- Jan. 15, 1907** Pennsylvania, New Jersey & New York Railroad contracts grading of Meadows Division east of the Boonton Branch of the DL&W to H.S. Kerbaugh, Inc. (ASCE, Couper)
- Jan. 15, 1907** Douglas Robinson advises not to make mid-block passage between 33rd & 34th Street a public street, as PRR would then lose control of it. (SR)
- Jan. 15, 1907** Pa. Governor Edwin S. Stuart in inaugural address calls for a variety of Progressive reforms, including maximum 2-cents per mile passenger fare, giving electric railways the power of eminent domain and carrying freight, creation of a state railroad commission, forbidding common carriers to engage in other businesses, and a state investigation of violations of state constitution by railroads and coal companies. (RRG)

- Jan. 1907** PRR employs a total of about 15,000 at Altoona. (RRG)
- Jan. 17, 1907** Western Maryland Railroad, controlled by George J. Gould, buys stock control of Georges Creek & Cumberland Railroad, which had heretofore delivered coal from Georges Creek Basin to PRR at State Line, from American Coal Company; cost, \$1.8 million. (RRG, RRH)
- Jan. 18, 1907** First test train runs over Wilmington track elevation. (WEJ)
- Jan. 1907** Henry M. Hamilton (-1907), former promoter of Philadelphia "New Line", dies at Hamilton, N.J. (NYT)
- Jan. 20, 1907** PRR establishes Sunday-only Chicago-Valparaiso local Nos. 186-187, scheduled for city dwellers going to country and returning in evening. (tt)
- Jan. 22, 1907** Northern Central Railway coal pier in Baltimore destroyed by fire. (RRG)
- Jan. 22, 1907** Absolute block system placed in service between "EL" Eldorado and "GQ" Petersburg.
- Jan. 23, 1907** PRR elects Charles J. Ingersoll a director replacing James McCrea. (NYT)
- Jan. 24, 1907** PRR raises age limit for employment from 35 to 40 years; unable to fill all offices on Lines West under old limit. (NYT)
- Jan. 25, 1907** Pennsylvania, New York & Long Island Railroad deeds air rights for portion of block west of 8th Avenue to Post Office Dept. for what eventually becomes the Farley Post Office Building for \$1.66 million. (MB, CorpHist)
- Jan. 25, 1907** ICC issues its "Report on Discriminations and Monopolies in Coal and Oil" citing railroad discrimination against small operators linked to direct or indirect ownership of coal mines; railroads also avoid competition through collusion on rates and through the interlocking ownership achieved under the "Community of Interest"; also condemns ownership of hopper cars by coal companies and direct or indirect ownership of coal companies by railroads. (RRG, Lambie)
- Jan. 28, 1907** Southbound tracks open for revenue service on Wilmington track elevation, including new station by Furness & Evans. (WEJ)
- Jan. 28, 1907** NYC&HR begins electric suburban service between Grand Central and Wakefield on the Harlem Division with MU cars; electrification placed in

service between Mott Haven Jct. and Wakefield; some trains continue to White Plains behind steam. (NYT, RRG)

- Jan. 1907** Rockwood station renamed Rockmere on Chautauqua Division.
- Jan. 31, 1907** United Engineering & Contracting Company applies to Board of Rapid Transit Commissioners for permission to build 33rd Street Tunnel from 5th to 7th Avenue and 32nd Street Tunnel from Madison Avenue to 7th Avenue by cut-and-cover method because of quicksand, necessitating closing streets. (NYT)
- Feb. 1, 1907** PRR increases wages of station agents on Lines East by 12-13.7%. (RRG)
- Feb. 2, 1907** James A. McCrea suggests to his father Pres. McCrea that PRR build a working model of Penn Station track layout with electric trains at a scale of 1" = 5' to study and plan train movements; no indication this idea was ever followed. (JMcC 32/24)
- Feb. 2, 1907** Charles M. Sheaffer, R.N. Duborow and A.E. Buchanan return from two-month tour of European railroads. (WEJ - see ATO)
- Feb. 4, 1907** General Manager W.W. Atterbury refuses wage increases to BRT and BLFE; papers say has summoned entire detective force to Philadelphia; trainmen want wages closer to those of conductors and engineers. (WEJ, NYT)
- Feb. 4, 1907** PRR completes first all-steel 70-foot RPO car at Altoona. (Mutual)
- Feb. 4, 1907** PRR announces gross earnings for 1906; \$14.3 million, largest in history.
- Feb. 4, 1907** Two-day heavy snowfall hits New York area; NYC&HR's under-running third rail functions well. (RRG)
- Feb. 5, 1907** BRT and BLFE react to W.W. Atterbury's refusal of wage increase; note public opinion will be against them if they strike at time of freight congestion; grievance committee holds another meeting with Atterbury. (NYT)
- Feb. 6, 1907** Eastbound *Congressional Limited* is passing at speed between West Philadelphia and North Philadelphia, when fireman Harry Michner discovers engineer Joseph Toms dead at throttle, his head having been crushed by striking some lineside object. (NYT)
- Feb. 10, 1907** PRR Board authorizes replacing Pier D at Jersey City with new pier containing enlarged immigrants' waiting room and express facilities. (NYT- verify in MB)

- Feb. 10, 1907** PRR resumes operating Tipton Railroad as agent from C.O. Templeton. (Val, C&C)
- Feb. 11, 1907** Property owners on 32nd & 33rd Streets meet to oppose PRR plans to build part of crosstown tunnels by cut-and-cover method; vaults of Waldorf-Astoria Hotel on 5th Avenue reported settling because of PRR tunneling; attempts to use shield method west of 5th Avenue had been frustrated by quicksand and a buried stream. (NYT, Diehl)
- Feb. 12, 1907** Alfred Walter (1851-1907), Pres. of Seaboard Air Line, ex-Pres. of LV and former PRR division superintendent, dies at New York. (RRG)
- Feb. 13, 1907** Final report of Special Committee on Ownership of Coal Stocks to Board; after exhaustive investigation finds only 14 officers who have received coal stocks as gifts; finds no favoritism in allocation of coal cars, in construction contracts, or in coal purchasing. (MB, NYT)
- Feb. 13, 1907** PRR Board authorizes installation of block signals between Emporium and Olean and between Olean and Oil City.
- Feb. 13, 1907** NYC&HR begins revenue electric locomotive passenger service out of Grand Central Terminal. (Wilgus - or NEW HAVEN loco?, earlier NYC were MU trains)
- Feb. 14, 1907** Board of Rapid Transit Railroad Commissioners for the City of New York grants revised franchise to New York Connecting Railroad with no provision for local passenger service and permitting use of steam power; VP Samuel Rea says electric power not yet practicable for freight. (NYT, MB)
- Feb. 15, 1907** New York City Board of Estimate & Apportionment approves changes in city map vacating streets for Sunnyside Yard; Board of Rapid Transit Railroad Commissioners for the City of New York approve construction of tunnels west of 6th Avenue by cut and cover method. (CorpHist)
- Feb. 1907** Gallaher Branch of Cherry Tree & Dixonville Railroad opens (0.64 miles). (Val)
- Feb. 16, 1907** Brewster Express of NYC&HR, hauled by two S-1 electric locomotives, derailed at speed on curve at 205th Street, Bronx; 21 killed, 150 injured; caused by extreme lateral force of electric motors shearing spikes and causing rail to spread; William J. Wilgus later forced to resign as scapegoat; locomotives are rebuilt to 2-D-2 and subject to 45 MPH speed limit, 35 MPH on curves. (RRG, RRH, NYT)

- Feb. 17, 1907** NYC&HR extends electric service to Mount Vernon, a half mile north of Wakefield; no trains south of Wakefield on Harlem Division now operated by steam. (RRG)
- Feb. 19, 1907** PRR formally announces an issue of \$60 million 5%, three-year notes to Kuhn, Loeb & Co. and 99.5. (NYT)
- Feb. 19, 1907** PRR rejects ORC and BRT demand for shorter hours and a wage increase. (WEJ)
- Feb. 20, 1907** New York Connecting Railroad approves agreements for removal of buildings along right of way in Queens. (MB)
- Feb. 1907** Work begins on Sunnyside coach yard in Queens, New York City.
- Feb. 22, 1907** Westbound *Pennsylvania Special* No. 29 derailed at 60 MPH near Mineral Point east of Johnstown just before midnight; three of four cars roll 125 feet down embankment to river; over 50 injured, including Rep. Beeman G. Dawes of Ohio; PRR originally blames on brake hanger on tender; later blamed on "Carnegie steel ties" being brittle from cold. (Snyder, NYT)
- Feb. 26, 1907** General Manager W.W. Atterbury orders all 3,000 steel ties replaced with wooden ones in wake of *Pennsylvania Special* wreck; United States Steel Corporation conducts own investigation and says steel ties not responsible. (NYT)
- Feb. 26, 1907** VP John B. Thayer testifies in Harrisburg against pending 2-cent per mile fare bill; says average cost is 1.749 cents; if bill passes, PRR will have to increase commuter rates or support passenger service through freight earnings. (NYT)
- Feb. 28, 1907** J.W. Ellsworth, Canadian Pacific Railway and Pennsylvania Company sign 10-year contract for operation of Pennsylvania-Ontario Transportation Company ferry; railroads to provide 200 hopper cars to run between mines of J.W. Ellsworth & Co. and Canada. (Church)
- Feb. 28, 1907** NYC&HR inaugurates electric service between Wakefield and Mount Vernon on Harlem Division. (Condit - see 2/17)
- Early 1907** Four-track system opens between Vandyke and Port Royal on Middle Division.
- Mar. 1, 1907** BRT announces strike against PRR; includes yardmen at Harrisburg and Enola. (WEJ)

