

## **PRR CHRONOLOGY 1902**

**March 2005 Edition**

- Jan. 1, 1902** Robert M. Patterson appointed to new post of Superintendent of Pittsburgh Terminals, created in attempt to ease traffic flow between Lines East and Lines West; jurisdiction extends about ten (?) miles from city in all directions. (went to Sheridan on Panhandle)
- Jan. 1, 1902** Philadelphia, Germantown & Chestnut Hill; Engleside Railroad; Kensington & Tacony; Fairhill Railroad; Bustleton Railroad; and Philadelphia, Bustleton & Trenton Railroad merged into Connecting Railway Company under agreement dated July 22, 1901; originally all these properties were to have been merged into the Philadelphia & Trenton Railroad, but its stockholders refused to accept consolidation in Mar. 1901.
- Jan. 1, 1902** Robert Pitcairn, longtime General Agent & Superintendent of Pittsburgh Division, made Resident Assistant to the President in Pittsburgh to ease work load; replaced as Superintendent by Richard Lincoln O'Donnel.
- Jan. 1, 1902** New organization on Lines West: Joseph Wood to Second V.P., replacing J.T. Brooks, deceased; James J. Turner to Third V.P.; Edward B. Taylor to Fourth V.P.; position of General Superintendent of Transportation divided into General Superintendent of Freight Transportation (A.B. Starr) and General Superintendent of Passenger Transportation (Charles Watts).
- Jan. 1, 1902** Volney T. Malott, Trustees of Terre Haute & Indianapolis Railroad, begins operation of Logansport & Toledo Railway; last portion from Butler to Chili transferred by Wabash to Logansport & Toledo, and operation by Wabash Railroad and through service to Toledo end; PRR opens new route between St. Louis and Toledo via Logansport with trains making close connections with LS&MS at Butler. (AR, Church, Sanders)
- Jan. 1, 1902** Scalp Level Railroad merged into South Fork Railroad under agreement of Nov. 13, 1901. (Val)
- Jan. 1, 1902** Pennsylvania Steel Car Trust organized with capital of \$10 million. (MB)
- Jan. 1, 1902** Pittsburgh, Chartiers & Youghiogheny Railway obtains trackage rights over Pittsburgh & Lake Erie Railroad between Davis Island and Neville Island to reach its 1901 line on Neville Island. (Church)

- Jan. 1, 1902** Apple Creek Branch of Cleveland, Akron & Columbus Railway opens from Apple Creek Jct. to West Lebanon, Ohio. (Church)
- Jan. 1, 1902** Detroit & Peru (?) RPO rerouted to Butler & Logansport RPO. (Kay)
- Jan. 1, 1902** Seth Low (1850-1916) inaugurated Mayor of New York City after defeating Tammany Hall candidate; Low proves to be more sympathetic to PRR's Penn Station plans. (NYT)
- Jan. 2, 1902** PRR conveys Mountain House property at Cresson to Manor Real Estate & Trust Company.
- Jan. 2, 1902** Ohio Valley & Junction Railway deeds all property and franchise (except rolling stock) between Canal Dover and works of Crown Fire Clay Company at Parral to Cleveland & Marietta Railway for \$30,000. (Church)
- Jan. 2, 1902** Royal Sewer Pipe & Fire Brick Company sells Royal Southern Railroad (2.88 miles at Ulrichsville, Ohio) to PCC&StL per agreement of Sep. 21, 1901. (Church)
- Jan. 3, 1902** Western Pennsylvania Railroad (? still exist) agrees with City of Allegheny for track elevation.
- Jan. 4, 1902** E.H. Gary of United States Steel Corporation announces it will lease 50,000 acres from Norfolk & Western's Pocahontas Coal & Coke Company; all coke for its western steel plants will be drawn from the Pocahontas Field, while the H.C. Frick Coke Company properties around Connellsville, Pa., will be used in eastern plants. (Lambie)
- Jan. 5, 1902** "BU" Tower placed in service at east end of Pittsburgh Terminal throat. (CE)
- Jan. 6, 1902** L&N inaugurates *Chicago & Florida Limited* as first de luxe winter-only through train between Chicago and St. Augustine via Evansville (C&EI), Atlanta and Albany. (Key)
- Jan. 6, 1902** PRR inaugurates *Florida Special* service, consisting of through sleeper and diner between Chicago and St. Augustine via Cincinnati; not a separate train on PRR; south of Cincinnati runs via Queen & Crescent Route through Atlanta, Macon and Jesup; first PRR Chicago-Florida service (since ca. 1893? or ever?)
- Jan. 6, 1902** L&N inaugurates *Chicago & Florida Special* as second de luxe winter-only through train between Chicago and St. Augustine; also carries through

sleepers from Detroit, Cleveland and Pittsburgh; alternates running two days a week via Monon, PRR or CCC&StL to Cincinnati. (verify date - not shown in PRR tt. - see above - this is from Key and Sanders - train lasts one season)

