

PRR CHRONOLOGY
1901

March 2005 Edition

- Early? 1901** **PRR acquires B&O shares held by James J. Hill and Norman B. Ream of Chicago. (in 1900!)**
- Jan. 1, 1901** **Pension Dept. established on Lines West.**
- Jan. 1, 1901** **New organization on Lines West: L.F. Loree appointed to new post of Fourth V.P.; G.L. Potter to General Manager, replacing Loree; George L. Peck to General Superintendent of Southwest System, replacing John F. Miller, retired at 70 after 43 years of service; W.C. Cushing to Superintendent of Pittsburgh Division, replacing Peck; Frank C. Thayer to Superintendent of VRD, replacing R.F. Smith, retired. (MB, NYT)**
- Jan. 1, 1901** **Engineering Depts. of Pennsylvania Company and PCC&StL combined; Thomas H. Johnson, Chief Engineer of PCC&StL to Consulting Engineer - Lines West; Thomas Rodd from Chief Engineer of Northwest System (Pa. Co.) to Chief Engineer-Lines West; Robert Trimble, Principal Assistant Engineer of Pennsylvania Company, made Principal Assistant Engineer-Lines West. (NYT)**
- Jan. 1, 1901** **Lewistown Division made dual appointment with Sunbury Division and moved from PRR Grand Division to P&E Grand Division under W.B. McCaleb, Superintendent; Middle Division of P&E abolished and merged into Western Division, P&E under Thomas A. Roberts, Superintendent; Low Grade Line between Driftwood and Red Bank detached from P&E Grand Division and made Low Grade Division of Buffalo & Allegheny Grand Division under Charles B. Price, who is also Superintendent of River Division. (MB, NYT)**
- Jan. 1, 1901** **New PRR organization; new post of General Agent at Erie created for J.W. Reynolds, formerly Superintendent of Western Division, P&E. (NYT)**
- Jan. 1, 1901** **Rough Run station on Western Pennsylvania Division renamed West Winfield; St. David station renamed St. Davids on Main Line. (MB)**
- Jan. 3, 1901** **Monongahela Railroad organized.**
- Jan. 6, 1901** **Secretary John Clark Sims (1845-1901) dies at University of Pennsylvania Hospital of complications from an appendicitis operation after 24 years of**

- service. (NYT)
- Jan. 7, 1901** **First two-million share day on New York Stock Exchange. (Wyckoff)**
- Jan. 8, 1901** **City of Newark, N.J., passes ordinance calling for elevation of PRR tracks in Railroad Avenue. (MB)**
- Jan. 9, 1901** **PRR Board accepts Newark, N.J., ordinance covering track elevation; authorizes realignment at Marysville and between Summerhill and Wilmore. (MB)**
- Jan. 12, 1901** **Andrew Carnegie in press interview notes Pres. Cassatt has informed him he will cut rates from Pittsburgh to tidewater eff. Jan. 15 to meet competition of new Lackawanna Steel Company works near Buffalo; railroad spokesman opines they are still not as low as Carnegie would like. (NYT)**
- Jan. 20, 1901** **Chicago, Indiana & Eastern Rail__ opens between Matthews and Muncie, Ind. (Sanders - verify)**
- Jan. 22, 1901** **Akron & Niles Railway incorporated in Ohio to build from Akron to Niles. (Church)**
- Jan. 22, 1901** **Alliance & Pittsburgh Railway incorporated in Ohio to build from Alliance to Pa. state line in Columbiana County. (Church)**
- Jan. 23, 1901** **PRR appoints Lewis Neilson Secretary, succeeding John C. Sims, deceased. (MB)**
- Jan. 23, 1901** **PRR Board terminates Schuylkill Division coal traffic contract with Reading made in 1887 for non-performance by Reading; authorizes a change of alignment and grades between 6th Street and City Line in South Pittsburgh. (MB)**
- Jan. 23, 1901** **Petersburg Branch completed between Mt. Etna and Petersburg, completing relief line between Petersburg and Altoona via Williamsburg and Hollidaysburg; but not opened for traffic. (Snyder)**
- Jan. 23, 1901** **LS&MS authorizes purchase of 64,000 shares of LV voting certificates through J.P. Morgan & Co. at 30. (Wheeler)**
- Early 1901** **Eastbound hump yard opens at Conway; first hump yard there.**
- Feb. 1, 1901** **A.J. County appointed Superintendent of Employes Saving Fund, succeeding John C. Sims, deceased.**

- Feb. 1, 1901** **Pennsylvania Company issues \$10 million in guaranteed trust certificates.**
- Feb. 1, 1901** **George J. Gould, Joseph Ramsey, Jr., Louis Fitzgerald, et. al, form "Pittsburgh-Toledo Syndicate", pooling about \$20 million to link Wabash Railway with Pittsburgh; creates first major threat to PRR-NYC&HR condominium in East. (Wheeler)**
- Feb. 1, 1901** **Harriman's Union Pacific completes purchase of controlling interest in Southern Pacific Company through Kuhn, Loeb & Co. (Klein)**
- Feb. 4, 1901** **Andrew Carnegie signs contract between Carnegie Steel Company, Ltd., and Union Railroad and George J. Gould's Toledo-Pittsburgh Syndicate; Wabash Railway to be extended to junction with Union Railroad Carnegie pledges one quarter of his westbound traffic. (Wheeler)**
- Feb. 5, 1901** **Akron & Niles Railway and Alliance & Pittsburgh Railway merged into Richland & Mahoning Railway; built about one mile of track at Akron used by Northern Ohio Railway; also filed location between Akron and Youngstown. (Church)**
- Feb. 5, 1901** **Agreement of consolidation of State Line & Indiana City Railway and Calumet River Railway into South Chicago & Southern Railroad signed; properties not officially conveyed until Mar. 1, 1904. (Church)**
- Feb. 11, 1901** **Work begins on double-tracking Shellpot Branch at Wilmington, Del. (WEJ)**
- Feb. 11, 1901** **Chicago ordinance calls for track elevation of PFW&C between South Park Avenue and 75th Street and of PCC&StL between Fulton Street and Ada Street. (Church)**
- Feb. 12, 1901** **In two separate acts, Congress orders PRR and B&O to eliminate grade crossings within District of Columbia and build separate new stations; calls for removal of PRR tracks from 6th, M and Canal Streets; new station costing at least \$1.5 million to be built near present location on Mall with Chinese Wall-like embankment; also calls for replacing existing Long Bridge with a two-track rail bridge and a separate highway bridge. (Moore)**
- Feb. 12, 1901** **Mrs. Annie W. Wheeler, Elmer E. Wheeler and James W. Holt purchase Wheeler Line of steamers operating on Choptank and Tuckahoe Rivers at public auction of estate of founder Caleb C. Wheeler. (NYT)**
- Feb. 13, 1901** **PRR Board authorizes subscription for \$2.285 million B&O Convertible Debentures; authorizes realignment at Rheems, "FX" Tower to Bixler, and east of Narrows on Middle Division; second track Alexandria Run**

- Jct.-Petersburg; authorizes landscaping lot between Howard, Chestnut and 7th Streets at Altoona as a park. (MB)**
- Feb. 14, 1901** **Hempfield Branch of South-West Pennsylvania Railway extended 2.5 miles to junction with Youghiogeny Railroad at Cowansburg. (Val)**
- Feb. 1901** **DL&W, CNJ and Erie each acquire 32,000 shares of LV through J.P. Morgan & Co.; with LS&MS holdings, amount of 20% of total. (Wheeler)**
- Feb. 21, 1901** **Third section of No. 495, the southbound "Nellie Bly", collides head-on with Trenton local 2.5 miles east of Bordentown at 5:15 PM; 12 killed and at least 22 injured; some cars rolled down embankment into Delaware & Raritan Canal, which mercifully was drained for winter; local has moved out of siding, mistaking second section of "Nellie Bly" for third section; most passengers of "Nellie Bly" were Italians en route from New York to Atlantic City; engineer Walter Earl of "Nellie Bly" decapitated. (PubLdgr, NYT, Shaw)**
- Feb. 25, 1901** **United States Steel Corporation incorporated as holding company to acquire and merge Carnegie and Morgan steel interests; financed by J.P. Morgan; first billion-dollar corporation with capitalization of \$1.4 billion; Carnegie receives \$250 million in U.S. Steel bonds. (verify - HistPitts has USS inc. 2/1 as holding company for Federal Steel Company, American Steel & Wire Company, National Tube Company, National Steel Company, American Tin Plate Company, American Steel Hoop Company and American Sheet Steel Company)**
- Feb. 25, 1901** **Carnegie-Gould contract to extend Wabash Rail__ to Pittsburgh revealed in press. (NYT)**
- Feb. 25, 1901** **Road Committee renames Williamsburg Jct., Pa., Morrisons Cove Jct. (MB)**
- Feb. 26, 1901** **Pres. Cassatt writes to J.P. Morgan inquiring if he knows anything about the Gould-Carnegie contract; Morgan replies he does not, though in fact the contract had been signed. (Wheeler)**
- Feb. 26, 1901** **VP James McCrea informs Cassatt that the Gould contract has been signed and that the Pittsburgh Coal Company is in the Gould syndicate and has also pledged tonnage to it. (Wheeler)**
- Feb. 26, 1901** **Arcade Real Estate Company incorporated by T. DeWitt Cuyler, et al. to build office building across Market Street from Broad Street Station. (MB)**
- Feb. 27, 1901** **PRR Board authorizes construction of additional tracks in Blair Furnace**

(E. Altoona) Yard for hopper cars to relieve yards at Altoona and Harrisburg. (MB)