- Mar. 3, 1907** Contractor's dynamite magazine at Homestead, near Bergen Hill Portal explodes at 12:12 AM; 30 believed killed; final report say only one man slightly hurt; shock wave rocks Manhattan. (NYT, ASCE)
- Mar. 3, 1907** PRR begins fencing shops and freight stations in preparation for strike. (WEJ)
- Mar. 4, 1907** Market Street Elevated Passenger Railway Company opens Market Street elevated and subway between 15th & 69th Streets, running on elevated west of 23rd Street. (SEPTA)
- Mar. 4, 1907** New scales placed in service at westbound yard at Hollidaysburg. (Snyder)
- Mar. 4, 1907** Second track opens between Summit and Bradford on Indianapolis (later Columbus) Division.
- Mar. 4, 1907** Congress passes hours of service law for certain employees engaged in interstate commerce; sets maximum of 16 hours consecutive work. (verify)
- Mar. 6, 1907** Threatened strike of trainmen on Lines East settled by compromise after three-hour meeting between BRT and W.W. Atterbury; PRR agrees to extend Pittsburgh rate of 35 cents an hour to area within 45 miles from city; BRT had demanded rate be applied to all Lines East; BRT accepts PRR proposal to raise rate to 33 cents in other areas. (Snyder, NYT)
- Mar. 8, 1907** PRR raises wages of brakemen by 19 cents per day. (WEJ)
- Mar. 8, 1907** New York City Board of Estimate & Apportionment approves final form of New York Connecting Railroad franchise. (MB)
- Mar. 8, 1907** Virginian Railway formed; controlled and financed entirely by Henry H. Rogers of Standard Oil to build a new outlet from the W.Va. coal fields to Norfolk in competition with the N&W and C&O. (Lambie)
- Mar. 9, 1907** *Quaker City Express* No. 46 derails at Cresson; no injuries. (NYT)
- Mar. 10, 1907** First all-steel RPO car No. 6546 makes first trip in Jersey City-Washington service.
- Mar. 1907** PRR orders that at least one cat be kept in every station to suppress rodents. (CCHS)
- Mar. 11, 1907** J. Pierpont Morgan travels to Washington in his private car for hurried meeting with Pres. Roosevelt; says administration's action are threatening investor confidence in railroads; when Morgan is unable to answer some

technical questions, suggests a meeting between Roosevelt and James McCrea, W.H. Newman of the NYC&HR, Charles S. Mellen of the New Haven, and Marvin Hughitt of the C&NW; Morgan then departs for Europe. (NYT)

- Mar. 11, 1907** Boiler explodes on locomotive of southbound freight at Metuchen, N.J., at 1:00 AM; three crewmen killed. (NYT)
- Mar. 12, 1907** PRR stockholders' annual meeting approves issuing \$100 million in new bonds and increasing stock from \$400 million to \$500 million. (MB)
- Mar. 13, 1907** PRR Board appropriates additional \$25 million for Penn Station; \$200,000 for Darby Creek Low Grade Line. (MB)
- Mar. 13, 1907** Sharp drop in stock market. (EAH, more info)
- Mar. 13, 1907** "J" Interlocking placed in service at Lemoyne, Pa. (new machine). (CE)
- Mar. 14, 1907** Pres. McCrea, Newman, Mellen and Hughitt meet in New York to discuss situation concerning meeting with Pres. Roosevelt; are dismayed that Morgan put their names forward without their consent; Pres. A.B. Stickney of the Chicago Great Western visits Pres. Roosevelt and urges ICC assume all regulation so that railroads might escape more radical and inconsistent regulation by the states. (NYT)
- Mar. 14, 1907** Mayor __ approves franchise of New York Connecting Railroad; last hurdle for approval. (MB)
- Mar. 14, 1907** Pres. Roosevelt appoints Inland Waterways Commission. (EAH)
- Mar. 15, 1907** In evening, the four railroad presidents issue an official statement that they will not go to Washington as they have no mandate to speak for the entire railroad industry; were split 2-2 on whether it was better to go or not, with Mellen and Hughitt generally friendly to Roosevelt. (NYT)
- Mar. 15, 1907** PRR sells \$60 million in 3-year, 5% collateral notes to Kuhn, Loeb & Co.
- Mar. 1907** WJ&S withdraws large number of Atlantic City trains, both steam and electric. (may be late Feb.). (RRG)
- Mar. 1907** PRR has four electric baggage trucks in service at Broad Street Station; also one at Jersey City as large as a horse-drawn wagon. (RRG)
- Mar. 1907** PRR now has 50 rest houses on Lines East; largest is at Filbert Street with 80 beds and a library. (RRG)

- Mar. 1907** Pennsylvania Company acquires all stock and bonds of Chicago, Indiana & Eastern Railway from Clarence Knight under agreement of Apr. 13, 1905. (Church)
- Mar. 16, 1907** Northbound tracks on Wilmington, Del., track elevation open. (WEJ)
- Mar. 16, 1907** New Haven Pres. Charles S. Mellen telegraphs Pres. Roosevelt asking for a personal meeting on Mar. 19; other railroad presidents also meet with Roosevelt on their own initiative. (NYT)
- Mar. 18, 1907** First all steel 12-1 section Pullman sleeper *Jamestown* placed on display in Broad Street Station for inspection by PRR officials; returns to New York next day; to be exhibited at Jamestown Ter-Centennial, for which it is named. (WEJ)
- Mar. 19, 1907** Gustav Lindenthal informs Samuel Rea that he is preparing plan for moving North River Bridge to 57th Street. (SR)
- Mar. 21, 1907** New record day for freight traffic on Pittsburgh Division; 127 trains with 3,578 cars eastbound and 92 trains with 3,711 cars westbound. (RRG)
- Mar. 22, 1907** *Chicago Limited* No. 23 derailed near Stewart station 17 miles east of Pittsburgh at 4:00 AM; 10 people, including Tom Loftin Johnson, Mayor of Cleveland, injured; caused by wreckers removing fish plates and bolts; PRR adds hundreds of men to patrol entire Pittsburgh Division. (NYT)
- Mar. 23, 1907** Gen. Joseph F. Boyd (-1907), Purchasing Agent and ex-Superintendent of Cumberland Valley Railroad, dies at 74. (RRG)
- Mar. 24, 1907** PRR denies rumors floated in Philadelphia that it will curtail spending on improvements by \$25 million. (NYT)
- Mar. 27, 1907** PRR Board adopts plan for Shire Oaks Yard and 16th Street Yard on Allegheny Valley; approves agreement with Anne Thomson, Frank Graham Thomson and Clarke Thomson creating a trust fund of \$120,000 to create Frank Thomson Scholarships to support technical education for children of living or deceased employees of the PRR System; are to be eight scholarships of four years each, two to be awarded each year. (MB)
- Mar. 27, 1907** Wreckers derail the eastbound *Keystone Express* at Wilmerding, Pa.; slow speed saves train from rolling down bank into Turtle Creek; rails also loosened on an adjacent track so westbound *Chicago Limited* would immediately topple onto first train, but it was late. (NYT)
- Mar. 28, 1907** J.B. Fisher appointed Superintendent of Telegraph of Lines East. (Snyder)

- Mar. 29, 1907** *New York Times* reports that Pres. Roosevelt is waffling on railroad policy after continued badgering by railroad presidents; is halfway prepared to give up asking for a law for federal valuation of railroads, which is the principal focus of railroad opposition, but he has only supported such a law in private, so that a public statement would look like surrender to the railroad interest; Secretaries Root and Cortelyou are firm is urging Roosevelt not to make a statement on his railroad policy on grounds that any suggestion that the economy is shaky could precipitate a panic. (NYT)
- Mar. 30, 1907** Pennsylvania, New York & Long Island Railroad contracts with United Engineering & Contracting Company for tunnel under 32nd Street. (MB)
- Apr. 1, 1907** Philadelphia & Erie Railroad merged into PRR.
- Apr. 1, 1907** Grand Divisional reorganization: Pennsylvania Railroad Grand Division divided into Eastern and Western Pennsylvania Grand Divisions; Philadelphia & Erie Grand Division renamed Erie Grand Division; United Railroad of New Jersey Grand Division renamed New Jersey Grand Division; George W. Creighton from General Superintendent of PRR Grand Division to Eastern Pennsylvania Grand Division; Simon Cameron Long from Superintendent of Pittsburgh Division to General Superintendent of Western Pennsylvania Grand Division.
- Apr. 1, 1907** Divisional reorganization: Middle Division (P&E) abolished and merged into Western Division (P&E) [see above]; headquarters of Western Division (P&E) moved from Erie to Renovo; Conemaugh Division created from former Western Pennsylvania Division and portion of Allegheny Division south of Kiski Jct. (was this in 1907 or later?? - later); Lewistown Division merged with Sunbury Division to form Sunbury & Lewistown Division (also given common officers with Shamokin Division); posts of General Agents at Pittsburgh and Erie abolished; R.T. Morrow to Superintendent of Pittsburgh Division, replacing S.C. Long.
- Apr. 1, 1907** James T. Wallis (1868-1930) named Superintendent of Motive Power for Erie Grand Division and Northern Central Railway. (AR)
- Apr. 1, 1907** John B. Fisher named Superintendent of Telegraph, replacing D.C. Stewart, promoted.
- Apr. 1, 1907** PRR increases age for first employment from 35 to 45 under revised pension regulations. (MB)
- Apr. 1, 1907** Headhouse of LIRR underground terminal at Flatbush Avenue, Brooklyn, opens.