- Jan. 8, 1902** Suburban station opened at 55th Street & Euclid Avenue, Cleveland.
- Jan. 8, 1902** J(ohn) Hampton Barnes (1860-1952), son of William Henry Barnes, named PRR District Solicitor at Philadelphia. (MB)
- Jan. 8, 1902** Inbound Danbury local rear-ends White Plains local in smoke-darkened Park Avenue tunnel at 56th Street, New York; 15 killed; public outcry calls for electrification of NYC&HR at New York. (Schlichting)
- Jan. 11, 1902** Pres. A.J. Cassatt creates Board of Engineers for New York terminal project; Col. Charles Walker Raymond (1842-1913) of U.S. Army Engineers, chairman; William H. Brown Chief Engineer of Meadows Division; Charles Mattathias Jacobs Chief Engineer of North River Division; Alfred Noble (1844-1914) Chief Engineer of East River Division; Gustav Lindenthal; advised by five special committees of PRR operating officers under overall supervision of Vice President Samuel Rea. (MB)
- Jan. 14, 1902** LIRR Pres. William H. Baldwin recommends Bradford L. Gilbert as architect for Penn Station. (AJC 32/20)
- Jan. 15, 1902** Bill introduced in Maryland Legislature to have purchaser of City of Baltimore's controlling interest in Western Maryland Rail\_\_ submitted to public referendum; fear is that PRR will acquire control through fronts. (NYT)
- Jan. 1902?** Fuller Syndicate formed by George J. Gould and his associates for purpose of buying control of Western Maryland and West Virginia Central & Pittsburgh Railway; nominal head was E.L. Fuller, Pres. of International Salt Company; also includes George J., Howard and Edwin Gould, John W. Gates, Lee, Higginson & Co., John D. Rockefeller, et al. (verify when formed)
- Jan. 1902** Fuller Syndicate purchases West Virginia Central & Pittsburgh Railway, running southwest from Cumberland into W.Va. coal fields, from Davis and Elkins families for \$18 million. (Wheeler says summer - check; WEJ reports 1/7 that PRR has bought WVC&P from Stephen B. Elkins and Henry G. Davis for \$17 million, outbidding Gould by \$7 million?)
- Jan. 1902** Syndicate headed by John W. Gates and Edwin Hawley begins buying control of Louisville & Nashville Railroad as a speculation. (Dozier)

- Jan. 19, 1902** PRR takes over Pennsylvania & North Western Railroad (Bellwood-Punxsutawney) and PRR officials take seats on its Board.
- Jan. 22, 1902** Pres. Cassatt makes public announcement of appointment of Board of Engineers for Penn Station project. (NYT)
- Jan. 23, 1902** NYC&HR submits 1899 Wilgus Plan for electrification of New York suburban trains to Board of Railroad Commissioners. (Wilgus)
- Jan. 24, 1902** Barberton, Akron & Eastern Belt Line Railway incorporated in Ohio to build build from Barberton to Youngstown via Akron; formed to get more favorable charter than that of Barberton, Akron & Eastern Railway. (Church)
- Jan. 24, 1902** J. Bruce Ismay and W.S. Graves of the White Star Line, Henry Wilding, British agent of the International Navigation Company and Chairman of the Leyland Line, W.J. Pirrie of Harland & Wolff, Belfast shipbuilders, and other officials of the White Star Line arrive in New York on the White Star liner *Celtic*; deny they have come to arrange a merger or pool with J. Pierpont Morgan or Clement A. Griscom. (NYT)
- Jan. 25, 1902** *New York Times* reports that A.J. Cassatt will revive Austin Corbin's scheme of developing Montauk Point into a transatlantic port; considering later developments, rumor is probably spread by opponents of PRR tunnels, who will claim that freight will be hauled through the tunnels to Montauk to the detriment of the Port of New York. (NYT)
- Jan. 26, 1902** Fourth VP Samuel Rea in press interview notes that certain speculators have acquired lots within the area of the Penn Station project, but that PRR will force sale at condemnation rather than pay exorbitant prices. (NYT)
- Jan. 29, 1902** PCC&StL purchases capital stock of Western Washington Railroad, running from Houston to Midland Coal Co. mines under agreements of Aug. 23, 1901, and Jan. 22, 1902; operated as part of Chartiers Railway. (Church - is Houston-Westland and Plum Run Jct.-Palanka, Pa.)
- Jan. 29, 1902** "\_\_\_" Interlocking placed in service at junction of Dewey Cutoff with TH&I west of Terre Haute. (AR)
- Jan. 31, 1902** Pres. Cassatt appoints Committee on New York Passenger Yard, headed by Joseph T. Richards, to study track layout and capacity. (SR)
- Early 1902** IRT buys New York & Long Island Railroad to develop 42nd Street tunnel as trolley route. (Hood - Seyfried says A. Belmont bought company in 1900 - IRT not inc. til 4/02)

