

**PRR CHRONOLOGY**  
**1912**

**March 2005 Edition**

- Jan. 1, 1912**            **Hudson and New York Terminal Divisions abolished and merged to create Manhattan Division; Belvidere and Amboy Divisions abolished and merged to form Trenton Division; Camden Terminal Division created from portion of former Amboy Division lying south of Fish House.**
- Jan. 1, 1912**            **Pennsylvania Company assumes operation of Cleveland, Akron & Cincinnati Railway under agreement of Dec. 1, 1911.**
- Jan. 1, 1912**            **Central System of Lines West created from lines of Cleveland, Akron & Cincinnati Railway and Toledo, Columbus & Ohio Central, formerly independent; Cleveland, Akron & Cincinnati Railway becomes Akron Division of Central System of Lines West; Cincinnati & Muskingum Valley Railway becomes Zanesville Division; portion of Toledo, West Virginia & Ohio between Coshocton and West Loudonville, Ohio, ceded from Toledo Division to Marietta Division.**
- Jan. 1, 1912**            **Francis Innes Gowen ( -1927) appointed General Counsel, replacing George V. Massey, retired after 35 years of service; James T. Wallis promoted from Superintendent of WJ&S to General Superintendent of Motive Power for Lines East, replacing R.N. Durborow, deceased; H.S. Hayward appointed to new post of Consulting Engineer of Floating Equipment at Jersey City; James Buckelew appointed Supt. of WJ&S and Camden Terminal Division, replacing Wallis. (AR, MB)**
- Jan. 1, 1912**            **W.W. Richardson appointed General Passenger Agent of PCC&StL (SW Sys.); J.C. Venning appointed to new position of Ore & Coal Agent of PCC&StL.**
- Jan. 1, 1912**            **Terre Haute & Peoria Railroad obtains trackage rights over Peoria & Pekin Union Railway between Peoria and Wesley Jct., Ill. under agreement dated Feb. 2, 1914. (Church)**
- Jan. 3, 1912**            **PRR and New York City representatives meet again at Union League Club on subway impasse, without success. (NYT)**
- Jan. 4, 1912**            **Engineers abandon PRR negotiations in favor of uniform contracts**

**in Eastern Territory.**

- Jan. 1912**                    **Economy bottoms out; one-year expansion begins. (NBER)**
- Jan. 15, 1912**                **U.S. Supreme Court upholds constitutionality of Second Employers' Liability Act of 1908.**
- Jan. 15, 1912**                **VP Samuel Rea and A.J. County visit New York City Mayor Gaynor and Borough Pres. McAneny to discuss subway impasse. (NYT)**
- Jan. 19, 1912**                **BC&A Board authorizes sale of four old steamboats and purchase of two new ones. (MB)**
- Jan. 22, 1912**                **Florida East Coast Railway opens viaduct line to Key West, which becomes the southern terminus of several Florida trains with boat connections for Havana. (Bramson)**
- Jan. 22, 1912**                **Brotherhood of Locomotive Engineers present demands to all railroads; managements appoint a committee to bargain.**
- Jan. 22, 1912**                **Williamsport & Washington RPO cut to Williamsport & Baltimore RPO. (Kay)**
- Jan. 22, 1912**                **Revised Chicago ordinance relieves PFW&C from elevating tracks between Colfax Avenue and Stony Island Avenue. (Church)**
- Jan. 23, 1912**                **U.S. District Court at Buffalo fines Standard Oil Company \$55,000 for violating Elkins Act by accepting concessions from PRR and NYC on shipments of oil from Olean to Burlington, Vt. (NYT)**
- Jan. 24, 1912**                **PRR Board adopts location for 6 tracks and change of alignment between Waverly and Bayway, N.J. (MB)**
- Jan. 27, 1912**                **PRR reports that its "safety first" education campaign has reduced employee accidents and injuries by 66% in 1911. (NYT)**
- Jan. 29, 1912**                **Capitana Development Company agrees to sell Ohio River & Western Railway to Pennsylvania Company. (Church)**
- Jan. 29, 1912**                **Indianapolis City Council resolution calls for track elevation between Kentucky Avenue and Delaware Street. (Church)**
- Jan. 30, 1912**                **A.J. County presents Interborough Rapid Transit Company's new offer to city to build Lexington Avenue and 7th Avenue subways, their extensions to the Bronx and Brooklyn, and a subway from**

**Times Square, through the Steinway Tunnel and then by elevated to Corona; costs to be divided equally between IRT and City; bid is partly a result of conferences organized by Samuel Rea. (NYT)**