- Feb. 27, 1901** Pres. Cassatt writes to H.McK. Twombly suggesting they pressure the Pittsburgh Coal Company by buying their coal elsewhere, as railroads buy 20% of their output; learns that Pittsburgh Coal Company has not yet signed a contract with Gould. (Wheeler)
- Feb. 27, 1901** VP James McCrea meets with Pres. P.L. Robbins of Pittsburgh Coal Company to persuade him to break with Gould; Robbins complains of Morgan's Hocking Valley and Toledo & Ohio Central hauling Ohio coal for lower than Pittsburgh rates; if this is corrected, he will not support Gould. (Wheeler)
- Feb. 28, 1901** George J. Gould, Twombly, and J.P. Morgan meet in Morgan's office to talk peace; Twombly and Morgan propose getting the Wabash out of the East by buying its lines east of St. Louis; in return, the Trunk Lines will stay east of the Mississippi. (Wheeler)
- Mar. 1, 1901** Susquehanna & Clearfield Railroad (Keating-Karthauss) sold to NYC system; in return, Beech Creek Railroad will route coal over Philadelphia & Erie from Keating to McElhattan; together with new Beech Creek extension from Karthauss to Clearfield will give Beech Creek a better line to Clearfield, saving two summits. (NB: first date of agreement is 1/3/01)
- Mar. 1, 1901** C.F. Perkins appointed to new post of General Coal Freight Agent of Lines West.
- Mar. 1, 1901** Pres. Cassatt telegrams J.P. Morgan to learn how far Carnegie has committed his steel company to supply traffic to Wabash-Pittsburgh Terminal. (Wheeler)
- Mar. 1, 1901** Federal commission under Sen. James McMillan appointed to prepare a systematic plan for Washington, D.C. parks in line with principles of "City Beautiful" movement spawned by 1893 World's Fair.
- Mar. 1, 1901** BC&A Railway assumes operation of former Wheeler Line of steamers to Choptank River points. (WEJ - note sale was 4/1 - WEJ says sale was 2/12, may have been rumor - NYT dispatch 3/3 says BC&A has made bid)
- Mar. 2, 1901** War Dept. approves plan for Hell Gate Bridge on New York Connecting Railroad. (C&C)
- Mar. 4, 1901** Pennsylvania Company and Erie & Pittsburgh Railroad sign agreement with Sharon Steel Company, owning coal and limestone lands in Lawrence, Butler and Mercer Counties; Sharon Steel Company will

abandon plan to build own railroad in return for Pennsylvania Company extending Wolf Creek Branch 13 miles east from Volant (Leesburg); Steel Company is to ship 1,000 tons of coal and limestone per day; Sharon Steel Company surrenders charter for Sharon & Butler Railroad to Pennsylvania Company. (Church)

- Mar. 5, 1901** New York Connecting Railroad signs second construction contract with Oliver W. Barnes. (C&C)
- Mar. 1901** Gould's Pittsburgh-Toledo Syndicate purchases charter of Pittsburgh & Mansfield Railroad from Curran and Hussey, giving him a franchise to build into Pittsburgh.
- Mar. 1901** E.H. Harriman and Jacob Schiff begin campaign to buy Northern Pacific secretly from under James J. Hill's nose and thus secure indirect control of CB&Q for Union Pacific. (Wyckoff - verify)
- Mar. 9, 1901** *New York Times* reports that PRR is to lease C&O at minimum 3% dividend per year to be increased as earnings permit. (NYT)
- Mar. 11, 1901** Chicago & South Eastern Railway Board authorizes extensions from Muncie to Decatur and from Brazil to Sullivan. (Church)
- Mar. 11, 1901** Andrew Carnegie sells all his steel interests to J.P. Morgan for inclusion in United States Steel Corporation for \$492 million. (HistPitts - verify)
- Mar. 12, 1901** PRR stockholders' meeting approves increase of capital stock and division of directors into four classes, each serving four-year terms, as per Pennsylvania act of Feb. 9, 1901. (AR)
- Mar. 13, 1901** PRR Board authorizes extension of Peters Creek Branch to lands of Crescent Coal Company on Monongahela Division. (MB)
- Mar. 15, 1901** Williamsburg Jct. station on Middle (? or Altoona?) Division renamed Morrisons Cove Jct.
- Mar. 19, 1901** Marcus A. Hanna informs Pres. Cassatt that he and his son have persuaded Pittsburgh Coal Company Board not to sign Gould contract. (Wheeler)
- Mar. 19, 1901** McMillan Commission meets representatives of American Institute of Architects and agrees to their proposition to employ D.H. Burnham, and landscape architect Frederick Law Olmsted, Jr., as experts; Burnham and Olmsted then add Charles F. McKim and sculptor August Saint-Gaudens. (get date of final report - prob 1906)

- Mar. 19, 1901** PRR finally destroys its 5,878 worthless shares of Southern Railway Security Company. (MB)
- Mar. 21, 1901** Charles P. Clark (1836-1901), former Pres. of New Haven, dies at Nice, France. (RRH)
- Mar. 22, 1901** Pennsylvania passes law authorizing railroads to merge connecting lines in which they hold 66% interest.
- Mar. 22, 1901** Terre Haute & Logansport Railway Board authorizes extension from Rockville to Terre Haute. (Church)
- Mar. 25, 1901** Ordinance to permit Wabash-Pittsburgh Terminal Railway to cross Monongahela River introduced in Pittsburgh City Council; PRR and P&LE use all possible means to block it. (Wheeler)
- Mar. 25, 1901** Pennsylvania Canal Company Board approves abandonment of last canal operations between Columbia and Nanticoke. (AR)
- Mar. 26, 1901** PRR stockholders finally vote to accept Pennsylvania Constitution of 1873 as necessary to take advantage of new state law permitting increases of capital stock; particularly 16th & 17th articles; vote to increase stock by \$100 million. (AR, NYT)
- Mar. 26, 1901** PRR begins surveying for double tracking Philadelphia & Erie Railroad between Lock Haven and Keating to handle NYC traffic. (WEJ)
- Mar. 26, 1901** Susquehanna & Clearfield Railroad, Canoe Creek Railroad, and West Branch Valley Railroad merged to form Beech Creek Extension Railroad, part of NYC&HR system. (RRH)
- Mar. 27, 1901** PRR Board authorizes offering one third of new issue of \$100 million stock to old stockholders at 60 or 20% above par, offer to expire on June 15. (MB)
- Mar. 27, 1901** PRR Board approves plan for West Philadelphia improvements; new line from 34th Street Tunnel, new West Philadelphia Station at 32nd & Market, the so-called "New York-Pittsburgh Subway" tunnel at Mantua, and the eastbound Schuylkill Division duckunder at 52nd Street. (MB)
- Mar. 27, 1901** PRR Board authorizes construction of Dry Fork Branch of Cleveland & Pittsburgh from Portland on the River Division to Bloomfield and Smithfield Summit to tap a coal region; enlargement of Kinsman Yard at Cleveland. (MB)
- Mar. 27, 1901** PRR signs agreement with LV covering elevation of Waverly & Passaic

Branch on east side of Newark, N.J. (MB)

- Apr. 1, 1901** Baltimore, Chesapeake & Atlantic Railway purchases Wheeler Transportation Line from executors of Wheeler Estate for \$79,000; Estate had tried to sell business for \$200,000; includes three vessels and wharves; at same time, BC&A buys Pier 5 Light Street, formerly used by Wheeler Line. (MB)
- Apr. 1, 1901** United States Steel Corporation formally organized; Charles Michael Schwab (-1939) Pres. (HistPitts - verify)
- Apr. 4, 1901** Bill introduced in New York Senate to grant PRR a 50-year franchise to transfer passengers in cars to South Brooklyn and thence to New England. (NYT - note is Raines bill for North River Bridge) (NYT)
- Apr. 8, 1901** New York passes supplement to Atlantic Avenue Improvement Act; city to pay one-half cost of \$2.5 million.
- Apr. 10, 1901** PRR Board authorizes extension of Monongahela & Washington to Shafts #3 & 4 of J.W. Ellsworth; realignment Larimer-Stewart and Shady Side-Ben Venue.
- Apr. 11, 1901** Stockholders ratify complete abandonment of Pennsylvania Canal Company canals; locks are stripped of iron for salvage; section between Clarks Ferry and Middletown remains watered to supply Pennsylvania Steel Company and other industries. (AR)
- Apr. 12, 1901** LIRR Board agrees to take PRR's interest in Brooklyn, New York & Jersey City Terminal Railway. (ASCE)
- Apr. 13, 1901** Winter-only *New York & Florida Limited* makes last run via Southern Railway route; replaced by *Southern's Palm Limited* for 1902 season. (Guide)
- Apr. 13, 1901** Tiffin & Northwestern Railroad deeds old right of way of Mansfield, Coldwater & Lake Michigan Railroad from Fostoria to western line of Portage Township, Wood County, Ohio, to William D. Marks, Trustee. (Church)
- Apr. 14, 1901** New drawbridge opens across Chesapeake & Delaware Canal on Delaware Divison. (WEJ)
- Apr. 15, 1901** PRR signs agreement for track elevation at Harrison, N.J.
- Apr. 17, 1901** PRR buys additional B&O voting trust certificates for \$13.4 million.