- Apr. 1, 1907** ATO report on use of railcars in Europe made public. (WEJ)
- Apr. 3, 1907** Pres. McCrea writes to Gov. E.S. Stuart protesting pending Dunsmore 2-cent maximum fare law; notes Lines East already fails to earn 6% return on its passenger business. (NYT)
- Apr. 4, 1907** Wreckers fail to derail eastbound silk train with ties lashed across track at Tyrone; train had been alerted and was running slow. (NYT)
- Apr. 5, 1907** Pa. Gov. Stuart signs the Dunsmore Law setting maximum railroad fares at 2 cents per mile effective Sep. 30; cut from 3 cents; Pres. McCrea had written statement to Gov. Stuart protesting that such rates are unjust because the railroads cannot earn a fair rate of return. (NYT, RRG)
- Apr. 6, 1907** Fast Cleveland-Pittsburgh express No. 322 derailed by wreckers at Hudson, Ohio, at 8:00 PM; firemen seriously injured; PRR offers \$5,000 reward; greater vigilance on Pittsburgh Division caused wreckers to move further west. (NYT)
- Apr. 7, 1907** Dozens of railroad and Pinkerton detectives arrive in Hudson; rewards for wreckers on Lines East now total \$10,500; wreckers attempt to derail Buffalo-Pittsburgh express No. 62 at East Brady, Pa.; three men arrested. (NYT)
- Apr. 8, 1907** Pres. McCrea holds meeting of Division Superintendents to cope with spate of train-wrecking; another attempt at wrecking made at Alliance, Ohio, making seven attempts in 15 days. (NYT)
- Apr. 8, 1907** PRR issues order that trainmen are not to assist women passengers wearing white up and down coach steps unless requested after complaints of soiling clothes. (WEJ)
- Apr. 9, 1907** Realignment of main tracks opens between south end of Long Bridge and Four Mile Run in Arlington, Va. (WS AR)
- Apr. 9, 1907** PRR orders guards doubled on Pittsburgh Division; about six more suspects arrested. (NYT)
- Apr. 10, 1907** PRR Board approves increasing stock of New York Connecting Railroad from \$100,000 to \$1 million. (MB)
- Apr. 10, 1907** Elimra & Williamsport Railroad grants trackage rights to Susquehanna & New York Railroad between Newberry Jct. and Marsh Hill Jct., Pa. (Val)
- Apr. 10, 1907** Indiana passes new railroad laws, including full crew law, mandatory

block systems by July 1, 1909, 2-cent fares, and \$1,000 liquor license for dining cars. (RRG)

- Apr. 11, 1907** PRR lets contract for signal work on Penn Station line to Union Switch & Signal Company. (NYT)
- Apr. 15, 1907** PRR makes increases rates on lake grain shipments eastbound from Buffalo. (NYT)
- Apr. 15, 1907** William Couper appointed Acting Secretary to Penn Station Board of Engineers, replacing Robert H. Groff, resigned; serves until dissolution of Board in 1909 and authors PRR's commemorative book. (ASCE, Couper)
- Apr. 1907** New Jersey creates Railroad Commission. (RRG)
- Apr. 16, 1907** New York Connecting Railroad Board votes to increase stock from \$100,000 to \$3 million, not \$5 million as approved in 1898. (MB)
- Apr. 16, 1907** Dayton, Lebanon & Cincinnati Railroad sold at foreclosure at Lebanon to Edwin G. Tillitson, trustee for bondholders; ends control by Appleyard interests. (Church, RRG)
- Apr. 17, 1907** Atlantic City & Shore Railroad opens electric service between Somers Point and 8th Street, Ocean City. (or 7/4/07?? - Gladulich); West Jersey & Seashore steam launch service between Somers Point and Ocean City discontinued (effective with summer sched?? - i.e. last run would have been 9/1906)
- Apr. 17, 1907** Traverse City, Leelanau & Manistique Railroad sold at foreclosure to Union Trust Company of Detroit. (, RRG)
- Apr. 18, 1907** New Haven begins operating electric test trains on three round trips daily between Grand Central and New Rochelle for testing equipment and training crews.
- Apr. 1907** Experimental Class K28 4-6-2 passenger locomotive introduced on Lines West; designed by Lines West General Superintendent of Motive Power David F. Crawford; built by Alco; heaviest passenger locomotive built for any railroad up to this time at 269,200 lbs. without tender; 31,000-lb. tractive effort; radial-stay boiler. (, RRG)
- Apr. 1907** LIRR opens 3rd and 4th tracks between Woodside and Jamaica.
- Apr. 22, 1907** Pa. Gov. Stuart signs law permitting street railways to carry freight; next day Philadelphia & West Chester Traction Company begins carrying milk to 69th Street. (RRG)

- Apr. 24, 1907** PRR Board rescinds appropriations totaling \$6.7 million and defers an additional \$2.95 million in road & equipment spending; cuts Darby Creek Low Grade Line to \$20,000, stopping construction. (recheck this last) (MB)
- Apr. 26, 1907** New York Connecting Railroad approves reports of Construction Committee including final plans for Hell Gate Bridge; estimate of total cost \$16.5 million. (MB)
- Apr. 26, 1907** Jamestown Ter-Centennial Exposition opens at Norfolk, Va.
- Apr. 27, 1907** Virginia passes 2-cent fare law, effective July 1. (RRG)
- Apr. 1907** Hite station renamed Glassmere on Conemaugh Division.
- Apr. 29, 1907** New England Navigation Company, a subsidiary of the New Haven, contracts to purchase the largest single block of the Boston & Maine from the American Express Company by exchanging New Haven shares; bypasses Massachusetts regulations against control by competing railroad. (Splawn)
- Apr. 29, 1907** Washington Southern Railway opens new alignment over Neabsco Creek. (AR)
- Spring 1907** LIRR opens second demonstration farm, "Prosperity," east of Medford. (Seyfried)
- May 1, 1907** Philadelphia & Erie Railroad merged into PRR under agreement of Feb. 1, 1907. (Val)
- May 1, 1907** PCC&StL begins operating Chicago, Indiana & Eastern Railway (Converse-Muncie) under agreement of May 10, 1907; added to Logansport Division. (Church,)
- May 1, 1907** PRR raises tidewater bituminous coal rates 5 cents a ton. (NYT)
- May 1, 1907** PRR pays 3.5% semiannual dividend. (WEJ)
- May 1, 1907** General Manager W.W. Atterbury meets with Division Superintendents at Broad Street Station on importance of reducing expenses. (WEJ)
- May 1, 1907** George H. Daniels resigns from NYC&HR in ill health. (RyAge)
- May 1, 1907?** PRR appoints E.A. Sterling, formerly with U.S. Bureau of Forestry, to new post of Forester; has about 1,000 acres planted in trees at Mount

- Union, Altoona and Hollidaysburg to grow tie timber. (RRG)**
- May 4, 1907 Chicago, Indiana & Eastern Railway leaves receivership without foreclosure. (Church)**
- May 6, 1907 Cresson & Indiana RPO established. (Kay)**
- May 6, 1907 Westbound receiving yard at Hollidaysburg begins dispatching empty trains. (Snyder)**
- May 8, 1907 PRR Board approves new alignment between Blairsville and Radebaugh and between Radebaugh and Stewart; writes off \$2.7 million debt of American Steamship Company to PRR. (MB)**
- May 8, 1907 Hollidaysburg Yard begins classifying loaded cars for the Pittsburgh Division. (Snyder)**
- May 10, 1907 PCC&StL Railway agrees to operate Chicago, Indiana & Eastern Railway (Converse-Muncie) retroactive to May 1. (Church)**
- May 10, 1907 PRR places order for a new standard steel rail with heavier crown and flange; refuses to accept further quick-order rails, assigns 10 new inspectors to monitor rail quality at steel works, and hires experts to superintend construction of new rolling mills at Edgar Thomson Works for experiment; are to discard 25% off top of ingots to improve quality. (NYT)**
- May 15, 1907 NYC&HR cancels O'Rourke Construction Company's excavation contract at Grand Central Terminal because of continuing delays and assumes work with own forces. (Schlichting)**
- May 1907 Knickerbocker Row station renamed Roebing on Amboy Division. (Guide)**
- May 1907 NYC&HR forces take over Grand Central Terminal yard excavations from contractors.**
- May 1907 New Haven buys about 40% of Boston & Maine through exchange of stock; Lawrence family of B&M retains Louis D. Brandeis to contest control.**
- May 1907 Three-year economic expansion ends and sharp downturn begins. (NBER)**
- cMay 18, 1907 Contracts let for Long Island City approaches to East River Tunnels; last part of tunnels to be let. (NYT - not give exact date)**