- Feb. 1, 1912**                      **Headquarters of New Jersey Grand Division moved from Jersey City to Penn Station.**
- Feb. 3, 1912**                      **Buffalo & Harrisburg RPO extended to Buffalo & Philadelphia RPO; Lykens & Millersburg RPO discontinued; Montandon & Bellefonte RPO extended to Sumbury & Bellefonte RPO. (Kay)**
- Feb. 4, 1912**                      **Mrs. Frances Fraser of New York, 50, falls from platform of train passing through the B&P Tunnel in Baltimore; finally crawls to rescue after four hours. (NYT)**
- Feb. 5, 1912**                      **Walhonding Coal Company leases 1,176 acres in Gurnsey County, Ohio, to National Coal Company. (Church)**
- Feb. 9, 1912**                      **Pine Run Railroad merged into Cambria & Clearfield Railway under agreement of Jan. 12, 1912. (Val)**
- Feb. 14, 1912**                      **PRR Board rescinds resolution of Mar. 18, 1903 calling for enlargement of Broad Street Station with new freight station at 20th Street and part of Mar. 9, 1910 plan; approves new plan for expanding tracks between Broad Street and 20th Street; authorizes purchase of electric motor tractor for street switching in Hudson Street, Jersey City. (MB)**
- Feb. 14, 1912**                      **PRR signs new operating contract to operate PT&T as agent. (MB)**
- Feb. 15, 1912**                      **Eastbound *Pennsylvania Limited* wrecked at Warrior Ridge by breaking of arch-bar tender truck; 5 killed, 87 injured.**
- Feb. 1912**                          **House Banking & Currency Committee appoints subcommittee under Rep. Arsene Pujo of Louisiana to investigate the concentration of control of money and credit in the big New York banks and trust companies. (EAH)**
- Feb. 17, 1912**                      **Westbound *Pennsylvania Limited* wrecked near Fort Wayne; 4 killed, 10 injured.**
- Feb. 21, 1912**                      **Second VP John B. Thayer begins ten-week leave for European vacation with family. (MB)**
- Feb. 28, 1912**                      **Interborough Rapid Transit Company sends N.Y. Public Service Commission its acceptance of terms of McAneny Report of 1911**

regarding extensions of subway system; to include lines under 7th Avenue from 42nd Street to the Battery and north of 42nd Street under Lexington Avenue; Steinway tunnel is to be sold to City and extended west to 7th Avenue and east by elevated lines to Astoria and Corona; A.J. County had been aiding in negotiations, as PRR is anxious to have 7th Avenue Subway built past Penn Station. (NYT)

- Mar. 1, 1912**                    **Pennsylvania Company assumes control of Ohio River & Western Railway. (Church)**
- Mar. 8, 1912**                    **Northern Central Railway obtains trackage rights over PB&W between Bay View and President Street, Baltimore, retroactive to Jan. 1; NC grants PB&W trackage rights between B&P Jct. and Union Jct. (Val)**
- Mar. 1912**                        **Pennsylvania Company sells \$10 million 4% Collateral Trust bonds to Union Trust Company of Pittsburgh. (NYT)**
- Mar. 11, 1912**                    **ICC decides two Lake Cargo coal rate cases pending since 1909; in *Boileau vs. Pittsburgh & Lake Erie Railroad* orders rate from Pittsburgh to Ashtabula cut from 88 to 78 cents, finding rates were set without regard to distance or competitive costs; in suspension of 1909 rates, sets new rates with Ohio 7 cents higher, Inner Crescent 19 cents higher and Outer Crescent 34-43 cents higher; however, the railroads realize that these rates would upset many old arrangements and negatively impact traffic from N&W and Ohio; grant Ohio a 3 cent advantage over Pittsburgh; differential to Inner Crescent 19 cents and Outer Crescent 34 cents; differentials remain in effect until 1917. (Lambie)**
- Mar. 13, 1912**                    **Lines West VP Joseph Wood testifies before Stanley Committee of the House of Representatives investigating United States Steel Corporation that industrial companies should not own railroads; says PRR invested in Pennsylvania Steel Company and Cambria Steel Company to protect itself from monopoly pricing of United States Steel. (NYT)**
- Mar. 13, 1912**                    ***Twentieth Century Limited* wrecked at Hyde Park, N.Y.; blamed on thawing roadbed; New York Public Service Commission advises both NYC&HR and PRR to reduce speed of their 18-hour trains. (NYT)**
- Mar. 14, 1912**                    **Department of Justice sues to end Union Pacific's control of Southern Pacific and dismember the Harriman system of railroads under the antitrust laws.**

- Mar. 18, 1912** Cape Charles Railroad opens between Townsend and Kiptopeke, Va. (Val)
- Mar. 18, 1912** Former Anchor Line Pres. Frank J. Firth dies.
- Mar. 27, 1912** PRR Board authorizes multiple-tracking on Connecting Railway including Schuylkill River bridge; authorizes automatic block signals between Mount Carbon and Pottsville, Pa.; authorizes maintaining a dual horse and taxicab service at Philadelphia for one year.
- Mar. 28, 1912** Rumors floated that PRR and Reading will sell their interests in Pennsylvania Steel Company and Cambria Steel Company under government pressure. (NYT)
- Apr. 1, 1912** Threat of strike by bituminous coal miners averted by concessions. (Snyder)
- Apr. 1912** White Rock station renamed Johnetta on Allegheny Division.
- Apr. 1912** Bear Run Branch of Cambria & Clearfield Railway opens between Sidney and Superior Colliery No. 1 (3.51 miles).
- Apr. 12, 1912** Brotherhood of Locomotive Engineers threatens strike for increased wages. (Snyder)
- Apr. 12, 1912** Piqua, Ohio, ordinance calls for elevating PCC&StL tracks through town. (Church)
- Apr. 14, 1912** Hudson & Manhattan and PRR open one platform of Summit Avenue (Journal Square) station in Jersey City; on Monday, Apr. 15, sell 7,000 tickets by 1:00 PM; surrounding area becomes the new business and commercial center of Jersey City. (CE)
- Apr. 15, 1912** Second VP John Borland Thayer, Jr. ( -1912), dies in the sinking of the *Titanic*; son John B. Thayer III (1894-1945) is swept off the boat deck but survives on overturned collapsible lifeboat under command of Second Officer C.H. Lightoller.
- Apr. 15, 1912** Ralph W. Cooke appointed to new post of Industrial Agent for Lines West to promote factory sites along PRR. (LW tt)
- Apr. 15, 1912** Delegations of various railroad shop craft federations meet at Labor Temple in Kansas City and form Federation of Federations, to simplify jurisdictional lines. (Conlon)