- Apr. 18, 1901** Oliver Realty Company incorporated in Missouri in interest of Wiggins Ferry Company. (Church)
- Apr. 23, 1901** Erie Railroad agrees to become tenant at Akron Union Passenger Depot. (Church)
- Apr. 23, 1901** John P. Green replaces N. Parker Shortridge on C&O Board. (AR)
- Apr. 23, 1901** Tiffin & Northwestern Railroad issues quit claim to Lake Michigan & Southeastern Railroad for old right of way of Mansfield, Coldwater & Lake Michigan Railroad between Napoleon and West Unity. (Church)
- Apr. 23, 1901** Oliver Realty Company renamed Lorenzo Realty Company. (Church)
- Apr. 24, 1901** Toledo & Michigan Terminal Railway incorporated in Ohio to build from Toledo towards Monroe, Mich. (Church)
- Apr. 25, 1901** State of Indiana issues certificate for construction of Terre Haute & Logansport Railway from Rockville to intersect Terre Haute & Indianapolis Railroad near Terre Haute; not built. (Church)
- Apr. 26, 1901** Pres. Cassatt writes to New Haven Pres. John M. Hall proposing that they join in purchasing the New York Connecting Railroad; New Haven is to move all through trains over this line with own locomotives. (AJC)
- Apr. 27, 1901** Mont Alto Railroad sold at foreclosure. (C&C)
- Apr. 29, 1901** PRR Chief Engineer William H. Brown issues statement denying that PRR has any interest in North River Bridge scheme and calling it unfeasible. (NYT)
- Apr. 29, 1901** Pennsylvania Steel Company of New Jersey incorporated to act as holding company for Pennsylvania Steel Company and its subsidiaries; new stock issued for improvements.
- Apr. 30, 1901** Freight service begins over new portion of Petersburg Branch between Mt. Etna and Petersburg by empty cars for quarries worked by Middle Division crews. (Snyder)
- Apr. 30, 1901** First three-million share day on New York Stock Exchange. (Wyckoff)
- May 1, 1901** PRR declares a regular 2.5% semiannual dividend, down from 3% paid in last half. (NYT)
- May 1, 1901** Gould directors seated on Board of Wheeling & Lake Erie after Pittsburgh-Toledo Syndicate acquires control. (Wheeler)

- May 5, 1901** PRR and Erie Railroad inaugurate new through line between Buffalo, St. Louis and Nashville for World's Fair traffic; uses Erie east of Akron and PRR line between Akron, Columbus and points south and west; cars are carries on regular trains west of Columbus; trains are *Pan-American Express* and *Buffalo Express* eastbound, and *St. Louis Express* and *Nashville Express* westbound. (tt)
- May 6, 1901** Pres. Cassatt writes Pres. F.J. Firth of Anchor Line re a scheme of Berwind to establish a fleet of ocean colliers to export 1.5 million tons of coal a year to France, Italy, and perhaps South America. (AJC)
- c. May 6, 1901** Pres. Cassatt, Hamilton McKown Twombly and George J. Gould hold meetings in New York office of J.P. Morgan & Co.; Gould discusses possible sale of Wabash-Pittsburgh Terminal Railway to PRR and portion of Wabash Railroad between Toledo and St. Louis to NYC&HR; Trunk Lines to agree not to build further west, and western lines not to ocme further east. (AJC, Wheeler)
- May 7, 1901** H.McK Twombly informs Pres. Cassatt that George J. Gould may purchase the DL&W. (AJC)
- May 7, 1901** Frederick Leyland & Company, Ltd. shareholders agree to sale of the Leyland Line to J.P. Morgan negotiated by Pres. John R. Ellerman on Apr. 26; Ellerman is to retain the Portuguese, Belgian and Mediterranean routes on promise to refrain from competing in the American market for 14 years. (Flayhart)
- May 8, 1901** Arthur E. Appleyard and associates agree to purchase all stock of Dayton, Lebanon & Cincinnati Railroad from estate of Henry Lewis. (Church)
- May 9, 1901** Northern Pacific corner on New York Stock Exchange as E.H Harriman almost succeeds in his plan to acquire the Burlington indirectly by buying control of the Northern Pacific on the open market right under the nose of James J. Hill, head of the Northern Pacific and Great Northern; price of NP bid up to 1000; however, Harriman falls short of absolute control. (Klein); record 3.336 million shares traded on exchange not matched until 1925. (Wyckoff)
- May 9, 1901** Pres. Cassatt writes to VP Samuel Rea to make sure that August Belmont makes 34th Street an express stop on the IRT subway so as to serve new LIRR tunnel; is not done. (AJC)
- May 10, 1901** Samuel Rea and James McCrea elected B&O directors, replacing James J. Hill and Norman B. Ream, giving PRR four seats. Pres. Cassatt feels

PRR must take more active role in B&O management; are to change B&O bylaws and organization to equal those of PRR and put L.F. Loree in charge. (AJC)

- May 10, 1901** Morgan and Kuhn, Loeb & Co. allow short holders of Northern Pacific to settle at 150, ending panic. (Wyckoff)
- May 14, 1901** New electro-pneumatic interlocking placed in service at east end of Gallitzin tunnel.
- May 1901** Class E2 4-4-2 passenger locomotive introduced.
- May 1901** New ferry station at Debrosses Street completed. (AR)
- May 19, 1901** VP James Wood sends Pres. Cassatt a memo outlining six possible ways of striking back at George J. Gould, including cutting off his interchange traffic, kicking Western Union Telegraph Company off the PRR, and extending the Eel River Railroad to Toledo and Detroit to form a rival St. Louis-Toledo line. (Wheeler)
- May 20, 1901** Road Committee renames Paulton, Pa., West Apollo on Western Pennsylvania Division. (MB)
- May 21, 1901** Pres. Cassatt meets William K. Vanderbilt and H.McK. Twombly at Grand Central Station; first such meeting since 1899; discuss joint action against George J. Gould. (NYT, Wheeler)
- May 22, 1901** PRR Board approves track elevation of West Penn through Allegheny, Pa. (MB)
- May 23, 1901** PRR and NYC&HR sign formal agreement, demanded by PRR, for joint control of Chesapeake & Ohio for 10 years; to give each other first option if stock is sold; each to name four directors and jointly to name president; George W. Stevens elected Pres. of C&O, replacing Melville E. Ingalls, resigned because of ties to Vanderbilts; John P. Green elected Chairman of Finance Committee. (get C&O election from Hist or AR)
- May 23, 1901** Pres. Cassatt rejects August Belmont's suggestion that LIRR give up plan to build uptown tunnel and have it built by his Subway Operating (Construction?) Company; Cassatt wants LIRR to have own tunnel, preferably terminating under 42nd Street in front of Grand Central Station. (AJC)
- May 1901** PRR adopts new type of 70-foot Pullman parlor car for Jersey City-Philadelphia service. (WEJ)

- May 25, 1901** Trainmaster=s office moved into Logan House at Altoona. (Snyder)
- May 27, 1901** Two fast trains each way established between Philadelphia and Wilkes-Barre via Pottsville and Hazleton. (PassDept)
- May 27, 1901** Through passenger service begins on Petersburg Branch between Hollidaysburg and Huntingdon; first passenger service between Petersburg and Mt. Etna, Pa. (Snyder)
- May 28, 1901** PRR signs memo of understanding with August Belmont; PRR and LIRR are to organize a company to build a tunnel to 33rd Street to pressure owners of 42nd Street tunnel franchise (New York & Queens County Railway? or New York & Long Island Railroad?) into selling to Belmont at a reasonable price; Belmont will turn the 42nd Street property over to the LIRR once he gets the franchise; LIRR will then build to 42nd Street and make connection with IRT subway at Grand Central Station. (AJC 32/1)
- May 29, 1901** PRR signs agreement for track elevation through Latrobe, Pa.
- May 30, 1901** Future Comptroller Ralph C. Miller joins PRR as Assistant Engineer on Pittsburgh Division. (MB)
- May 31, 1901** Harriman, Hill, Jacob Schiff and Henry Bacon of J.P. Morgan & Co. meet at the Metropolitan Club and negotiate a truce; Morgan is to name the Northern Pacific Board, but traffic is to be coordinated with Harriman Lines; control of Burlington to be vested in new holding company, the Northern Securities Company with control split between Morgan and Harriman interests. (Klein)
- June 1, 1901** PRR forces resignation of B&O President John K. Cowen and replaces him with Leonor F. Loree, then Fourth VP of Lines West; Cowan is named General Counsel; Loree introduces PRR methods on B&O; Second VP & General Manager F.D. Underwood and Assistant General Manager Daniel Willard also forced to resign; G.L. Potter, General Manager of Lines West, appointed General Manager of B&O; Arthur Hale appointed Assistant General Manager; for B&O loyalists, the next few years amount to enemy occupation. (AR, Wheeler,)
- June 1, 1901** J.J. Turner promoted from General Manager of Vandalia Line to Fourth VP of Lines West, replacing Loree; George L. Peck to General Manager of Lines West, replacing Potter; Ralph Peters to General Superintendent of Southwest System.
- June 1, 1901** Paulton station renamed West Apollo on Western Pennsylvania Division.