- Feb. 1, 1902** Adamsburg station on Lewistown Division renamed Beaver Springs.
- Feb. 2, 1902** "UF" Tower, controlling north (east) throat of Pittsburgh station placed in service. (CE)
- Feb. 3, 1902** PRR signs agreement with City of New Brunswick for track elevation.
- Feb. 4, 1902** J. Bruce Ismay of White Star Line and William James Pirrie, head of Harland & Wolff, shipbuilders of Belfast, meet with representatives of International Navigation Company and Atlantic Transport Company in J.P. Morgan's office and agree to sale of White Star Line (Oceanic Steam Navigation Company, Ltd.) to Morgan's steamship trust, the International Mercantile Marine Company for \$52 million; International Navigation Company 8% preferred stockholders are to receive 6% IMM preferred; common stockholders receive IMM common; American Transport Company stockholders receive IMM preferred and common. (Flayhart)
- Feb. 6, 1902** New York & Jersey Railroad incorporated in New York as successor to Hudson Tunnel Railway to resume work on DeWitt C. Haskin's Jersey City-New York tunnel; capitalized at \$6 million; subscriptions obtained through Morgan interests; buys old tunnel at foreclosure for \$350,000; shield left in tunnel in 1891 is reactivated. (H&M, )
- Feb. 7, 1902** Buckhannon & Northern Railroad incorporated in W.Va. to build from Fairmont to Buckhannon. (Church)
- Feb. 1902** Monongahela & Washington Railroad extended from Ellsworth to Ellsworth Shaft No. 4 (3.54 miles). (Val)
- Feb. 1902** Bion J. Arnold reports to NYC&HR on electrification between Grand Central Station and Mott Haven; presented as a paper to AIEE meeting on June 19, 1902.
- Feb. 13, 1902** Pennsylvania, New Jersey & New York Railroad incorporated for New Jersey portion of Penn Station project. (Val)
- Feb. 13, 1902** LIRR grants PRR trackage rights from Bay Ridge and Long Island City to East New York, Bushwick, and Flatbush Avenue for freight and passenger trains. (MB)
- Feb. 13, 1902** Charles M. Jacobs sends revised plans and estimates for Penn Station to Pres. Cassatt; old plan did not close 32nd Street and would cost \$4.7 million; new plan closes 32nd Street and would cost \$5.3 million. (AJC 32/24)