- Apr. 15, 1912**      **Bear Run Branch opens to mines of Superior Coal Mining Company. (where?)**
- Apr. 16, 1912**      **Pennsylvania Terminal Railway agrees to use Illinois Central Railroad's Floyd Street Yard and 1st Street Freight Station at Louisville. (Church)**
- Apr. 21, 1912**      **New Cortlandt Street ferry terminal opens in New York at 12:15 AM; not fully completed. (CE)**
- Apr. 22, 1912**      **Chicago ordinance calls for track elevation of PCC&StL between Western Avenue Boulevard and 69th Street. (Church)**
- Apr. 24, 1912**      **ICC orders PRR to pay a total of \$129,722 to five independent coal operators for unlawful discrimination in distribution of cars. (NYT)**
- Apr. 1912**              **Nova station renamed Canawaugus on Buffalo Division.**
- Apr. 27, 1912**      **Pujo Committee begins hearings in Washington. (EAH)**
- Apr. 29, 1912**      **Brotherhood of Locomotive Firemen & Enginemen present national demands; negotiations are combined with those for engineers.**
- Apr. 30, 1912**      **Brotherhood of Locomotive Engineers and managements agree to seven-man arbitration board after management refuses arbitration under Erdman Act. (NYC&HR AR)**
- Spring 1912**         **LIRR opens double track between Glen Cove and Locust Valley.**
- May 8, 1912**         **Vice Presidential appointments revised in aftermath of death of John B. Thayer; system of numbering vice presidents abandoned and replaced by functional designations; Samuel Rea named Vice President and heir apparent; W.W. Atterbury named V.P. in charge of Operations; George D. Dixon V.P. in charge of Traffic; Henry Tatnall V.P. in charge of Finance; W.H. Myers V.P. in charge of Real Estate, Purchases & Insurance; Robert G. Wright named Freight Traffic Manager replacing Dixon. (MB, AR)**
- May 8, 1912**         **Buffalo & Allegheny Grand Division renamed Northern Grand Division. (MB)**
- May 8, 1912**         **Possam Glory, Pa., renamed Heilwood.**

- May 8, 1912**                    **PRR purchases Bostonia Branch on Red Bank Creek at New Bethlehem, Pa., (1.43 miles) on Allegheny Division from Fairmount Coal & Coke Company. (Val)**
- May 10, 1912**                    **Vandalia Railroad grants trackage rights to St. Louis Southwestern Railway between East St. Louis and Willows. (Church)**
- May 1912**                        **Brotherhood of Locomotive Engineers establishes Pension Association. (BLE)**
- May 18, 1912**                    **United Mine Workers begins anthracite coal strike. (Snyder)**
- May 1912**                        **House Committee under Rep. Arsene Pujo of Louisiana begins investigation into "Money Trust", control of money and credit and influence over corporations exercised by the major New York banking houses.**
- May 1912**                        **Lambertville, N.J., roundhouse razed. (Lee)**
- May 1912**                        **New lakefront coal and ore terminal opens on Whiskey Island at Cleveland with capacity of 4 million tons of ore per year.**
- May 1912**                        **Central Passenger Association, including the PRR and other roads, meets in Chicago and resolves to run no excursion trains this year to protest Ohio's two-cent fare law. (NYT)**
- May 20, 1912**                    **Morgantown & Wheeling Railway incorporated in W.Va.**
- May 22, 1912**                    **Anthracite coal strike settled by compromise. (Snyder)**
- May 26, 1912**                    **PRR begins Sunday trains on Springfield (Pa.) Branch. (Snyder)**
- May 27, 1912**                    **Fifth Avenue Coach Company begins operating bus service (later the No. 4 line) between Penn Station and 5th Avenue and 90th Street, providing first direct public transportation to and from fashionable parts of the city. (SR)**
- May 27, 1912**                    **New York, Westchester & Boston Railway opens between Adams Street, The Bronx, and New Rochelle; heavy duty electric line is a subsidiary of the New Haven. (NH AR)**
- May 29, 1912**                    **Stone Harbor Railroad incorporated in New Jersey in interest of South Jersey Realty Company to build from Cape May Court House to Stone Harbor in competition with WJ&S line. (Val, Cook)**