- June 3, 1901** Pres. Cassatt writes to August Belmont demanding that LIRR and not Belmont build 42nd Street tunnel; calls for new conference. (AJC 32/1)
- June 3, 1901** North Branch Canal rewatered between Danville and Northumberland to permit owners to remove stranded boats.
- June 3, 1901** William H. Newman elected Pres. of NYC&HR replacing Samuel Callaway.
- June 5, 1901** Pennsylvania Company, PRR and WNY&P agree to build Wolf Creek Branch from Leesburg to Redmond, Pa. (Church)
- June 6, 1901** Pres. Cassatt orders VP Samuel Rea to investigate question of underground railroads in Broad and Market Streets in Philadelphia and whether franchises are for steam or trolley operation. (AJC)
- June 6, 1901** PRR purchases 100,000 shares preferred and 97,351 shares common of Pennsylvania Steel Company of New Jersey for \$11.5 million; is bulk of new issue of stock; vested in Pennsylvania Company; done to give PRR a bargaining chip in any future contest with United States Steel Corporation and guarantee a secure supply of rails. (Wheeler)
- June 6, 1901** PRR begins purchase of stock of Cambria Steel Company at Johnstown on behalf of Pennsylvania Company; total investment in Cambria reaches \$4.85 million; done for same reason as Pennsylvania Steel Company purchase; total investment in steel companies is \$19.5 million.
- June 6, 1901** PFW&C acquires trackage rights over Calumet Western Railway, which opens between the south end of the Cummings Branch at 106th Street, Chicago, to the Calumet River Railway north of Hegewisch; Pennsylvania Company, Rock Island, Michigan Central and Chicago Junction Railway sign new agreement to operate Calumet Western Railway as a joint terminal instead of by Pennsylvania Company. (C&C, Church)
- June 6, 1901** Terminal Railroad Company grants Pennsylvania Company and PCC&StL the use of its tracks in Chicago. (Church)
- June 6, 1901** Pennsylvania Company obtains joint use of Chicago Junction Railway between Calumet Park and Chappell on the Terminal Railroad and between Calumet Park and the State Line & Indiana City Railway. (Church)
- June 6, 1901** South Chicago & Southern Railroad, Michigan Central Railroad, and Chicago Junction Railway agree for joint use of South Chicago & Southern Railroad between Hegewisch Jct. and Calumet Park and for joint use of Calumet River Railway. (Church)

- June 6, 1901** Pennsylvania Company, Chicago, Rock Island & Pacific Railway, Michigan Central Railroad, and Chicago Junction Railway agree for joint use of Calumet Western Railway. (Church)
- June 6, 1901** Pennsylvania Company acquires joint use of East Chicago Belt Railroad. (Church)
- June 6, 1901** PCC&StL acquires trackage rights over Indiana Harbor Belt Railroad between Burnham, Ill., and East Chicago, Ind. (C&C)
- June 8, 1901** PRR denies that it has purchased either the Wabash Rail__ or the Wheeling & Lake Erie Rail__. (NYT)
- June 10, 1901** PRR sells a 30% interest in Pennsylvania Steel Company to Reading Iron Company, subsidiary of Reading Company, at cost for \$3.45 million; PRR retains 55% worth \$10.5 million. (Wheeler)
- June 10, 1901** Eel River Railroad Co. (Logansport to Butler, Ind.) sold at foreclosure for \$1 million to William W. Crapo, Elijah Smith and Daniel L. Quirk, purchasing committee of stockholders appointed Dec. 26, 1900. (Church)
- June 11, 1901** PRR officials reveal purchase of Pennsylvania Steel Company. (NYT)
- June 12, 1901** Long Island Extension Railroad incorporated by PRR to build rapid transit tunnel between Long Island City and 33rd Street & 7th Avenue, then up 7th Avenue to 45th Street, for LIRR; plan calls for tunnel under 33rd Street to two-track subway-type station 80 feet below grade served by banks of large elevators and another elevator connection to LIRR station in Long Island City; Samuel Rea, Pres.; was a ruse as per agreement with August Belmont. (AJC 32/23, MB)
- June 12, 1901** VP John P. Green refuses to confirm or deny rumors regarding PRR purchase of Pennsylvania Steel Company but does deny that PRR has control. (NYT)
- June 12, 1901** Automatic pneumatic block signal system placed in service between Camden and Atlantic City via Winslow Jct.
- June 12, 1901** Trenton Cut-off Railroad merged into PRR.
- June 12, 1901** PRR Board authorizes double track between Lock Haven and Keating on P&E.
- June 13, 1901** North Branch Canal drained for last time.

- June 14, 1901** Work begins on Wabash-Pittsburgh Terminal Railway controlled by George J. Gould and supported by Andrew Carnegie; connects with the Wheeling & Lake Erie at Jewett, Ohio, giving the Gould system of roads access to the Pittsburgh market.
- June 14, 1901** Atlantic City Railroad absorbs Camden County Railroad, Ocean City Railroad, and Seacoast Railroad under agreement of May 24, 1901. (Val)
- June 15, 1901** PRR abandons freight station at 30th Street and Hudson River in New York City.
- June 15, 1901** Charles M. Sheaffer appointed Superintendent of Telegraph, replacing Arthur Hale, resigned. (Snyder - or 7/1 - check MB)
- June 16, 1901** New station at Germantown Jct. (North Philadelphia) opens.
- June 1901** Calumet Western Railway opens between end of PFW&C Cummings Branch at 106th Street and Hegewisch; freight service only; operated jointly by Pennsylvania Company, Rock Island, Michigan Central and Chicago Junction Railway under agreement of June 6, 1901.
- June 18, 1901** VP Samuel Rea transmits papers and estimates for North River Bridge to Pres. Cassatt; PRR has decided it can guarantee 200,000 cars per year by 1905; Gustav Lindenthal's estimate is \$90 million; company is to issue \$1 million in stock for control, \$100 million in First Mortgage bonds for construction, and \$50 million in Income bonds for guarantees and miscellaneous expenses; bridge is to include a trolley line running from Hoboken and the top of the Palisades. (AJC 2/39)
- June 19, 1901** PRR buys additional 31,300 shares of C&O through Kuhn, Loeb & Co. for \$1.48 million; brings total holdings to 26% at total cost of \$5.57 million.
- June 19, 1901** St. Clair, Madison & St. Louis Belt Railroad leaves receivership without foreclosure. (Church)
- June 19, 1901** Flat Top Coal Land Association, owning 238,624 acres of the Pocahontas Field, grants option to buy its property to Elbert H. Gary, William Edenborn (both of U.S. Steel) and Isaac T. Mann. (Lambie)
- June 21, 1901** CNJ Pres. George F. Baer writes to Pres. Cassatt warning the allowing local trolley tracks on the North River Bridge as per plans of Lindenthal and Rea will destroy most of CNJ's suburban traffic; Rea believes that the Bridge will expand suburban growth to the extent that there will be plenty of traffic for both railroads and trolleys. (AJC 2/39)

- June 21, 1901** Jacob Schiff meets George J. Gould with offer to buy him out on behalf of PRR and NYC&HR; Gould demands \$10 million for his Wabash stock, \$9 million for the W&LE Syndicate and surveys and \$8 million for his Wabash debentures.
- June 21, 1901** Elbert H. Gary meets with N&W officials in New York regarding purchase of Pocahontas coal lands; Gary offers N&W a 1/4 or 1/5 interest; N&W Chairman Kimball declines a minority interest, but suggests N&W can take entire stock of new company. (Lambie)
- June 22, 1901** Long Island Extension Railroad files map with Board of Rapid Transit Commissioners showing tunnel to 33rd Street & 7th Avenue. (Seyfried)
- June 22, 1901** H.McK. Twombly, for Vanderbilt interests, questions expediency of buying Gould's stake in Wabash and W&LE but agrees to work with PRR; agrees to split Eel River Railroad 50-50 (not done) and also suggests buying Toledo, St. Louis & Western ("Clover Leaf").
- June 23, 1901** New Camden Terminal and ferry house opens; train shed 570' x 252' with 11 tracks; uses components from 1881 Broad Street Station sheds. (AR has 500 x 252 with 12 tracks and one more under overhang); old ferry houses at Federal and Market Streets abandoned. (AR)
- June 24, 1901** Cumberland Valley & Waynesboro Railroad incorporated as reorganization of Mont Alto Railroad.
- June 25, 1901** PRR purchases Baltimore & Delaware Bay Railroad and its subsidiary Smyrna & Delaware Bay Railroad (Bombay Hook, Del.-Chestertown, Md.) from CNJ; PW&B begins operating B&DB under its lease of Delaware Railroad dated May 1, 1897. (Val)
- June 26, 1901** PRR Board authorizes extension of Waverly & Passaic Branch to connect with west end of Meadows Yard; double track Radebaugh-County Home Jct. and enlargement of Youngwood Yard on Monongahela Division; realignment East Pittsburgh-Stewart; grants trackage rights to Buffalo & Susquehanna Railroad between Sinnemahoning and Tyler on Low Grade Line. (MB)
- June 26, 1901** *New York Times* reports that officials of PRR have been conferring with Kuhn, Loeb & Co., Mercantile Trust Company and other bankers regarding financing for North River Bridge Company; bankers had rejected first PRR proposal as not providing enough return on investment; Mercantile Trust Company had demanded that PRR guarantee entire interest after Vanderbilts indicate they want no part of a project that would end their monopoly of direct access to Manhattan. (NYT, AJC 2/39)