- May 19, 1907** Pres. McCrea returns from a one-month trip to Europe. (NYT)
- May 19, 1907** New York, Lake Erie & Western terminates trackage rights over PRR between Johnsonburg and Brockwayville, Pa., granted in 1882.
- May 21, 1907** Bradley Jct. & Heilwood RPO extended to Bradley Jct. & Dixonville RPO. (Kay)
- May 22, 1907** PRR sues in Philadelphia County Court of Common Pleas to block implementation of 2-cent fare law. (RRG)
- May 22, 1907** Philadelphia & Western Railroad opens electric third-rail line from 69th Street to Strafford; plan is to extend to Western Maryland at York and give Gould System access to Philadelphia. (RRG)
- May 25, 1907** Large dynamite explosion at northwest corner of Penn Station site sends shock wave into surrounding blocks and showers neighborhood with rock fragments; 12 injured. (NYT)
- May 26, 1907** *Pittsburgh Night Express* inaugurated between Philadelphia and Pittsburgh.
- May 27, 1907** First steel column of Penn Station put in place. (ASCE, Couper)
- May 27, 1907** Operating Committee recommends central vacuum cleaning system for Penn Station. (JMcC 32/24)
- May 28, 1907** Toledo Railway & Terminal Company sold at foreclosure at Toledo for \$2 million.
- May 28, 1907** Illinois passes 2-cent fare law. (RRG)
- May 31, 1907** *Railroad Gazette* publishes renderings of Hell Gate Bridge, including masonry clad piers by architects Palmer & Hornbostel. (RRG)
- May 31, 1907** Dayton, Lebanon & Cincinnati Railroad & Terminal Company incorporated as reorganization of Dayton, Lebanon & Cincinnati Railroad. (Church)
- May 31, 1907** Pennsylvania Gov. Stuart signs law creating Pennsylvania Railroad Commission to regulate railroads within the state; goes into effect Jan. 6, 1908. (Act)
- May 31, 1907** LIRR carries 128,652 holiday passengers, up 28% from 1906. (RRG)

- June 1, 1907** Washington Southern Railway assumes control of operations between the north end of Potomac Yard and the Long Bridge from the PB&W and B&O. (AR)
- June 1, 1907** Chauncey M. Depew and William H. Newman of NYC&HR and John B. Thayer of PRR leave C&O Board. (AR)
- June 2, 1907** PRR announces that expenses have increased by \$5.5 million in first four months of 1907 over 1906; greatest jump in history; net earnings decline by \$1.27 million; earnings of Lines West increase \$293,800; blame on wage increase of Dec. 1, 1906; wage increases were less widespread on Lines West. (NYT)
- June 2, 1907** PB&W, Northern Central and Lehigh Valley Railroads sue to block implementation of 2-cent fare law; PRR threatens to abolish all commutation, workmen's and trip tickets in Pennsylvania if law is upheld. (RRG)
- June 3, 1907** Subcommittee on Penn Station Signals & Interlockings reports; calls for color light signals with red, yellow and green aspects; four interlocking cabins: "A" at main throat west of station, "B" at the west end of the LIRR platforms, "C" at the west end of the 33rd Street Tunnel, and "D" at the west end of the 32nd Street Tunnel. (JMCC 32/24)
- June 1907** P70 adopted as standard all-steel coach; PRR orders 200, delivered in 1908.
- June 4, 1907** Work begins on Queens approach to East River tunnels between East Avenue & Thompson Avenue. (Couper)
- June 4, 1907** PRR announces it will sell no commutation tickets good beyond Sep. 30, when Pennsylvania 2-cent maximum fare law takes effect. (NYT)
- June 6, 1907** New York Governor Charles Evans Hughes signs Page-Merritt Bill replacing New York City Board of Rapid Transit Railroad Commissioners with Public Service Commission for the First District; a separate PSC regulates railroads outside of New York City; replaces public-private partnership with full governmental regulation and shifts control from city to state where Republicans have majority; also creates PSC for the Second District, covering the rest of the state. (RRG, Hood)
- June 7, 1907** William G. McAdoo refuses Jersey City demand for 1% of gross receipts in return for allowing Hudson & Manhattan Railroad to relocate pipes and sewers under Railroad Avenue; McAdoo threatens to build tunnel deep with no station at Grove Street. (SR)

- June 7, 1907** Dayton, Lebanon & Cincinnati Railroad & Terminal Company begins operating portion of Cincinnati, Lebanon & Northern Railway between Lebanon and Dodds. (verify C&C, Church)
- June 11, 1907** Northern Central Railway grants trackage rights to Newark & Marion Railway between Newark & Marion Jct. and Newark station. (Val)
- June 11, 1907** Committee of William J. Wilgus, Samuel Rea, and J.M. Graham of Erie report with recommendation for a new Buffalo Union Station east of Fillmore Avenue on site of East Buffalo Freight Yard. (RRG)
- June 11, 1907** New York Gov. Charles Evans Hughes vetoes 2-cent fare bill on grounds is arbitrary and has been drafted without any investigation. (RRG)
- June 12, 1907** PRR Board appoints committee of five to study organization and salaries.
- June 12, 1907** Government files suit against the anthracite railroads and their coal companies except PRR and New York, Ontario & Western Railway. (RRG)
- June 15, 1907** West Jersey & Seashore Railroad leases operation of Atlantic City-Longport trolley line to Atlantic City & Shore Railroad. (or 7/16?? - includes operation of Longport-Ocean City launches)
- June 1907** Milliken Bros., Inc., contractors for Penn Station structural steel, enters receivership. (ASCE)
- June 17, 1907** "JD" Interlocking placed in service at Conpitt Jct. (new machine)
- June 17, 1907** New book of signal rules in effect on Lines East (Snyder); PRR begins testing braking responses of engine crews by turning signals red in their faces; those who fail are suspended. (WEJ)
- June 19, 1907** Cambria & Clearfield Railway acquires Osceola Coal & Coke Company's interest in Trout Run Branch at Osceola Mills, giving it 100% control.
- June 1907** PRR appoints 10-man committee under Theodore N. Ely to develop new 100-lb. and 85-lb. rail sections. (RRG)
- June 1907** Mount Pleasant station renamed Summerson on Allegheny Division.
- June 1907** PRR completes two-year project of renumbering over 250,000 freight cars to eliminate duplicate numbers; Lines East numbered 10,001 to 500,000; Lines West 500,001 to 999,999. (WEJ has ca. 11/07)
- June 20, 1907** Penn Station Terminal Passenger Yard & Operating Committee decides

that the first and second floors of Penn Station are to contain company offices, not rental space and third and fourth floors are to be rented; later modified so that all floors of 7th Avenue front are rented, and the rest is for company use. (JMcC 32/24)

- June 20, 1907** Former Pittsburgh Division Superintendent Robert Pitcairn run down by a bicyclist while walking home. (NYT)
- June 21, 1907** Pennsylvania, New York & Long Island and LIRR signs agreement with New York City covering construction of Sunnyside Yard in Queens to service trains using Penn Station; covers 208 acres with 53 miles of track; requires closing 50 paper streets. (CorpHist)
- June 21, 1907** Monongahela Railroad opens Parshall Branch from Parshall Branch Jct. to Parshall Coke Works (Old Home Works). (Church, AR)
- June 26, 1907** Pennsylvania, New Jersey & New York Railroad and Pennsylvania, New York & Long Island Railroad merged to form Pennsylvania Tunnel & Terminal Railroad (PT&T) under agreement of June 5. (MB)
- June 26, 1907** PRR Board authorizes new station and track elevation at Swissvale, Pa. (MB)
- June 27, 1907** Pennsylvania Tunnel & Terminal Railroad Company (PT&T) organized; James McCrea, Pres.; Samuel Rea elected VP. (MB)
- June 27, 1907** Mayor McClellan of New York approves street closings for Sunnyside Yard. (MB)
- June 28, 1907** Jacob H. Schiff of Kuhn, Loeb & Co. meets with Pres. McCrea at Broad Street Station, rumor has it over possible sale of C&O, B&O or N&W shares to third parties. (NYT)
- June 28, 1907** New York & Long Beach Railroad (Lynnbrook-Long Beach) merged into LIRR under agreement of June 25, 1907. (Val, C&C)
- June 28, 1907** Samuel Rea rejects plan of carrying Hudson & Manhattan Railroad trains via South Street and over PRR's West Newark Branch to Clinton Avenue. (SR)
- June 28, 1907** West Jersey & Seashore Railroad grants trackage rights to Atlantic City & Shore Railroad over Atlantic City-Longport Branch and use of boat line between Longport and Ocean City, effective July 15. (Val)
- June 28, 1907** Massachusetts Legislature passes "Cole Bill" ordering New Haven to desist from voting its Boston & Maine shares until July 1, 1908 and to

refrain from buying any more B&M stock. (Splawn)