- May 29, 1912** Stone Harbor Terminal Railroad incorporated in New Jersey in interest of South Jersey Realty Company to build short connecting link between Stone Harbor Railroad and Atlantic City Railroad at Cape May Court House. (Val, Cook)
- May 31, 1912** Capt. Arthur Henry Rostron and Dr. Frank McGee of the rescue ship *Carpathia* are guests at an informal luncheon given by Mrs. John Jacob Astor at her home; Mrs. Astor gives Capt. Rostron a gold watch and Mrs. John B. Thayer gives Dr. McGee a gold cigarette case. (NYT)
- June 1, 1912** New Cortlandt Street ferry terminal completed in New York City; New York Central ferries to Weehawken move from Debrosses Street to Cortlandt Street terminal.
- June 1, 1912** Capt. Arthur Henry Rostron and Dr. Frank McGee of the rescue ship *Carpathia* are entertained by Mrs. John B. Thayer and John B. Thayer III at their home in Haverford; travel from New York in private railroad car after Astor luncheon; *Titanic* survivors Mrs. George H. Widener and Mrs. Walter B. Stephenson and PRR officers McCrea, Rea and George D. Dixon also guests. (NYT)
- June 5, 1912** E.B. Temple Chairman of Board of Engineers, C.M. Sheaffer, Chairman of Transportation Committee and E.R. Hill, electrical engineering consultant, all recommend widening Broad Street Station to Cuthbert Street and electrifying suburban lines. (CE)
- June 7, 1912** A PRR member of the BLF&E files for an injunction against Federated Committee of ORC, BRT and BLF&E taking a strike vote against PRR on grounds BLF&E's participation in united movement is illegal; principal unresolved demand is that steam men get 60% of the Hudson & Manhattan runs between Jersey City and Newark. (NYT)
- June 8, 1912** South Station, Boston, posts its busiest day on account of a transit strike; 1,001 trains and 208,380 passengers. (Droege)
- June 10, 1912** BLF&E, ORC and BRT call for strike vote against PRR. (NYT)
- June 11, 1912** George D. Dixon elected Pres. of Anchor Line in place of J.B. Thayer, deceased. (MB)
- June 11, 1912** Stone Harbor Railroad and Stone Harbor Terminal Railroad organized. (Val)



- June 12, 1912**                    **PRR Board approves plan to form Pennsylvania Realty Company, which will build an extension to Gimbel's department store in the block opposite Penn Station between 32nd & 33rd Streets; building to be designed by Daniel Burnham at cost of \$4.5 million. (MB)**
- June 13, 1912**                    **Philadelphia Court of Common Pleas refuses to grant injunction against PRR strike vote. (NYT)**
- June 1912**                        **Chicago City Council passes anti-smoke ordinance, but enforcement is ineffective. (verify)**
- June 24, 1912**                    **Results of PRR strike vote tallied. (NYT)**
- June 27, 1912**                    **Chicago freight handlers strike ends; railroads take back only 1,800 of 5,865 strikers. (RyAgeGaz)**
- June 28, 1912**                    ***New York Times* prints special late edition for persons attending the Democratic National Convention at Baltimore at 5:30 AM; rushed to Baltimore on special two-car PRR train in 3:46, delivered at 9:30. (NYT)**
- June 28, 1912**                    **Negotiations between PRR and Federated Committee of BLF&E, ORC and BRT break down at 4:00 PM; unions consider immediate strike call. (NYT)**
- June 29, 1912**                    **Federated unions agree to arbitration and call off strike. (NYT)**
- June 29, 1912**                    **Engineers wages of eastern railroads raised as result of arbitration. (Snyder)**
- June 29, 1912**                    **New York Court of Appeals upholds legality of dual contracts for new New York subways, clearing the way for construction to begin. (NYT)**
- June 30, 1912**                    **Silver spike ceremony and excursion from Camden held to mark opening of Stone Harbor Railroad and Stone Harbor Terminal Railroad between Cape May Court House on Atlantic City Railroad and 2nd Avenue in Stone Harbor, N.J.; Stone Harbor Railroad is operated by Stone Harbor Terminal Railroad by lease through Oct. 1912; for revenue service, line is later strung with trolley wire; experiments using an electric mine locomotive fail, and a surplus Philadelphia Rapid Transit Company trolley is substituted. (Val, Cook)**
- July 1, 1912**                        **LIRR secures trackage rights over PT&T between Sunnyside Yard and Penn Station under agreement of June 24, 1912. (Val)**

- July 1, 1912**                    **New York, Westchester & Boston Railway opens between Mount Vernon and Marmaroneck Avenue, White Plains. (NH AR)**
- July 1, 1912**                    **Southern Railway discontinues (eff. date) direct passenger service between Washington Union Station and Bluemont, Va.; line later becomes Washington & Old Dominion Railroad. (AR)**
- July 3, 1912**                    **ICC orders PRR and Wheeling & Lake Erie Railroad to cut Lake coal rate from District 8 in Ohio to Lake Erie from \$0.85 to \$0.75 per ton. (NYT)**
- July 8, 1912**                    **PRR stops practice of pushing coaches ahead of engine of Springfield Branch locals "SJ"-"GR" and "SJ"-Oreminea. (Snyder)**
- July 10, 1912**                   **800 PRR freight handlers at Pier No. 28 in New York. (RyAgeGaz)**
- July 12, 1912**                   **Arcade Real Estate Company approves purchase of 12-16 South Broad Street for purpose of constructing an office building in harmony with Broad Street Station.**
- July 15, 1912**                   **Federal mediators begin hearings on engineers' demands, having intervened to on own initiative to prevent strike.**
- July 16, 1912**                   **Monongahela & Ohio Railroad incorporated in Pa. to build the Pennsylvania portion of a railroad from Blacksville, W.Va., to Brave, Pa.; organized by Peoples Natural Gas Company, which had a pumping station at Brave.**
- July 17, 1912**                   **Indianapolis City Council resolution calls for track elevation between Delaware Street and Pine Street. (Church)**
- July 17, 1912**                   **Future PRR J.C. White joins PRR as chainman at Tyrone. (MB)**
- July 21, 1912**                   **Rumors floated that PRR proposes to use two tracks of proposed Broad Street Subway from North Philadelphia to League Island, where it will build a large freight terminal, for electrified freight service. (NYT)**
- July 21, 1912**                   **Last tracks of old Grand Central Depot taken out of service. (RyAgeGaz - Droege has 6/21 -NYT? see also 1910!!)**
- July 26, 1912**                   **Pres. McCrea testifies to board arbitrating demands of engineers and firemen that railroads cannot pay higher wages without increase in rates. (NYT)**