- June 26, 1901** George J. Gould refuses Jacob Schiff's offer to buy out his interests in behalf of the PRR and NYC&HR; struggle with PRR intensifies.
- June 26, 1901** Pres. Cassatt receives prospectus of Pocahontas Coal Syndicate of Gary, Edenborn and Mann; notes they have purchased all lands of Flat Top Coal Land Association and an additional 70,000 acres in West Virginia from W.M. Ritter and W.G.W. Jaeger, along with the paper N.J. charter of the Pocahontas Coal & Coke Company. (Lambie)
- June 26, 1901** L.F. Loree elected director of Pennsylvania Company. (NYT)
- June 27, 1901** Pres. Cassatt orders James McCrea to tell Gould's Western Union that its telegraph contract won't be renewed and to meet with NYC&HR Pres. Newman to arrange other retaliatory measures against Gould.
- June 27, 1901** PRR signs traffic agreement with Michigan Central and NYC&HR granting use of their lines between Toledo and Detroit.
- June 27, 1901** Queen Anne's Railroad begins operating summer-only *Cape May Express* between Queenstown and Lewes with connecting steamer to Cape May.
- June 29, 1901** Cave-in closes Union Tunnel at Baltimore.
- June 30, 1901** Automatic block signals placed in service between Camden and Burlington.
- June 30, 1901** PRR closes off-line freight office at Hartford, Conn.
- Summer 1901** Charles F. McKim and Daniel H. Burnham tour Europe on behalf of the McMillan Commission of Washington; McKim visits railway terminals of Paris and other cities and remains of Roman baths and the Colosseum that later inspire design of Penn Station. (Diehl,)
- Summer 1901** PRR buys control of New York Connecting Railroad from NYC&HR (through J. Hampton Barnes?) (Seyfried - may be rumor?)
- July 1, 1901** VP James McCrea informs Pres. Cassatt that he and NYC&HR Pres. Newman prefer no open moves against Gould as merely giving him favorable publicity as underdog; would be unable to get consent of other lines for a complete boycott, but suggest they both quietly reroute traffic away from Gould lines. (Wheeler)
- July 1, 1901** PRR opens freight office in New Haven.
- July 1, 1901** New York & Rockaway Beach Railway surrenders operation of LIRR line

between New York & Rockaway Beach Jct. and Far Rockaway. (C&C - Val has this date LIRR assumes! operation of NY&RB)

- July 1, 1901** PRR purchases all stock of Pittsburgh Provision Company; agrees with Samule W. Allerton, operator of stock yards at East Liberty to build new stock yards on Herrs Island. (Church)
- July 1, 1901** Midway & Oakdale Railway opens between Midway and mines of Shaw Coal Company (1.53 miles) on Pittsburgh Division of PCC&StL. (Church)
- July 1, 1901** Pennsylvania Canal Company leases 3.84 miles of canal at Steelton to Pennsylvania Steel Company for use as reservoir. (AR)
- July 5, 1901** Pennsylvania Land Company leases property at Louisville to PCC&StL. (Church)
- July 8, 1901** Largest PRR guided tour yet leaves New York for one-month circuit to San Francisco-Los Angeles-Vancouver and return via Canadian Pacific; 4 sections, 400 people.
- July 8, 1901** W.A. Patton denies rumors that a soft coal combination is to be formed as a result of a meeting of capitalists in J.P. Morgan's office on July 8; representatives of Berwind-White Coal Mining Company, Pittsburgh Coal Company and Castner, Curran & Bullitt also deny rumors. (NYT)
- July 9, 1901** Pres. Cassatt orders VP Samuel Rea to proceed with acquisition of New York Connecting Railroad from William H. Barnes (?) for \$200,000, although it yet has no property or city franchise. (AJC)
- July 9, 1901** Pres. Cassatt's Assistant William A. Patton denies rumors of a soft coal combination being formed by a group of millionaires who met in J.P. Morgan's office on July 8. (NYT)
- July 9, 1901** One track reopens through Union Tunnel at Baltimore.
- July 10, 1901** Pres. Cassatt leaves Haverford for European vacation on 7:00 AM steamer train from Philadelphia; sails on American liner *St. Louis*. (AJC, NYT)
- July 10, 1901** NYC&HR Pres. William H. Newman elected a director of C&O, replacing Samuel R. Callaway, resigned. (AR)
- July 12, 1901** PCC&StL grants trackage rights between Batavia Jct. and Cincinnati and use of its Cincinnati station to Cincinnati, Portsmouth & Virginia Railroad (N&W system). (Church)

- July 13, 1901** Western New York & Pennsylvania secures trackage rights over Jamestown, Chautauqua Lake & Lake Erie Rail(road) between Mayville, N.Y., and Chautauqua Assembly Grounds with joint use of station for period of five years.
- July 13, 1901** Western Washington Railroad Company of West Virginia incorporated to extend Western Washington Railroad of Pa. from state line to mouth of Cross Creek on Ohio River; railroad is not built and company does not become part of PRR system. (Church)
- July 13, 1901** J.T. Blair and E.D. Fulton obtain option on stock of Little Kanawha Railroad. (Church)
- July 14, 1901** Amalgamated Association of Iron & Steel Workers calls strike against United States Steel Corporation; first since 1892. (HistPitts)
- July 1901** George H. Daniels of NYC&HR begins publication of monthly *Four-Track News*, a magazine for passengers; becomes *Travel Magazine* in Oct. 1906. (LC)
- July 17, 1901** Property of former Fort Wayne, Terre Haute & Southwestern Railroad between Carbon and Bridgeton, Ind., conveyed to Chicago & South Eastern Railway after 1900 foreclosure sale. (Church)
- July 24, 1901** City of New York contracts for extension of IRT subway from City Hall to LIRR terminal at Flatbush Avenue, Brooklyn.
- Aug. 1, 1901** Future Pres. Martin Withington Clement (1881-1966) joins PRR as rodman after graduating from Trinity College. (NYT)
- Aug. 1, 1901** Hamilton McK. Twombly, representative of Vanderbilt interests, elected director and member of Executive Committee of Erie Railroad. (AR)
- Aug. 4, 1901** PRR and Erie Railroad revise World's Fair service from west via Columbus and Akron; *Buffalo Express* renamed *Exposition Express*; adds third *Chautauqua Lake Express* direct to Chautaugua Lake at Jamestown, N.Y.
- Aug. 8, 1901** PRR representative notes that while NYC&HR has not shown open opposition to North River Bridge Company plan, neither has it been openly favorable. (NYT)
- Aug.? 1901** VP Samuel Rea telegraphs Pres. Cassatt in Europe to investigate the Gare d'Orsay and its electric traction as a possible solution to the New York terminal problem. (Rea - according to AJC files, Cassatt was in Paris in mid-Aug. - telegram not found in AJC's files)

- Aug. 1901** Conway Yard placed under its own Assistant Trainmaster.
- Aug. 1901** NYC&HR Chief Engineer William J. Wilgus engages civil engineer Bion J. Arnold to prepare plan for electrification for main line trains between Grand Central Depot and Mott Haven Yard.
- Aug. 22, 1901** Philadelphia & Cape Charles RPO combined with steamer post office as Philadelphia & Norfolk RPO. (Kay)
- Aug. 23, 1901** M.K. Salsbury, et al., of Pittsburgh sell Western Washington Railroad to PCC&StL. (Church)
- Aug. 24, 1901** Barberton, Akron & Eastern Railway incorporated in Ohio to build from Barberton via Akron to Pennsylvania state line in Mahoning County. (Church)
- Aug. 29, 1901** Cincinnati & Muskingum Valley Railroad Board authorizes branch from Crooksville, Ohio, south to mines of Hurd Coal Company. (Church)
- Aug. 29, 1901** Eleven killed in wreck of passenger train near Newark, N.Y., on Elmira & Canandaigua Division. (NYT)
- Aug. 31, 1901** American Line liner *Paris*, wrecked in 1899, returns to service rebuilt by Harland & Wolff as *Philadelphia*. (Flayhart)
- Sep. 3, 1901** LIRR deeds Long Island Extension Railroad a right of way at Long Island City. (MB)
- Sep. 5, 1901** Richmond-Washington Company incorporated in N.J. as holding company for the purpose of controlling Washington Southern Railway and Richmond, Fredericksburg & Potomac Railroad (RF&P) in interest of all railroads entering Washington from north and south; purchases control of RF&P from ACL and of Washington Southern from PRR. (C&C)
- Sep. 6, 1901** President McKinley mortally wounded by anarchist Leon Czolgosz while greeting crowds at the Pan-American Exposition at Buffalo. (EAH)
- Sep. 7, 1901** Pres. Cassatt returns from European vacation on White Star liner *Celtic*; having looked at European terminals, he has conceived the outlines of a plan for the future Penn Station project; after leaving Paris, had met in Lodon with tunnel expert Charles M. Jacobs, who accompanies him on *Celtic*. (AJC, NYT, ASCE)
- Sep. 7, 1901** Logansport & Toledo Railway incorporated in Indiana as reorganization

- of Eel River Railroad; PRR has purchased stock for \$1.5 million.
(Church)
- Sep. 10, 1901** Logansport & Toledo Railway organized; James McCrea, Pres.; operation by Wabash Railroad continues until Jan. 1, 1902. (Church)
- Sep. 10, 1901** PCC&StL obtains use of Chicago Terminal Transfer Railroad between 14th & 39th Streets to reach C&NW at 14th Street. (Church)
- Sep. 11, 1901** PRR Board authorizes extension of South Fork Railroad from Dunlo to Henrietta to reach mines of Henrietta Coal Mining Company; realignment at Clairton on Monongahela Division. (MB)
- Sep. 12, 1901** Chief of Motive Power Theodore N. Ely requests Baldwin Locomotive Works to prepare estimate for electrification and 30 locomotives for a proposed Hudson River Tunnel. (AJC 32/43)
- Sep. 12, 1901** Eel River Railroad Company reorganized as Logansport & Toledo Railway Company; controlled by Pennsylvania Company but still operated by Wabash. (AR says 9/12 is fcl sale; check C&C)
- Sep. 12, 1901** Logansport & Toledo Railway agrees that Wabash Railroad will operate it until Jan. 1, 1902; passenger trains continue to operate through to Toledo over Wabash. (Church, Sanders)
- Sep. 12, 1901** B&O voting trust expires; stock distributed to PRR.
- Sep. 1901** Pres. Cassatt holds conference with Samuel Rea, William H. Baldwin, Charles M. Jacobs and J. Vipond Davies, at which Cassatt outlines plan for New York tunnels and terminal, including a station at 33rd Street & 4th Avenue. (ASCE)
- Sep. 1901** VP Samuel Rea informs Gustav Lindenthal that the PRR is considering a tunnel under the Hudson and East Rivers in place of the North River Bridge scheme. (AJC 2/39)
- Sep. 14, 1901** Pres. McKinley dies; VP Theodore Roosevelt (1858-1919) sworn in; Roosevelt, a Progressive, had been placed in the vice presidency to neutralize him; now proceeds to overturn some of McKinley's policies and push for curbs on big business. (EAH)
- Sep. 16, 1901** Pres. McKinley's six-car funeral train travels over PRR from Buffalo to Washington for a lying-in-state at the White House; Pullman 8 section-observation lounge *Pacific* fitted with a bier. (Withers)
- Sep. 17, 1901** Pres. McKinley's funeral train leaves Washington for Canton, Ohio, in

three sections; the first with politicians and press, then the funeral train itself, and then a third section for the military. (Withers)