- Feb. 13, 1902** PRR signs revised agreement for track elevation at Latrobe. (MB)
- Feb. 13, 1902** St. Louis, Vandalia & Terre Haute Railroad admitted as member of Terminal Railroad Association of St. Louis; PRR System secures trackage rights over Terminal Railroad Association of St. Louis, replacing joint use. (Church)
- Feb. 15, 1902** LIRR appoints J.T. Stuart Engineer for special projects. (MB)
- Feb. 1902** New York & Jersey Railroad resumes work on north tube. (H&M)
- Feb. 17, 1902** Pennsylvania, New Jersey & New York Railroad organized; A.J. Cassatt, Pres.; Samuel Rea, VP. (SR)
- Feb. 18, 1902** PRR signs agreement with Bristol, Pa., for track elevation. (MB)
- Feb. 19, 1902** Attorney General Philander Knox announces he has been instructed to sue the Northern Securities Company for violating the Sherman Antitrust Law. (RRG)
- Feb. 20, 1902** Hamburg-American Line and North German Lloyd sign market-sharing agreement with International Mercantile Marine Company. (Flayhart)
- Feb. 21, 1902** Stranahan Bill for PRR Tunnel franchise stalled in New York Senate. (NYT)
- Feb. 23, 1902** Prince Henry of Prussia arrives in New York aboard the royal yacht *Hohenzollern* on a U.S. tour arranged by PRR Tourist Bureau. (NYT, Snyder)
- Feb. 24, 1902** Pres. A.J. Cassatt, Clement A. Griscom and J. Pierpont Morgan are among guests at a state dinner to Prince Henry of Prussia given by Pres. Roosevelt at the White House. (NYT)
- Feb. 25, 1902** Prince Henry of Prussia, Pres. Roosevelt and other dignitaries travel by special PRR train from Washington to Jersey City for launching of yacht *Meteor III* at Shooters Island and gala receptions in New York. (NYT)
- Feb. 26, 1902** New York Senate passes Stranahan Bill granting PRR tunnel franchise, 29-11, over opposition to a perpetual franchise and moves to impose high rental fees; similar Kelsey Bill passes Assembly 86-52. (NYT)
- Feb. 26, 1902** J. Pierpont Morgan hosts a luncheon for Prince Henry of Prussia with over 100 American bankers and industrialists at Sherry's in New York; guests include John D. Rockefeller, William K. Vanderbilt, Thomas

**Edison, E.H. Harriman, George J. Gould, A.J. Cassatt, E.J. Berwind, George Westinghouse, Adolphus Busch, Charles M. Schwab, and Clement A. Griscom; among the notable absentees is Jacob H. Schiff, who though of German birth is Jewish and presumably disinclined to sup with Hohenzollerns. (NYT)**

- Feb. 26, 1902** Stuyvesant Real Estate Company reports purchase of additional 37 parcels at Penn Station for \$1.104,534. (MB)
- Feb. 26, 1902** Ezra B. Westfall, Superintendent of Eastern Division of P&E, dies at Williamsport at 65. (ATO)
- Early 1902** Masontown & New Salem Railroad completed between H.C. Frick Coke Company at Buffington (now Fairbanks) and Moser Run Jct. (6.04 miles).
- Mar. 1, 1902** PRR assumes operation of Pennsylvania & North Western Railroad as agent under agreement of Feb. 26, 1902; PRR also replaces P&NW as operator of Millersburg Railroad.
- Mar. 1, 1902** William A. Pratt promoted from Engineer of Bridges to Assistant to Chief Engineer. (MB)
- Mar. 1, 1902** Terminal Railroad Association of St. Louis begins operating East St. Louis & Carondelet Railway under agreement of Feb. 13. (Church)
- Mar. 2, 1902** PRR inaugurates sleeping car line between Chicago and Muncie, Ind., via Chicago, Indiana & Eastern Railway (?) between Converse and Muncie.
- Mar. 3, 1902** NYC&HR directors write to Mayor Seth Low pledging individually to change to electric traction on Park Avenue line as soon as practicable, if the Wainwright Bill, sets a specific timetable for such a change, is withdrawn. (NYT)
- Mar. 3, 1902** Real estate speculator Nathan Wise conveys 12 parcels in Penn Station site to Stuyvesant Real Estate Company for \$140,000. (NYT)
- Mar. 1902** Pres. Cassatt proposes to H.McK. Twombly that they join in purchase of Reading Company; Twombly replies price is too high. (Wheeler)
- Mar. 5, 1902** Montauk Steamboat Company, Limited, sells steamboat *Montauk* to Algoma Central & Hudson Bay Railway. (MB)
- Mar. 6, 1902** Pennsylvania Company and PCC&StL agree to guarantee bonds of Pocahontas Coal & Coke Company, coal land subsidiary of N&W; in return, Lines West is to carry all coal bound for Great Lakes, most of it to United States Steel Corporation plants; PRR thus carries about one-third

of the purchase price of the coal lands in return for exclusive traffic.  
(Wheeler, Lambie)