- Aug. 1, 1912**            **PRR Board demands to know why wines and liquors removed from PRR dining cars. (MB)**
- Aug. 1, 1912**            **Monongahela & Ohio Railroad organized.**
- Aug. 1, 1912**            **Western Maryland Railway opens extension from Cumberland to Connellsville and connection with P&LE; has shortest route and lowest grades between Baltimore and Connellsville. (WM, RRH)**
- Aug. 3, 1912**            **Democratic presidential nominee Woodrow Wilson takes train from New Jersey governor's summer residence at Sea Girt to Penn Station, where he unrecognized as he grabs a quick dinner at the lunch counter. (NYT)**
- Aug. 3, 1912**            **New York, Westchester & Boston Railway opens from 180th Street south to West Farms Jct. on Harlem River Branch in Bronx and between Marmaroneck Avenue and Westchester Avenue in White Plains; provides through service over New Haven's Harlem River Branch to connection with 2nd & 3rd Avenue Els at Willis Avenue. (NH AR)**
- Aug. 5, 1912**            **PRR announces it will run excursions in Ohio at less than 2 cents a mile, ending its attempt to protest Ohio's two-cent fare law. (NYT)**
- Aug. 7, 1912**            **Board of Engineers and Transportation Committee issue more detailed report on suburban electrification at Philadelphia. (CE)**
- Aug. 12, 1912**            **Van Horn Ely appointed receiver of Western Allegheny Railroad; subsidiary of Great Lakes Coal Corporation. (RyAgeGaz)**
- Aug. 19, 1912**            **Belt Railway Company of Chicago increases capital from \$1.2 million to \$5 million, and seven new roads join: Pennsylvania Company, IC, Rock Island, Soo Line, C&O of Indiana, Santa Fe and CB&Q, subscribing \$240,000 each. (AR)**
- Aug. 19, 1912**            **PCC&StL agrees with City of Indianapolis to elevate Louisville Division tracks between Indianapolis Union Railway and Morris Avenue. (Church)**
- Aug. 24, 1912**            **Congress passes Panama Canal Act granting rebate of canal tolls to U.S. coastal shipping; proviso requires railroads cease operation of water lines between points competitive with their rail lines by July 1, 1914; applies to PRR Great Lakes and Chesapeake Bay lines.**
- Sep. 1, 1912**            **Consulting Engineer and Chief Engineer of New York Connecting**

- Joseph U. Crawford retires at age 70. (RyAgeGaz)
- Sep. 2, 1912      **New demurrage system implemented. (Snyder)**
- Sep. 4, 1912      **A *Wall Street Journal* article on Penn Station states that PRR operating officials were the ones that wanted hotel and retail spaces eliminated from design as interfering with railroad operations; says that extra columns needed for tall building would have cost two tracks; these assertions can be neither confirmed nor denied by official records. (Ballou)**
- Sep. 8, 1912      ***Adams Express* No. 1017 wrecked at Harrisburg station; engineer, who was asleep at throttle, killed. (Snyder)**
- Sep. 10, 1912     **LIRR opens new depressed right-of-way through Flushing.**
- Sep. 16, 1912     **PRR Board authorizes line improvements between Glynden and Corry on WNY&P; authorizes automatic signals on Waverly & Passaic Branch. (MB)**
- Sep. 20, 1912     **PRR announces it is imposing a maximum speed of 70 MPH for passenger trains and enforcing reduced speeds on curves. (PR)**
- Sep. 23, 1912     **Fiftieth anniversary of Civil War Governor's Conference marked with five-day celebration at Altoona; Pres. Taft and modern governors attend; high point is a five-mile-long parade. (Snyder)**
- Sep. 23, 1912     **PCC&StL agrees with City of Indianapolis to elevate Louisville Division tracks between South Street and Terrace Avenue. (Church)**
- Sep. 25, 1912     **Three car train of Edison storage battery cars built for United Railways of Havana makes round trip between Penn Station and Long Beach, N.Y., after earlier test on Erie's West Orange Branch. (NYT, RyAgeGaz)**
- Sep. 28, 1912     **Pennsylvania Terminal Real Estate Company incorporated to develop PT&T properties on east side of 7th Avenue opposite Penn Station; comes on heels of decision to proceed with 7th Avenue Subway and failure of private development to materialize; PRR has recently paid \$1.2 million for remainder of block behind Gimbels Department Store; still not definite as to whether development will include a hotel. (MB, NYT)**
- Sep. 1912         **Newtown station renamed Robbinsville; White Hill renamed Fieldsboro on Trenton Division; Portage Park renamed**