- Sep. 17, 1901** Washington Southern Railway, Chesapeake & Ohio Railway and Southern Railway sign operating contract calling for construction of Potomac Yard in Arlington, Va., as main interchange point between North and South.
- Sep. 17, 1901** Barberton, Akron & Eastern Railway organized. (Church)
- Sep. 18, 1901** Samuel Rea has interview with George D. Cook, a Baltimore banker, who informs him that the City of Baltimore is determined to sell its stock in the Western Maryland; Rea declines Cook's offer to sell to PRR for \$6 million, noting its only profitable section is between Shippensburg and Cherry Run, where it gets a higher-than-average division from the Reading. (Wheeler)
- Sep. 18, 1901** McKinley funeral train arrives in Canton for burial service. (Withers)
- Sep. 1901** Second track opens between Bordentown and Florence on Amboy Division.
- Sep. 1901** B&O convertible debentures converted to common stock, giving PRR an additional 29,600 shares; by the end of 1901, PRR holds over a 40% interest in B&O.
- Sep. 20, 1901** PRR's Western Union contract on Lines East expires. (NYT)
- Sep. 21, 1901** Gustav Lindenthal submits his own study for a Hudson River Tunnel to Pres. Cassatt; believes that the river bottom is not solid enough to support a tunnel above a depth of at least 115 feet at the center and may have to be 100 feet deep at the pierhead line; therefore, the grades would be too steep; dismisses schemes put forward by others for building the tunnel as an "underwater bridge" supported on piles going down to bedrock (an idea which is initially incorporated in the PRR's tunnel plan); raises question of tunnel ventilation and inability to serve local traffic with streetcars from Jersey City Heights; still urges PRR to build a union station for all railroads on the west bank of the Hudson under its own control; submits a reduced estimate for fewer tracks on the bridge to serve only the PRR, B&O, Erie and NYO&W and calls for LIRR to run into a basement loop under bridge terminal. (AJC 2/39)
- Sep. 21, 1901** Akron Terminal Railway incorporated in Ohio to build between Barberton and Akron. (Church)
- Sep. 21, 1901** Cleveland & Marietta Railway agrees to acquire Ohio Valley & Junction

Railway from Crown Fire Clay Company. (Church)

- Sep. 21, 1901** Cincinnati & Muskingum Valley Railroad files for construction of branch from Crooksville south to mines of Hurd Coal Company in Monroe Township, Perry County. (Church)
- Sep. 23, 1901** PRR Road Committee approves termination of contract with International Navigation Company. (MB)
- Sep. 23, 1901** Baldwin Locomotive Works submits estimate for electrifying a Hudson River Tunnel at \$3.7 million; reduces the number of electric locomotives from 30 to 18. (AJC 32/43)
- Sep. 24, 1901** Press reports that A.J. Cassatt has issued an ultimatum to George J. Gould to drop his plans to build into Pittsburgh or PRR will eject Western Union Telegraph Company from all its lines; PRR and Gould representatives issue denials. (NYT)
- Sep. 24, 1901** Toledo & Michigan Terminal Railway opens between Ohio Street on Manufacturers Railway and Michigan Central Belt Line (0.69 mile) at Toledo; operated by Pennsylvania Company. (Church)
- Sep. 25, 1901** PRR gives one year notice of terminating all contracts with International Navigation Company.
- Sep. 27, 1901** Pres. Cassatt informs Gustav Lindenthal that he will meet to compare Lindenthal's latest estimate of \$46 million for a scaled down North River Bridge once PRR's tunnel studies are done. (AJC 2/39)
- Sep. 27, 1901** Henry C. Begole appointed receiver of St. Louis, Vandalia & Terre Haute Railroad on suit by city of Vandalia, et al., over validity of preferred stock and income bonds. (Church)
- Fall 1901** Pres. Cassatt calls meeting of VP Samuel Rea, LIRR Pres. William H. Baldwin, and tunnel engineer J. Vipond Davies, who had designed LIRR's proposed midtown tunnel and was a consultant on the old Hudson River Tunnel; presents his ideas for Penn Station; Davies advises that Cassatt's original plan to put the station at 4th Avenue is impractical because of the steep grade required to pass under East River; station site is then moved to 7th Avenue. (ASCE)
- Oct. 1, 1901** Waiting room of new Pittsburgh Union Station opens; 13-story head house completed in 1902. (AR - HistPitts says sta. open 10/12)
- Oct. 1, 1901** W.W. Atterbury appointed General Superintendent of PRR Grand Division, replacing F.D. Casanave, resigned to become General

Superintendent of Motive Power of B&O. (PRR AR, B&O AR)

- Oct. 1, 1901** **R.N. Durborrow appointed Superintendent of Motive Power of PRR Grand Division. (Snyder - verify)**

- Oct. 1, 1901** **Wabash Railroad turns over portion of former Eel River Railroad between Logansport and Chili to Logansport & Toledo Railway for rebuilding; was little used by Wabash and badly deteriorated. (AR)**

- Oct. 4, 1901** **PRR offers \$100 per share for 8% of PW&B remaining in private hands. (MB)**

- Oct. 4, 1901** **PRR begins purchasing additional shares of N&W through Kuhn, Loeb & Co.; by Dec. 20, 1901, has acquired 78,300 shares common for \$4.4 million. (Wheeler)**

- Oct. 4, 1901** **Allegheny City ordinance calls for grade separation of PRR System lines through city. (Church)**

- Oct. 7, 1901** **LIRR secures stock control of Long Island Construction Company; used for various construction projects, including Montauk and Port Washington extensions. (MB)**

- Oct. 7, 1901** **PRR Road Committee authorizes extension of Turtle Creek Branch to Delmont to reach Saltsburg Glass Company; Ninevah, Pa., renamed Seward on Pittsburgh Division. (MB)**

- Oct. 7, 1901** **Queen Anne's Railroad opens branch from Queenstown to Centreville, Md.**

- Oct. 9, 1901** **PRR Board authorizes completion of track elevation between Norris and Butler Streets in on the Kensington Branch; extension of Turtle Creek Valley Branch from Export to Burnt Cabin Summit; donates lot to PRR Branch of the YMCA of Harrisburg. (MB)**

- Oct. 10, 1901** **No. 225, first Class P (type?) assigned to Delaware Division makes first run; to be placed in regular service on Cape Charles passenger expresses ca. Nov. 1. (WEJ)**

- Oct. 10, 1901** **"GY" Tower placed in service at west end of Altoona on Pittsburgh Division. (CE)**

- Oct. 10, 1901** **Akron Terminal Railway merged into Barberton, Akron & Eastern Railway under articles of Oct. 4. (Church)**

- Oct. 11, 1901** **Joshua Twing Brooks (1840-1901), Second V.P. of Lines West, dies at**

home at Salem, Ohio, after 35 years of service. (AR)

- Oct. 14, 1901** Pres. Cassatt notes to LIRR Pres. Baldwin that first J. Vipond Davies plan for Penn Station places east front on 6th Avenue and is too expensive. (AJC 32/1)
- Oct. 1901** William Gibbs McAdoo (1863-1941), the son of a war-impooverished southern planter who had come to New York to practice law in 1892, tours old Hudson Tunnel Railway tunnel in company with engineer Charles Mattathias Jacobs; estimate one tube can be completed with two narrow gauge tracks for \$4 million; in his memoirs, McAdoo claims he thought of tunnel scheme independently and then learned of Haskin's tunnel from John Randolph Dos Passos of old company; however, old company was still trying to reorganize, and news of its doings still appeared in newspapers.
- Oct. 1901** Class E3 4-4-2 passenger locomotive introduced for Pittsburgh Division service.
- Oct. 1901** Western Washington Railroad opens between Houston and Westland, Pa., and Plum Run Jct. to Palanka. (Church - says Plum Creek Branch is PC Jct. to Midland Coal Mine #1 and Chartiers Branch to Midland Coal Mine #2)
- Oct. 1901** PCC&StL and B&O purchase entire capital stock of Tylerdale Connecting Railroad, opened this year from Tylerdate to Scottdale on B&O. (Church)
- Oct. 16, 1901** Pocahontas Coal & Coke Company incorporated in New Jersey to acquire 300,000 acres of Pocahontas Field coal lands from Flat Top Coal Land Association for N&W; purchase bonds are guaranteed by Pennsylvania Company and PCC&StL; land is leased to operators who are obliged to ship over N&W, but not worked directly by railroads. (Wheeler)
- Oct. 19, 1901** Columbus, Kinkora & Springfield Railroad sold at foreclosure.
- Fall 1901** PRR announces plan for new Cincinnati station to be designed by Daniel Burnham; not executed. (CE)
- Oct. 26, 1901** Last run of joint Erie-PRR Buffalo-Columbus-St. Louis World's Fair service. (tt)
- Oct. 28, 1901** PRR Road Committee approves construction of General Office Annex on property at 1505-1511 Filbert Street north to Cuthbert Street; nine story building designed by Furness, Evans & Co. to be done by Aug. 1, 1902. (MB)