- Mar. 8, 1902** PRR's Chicago-St. Augustine service makes last run of season.
- Mar. 8, 1902** Traverse City, Leelanau & Manistique Railroad organized. (Church)
- Mar. 10, 1902** Westinghouse, Church, Kerr & Co., the contracting arm of the Westinghouse companies, makes proposal to Pres. Cassatt to do engineering work for New York terminal. (AJC 32/43)
- Mar. 10, 1902** Pres. Roosevelt orders Attorney-General Philander C. Knox to seek dissolution of Northern Securities Company, Morgan and Harriman's holding company for the Great Northern, Northern Pacific and Burlington railroads, under the Sherman Antitrust Act; beginning of government attack on business combinations. (EAH)
- Mar. 10, 1902** Prince Henry of Prussia travels to Philadelphia and back on special PRR train for tour and receptions. (NYT)
- Mar. 10, 1902** VP Samuel Rea interviews Samuel Huckel, Jr., the architect who remodeled Grand Central Station, for post of architect for Penn Station. (AJC)
- Mar. 10, 1902** PRR moves offices into first three floors of Pittsburgh Union Station head house; upper floors, including executive suites, still unfinished. (CE)
- Mar. 10, 1902** Central Pennsylvania & Western Railroad sold at foreclosure. (Val)
- Mar. 11, 1902** J.J. Waterbury recommends Howell & Stokes as architects for Penn Station; they already have a man in Paris examining the Gare d'Orsay. (AJC 32/20)
- Mar. 12, 1902** VP Samuel Rea recommends Samuel Huckel, Jr., to Pres. Cassatt as architect for Penn Station; also passes on J.J. Waterbury's recommendation of Howell & Stokes; suggests creating a Board of Architects, adding an architect to the existing Board of Engineers, or holding an architectural competition, none of which is done. (AJC 32/20)
- Mar. 12, 1902** "US" Tower, controlling "Fort Wayne" throat, and "PH" Tower controlling "Panhandle" throat of Pittsburgh station, placed in service. (CE)
- Mar. 14, 1902** St. Louis Belt & Terminal Railway (the "Outer Belt") incorporated in Missouri in interest of Missouri Pacific Railway, Interstate Car Transfer Company and St. Louis & San Francisco Railroad to build from Chain of

**Rocks to St. Louis Terminal Railway near Page Avenue; 8 of 16.4 miles built by 1905. (Church)**

- Mar. 17, 1902** Tunnel No. 1 on Cleveland & Marietta Railway collapses. (AR)
- Mar. 17, 1902** Senate, under leadership of Mark Hanna, passes Ocean Mail Subsidy Bill designed to benefit the shipping trust. (Flayhart)
- Mar. 18, 1902** Pennsylvania Steel Equipment Trust organized with capital of \$110 million. (MB)
- Mar. 19, 1902** H.McK. Twombly wires Pres. Cassatt that he has begun joint purchases of Reading Company. (Wheeler)
- Mar. 19, 1902** *New York Times* publishes editorial opposing perpetual franchise for PRR tunnels. (NYT)
- Mar. 19, 1902** Barberton, Akron & Eastern Belt Line Railway organized. (Church)
- Mar. 20, 1902** New York City Rapid Transit Commission holds extended meeting; determines to oppose PRR Tunnel bill on the grounds that the Rapid Transit Act gives it and not the Board of Alderman the power to regulate rapid transit and main line railroads within the city; Pres. Cassatt issues a statement that the Board of Aldermen has the power to grant a perpetual franchise, without which the PRR cannot undertake the project; Mayor Seth Low had opposed perpetual franchises in 1899, largely because of abuses by streetcar companies. (NYT)
- Mar. 21, 1902** Arguments for and against the PRR Tunnel bill heard by Mayor Low; Rapid Transit Commission holds only it can grant perpetual franchises; August Belmont opposes bill as interfering with rights of his Subway Construction Company. (NYT)
- Mar. 22, 1902** Mayor Low meets privately with A.E. Orr of Board of Rapid Transit Commissioners and corporation counsel; agree that Low will sign the Kelsey Bill, amending the City Charter in respect to tunnel railroads, and return it to Gov. Odell, but will also ask for an emergency session to pass a revised bill referring matter to Board of Rapid Transit Commissioners; PRR has assented to plan; Low agrees to sign Kelsey Bill so project won't be delayed if Legislature fails to act before adjourning on Mar. 27. (NYT)
- Mar. 22, 1902** Zanesville Terminal Railway sold at foreclosure at Zanesville to Richard Reid Rogers, representing Pennsylvania Company and Hocking Valley Railway, for \$92,000. (Church)
- Mar. 23, 1902** Pres. Cassatt and other officials travel to New York to consult on passage

of PRR tunnel franchise; travel in 1:20, a new record. (NYT)