- June 1907** Avon station renamed Nova on Buffalo Division.
- June 30, 1907** RF&P begins contributing \$26,000 a year for two years to Washington Southern Railway as compensation for its high terminal costs. (Mordecai)
- Summer 1907** BC&A purchases steamer *Old Point Comfort* from NYP&N for potato business. (MB)
- July 1, 1907** PRR begins conforming to new ICC rules for classification of operating expenses, road & equipment expenditures, and classification of locomotive-miles, car-miles and ton-miles.
- July 1, 1907** NYC&HR service into Grand Central Terminal completely electrified except for some Mott Haven shop trains; New Haven service remains mostly under steam. (Wilgus, RRG - RRRH says NH began running electric locos over NYC 5/11/1907)
- July 1, 1907** New station and train shed open at Cape Charles, Va.
- July 1, 1907** Illinois law cutting maximum passenger fare from 3 to 2 cents per mile goes into effect.
- July 1, 1907** Three major railroads cut Chicago-Cincinnati fare to \$6.00 to meet 2-cent fare laws. (RRG)
- July 1, 1907** T.A. Joynes, Superintendent of Steamers for BC&A and MD&V, resigns, and his duties given to VP & General Manager Willard Thomson. (MB)
- July 1, 1907** MD&V grants wage increase to railroad workers.
- July 1, 1907** PRR begins operating Pine Run Railroad as agent. (check C&C)
- July 1, 1907** PRR begins operating _____ between Irvona and Irvona Coal & Coke Company's Mine No. 10 (2.39 miles).
- July 1, 1907** PRR reorganizes Police Dept.
- July 1, 1907** Toledo, Peoria & Western Railway signs agreement with Chicago & Alton Railroad for joint through passenger service between Chicago and Peoria via Chenoa. (Church)
- July 2, 1907** Rockfall in New York Tunnels kills two. (Diehl)
- July 2, 1907** Pine Run Railroad opens from Irvona to mines on P&NW Division.

- July 7, 1907** PRR informs steel mills that it will make no further experiments with steel ties. (NYT)
- July 7, 1907** Through Chicago-Peoria cars over Toledo, Peoria & Western Railway shifted from Wabash route via Forest to Chicago & Alton Rail__ via Chenoa. (Stringham)
- July 8, 1907** NYC&HR signs fourth agreement with New York City covering Grand Central Terminal.
- July 10, 1907** PT&T Board declares contract with Milliken Bros., Inc., for Penn Station steel work in default because of bankruptcy. (MB)
- July 11, 1907** PRR begins hearing of suit against constitutionality of Pennsylvania's Dunsmore 2-cent fare law in Court of Common Pleas in Philadelphia with testimony of VP John P. Green. (NYT)
- July 11, 1907** NYP&N places steamer *Maryland*, built by *Maryland Steel Company*, in service for Jamestown Exposition traffic. (MB)
- July 12, 1907** Pres. McCrea and VP John B. Thayer testify in suit brought by PRR on Philadelphia Court of Common Pleas to overturn Dunsmore 2-cent fare law; state PRR will lose more than \$3 million a year on Lines East gross passenger earnings; PRR will be forced to raise commuter rates (now 1.46 cents per mile) to compensate for cut in basic one-way fare from 2.406 cents to 2 cents; lower fares will not automatically stimulate more travel to raise overall earnings; PRR's introduction of interchangeable mileage books and reduced one-way fares in fall of 1906 increased ridership only slightly and produced decline of \$460,000 in earnings in first third of 1907. (NYT)
- July 12, 1907** Westinghouse tests an experimental 4,000 HP electric locomotive at its test track at (Swissvale?) (for PRR?) (NYT)
- July 15, 1907** PT&T contracts with Degnon Realty & Terminal Improvement Company for grading Sunnyside Yard; Michael J. Degnon is builder of Steinway Tunnel; Degnon Realty & Terminal Improvement Company is organized by Belmont, LIRR and PRR interests to use spoil from Sunnyside Yard to fill and develop 700 lots along Dutch Kills Creek. (MB, Seyfried)
- July 15, 1907** PRR terminates operation of Brookeville Railway.
- July 15, 1907** New Class K28 4-6-2 arrives at Pittsburgh from Altoona for trials on Lines West; 1.5 times tractive effort of 4-4-2; to be used to haul 10 to 12-car trains on heavy grades where 4-4-2's limited to 8 cars. (WEJ)

- July 1907** PRR issues new rules for handling explosive or flammable freight, including use of large "Caution" signs. (RRG)
- July 1907** PRR announces it will equip homes of engineers and firemen at Altoona with telephones at company expense and eliminate call-boys. (RRG)
- July 1907** William G. McAdoo gets injunction permitting Hudson & Manhattan Railroad to build under Jersey City without obstruction.
- July 1907** Branch of PB&W opens at Perryville, connecting with Columbia & Port Deposit Railway at Frenchtown, Md. (Val)
- July 17, 1907** PT&T Board relets contract for Penn Station steel work to American Bridge Company; adopts route from Harrison, N.J., to Bergen Hill tunnel portal. (MB)
- July 24, 1907** New Haven inaugurates 11,000-volt a.c. single-phase electrification for some five round trips between Woodlawn Jct. and New Rochelle, N.Y.; first such electrification of a heavy steam railroad in U.S. and prototype for later PRR electrification. (RRG, NYT)
- Aug. 1, 1907** PC&V opens between West Brownsville and point south of Denbo; Pennsylvania, Monongahela & Southern Railroad opens between point south of Denbo and Fredericktown. (Val, C&C has 12/3/07 as open PM&S, mistake; verify PV&C)
- Aug. 1, 1907** Alexander H. Rudd replaces George D. Fowle as Signal Engineer on Lines East; Fowle made Consulting Signal Engineer til death on Oct. 14, 1909.
- Aug. 1, 1907** Double track on new alignment opens across Neabsco Creek on Washington Southern Railway, completing double track between Washington and Quantico. (AR)
- Aug. 5, 1907** New Haven extends electrification from New Rochelle to Port Chester with ten round trips.
- Aug. 9, 1907** Federal grand jury in Jamestown, N.Y., hands down indictments against Standard Oil Company of New York, Vacuum Oil Company, PRR and NYC&HR for charging less than published rates on oil between Olean and points in Vermont. (NYT)
- Aug. 10, 1907** Westinghouse foreman electrocuted while making improvements to New Haven catenary at New Rochelle.
- Aug. 1907** PRR announces it will establish its own telegraph school at Bedford, Pa.,

to train 700 additional operators needed under new U.S. labor law which cuts hours from 12 to 9 effective Mar. 1, 1908. (WEJ)

- Aug. 1907 Elevation of four track Vandalia main line at Indianapolis completed. (RRAG)
- Aug. 1907 Anchor Line places 5,000-ton package freighter *Wissahickon* in service. (RRAG)
- Aug. 16, 1907 NYP&N sells passenger steamer *Old Point Comfort* to Baltimore, Chesapeake & Atlantic Railway; *Maryland* and *Pennsylvania* hold down ferry with *New York* as relief boat (Mason); BC&A buys light-draft steamer *Old Point Comfort* for potato trade. (AR)
- Aug. 21, 1907 LIRR ferry crews strike at 12:00 N; service cut to one boat to 34th Street. (WEJ)
- Aug. 25, 1907 NYC&HR restores right-hand running and completes electric signals between Grand Central Station and Croton Falls on Harlem Division. (RRG)
- Aug. 27, 1907 Clearing of Penn Station site completed. (Couper)
- Aug. 31, 1907 Fairmont & Southern Railroad incorporated to build from Belington, W.Va., to Pittsburgh. (Church)
- Sep. 2, 1907 Pennsylvania, Monongahela & Southern opens between Fredericktown and Millsboro on Monongahela Division.
- Sep. 2, 1907 Pennsylvania Company, Cleveland & Marietta Railway and Wheeling & Lake Erie Railroad sign agreement for joint station at Valley Jct., Ohio. (Church)
- Sep. 4, 1907 In a classic case of bad timing, VP John B. Thayer announces that PRR's business has never been better and will continue strong in future. (NYT)
- Sep. 4, 1907 Fairmont & Southern Railroad adopts location between Belington and Rivesville, W.Va., but no work done by this company. (Church)
- Sep. 6, 1907 PRR trackwalker Francesco Levita fatally injured by oncoming *Chicago Limited* at Ardara on Pittsburgh Division, just as he finishes replacing spikes and fish plates which he had discovered removed by train wreckers. (NYT)
- Sep. 8, 1907 NYC&HR begins using south slip of PRR station at Debrosses Street for its ferries from Weehawken.