- Oct. 29, 1901** Pres. Cassatt confers with Jacobs & Davies regarding plans for tunnels and terminal real estate costs. (AJC 32/1)
- Oct. 29, 1901** Mount Holly power plant destroyed by fire, ending electric service between East Burlington and Mount Holly.
- Oct. 30, 1901** PRR Board authorizes near doubling of Pennsylvania Company stock by issuing additional \$19 million; authorizes construction of General Office Annex Building at 1505-1511 Filbert Street. (MB)
- Oct. 31, 1901** Pan-American Exposition at Buffalo closes.
- Oct. 31, 1901** Pennsylvania Canal Company deeds all real estate, including canal bed, between Clarks Ferry and Columbia to PRR for \$240,000, with certain exceptions previously leased to local industries. (AR)
- Fall 1901** PRR and B&O consider purchase of Reading Company; fear Gould might acquire it for terminals.
- Nov. 1, 1901** Washington Southern Railway sold to Richmond-Washington Company and transferred from Maryland Division (PW&B/B&P) to RF&P operation; RF&P engines and crews begin running through between Richmond and Washington instead of changing at Quantico. (, Mordecai)
- Nov. 1, 1901** Pennsylvania Company issues \$20 million 32% Gold Loan
- Nov. 1, 1901** Ninevah station on Pittsburgh Division renamed Seward.
- Nov. 5, 1901** Fusion (reform) candidate Seth Low (1850-1916) elected Mayor of New York. (EncycNYC)
- Nov. 5, 1901** Huntingdon & Hollidaysburg RPO established. (Kay)
- Nov. 7, 1901** PRR agrees with J. Hampton Barnes to purchase all stock of New York Connecting Railroad for \$152,500; is to be used to build an all-rail connection with the New Haven at New York City; includes prior contracts with uncle (?) Oliver W. Barnes. (C&C)
- Nov. 8, 1901** Charles M. Jacobs and J. Vipond Davies's office produces new architectural scheme and estimates for Penn Station; obviously inspired by Gare d'Orsay, it features three longitudinal steel barrel vaults like a traditional trainshed within a perimeter screen of masonry buildings in the Second Empire style; this trainshed is largely open to the tracks below like that of the Gare d'Orsay; there are 22 tracks and 11 low-level platforms, with 2 storage tracks under 33rd Street; the main concourse

and waiting rooms are one level below grade; the front half of the building is occupied by a six-story hotel or office building in the form of a hollow square surrounding a large skylight over tracks. (ASCE)

- Nov. 8, 1901** PRR officers elected to Board of New York Connecting Railroad. (MB)
- Nov. 8, 1901** LIRR contracts for Atlantic Avenue Improvement between Flatbush Avenue and Atkins Avenue, Brooklyn.
- Nov. 9, 1901** J.J. Waterbury informs Pres. Cassatt that H.McK. Twombly of the NYC&HR refuses to consent to the North River Bridge scheme but will support a single union station for all railroads on the west side of the Hudson, with consolidated ferries, a scheme that leaves the NYC&HR's dominant position on Manhattan unchallenged. (AJC 2/39)
- Nov. 9, 1901** Lines West Executive Committee authorizes \$3,000 to equip the six cars of train No. 121 on Eastern Division, leaving Pittsburgh at 5:05 PM, with electric light. (MB)
- Nov. 12, 1901** Sen. McMillan announces that Pres. Cassatt is in favor of removing PRR station from the Mall in Washington. (NYT)
- Nov. 13, 1901** PRR Board approves abandonment of 40th Street and Zoological Gardens stations in Philadelphia with next timetable change; extension of Coal Run Branch of Tyrone & Clearfield 2.5 miles to Morgan Run fire clay district.
- Nov. 13, 1901** Northern Securities Company incorporated in N.J. as a holding company to hold 99% of the stock of Northern Pacific and 75% of Great Northern in the joint interest of Hill and Harriman; the scale of the Hill-Harriman struggle and of the subsequent combination draws the fire of antitrusters. (RRG)
- Nov. 13, 1901** Chicago, Indiana & Eastern Railway agrees for joint use of PCC&StL station at Converse, Ind. (Church)
- Nov. 15, 1901** One-week strike of construction workers interferes with construction of Pittsburgh Union Station. (CE)
- Nov. 15, 1901** Little Kanawha Railroad reorganized without foreclosure sale. (Church)
- Nov. 1901** Passaic River bridge at Kearny Jct. opens, completing Waverly & Passaic freight bypass east of Newark between Waverly and Meadows Yard; eastbound Meadows Yard raised and enlarged.
- Nov. 1901** Cleveland & Marietta Rail__ buys Ohio Valley & Junction Railway,

running 3.5 miles from Canal Dover to Crown Fire Clay Company at Parral, for \$30,000. (check Church)

- Nov. 1901** PRR said to be considering Mora wood from British Guiana for ties; supposed to last 50 years. (WEJ)
- Nov. 21, 1901** Pittsburgh, Virginia & Charleston Railway agrees to discontinue all work south of Brownsville in favor of Monongahela Railroad; South-West Pennsylvania Railway does likewise and sells its Moser Run Branch to Monongahela Railroad. (Church)
- Nov. 22, 1901** PRR and Pittsburgh & Lake Erie agree for joint ownership of Monongahela Railroad; Pittsburgh, Virginia & Charleston Railway deeds 30.06 miles of track and partly-built railroad between Brownsville Jct. and Cats Run to Monongahela Railroad; South-West Pennsylvania Railway deeds line between Edenborn and Huron; PRR receives trackage rights between Brownsville Jct. and Brownsville. (Church)
- Nov. 24, 1901** Southern Railway begins operating a new train (where) via RF&P and Richmond; not successful and withdrawn Nov. 2, 1902. (Mordecai)
- Nov. 25, 1901** Traverse City, Leelanau & Manistique Railroad incorporated in Michigan to build from Travers City to Northport. (Church)
- Nov. 26, 1901** Barberton, Akron & Eastern Railway makes construction contract with Belt Line Construction Company of Delaware for road from Wheeling & Lake Erie Railway near Mogadore to connection with Barberton Belt Line Railroad near Barberton. (Church)
- Nov. 30, 1901** Pres. Roosevelt and other dignitaries travel in 3-car special train to attend Army-Navy Game at Franklin Field in Philadelphia; Roosevelt occupies Pres. Cassatt's private car No. 60; PRR operates 22 other special cars in two trains to game from Washington. (NYT)
- Dec. 2, 1901** Joseph Ramsey, George J. Gould, the St. Louis Union Trust Company, et al., form Little Kanawha Syndicate for purpose of acquiring the Little Kanawha Railroad, then under construction between Parkersburg and Burnsville, W.Va.; plan is to extend it west to join W&LE at Zanesville and east to join West Virginia Central & Pittsburgh Railway; purchase also includes 100,000 acres of coal land to give Wabash a source of Lake coal. (Wheeler, Church)
- Dec. 3, 1901** PRR signs agreement with Trenton covering track elevation between Lamberton and Union Streets and Delaware River Bridge. (MB)
- Dec. 3, 1901** Work begins on Atlantic Avenue Improvement to remove LIRR tracks

from surface of Atlantic Avenue, Brooklyn, between Flatbush Avenue and East New York.

- Dec. 3, 1901** Pres. Roosevelt, in first message to Congress, calls for legislation to curb abuses by big business without destroying positive aspects of industrial combinations. (EAH)
- Dec. 5, 1901** Stuyvesant Real Estate Company incorporated in New York to procure land needed for Penn Station project; later becomes holder of other PRR real estate in New York State. (MB)
- Dec. 5, 1901** Baltimore, Chesapeake & Atlantic Railway contracts with Harlan & Hollingsworth for steel sidewheeler *Maryland*. (MB)
- Dec. 6, 1901** Washington Terminal Company incorporated as B&O subsidiary; L.F. Loree, Pres. (C&C)
- Dec. 7, 1901** Stuyvesant Real Estate Company organized; Douglas Robinson of Douglas Robinson, Charles S. Brown & Co., a local real estate man who has been acting as front for PRR, as Pres.; no PRR directors to hide true purpose of company; reports purchase of 68 parcels for \$2,398,750. (MB)
- Dec. 1910** Philadelphia YMCA publishes last issue of *Pennsylvania Railroad Men's News*; no employee magazine published again until *Mutual Magazine* in 1915. (Wilson) (1901 or 1910?)
- Dec. 10, 1901** Member of Kuhn, Loeb & Co. discloses that PRR is planning to construct a tunnel rather than the North River Bridge; cost of bridge estimated at \$100 million, and use by PRR alone would not begin to pay interest; PRR then tried to get Erie, DL&W, LV and CNJ to join project, but they failed to agree; PRR then hired Jacobs & Davies to prepare plan for a tunnel that is almost completed. (NYT)
- Dec. 11, 1901** Pres. Cassatt announces New York terminal project; to be tunnel under Hudson and East Rivers at 33rd Street; application of Long Island Extension Railroad Company will be withdrawn and new companies formed; most land has been acquired; Douglas Robinson of Stuyvesant Real Estate Company says properties will be transferred to PRR. (NYT)
- Dec. 11, 1901** PRR incorporates Pennsylvania-New York Extension Railroad Company in New York to build Hudson River Tunnels and files maps and plans; on same day receives about \$2.5 million worth of real estate from Douglas Robinson. (NYT, AJC 32/23, 32/33)
- Dec. 11, 1901** Zanesville, Marietta & Parkersburg Railroad incorporated in Ohio in interest of Little Kanawha Syndicate to build from Zanesville to Ohio