**Letchworth Park on Buffalo Division. (Guide)**

- Oct. 3, 1912**      **New Haven express derails taking crossover at Westport, Conn.; seven killed. (Shaw)**
- Oct. 6, 1912**      **PRR announces it has ordered 5,000 freight cars and will repair all bad order cars to cope with crush of freight traffic over the last month and hire an additional 30,000 men; has ordered 12,817 freight cars since Jan. 1, 1912. (NYT)**
- Oct. 17, 1912**      **Last trips of *Federal Express* and *Colonial Express* via ferry Maryland.**
- Oct. 18, 1912**      ***Federal Express* and *Colonial Express* begin running into Penn Station with omnibus transfer to New York-Boston sections at Grand Central Terminal.**
- Oct. 19, 1912**      ***Federal Express* begins running via Belvidere, N.J., the Poughkeepsie Bridge and Hopewell Jct., Conn.**
- Oct. 22, 1912**      **LIRR inaugurates electric service from Winfield (Woodside?) to Flushing and Whitestone Landing on Port Washington Branch. (RyAgeGaz, NYT)**
- Oct. 23, 1912**      **New contract between PCC&StL, PRR and Keokuk & Hamilton Bridge Company cancels contract of Jan. 19, 1869 covering use of bridge and PRR system liability for one quarter of any deficiency on interest on First Mortgage bonds. (Church)**
- Oct. 24, 1912**      **Junction No. 1 Connection opens between Carnegie and Lewis Run Jct., Pa. (2.58 miles), on PCC&StL. (C&C)**
- Oct. 1912**          **Newlin station renamed Glen Rose on Philadelphia Division; Kaylor renamed Ebensburg Jct. on Cresson Division. (Guide)**
- Oct. 25, 1912**      **Locomotive pulling Pres. McCrea's special train derails in Chicago Union Station yards; McCrea thrown from seat; goes forward and is found by reporters on hands and knees peering under locomotive. (NYT)**
- Oct. 27, 1912**      **Lower level and Lower Concourse of Grand Central Terminal placed in service with five gate for Stamford and Peekskill locals only. (RyAgeGaz)**
- Oct. 27, 1912**      **Western Maryland Railway inaugurates *Chicago Express* between Baltimore and Chicago via P&LE and NYC. (RRH)**

- Oct. 28, 1912** VP Samuel Rea notes Gimbel's has declined to lease PRR property between 32nd & 33rd Streets as requires them to spend \$3 million on building. (MB)
- Oct. 31, 1912** Yardmasters begin submitting car censuses one day every two weeks. (Snyder)
- Nov. 1, 1912** PRR through Pennsylvania Company acquires an interest in the Belt Railway Company of Chicago, a joint-terminal and switching company. (NB this is date Belt Railway executes new contract with new member roads); same date, PRR system acquires trackage rights over Belt Railway of Chicago between 95th Street and Clearing Yard. (C&C)
- Nov. 1, 1912** Belt Railway Company of Chicago assumes new operating contract with member roads. (AR)
- Nov. 1, 1912** Belt Railway Company of Chicago leases Chicago & Western Indiana Railway and its Belt Division. (AR)
- Nov. 1, 1912** PRR Board authorizes automatic block signals: Atglen-Dillerville, Harrisburg-Rockville, Rockville-Iroquois, Huntingdon-Elizabeth Furnace, Royaltown-Harrisburg. (MB)
- Nov. 2, 1912** Federal mediators announce award to engineers, retroactive to May 1, 1912. (LC)
- Nov. 2, 1912** Last run of Bangor & Portland Railway (DL&W) passenger service between Bangor and Martins Creek, N.J., station of Belvidere-Delaware line, using PRR Martins Creek Bridge. (Guide)
- Nov. 5, 1912** Woodrow Wilson elected President with minority of popular vote but electoral vote landslide because of split between Progressive ("Bull Moose") and regular Republicans; Democrats gain control of both houses of Congress. (EAH)
- Nov. 8, 1912** Reuben Wells (1829-1912), formerly of Lines West, dies at Paterson, N.J. (RyAgeGaz)
- Nov. 10, 1912** Clement Acton Griscom (1841-1912), Chairman of International Mercantile Marine Company and PRR director, dies of stroke at Haverford at age 71. (Flayhart)
- Nov. 13, 1912** President McCrea submits resignation effective Jan. 1, 1913 after

- 48 years service; Samuel Rea elected President; Board commissions a portrait of McCrea. (MB)**
- Nov. 13, 1912**      **PRR Board authorizes new line between Ebensburg and Winterset, Pa. (MB)**
- Nov. 13, 1912**      **Melville E. Ingalls resigns as Chairman of CCC&StL ("Big Four"). (NYT)**
- Nov. 15, 1912**      **Genesee Valley Canal Railroad and Genesee Valley Terminal Railroad merged to form Pennsylvania & Rochester Railroad under agreement of Nov. 22, 1911; operated by WNY&P. (Val)**
- Nov. 18, 1912**      **Hudson & Manhattan Railroad opens additional platform on east side of Erie/Pavonia Station to ease boarding by having separate platform for each direction. (PA)**
- Nov. 18, 1912**      **Wilkes-Barre Connecting Railroad incorporated in Pa.; owned 50/50 by Delaware & Hudson and PRR to build connecting link between Hudson and Buttonwood around congested center of Wilkes-Barre. (C&C)**
- Nov. 1912**            **Baltimore, Chesapeake & Atlantic Railway places new steamers *Dorchester* and *Talbot* in service on Choptank River Line. (AR)**
- Nov. 1912**            **Federation of Federations merged into Railway Employees' Dept. of AFL. (Conlon)**
- Nov. 1912**            **Monongahela Railroad completed from Martin, Pa., to West Virginia state line, but not operated. (AR)**
- Nov. 22, 1912**      **H.W. Kapp (1844-1912), former Superintendent and General Agent of Northern Central Railway, dies at Atlantic City. (RyAgeGaz)**
- Nov. 24, 1912**      ***Colonial Express* discontinued.**
- Nov. 24, 1912**      ***Pennsylvania Special* renamed *Broadway Limited* with all-steel consist and schedule lengthened from 18:00 to 20:00; PRR advertises as "Broadway" in NY and nationally from 1912 and "Broad Way" in Phila. area after about 1920 to play down NY association of "Broadway"; Frank N. Barksdale, who devised advertising copy, confirmed that train was named because Penn Station is one block from Broadway; *20th Century Limited* also extended to 20 hours because of accidents caused by high speed running. (tt, Zega)**