- Sep. 9, 1907** **Chartiers Railway absorbs Meadow Lands & Zediker Railroad and Western Washington Railroad, owning mine branches in Washington County, under agreements of Sep. 4. (Church)**
- Sep. 11, 1907** ***New York Times* reports that PRR is designing new steel rail with heavier crown and flange because of increased weight and speed of locomotives; to reduce breakage will also require a new rolling process to remove impurities and discarding 25% of each ingot. (NYT)**
- Sep. 11, 1907** **Special committee on salaries recommends average 13% raises for officers in Transportation Dept., retroactive to July 1.**
- Sep. 11, 1907** **Philadelphia Court of Common Pleas rules that new Pennsylvania law setting maximum 2-cent per mile passenger fare is confiscatory and unconstitutional; accepts PRR figures of capital invested in its intrastate passenger business and its contention that "confiscation" occurs where company is unable to earn legal interest (6%), which an investor could make by placing funds elsewhere, whereas Granger states have ruled that confiscation occurs only when there is an actual loss; PRR formerly earned 5.1% on its passenger business, which would be cut to 1.94% under new law. (NYT, Lee)**
- Sep. 1907** **E.H. Harriman's Union Pacific pays off balance of Oregon Short Line notes given in payment to PRR for its B&O stock with cash raised by Union Pacific underwriting syndicate. (NYT)**
- Sep. 15, 1907** **Columbia & Port Deposit reopens after being closed to permit construction of McCalls Ferry (Holtwood) Dam; track raised for 13 miles. (, RRG)**
- Sep. 1907** **George D. Dixon promoted from Freight Traffic Manager to General Traffic Manager. (RRG)**
- Sep. 1907** **New interlocking machine placed in service at "A" Tower at Broad Street Station. (ICC rept says b. or reb. 3/15/09!)**
- Sep. 1907** **Four-track system opens between Beatty and South West Jct. on Pittsburgh Division, including new alignment between Beatty and George. (AR, RRG - late Sep. or Oct. 1?)**
- Sep. 16, 1907** **PRR establishes own school of telegraphy at Bedford, Pa., under J.F. Cessna; needs 700 more operators to comply with Federal Eight Hour Law in Mar. 1908. (RRG)**
- Sep. 16, 1907** **Genesee Valley Canal Railroad opens Scottville Branch between**

- Scottsville and Garbutt, N.Y., (2.9 mi.) off Rochester Branch. (Val)
- Sep. 1907** PRR places first train of four electrically-lighted coaches on Paoli Local; first electrically-lighted cars other than Pullman cars. (CCHS, WEJ)
- Sep. 23, 1907** PRR signs new contract with Western Union Telegraph Company covering all of Lines West, effective Oct. 1. (Church)
- Sep. 24, 1907** First streetcar makes test trip through north tube of Belmont Tunnel (New York & Long Island Rail___) from 3rd Avenue & 42nd Street to 4th Street in Long Island City; not used regularly and converted to rapid transit subway in 1915. (RRG, Hood)
- Sep. 25, 1907** PRR Board approves location of Newberry Yard near Williamsport. (MB)
- Sep. 30, 1907** PT&T contracts with Davies & Thomas Company of Catasauqua, Pa., for land on which to store cast iron tunnel linings. (MB)
- Sep. 30, 1907** Second train of electrically lighted cars placed on Paoli Local. (WEJ)
- Sep. 30, 1907** William J. Wilgus resigns from NYC&HR under pressure resulting from Woodlawn wreck. (RRG, Schlichting)
- Oct. 1, 1907** Pennsylvania's Dunsmore 2-cent maximum fare law takes effect; PRR cuts fare pending outcome of litigation. (NYT, RRG)
- Oct. 1, 1907** Virginia State Corporation Commission imposes 2 cents-per-mile maximum fare, down from 3 cents, on all but seven roads that have received injunctions against it; goes into effect on Washington Southern Railway and NYP&N. (RRG, Mordecai)
- Oct. 1, 1907** LIRR abandons ferry service between Long Island City and James Slip.
- Oct. 1, 1907** New Haven withdraws from American Railway Association *per diem* agreement to protest rise in charge from 25 to 50 cents a day, despite meditation of W.W. Atterbury and other ARA officials. (NYT - did this actually go into effect?)
- Oct. 1, 1907** Chicago & Alton Railroad obtains trackage rights for freight trains over PCC&StL between Brighton Park and junction with Chicago, Milwaukee & St. Paul at Western Avenue. (Church)
- Oct. 2, 1907** PT&T contracts with New York Contracting Company-Pennsylvania Terminal for two tunnels under 9th Avenue at 33rd Street (?); announces has arranged with Milliken Bros., Inc., to furnish steel for sections 1, 2, &

7 of Penn Station under old contract. (MB)

- Oct. 2, 1907** PRR announces that it has renewed contract with Western Union Telegraph Company on Lines West, which had expired on Oct. 1; has also transferred telegraph lines along GR&I and Sandusky Branch from Postal Telegraph Company to Western Union; all suits between PRR and Western Union to be settled. (NYT)
- Oct. 3, 1907** Future PRR VP David Emery Smucker (1907-1996) born at West Liberty, Ohio. (WWA)
- Oct. 5, 1907** Pres. McCrea denies rumors that PRR is about to arrange with Westinghouse to electrify lines from New York to 25 miles west of Philadelphia; says PRR has not even considered electrification. (NYT)
- Oct. 6, 1907** New Haven extends suburban electrification from Port Chester, N.Y., to Stamford, Conn. for local service with four round trips, scope of service gradually increased over next nine months.
- Oct. 7, 1907** PT&T leases land at Stony Creek Quarry, Branford, Conn., for storing cut granite for Penn Station. (MB)
- Oct. 9, 1907** PRR Board approves plan for new yard between Pavonia and Fish House (Pavonia Yard) on Amboy Division. (MB)
- Oct. 9, 1907** Delegates of BLF&E on Lines East and Lines West meet at Pittsburgh to plan push for 8-hour day and wage increase. (NYT)
- Oct. 1907** PRR's senior director Alexander M. Fox dies at age 83. (NYT)
- Oct. 14, 1907** As PRR's directors' tour leaves Pittsburgh for Lines West, Pres. McCrea announces that will postpone \$3 million worth of improvements on Lines West because of stringency in the money market. (NYT)
- Oct. 14, 1907** *New York Times* reports PRR is soliciting bids for next year's steel rails from other companies as well as United States Steel Corporation. (NYT)
- Oct. 1907** PRR has adopted yellow light instead of white for "caution" aspect of signals; first installed at Washington, D.C. (WEJ)
- Oct. 15, 1907** Pneumatic switching machine placed in service in westbound freight yard at Hollidaysburg.
- Oct. 15, 1907** Grindstone Branch opens from Grindstone to Royal Coke Works (2.59 miles) on Monongahela Division. (AR, Val)

- Oct. 16, 1907** Attempt by Augustus Heinze to corner stock of United Copper Company collapses causing runs on three associated banks controlled by Heinze, C.F. Morse and the Thomas brothers. (Wicker)
- Oct. 16, 1907** Collapse of a stock market corner in United Copper causes failure of Knickerbocker Trust Company and precipitates Panic of 1907; industrial growth since 1900 had outstripped growth in money supply; causes retrenchment and abandonment of some PRR/LIRR improvement projects, including Darby Creek low-grade line, Pennsylvania & Newark (?) (run and failure of Knickerbocker on Oct. 21!?!); (check all Panic dates - elsewhere corner collapse 10/16?)
- Oct. 1907** Third electric locomotive, Class DD-odd No. 10003, delivered by Westinghouse; 2-B wheel arrangement, 11,000 volts a.c.; first PRR a.c. electric locomotive. (Keyser says 4/1907)
- Oct. 17, 1907** Hollidaysburg Yard begins classifying empty cars from the Pittsburgh Division. (Snyder)
- Oct. 18, 1907** New York Clearing House votes to support banks involved in United Copper corner on determining all are solvent, ending first phase of Panic of 1907. (Wicker)
- Oct. 19, 1907** New eastbound hump yard opens at Pitcairn. (AR has early 1908)
- Oct. 1907** PRR Forester E.A. Sterling returns from inspection of wood-preserving plants on western railroads, noting tendency in favor of creosote over zinc chloride. (NYT)
- Oct. 20, 1907** J.P. Morgan holds meeting of leading bankers in the Morgan Library; they arrange to support those banks and trust companies that are solvent. (Wicker)
- Oct. 21, 1907** New York Clearing House refuses to vote support of trust companies that are not members; Morgan group also declines to support Knickerbocker Trust Company, although with hindsight it might have stopped Panic had it done so. (Wicker)
- Oct. 22, 1907** Runs begin against Knickerbocker Trust Company, the Trust Company of America and the National Bank of North America; in evening, Morgan group agrees to begin supporting Trust Company of America. (Wicker)
- Oct. 23, 1907** Knickerbocker Trust Company fails to open; focus of run switches to Trust Company of America after a disparaging remark against it by Morgan partner George W. Perkins (Wicker); Knickerbocker Trust was a PRR depository. (Wicker has Knickerbocker close 10/22)