River near Marietta. (Church)

- Dec. 11, 1901** Shaw Coal Company agrees to sell stock of Midway & Oakdale Railway to PCC&StL. (Church)
- Dec. 12, 1901** PRR denies it will move corporate headquarters to new New York station, which is not permitted by Pennsylvania law; says plans for tunnels have been prepared by A.J. Cassatt and William H. Brown. (NYT)
- Dec. 13, 1901** Samuel Rea and LIRR Pres. William H. Baldwin present more detailed description of New York tunnel project to press; are more vague about new station, but say it will include a large hotel and use very large elevators to move passengers to and from platforms; will resemble the Gare du Quai d'Orsay but be twice the size. (NYT)
- Dec. 13, 1901** PRR requests Board of Rapid Transit Commissioners to suspend hearings on Long Island Extension Railroad and consider that of Pennsylvania New York Extension Railroad. (Seyfried)
- Dec. 14, 1901** Samuel Rea, on behalf of Pennsylvania New York Extension Railroad, authorizes Stuyvesant Real Estate Company to buy all parcels designated by A.J. Cassatt or Samuel Rea between 7th & 10th Avenues and 31st & 34th Streets; PRR will supply money in return for stock. (MB)
- Dec. 14, 1901** Stuyvesant Real Estate Company reports purchase of 37 additional parcels of \$1,104,534. (MB)
- Dec. 14, 1901** New "UJ" Interlocking placed in service at Pitcairn. (CE)
- Dec. 15, 1901** First remote operation of switches and signals installed at "UJ" Interlocking at Pitcairn. (, US&S)
- Dec. 15, 1901** Sang Hollow Extension transferred from Western Pennsylvania Division to Pittsburgh Division; formerly served as siding into Cambria Steel Co. plant; now converted to fourth main track between Johnstown and Bolivar.
- Dec. 1901** Little Kanawha Syndicate acquires majority of stock of Little Kanawha Railroad as assignee under option granted to J.T. Blair and E.D. Fulton on July 13. (Church)
- Dec. 16, 1901** New scales at "MD" east of Jones Street, Hollidaysburg, placed in service and scale at Gaysport abandoned. (Snyder)
- Dec. 17, 1901** LIRR Pres. William H. Baldwin recommends McKim, Mead & White to VP Samuel Rea for post of consulting architects on Penn Station, claiming

they are familiar with railroad station work, which they are not. (AJC 32/14, McKM&W)

- Dec. 21, 1901** PRR Board authorizes purchase of additional C&O stock up to 50,000.
- Dec. 21, 1901** Arthur E. Appleyard assumes control of Dayton, Lebanon & Cincinnati Railroad; increases capital stock from \$500,000 to \$2 million; plans to unite it with other railroads, including Ohio River & Western Railway, as part of an electric interurban system to be called Ohio Union Traction Company. (Church)
- Dec. 1901** Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 2.33 miles. (Val)
- Dec. 24, 1901** LIRR Board authorizes negotiations with PRR for use of Penn Station in lieu of Long Island Extension Railroad. (MB)
- Dec. 26, 1901** Pres. Cassatt presents plan for New York terminal project to PRR Board, which approves plan, including purchases of real estate for station already made; whole project to cost \$36-40 million. (MB)
- Dec. 27, 1901** Gen. William Joyce Sewell (1835-1901), Pres. of WJ&S and Philadelphia & Camden Ferry Company and PRR's voice in the U.S. Senate, dies at Camden. (AR, CongBio)
- Dec. 30, 1901** Dewey Cutoff of Terre Haute & Logansport Railway opens between Terre Haute East Yard and Dewey on Evansville & Terre Haute Railroad (2.98 miles); permits trains to run directly to East Yard. (AR)
- Dec. 30, 1901** Manhattan Elevated Company inaugurates electric traction on Second Avenue El between South Ferry and 129th Street; first electrification of heavy-rail transit in New York area.
- Dec. 31, 1905** First approach locking with automatic release installed on interlocking at old No. 3 Tower (present Zoo Jct.) in Philadelphia. (check Mutual signal article!! 1901 or 1905)
- Dec. 31, 1901** Since May, PRR has sold 23,400 shares of B&O common for \$2.5 million and \$2.14 million B&O 4% debentures for \$1.3 million and purchased 44,500 shares of B&O preferred for \$4.2 million.
- Dec. 31, 1901** Agreement signed between Pocahontas Coal Syndicate and N&W; N&W to take entire stock of Pocahontas Coal & Coke Company, owning 82% of Pocahontas Coal Field, for \$20 million; U.S. Steel Corporation agrees to lease 50,000 acres and develop captive mines to feed its western operations; J.P. Morgan & Co. gets \$500,000 commission. (Lambie)

- 1901** Future VP-Operations John F. Deasy (-) joins PRR as telegraph operator.
- 1901** E. Rowland Hill joins British Westinghouse Electric & Manufacturing Company to work on electrification of British railways and London Underground lines.
- 1901** PRR acquires stock control of Southern Pennsylvania Railway & Mining Company.
- 1901** Class F3 2-6-0 introduced; 38 ordered from Baldwin.
- 1901** Class H6a 2-8-0 locomotives introduced; 50 ordered from Baldwin.
- 1901** First standard steel-underframe box car adopted (Class XL).
- 1901** PRR and LIRR purchase Brooklyn, New York & Jersey City Terminal Railway Company to control franchise for Brooklyn-Jersey City tunnel.
- 1901** Track pans installed west of Florence and east of Browns Mills on Amboy Division.
- 1901** WJ&S buys new tugboat for Maurice River service and retires old one. (AR)
- 1901** Annex Building opens at 15th & Filbert Street to accommodate growth of PRR's General Offices at Broad Street Station.
- 1901** New Tower opens at 21st Street on Filbert Street Extension and old tower removed.
- 1901** Hay warehouse moved from 32nd Street & Market to 31st Street & Chestnut to make room for new West Philadelphia Station. (AR)
- 1901** New freight yard opens at Shackamaxon Street and Delaware River in Philadelphia. (AR)
- 1901** Automatic block signals completed between Philadelphia and Paoli. (AR)
- 1901** New alignment opens between Rheems and Conowingo, including four-track system at Rheems; last 2.26 miles between Lancaster and Middletown double-tracked. (AR)
- 1901** PW&B double-tracks Shellpot Branch; completes fourth track between Paschall and Moore. (AR)

- 1901 Third track opens: Iroquois-Bailey and Spruce Creek-Union Furnace; fourth track opens between Warrior Ridge and Barree on Middle Division. (AR)**
- 1901 Black Lick Branch opens between Vintondale and Dilltown.**
- 1901 Double track opens between Radebaugh and County Home Jct. on Monongahela Division. (AR)**
- 1901 Double track opens between Ada Run and Riverview on Monongahela Division. (or RR?)**
- 1901 Monongahela Railroad opens between Gates and Riverview, Pa. (5.6 mi.)**
- 1901 Middle Run Branch opens between Gates and Lambert Works, Pa. (3.3 mi.)**
- 1901 New inbound freight yard opens at Ebenezer near Buffalo. (AR)**
- 1901 New station opens at Olean, N.Y.**
- 1901 Pittsburgh, Chartiers & Youghiogeny Railway opens industrial branch on Neville Island in Ohio River under agreement of Dec. 26, 1900. (Church)**
- 1901 Double track opens on Chartiers Railway between Woodville and Bridgeville, Pa. (2.13 miles).**
- 1901 Rebuilt yard and coaling plant opens at Mahoningtown, Pa., on Pittsburgh, Youngstown & Ashtabula Railway.**
- 1901 Cleveland, Akron & Columbus Rail__ extends Apple Creek Branch to coal mines. (AR - check Church!)**
- 1901 Dock No. 6 with three ore unloaders opens at Cleveland.**
- 1901 Toledo, Walhonding Valley & Ohio Railroad completes second track between Toledo and Walbridge, about five miles.**
- 1901 Manufacturers Railway opens between Cedar Street and Monroe Street at Toledo. (Church)**
- 1901 GR&I completes new freight yard at West Grand Rapids. (C&C)**
- 1901 Terre Haute & Logansport Railway builds connecting track with Indiana**

Northern Railway at South Bend.

- 1901** **Relay Passenger Station opens in East St. Louis, Ill.; operated by all railroads entering E. St. Louis. (Church)**
- 1901** **New Haven electrifies branches between Providence, Bristol and Fall River. (Condit)**
- 1901** **N&W acquires Cincinnati, Portsmouth & Virginia Railroad between Portsmouth and Cincinnati, giving it access to the Cincinnati gateway. (Lambie)**
- 1901** **Norman B. Pitcairn joins PRR as rodman. (NYT)**
- 1901** **German State Railways begins two years of tests for high-speed electric traction on a 16 mile test track between Marienfelde and Zossen; 10,000 volt a.c. distribution; locomotives designed to reach 125 MPH; conclude that 81 MPH is maximum desirable for safety and comfort; tests develop that mounting heavy traction motors on trucks lowers center of gravity of locomotive and delivers massive lateral thrusts to track on curves or irregular track; later solved by placing motors above the driving axles. (Condit)**