- Nov. 24, 1912**            **PRR and RF&P establish *New York-Richmond/Richmond-New York Express* as all-steel through train. (Guide)**
- Nov. 24, 1912**            **Sleeping car line established between New York and Akron via Youngstown.**
- Nov. 25, 1912**            **PT&T conveys two parcels fronting the east side of 7th Avenue opposite Penn Station to Pennsylvania Terminal Real Estate Company in return for all its stock; PT&T then transfers all stock of Pennsylvania Terminal Real Estate Company and Stuyvesant Real Estate Company to PRR in settlement of debts. (MB)**
- Nov. 25, 1912**            **Arbitration board makes award in engineers' case. (NYC&HR AR)**
- Nov. 27, 1912**            **PRR Board debates offer of Atlantic Coast Line Company of Connecticut to sell PRR a majority interest in Atlantic Coast Line Railroad Company. (MB)**
- Nov. 27, 1912**            **Westbound *Cleveland, Cincinnati & Chicago Express* No. 19 wrecked at Glen Loch when bed plate in girder bridge fails beneath it; 4 killed and about 48 injured; 2 locos, RPO and combine stay upright; coach and 7 sleepers whiplashed down embankment; wooden coach crushed by steel Pullmans; last 3 Pullmans remain on rails. (NYT, CCHS)**
- Nov. 30, 1912**            **PRR bans use of all-wooden Pullman cars on its main line trains.**
- Nov. 30, 1912**            **NYC&HR terminates trackage and ferry rights over PRR between New Jersey Jct. and Jersey City Terminal. (MB)**
- Dec. 1, 1912**             **Ivy Ledbetter Lee returns to PRR after three year absence in Europe; appointed Executive Assistant on public relations with offices in Broad Street Station. (JMcC 61/27)**
- Dec. 2, 1912**             **U.S. Supreme Court overturns lower court ruling and orders segregation of Southern Pacific from Union Pacific, dismembering Harriman system of railroads. (RyAgeGaz)**
- Dec. 3, 1912**             **Little Kanawha Railroad Board authorizes extension from Sandy Bend to Burnsville, W.Va.; Little Kanawha Syndicate spends \$406,050 on small amount of grading. (Church)**
- Dec. 3, 1912**             **Cincinnati & Muskingum Valley train rear-ends Cleveland, Akron & Columbus train near Dresden, Ohio; 8 killed, 7 injured. (NYT)**



- Dec. 4, 1912** PRR Board appoints special committee to consider proposition of Atlantic Coast Line Company to sell Atlantic Coast Line Railroad to PRR. (MB)
- Dec. 6, 1912** Jamaica & South Shore Railroad (Rockaway Jct.-Far Rockaway) merged into LIRR under agreement of Dec. 3, 1912. (Val, C&C)
- Dec. 11, 1912** Automatic block signals placed in service through Sunbury and Williamsport Yards.
- Dec. 12, 1912** Wildwood & Delaware Bay Short Line Railroad opens between Wildwood Jct. on Atlantic City Railroad and Wildwood, N.J.
- Dec. 12, 1912** Central Coal & Mining Company, Pan Handle Consolidated Coal Company and Terhune Coal & Mining Company dissolved. (Church)
- Dec. 14, 1912** Hollidaysburg YMCA dedicated. (Snyder)
- Dec. 17, 1912** Union Station, Pittsburgh renamed Pennsylvania Station, Pittsburgh.
- Dec. 19, 1912** Louis Untermeyer, counsel of the Pujo Committee, grills J.P. Morgan, who asserts character is the key to obtaining credit. (NYT)
- Dec. 20, 1912** Automatic block signals placed in service between "JK" Tower, Altoona, and Eldorado.
- Dec. 26, 1912** PRR Board authorizes beginning foreclosure proceedings against Lewisburg & Tyrone Railroad Company. (MB)
- Dec. 27, 1912** Local Chairmen's Association of the Chicago Switching District (BRT) reopens demand for time-and-a-half and further work rule changes; unlike 1910, negotiations include PRR.
- Dec. 29, 1912** Hotel McAlpin with 1,200 rooms opens on east side of Herald Square one block from Penn Station. (NYT)
- Dec. 31, 1912** Pres. McCrea resigns for health; succeeded by Samuel Rea on Jan. 1, 1913. (MB)
- Dec. 31, 1912** Samuel Rea elected a director of New Haven, replacing James McCrea. (NYT)
- Dec. 31, 1912** Gibbs & Hill issue report on PRR electrification; recommend

**11,000 volt AC for lower installation and operating costs; recommend catenary as more reliable in snow and ice than third rail but recommend retaining third rail at New York and for LIRR; assume that Paoli line will be only first step in extensive system not limited to suburban zone, for which AC is more suitable.**