- Oct. 23, 1907** Call money rates hit record of 125%. (Wyckoff)
- Oct. 23, 1907** PRR Board appoints committee of four to arrange for memorial to A.J. Cassatt in Penn Station. (MB)
- Oct. 24, 1907** At urging of Morgan group, Secretary of the Treasury agrees to deposit \$25 million to support New York banks and stem Panic. (Wicker)
- Oct. 24, 1907** PB&W and B&O grant Washington Southern, Southern Railway and C&O operating rights into Washington Union Station; PB&W receives trackage rights between New York Avenue and south portal of First Street Tunnel.
- Oct. 1907** Four-track system opens between Ryde and Vineyard on Middle Division.
- Oct. 1907** Four-track system opens between Sang Hollow and Bolivar on Pittsburgh Division.
- Oct. 1907** Dawson station renamed Dawson Run on Chautauqua Division; Elben station renamed Elrama on Monongahela Division; Claremont station renamed Warner and Montrose renamed Clenover on Conemaugh Division.
- Oct. 1907** Westinghouse Electric & Manufacturing Company enters receivership. (Wyckoff)
- Oct. 26, 1907** New York Clearing House finally votes to issue clearing house certificates and suspend cash payments. (Wicker)
- Oct. 26, 1907** Princeton University Pres. Woodrow Wilson speaks at a luncheon given by the Board of the United New Jersey ___ at the Princeton Inn; expresses satisfaction that Princeton is off the PRR Main Line and refers to the little return that the PRR gives Princeton in return for the traffic from its big football games; goes on to demand punishment of individual corporate officers in antitrust cases; an irritated Pres. McCrea replies with a humorous speech depicting the railroads as between two bonfires, the Sherman Act and the ICC. (NYT)
- Oct. 27, 1907** Union Station, Washington, opens for Baltimore & Ohio trains; covers 25 acres; headhouse is 625' x 210'; main concourse is 760' x 130' x 45' high, or about equal to those of Penn Station and Grand Central combined; billed as "World's largest room"; its great size is necessary only to accommodate crowds for presidential inaugurations every four years; main waiting room is 219' x 120' x 96' high; little-used separate entrance and suite of rooms for president and visiting dignitaries; 20 tracks on

upper level and 9 tracks on lower level leading to Capitol Hill Tunnel; statuary is not completed until 1912. (C&C,)

- Oct. 30, 1907** Superintendent of Insurance Hugh B. Ely (1838-1907) dies at Beverly, N.J., after 52 years of service. (MB, RRG)
- Oct. 30, 1907** Game warden discovers ties piled on track on Allegheny Valley line about 16 miles north of Pittsburgh; flags down Pittsburgh-Buffalo express, which stops four feet short of obstruction. (NYT)
- Nov. 1, 1907** PRR issues statement that because of general financial conditions it will not begin any new projects and slow down work on those already underway; will mean a projected six-month to one year delay in completing Penn Station, but greater delay on New York Connecting Railroad and Greenville-Bay Ridge freight line; work on tunnels will proceed. (NYT)
- Nov. 1, 1907** Pres. McCrea, officers and directors tour Penn Station project and LIRR; McCrea notes may slow down pace of work because of stringency in money market. (NYT)
- Nov. 1, 1907** PRR Police Dept. established.
- Nov. 1, 1907** Indiana Harbor Belt Railroad assumes Michigan Central Railroad's and Chicago Junction Railway's interest in operation of Calumet Western Railway.
- Nov. 1, 1907** Rumors that brokerage house of Moore & Schley is about to fail as had borrowed heavily using borrowed shares of Tennessee Coal & Iron Company as collateral. (Wicker)
- Nov. 2, 1907** PRR officials tour Sunnyside Yard and Penn Station area; pass through Hudson River tunnel (by car?) and board train for Philadelphia in Harrison. (NYT)
- Nov. 2, 1907** New Haven's *Mayflower Limited* makes last run for lack of patronage; leaves three five-hour limiteds between New York and Boston. (RRG)
- Nov. 4, 1907** Pres. Roosevelt permits United States Steel Corporation to acquire coal and iron properties of Tennessee Coal & Iron Company without antitrust action; demanded by J.P. Morgan as price of saving banking firm of Moore & Schley. (EAH,)
- Nov. 6, 1907** Bankers finally agree on plan to salvage Trust Company of America and Lincoln Trust Company, ending Panic. (Wicker)

- Nov. 7, 1907** Charles M. Jacobs, Alfred Noble and George Gibbs vote in favor of retaining screw piles to support Hudson and East River tunnel tubes on bedrock; Gen. Raymond believes they are not necessary. (MB)
- Nov. 11, 1907** Committee of ATO leaves Pittsburgh for Chicago on first leg of tour of western railroads; all are impressed by track and signals on PFW&C; find condition of buildings better than on Lines East. (ATO)
- Nov. 11, 1907** Pennsylvania Supreme Court begins hearing Philadelphia County's appeal of verdict in Court of Common Pleas blocking implementation of Dunsmore 2-cent fare law. (NYT)
- Nov. 12, 1907** Tests of PRR experimental electric locomotives and New Haven Class EP-1 electric locomotive to ascertain lateral stress on rails begin on a seven-mile tangent between Clayton and Franklinville, N.J., on WJ&S; test track is fitted with evenly spaced hard Brinnell balls which are driven into soft steel plates by lateral forces transmitted from locomotive to track; PRR No. 10003 considered most successful and becomes prototype for Class DD1 of 1909; No. 10001 and No. 10002, without pilot truck, have too much lateral impact; also test Class D16b and E2 steam locomotives for comparison. (, NYT, Condit)
- Nov. 12, 1907** PT&T contracts with Davies & Thomas Company of Catasauqua, Pa., for 1,800 tons of cast iron tunnel linings, originally contracted for with Wheeling Mold & Foundry Company. (MB)
- Nov. 12, 1907** ATO Committee tours Chicago Terminal Division. (ATO)
- Nov. 13, 1907** R.H. Newbern appointed Superintendent of Insurance, replacing Hugh B. Ely, deceased. (MB)
- Nov. 13, 1907** ATO Committee travels from Chicago to Omaha via the CB&Q. (ATO)
- Nov. 14, 1907** ATO Committee tours the Omaha area in a Union Pacific McKeen car, with which they are suitably impressed. (ATO)
- Nov. 15, 1907** ATO Committee travels from Omaha to St. Paul via the Chicago & North Western. (ATO)
- Nov. 1907** PRR orders that freight must be kept moving on Sundays to avoid congestion; previously most low-grade freight was idle on Sundays. (RRG)
- Nov. 1907** Monongahela Railroad discontinues all new work because of depression, including Republic Yard. (AR)

- Nov. 16, 1907** PRR cuts time of shopmen at Altoona to eight hours and forces reduced because of depression. (Snyder)
- Nov. 16, 1907** BLW-Westinghouse electric locomotive No. 10003 makes five test runs at Franklinville up to 80 MPH. (NYT)
- Nov. 17, 1907** Union Station, Washington, opens for PRR trains; jointly owned by PRR and B&O through Washington Terminal Company; old 6th Street Station closed; vandals steal star set in floor to mark where Pres. Garfield was shot; Magruder Branch opens between Landover, Md. and Florida Avenue, D.C., as passenger line to Union Station. (NYT, CE)
- Nov. 17, 1907** PB&W obtains trackage rights over Washington Terminal Company under agreement of Oct. 24, 1907; C&O, Washington Southern Railway and Southern Railway obtain trackage rights over PB&W between south portal of Virginia Avenue Tunnel and north end of Long Bridge, under agreements of Oct. 24. (Val)
- Nov. 17, 1907** "RV" Tower placed in service at Altoona.
- Nov. 17, 1907** ATO Committee travels from St. Paul to Chicago via the Milwaukee Road; also tours Tunnel Railroad of Chicago's narrow gauge freight subways. (ATO)
- Nov. 18, 1907** PT&T Board authorizes ordering 1,000 additional tons of cast iron tunnel linings from Davies & Thomas Company and decreasing order with J.B. & J.M. McCornell Company by that amount. (MB)
- Nov. 18, 1907** ATO Committee travels from Chicago to St. Louis via the Chicago & Alton Railroad. (ATO)
- Nov. 18, 1907** Real estate circles in Chicago report that PRR is planning to build a new Union Station and has purchased more than 1,200 parcels in last six weeks. (NYT)
- Nov. 20, 1907** ATO Committee travels from St. Louis to Indianapolis over the Vandalia Line; claims it is the best line seen on the trip. (ATO)
- Nov. 21, 1907** ATO Committee returns to Pittsburgh. (ATO)
- Nov. 21, 1907** Chartiers Railway merged into PCC&StL Railway under agreement of Nov. 20. (Church)
- Nov. 30, 1907** Army-Navy Game held at Franklin Field of University of Pennsylvania; PRR runs six 6-car specials on Maryland Division; 3 from Annapolis and 3 from Washington. (WEJ)

- Nov. 30, 1907** Jamestown Ter-Centennial Exposition closes.
- Dec. 1, 1907** *Chicago (& Florida Limited* inaugurated as winter-only train between Chicago and Jacksonville via Big Four-? route; replaces *Florida Limited* of 1907 season. (Sanders - verify)
- Dec. 3, 1907** Pennsylvania, Monongahela & Southern Railroad opens Ten Mile Run Branch between Millsboro and Bessemer Coke Works (Besco) on Monongahela Division (1.26 miles). (Val, AR)
- Dec. 4, 1907** Toledo Terminal Railroad incorporated in Ohio as reorganization of Toledo Railway & Terminal Company; under agreement of same date, stock is divided among Pere Marquette Railroad, Pennsylvania Company, B&O, Grand Trunk, Michigan Central, NYC, and Nickel Plate.
- Dec. 5, 1907** Steam locomotive hits 99 MPH in Franklinville Trials. (NYT)
- Dec. 7, 1907** Pittsburgh annexes City of Allegheny and becomes sixth largest American city. (HistPitts)
- Dec. 11, 1907** New Haven electric locomotive lately on display at Jamestown Exposition sets U.S. speed record for an electric locomotive of 92 MPH at Franklinville Trials. (NYT)
- Dec. 11, 1907** Stuyvesant Real Estate Company leases 232 acres in Buffalo to Western New York & Pennsylvania Railway for year-to-year from Jan. 1, 1907; tract is one on which PRR has built ore docks. (MB)
- Dec. 12, 1907** PRR issues statement noting that under Dunsmore law, net passenger earnings in Pennsylvania during Oct. 1907 have decreased by \$64,000, while lines outside of state show increase of 8%. (NYT)
- Dec. 12, 1907** S. Pearson & Son, Inc., finishes tunnels between East Avenue Shaft and Front Street in Long Island City. (SR)
- Dec. 15, 1907** NYC&HR extends running time of *Twentieth Century Limited* from 18:00 to 19:30 for winter because of threat from snowstorms. (RRG)
- Dec. 1907** PRR operates 41 passenger trains between New York and Philadelphia between 6:00 AM and 12:10 AM or average of one every 26 minutes. (RRG)
- Dec. 1907** First P70 steel coach built at Altoona.
- Dec. 1907** Four-track system opens between Newton Hamilton and Mount Union on

- Middle Division; track relocated around Mount Union. (AR, EBT)**
- Dec. 1907** **Walton station renamed Floreffe on Monongahela Division; Canoe Creek renamed Cloe on Pennsylvania & Northwestern Division; Beaverdale abandoned as freight station on South Fork Branch.**
- c. Dec, 1907** **New York PSC produces Triborough Plan for New York City subways to thwart IRT monopoly; calls for line up Broadway and Lexington Avenue with two branches into Bronx, a loop to Brooklyn over the Manhattan and Williamsburg Bridges and a subway under 4th Avenue in Brooklyn to Bay Ridge, but neglects west side and Penn Station. (Hood - verify)**
- Dec. 16, 1907** **PT&T leases land at Milford, Mass., from Ralph A. Stewart, receiver of Milford Pink Granite Quarries, for storing cut granite for Penn Station. (MB)**
- Dec. 17, 1907** **BC&A Board approves purchase of steamer *Neuse* from Norfolk Southern Railway. (MB)**
- Dec. 20, 1907** **New Haven places two 10-compartment sleeping cars in New York-Boston service. (RRG)**
- Dec. 23, 1907** **PT&T asks Samuel Rea to prepare estimates for tunnels with and without screw piles. (MB)**
- Dec. 23, 1907** **PB&W conveys old PRR station site on the Mall in Washington to federal government.**
- Dec. 25, 1907** **MD&V steamer *St. Marys* burns off Holland Point in the Patuxent River; 1 killed. (AR)**
- Dec. 26, 1907** **WNY&P acquires trackage rights over LV between Ridge Road and South Buffalo Ore Docks; grants trackage rights to LV between Ridge Road in West Seneca and LV connection north of Buffalo city line. (Val)**
- Dec. 27, 1907** **Pemberton local rear-ends Atlantic City express waiting to enter Camden Terminal in dense fog at 8:30 AM; local telescoped and boiler burst, flooding wreckage with steam; 4 killed, 21 injured. (NYT)**
- Dec. 28, 1907** **Hudson & Manhattan Railroad (?) sends first test train through Uptown Tunnel between Hoboken and Morton Street. (PA)**
- Dec. 28, 1907** **West Seneca Branch opens between Winchester and South Buffalo ore docks. (AR, Val)**
- 1907** **Between 1902 and 1907, freight tonnage on the four Grand Divisions of**

Lines East (excluding PB&W, NC, WJ&S and LIRR) increases from 134 million to 172 million (check); gross earnings increase from \$112 million to \$148 million; net earnings from \$25 million to \$35 million.

- 1907 Broad Street Station handles 21,318,589 passengers. (RRG)**
- 1907 Even before Panic, PRR has to meet expenses through issue of \$60 million 3-year, 5% Collateral Trust notes; interest rates now high because of increasing demand for capital, rising wages and material costs; PRR decides to halt new projects.**
- 1907 PRR stock bottoms at 51-3/4 after Panic.**
- 1907 General Office Baseball League established at Philadelphia, representing all 16 departments; replaces YMCA games. (presumably est. in spring)**
- 1907 PRR adopts new 85# and 100# standard rail sections. (see 1908)**
- 1907 PRR establishes first manual block system with continuous track circuits between Huntz (?) and Cameron, Pa.**
- 1907 Emigrant waiting room at Jersey City relocated from end of Pier D to bulkhead west of Pier D with overhead footbridge to train floor of station. (FerryDept)**
- 1907 Greenville storage and classification yards and float bridges completed.**
- 1907 Class H8 2-8-0 freight locomotive introduced.**
- 1907 West Jersey & Seashore Railroad opens Van Hook Street Cutoff in Camden connecting with ex-Camden & Atlantic main line and bypassing street running in 7th Street. (Val)**
- 1907 West Jersey & Seashore Railroad opens extension from Holly Beach to Wildwood Crest (1.12 miles). (Val - RRG says 0.56 mi.)**
- 1907 Block signal system installed on West Chester Branch.**
- 1907 Block signal system installed between Phoenixville and Mount Carbon on Schuylkill Division.**
- 1907 Canton Railroad opens for 3.5 miles at Canton, Baltimore.**
- 1907 Automatic block signal system completed between Wilmington and Delmar on Delaware Railroad.**

- 1907** **New Wilmington station completed? (AR - paper says 3/08)**
- 1907** **West Nanticoke Branch extended on Sunbury Division. (Val)**
- 1907** **Morea Branch extended on Sunbury Division. (Val)**
- 1907** **Lancaster Colliery Branch extended 0.29 mile near Shamokin, Pa.**
- 1907** **Tangascootac Branch extended 0.33 mile to junction with Scootac Railway on Williamsport Division. (Val)**
- 1907** **On Cambria & Clearfield Railway, Coal Pit Run Branch extended 1.15 miles and Patton No. 2 Branch extended 0.17 miles; 0.04 miles of Coal Pit Run Branch, all 0.43 mile of St. Lu Branch, 0.5 mile of Porter Run Branch, and Hoovers Mill Branch (0.34 mile) all abandoned.**
- 1907** **Bens Creek Branch extended 0.56 miles on Pittsburgh Division. (Val)**
- 1907** **Whitehall Branch extended 0.20 miles on Monongahela Division. (Val)**
- 1907** **Western Allegheny Railroad extended from Kaylor to Bradys Bend, Pa. (C&C)**
- 1907** **New McMyler 70-ton coal dumper placed in service on Dock No. 1, Sandusky, Ohio.**
- 1907** **Property of Lykens Valley Coal Company sold to Summit Branch Mining Company.**
- 1907** **Block signal system installed Lock Haven-Vail and Milesburg-Bellefonte on Tyrone Division.**
- 1907** **Four-track system and new alignment opens between Tuscarora and Mexico on Middle Division.**
- 1907** **Westbound classification yard opens at Hollidaysburg.**
- 1907** **Double track opens on Sang Hollow Extension between Dornock Point and Bolivar Jct.**
- 1907** **Windber Branch extended to Eureka No. 41 (0.84 mile) on Scalp Level Railroad. (Val)**
- 1907** **2.67 miles of Sang Hollow Extension abandoned. (Val)**

- 1907** Texas Branch becomes part of Scottdale Branch on Pittsburgh Division. (Val)
- 1907** June Bug Branch becomes part of Morewood Branch on Pittsburgh Division. (Val)
- 1907** Block signal system installed on Buffalo Division: Emporium Jct.-Olean, Hinsdale-Nunda Jct., and Olean-Allegany, N.Y.
- 1907** Cleveland, Akron & Columbus Railway establishes telegraph block system between Hudson and Millersburg, Ohio.
- 1907** Cleveland, Akron & Columbus Railway establishes yard and engine terminal at Orrville; new 16-hour law requires that runs now be split into Cleveland-Orrville and Orrville-Columbus.
- 1907** GR&I opens Veneer Spur of Missaukee Branch, Veneer Jct. to Falmouth (2.97 miles).
- 1907** GR&I abandons 0.46 mile of Osceola Branch.
- 1907** Track elevation and four-tracking of PFW&C at Chicago completed between South Branch Chicago River and 43rd Street. (see also 1899 - check!)
- 1907** Track elevation in Indianapolis completed.
- 1907** Wellsville, Ohio, Yard enlarged.
- 1907** Lake Cargo coal rates revised, making Ohio, rather than Pittsburgh the lowest rate; \$0.85 from Ohio, \$0.88 from Pittsburgh, \$0.97 from Inner Crescent and \$1.12 from Outer Crescent; remains in force until first Lake Cargo Case begun in 1912. (Lambie)
- 1907** New Haven electrifies passenger service on branch between East Hartford and Melrose, Conn. (Condit - verify)