- ca. 1912**      **On suggestion of Ivy Lee, PRR begins distributing a regular series of illustrated booklets titled *Information: for Employees and the Public*. (NB: 7/26/15 is v.3 #31)**
- 1912**      **Threatened general strike of Brotherhood of Locomotive Engineers against the eastern railroads averted by appointment of special 7-man Board of Arbitration after both parties refuse arbitration under Erdman Act; dispute with Brotherhood of Locomotive Firemen & Enginemen goes to arbitration under Erdman Act.**
- 1912**      **Automatic block signals built Dillerville-Royalton, Summerhill-Latrobe, on Waverly & Passaic Branch between "GY" Meadows and "RO" Newark, between "DO" and "MG" Trenton on Bordentown Branch, and Mount Carbon-Pottsville. (AR)**
- 1912**      **Manual block system installed: on Waverly & Passaic Branch between "RO" Newark and Waverly, on Burlington Branch, Browns Mills Branch, Island Heights Branch, Medford Branch, Vincentown Branch, Philadelphia & Beach Haven, Barnegat Railroad, Cresson-Patton, Garway-Hastings, Mahaffey-Glen Campbell, Ebensburg-Black Lick, Bradley Jct.-Cherry Tree. (AR)**
- 1912**      **American Bridge Company begins work on main arch span of Hell Gate Bridge.**
- 1912**      **West Jersey & Seashore Railroad extends branch at Stone Harbor by 0.88 mile. (Val)**
- 1912**      **Westbound shelter built at Overbrook, Pa. (AR)**
- 1912**      **PRR leases Bryn Mawr Hotel to Baldwin School for Girls year round and ends hotel operation. (Phillnq - verify)**
- 1912**      **New station built at Christiana, Pa., on Philadelphia Division.**
- 1912**      **PB&W buys third barge for Chincoteague service. (AR)**
- 1912**      **Interior and exterior statuary finally installed in Washington Union Station; Charles W. Eliot, sculptor, working under**

supervision of Louis (?) Saint Gaudens. (AR)

- 1912 Second track completed between Boyd and South Danville and between Port and Honey Pot on Sunbury Division.
- 1912 Lewisburg Bridge rebuilt with eight-span steel truss for railroad only.
- 1912 Pine Run Extension (Moshannon Branch) of Cambria & Clearfield Railway abandoned (2.39 miles).
- 1912 0.16 miles of South Witmer Branch of Cambria & Clearfield Railway abandoned.
- 1912 Indian Run Branch extended on Allegheny Valley Railway. (Val)
- 1912 Monongahela Railroad completes new engine terminal and shop at South Brownsville. (C&C)
- 1912 Buckhannon & Northern Railroad opens State Line Extension from Rivesville Jct. on B&O near Fairmont to Pennsylvania state line; uses B&O between Rivesville Jct. and Fairmont. (C&C)
- 1912 Burgetts Branch extended 2.49 miles from near Burgettstown to Atlasburg, Pa. on PCC&StL.
- 1912 Pennsylvania Company purchases Ohio River & Western Railway, a narrow-gauge line between Bellaire and Zanesville, Ohio.
- 1912 Bedford Yard completed on C&P Division.
- 1912 " " Interlocking placed in service at Loveland, Ohio.
- 1912 Dayton, Lebanon & Cincinnati Railroad & Terminal Company opens between Brown and Washington Streets in Dayton (1.54 miles). (Church)
- 1912 Thelma Branch of GR&I abandoned (4.65 miles).
- 1912 Herrick-Widdicomb Branch of GR&I abandoned (3.85 miles).
- 1912 Class H8sb 2-8-0 freight locomotive introduced.
- 1912 Experimental Class CC1s 0-8-8-0 built; first Mallet compound on PRR.

- 1912** Last year for wooden dining cars. (Keystone)
- 1912** First steel diners for Lines West service, Class D78, built at Altoona. (Keystone)
- 1912** Automatic block signals completed on PB&W between Wilmington and Oakington, Md., and between Baltimore and Washington. (Ry. Sig. indicates built Oakington-Balt. in 1912 also - completing Phila.-DC; AR has b. Washington-Balt., Principio-Iron Hill, Ruthby-Wilmington) (C&C say complete Phila-DC except "one small stretch" in 1913!!); Bowie-Landover is first installation of a.c. motor signals.
- c. 1912** NYC&HR completes reequipping *Twentieth Century Limited* with steel cars; begins calling its first class trains "The Great Steel Fleet". (Sanders - verify)
- 1912** New Haven electrifies Harlem River Branch between New Rochelle and Oak Point in the Bronx.
- 1912** Congress passes Post Office Appropriations Act for 1913; creates a joint committee to study the subject of federal aid to highways; appropriates \$500,000 in matching funds; 17 states join program and 425 miles of road built.
- ca. 1912-13?** PRR hires Vincent Colelli, an Italian native educated at Yale, to develop Italian-English language and citizenship courses to Italian employees, who account for about one-third of foreign-born PRR workers; placed on staff of J.C. Johnson, Superintendent of Telegraph, who has charge of all educational courses.
- 1912** Association of Bituminous Coal Operators of Central Pennsylvania files with ICC to obtain 11-cent rate reduction to South Amboy to meet competition of lower cost coal from West Virginia; ICC rejects as beyond its duty to equalize economic conditions. (Lambie, 23 ICC 391)
- 1912** Congress establishes Commission on Industrial Relations to investigate labor unrest; after lengthy hearings, issued multi-volume report in 1916.