- Mar. 24, 1902** New York Mayor Seth Low signs Kelsey Bill which would obviate PRR tunnels being approved by Board of Rapid Transit Commissioners; bill amends city charter to permit grants of perpetual tunnel franchises to existing railroads, providing rates can be adjusted every 25 years; Pres. Cassatt returns to city in special train, setting record of 1:17. (NYT, RTinNYC)
- Mar. 24, 1902** Pres. E.F.C. Young of North Jersey Street Railway announces plan to use the New York & Jersey Railroad tube to connect his system with the Metropolitan Traction Company trolley system in New York City. (NYT)
- Mar. 25, 1902** New York Senate passes Stranahan Rapid Transit Bill, amending the Rapid Transit Act and referring question of PRR tunnels to Board of Rapid Transit Commissioners instead of Board of Estimate and permitting granting of a perpetual franchise. (NYT)
- Mar. 26, 1902** New York House passes Stranahan Bill by 96-39 vote. (NYT)
- Mar. 26, 1902** Editorial in William Randolph Hearst's *New York Journal* denounces Penn Station franchise as a "giveaway". (AJC 32/33)
- Mar. 27, 1902** District of Columbia Commissioners report to Senate Committee with details of new Union Station proposal and removal of PRR station from the Mall. (Moore)
- Mar. 30, 1902** New Rockville Bridge opens; 4-track, 48-span stone arch bridge; eastbound *Atlantic Express* is first train to cross at 9:00 AM. (AR)
- Mar. 31, 1902** Great Lake Coal Company incorporated in Pa. (Church)
- Mar. 31, 1902** Pennsylvania Company sells entire capital stock of East St. Louis & Carondelet Railway to Terminal Railroad Association of St. Louis; operating by Terre Haute & Indianapolis Railroad ceases. (Church)
- Apr. 1, 1902** New PRR organization: Philadelphia Terminal Division extended west to 52nd Street (verify - what else?)
- Apr. 1, 1902** Schuylkill & Juniata Railroad merged into PRR under agreement of Nov. 27, 1901; Trenton Cut-Off Railroad merged into PRR under agreement of June 12, 1901. (Val)
- Apr. 1, 1902** PRR leases Arcade Building across Market Street from Broad Street Station from the Arcade Real Estate Company for 25 years to secure more office space. (MB)

- Apr. 2, 1902** Western Allegheny Railroad incorporated in Pa. to build coal line between Allegheny River and New Castle; controlled by Great Lakes Coal Company, predecessor of North Penn Coal Company.
- Apr. 3, 1902** James McMillan reports to Senate Committee of District of Columbia regarding bill for Union Station; notes Pres. Cassatt has agreed to removal of station from Mall for symbolic reasons; PRR is to be paid \$1.5 million for its land and tracks in the Mall, which is to be applied to new project; projected cost is \$7.2 million for PRR and \$5.9 million to B&O; increase over 1901 plan of \$3.6 million for PRR and \$284,000 for B&O; PRR control of B&O eliminates any opposition. (Moore)
- Apr. 3, 1902** J.O. Crockett appointed Superintendent of Terre Haute & Peoria Railroad, replacing W.C. Downing to Main Line Division of TH&I. (AR)
- Apr. 4, 1902** George Westinghouse travels with Pres. Cassatt from Philadelphia to New York, discussing New York terminal project. (AJC 32/43)
- Apr. 4, 1902** GR&I agrees to operate Traverse City, Leelanau & Manistique Railroad. (Church)
- Apr. 7, 1902** Zanesville Terminal Railroad incorporated as reorganization of Zanesville Terminal Railway. (Church)
- Apr. 8, 1902** Engineer of Branch Lines Joseph U. Crawford named Chief Engineer of New York Connecting Railroad; New Haven officials elected to New York Connecting Board; John M. Hall elected Pres. (CE)
- Apr. 8, 1902** Naamans-Clayton cutoff opens eliminating sharp reverse curve on Maryland Division. (WEJ)
- Apr. 9, 1902** Westinghouse, Church, Kerr & Co. submits revised proposal to act as engineers for New York Terminal project. (AJC 32/43)
- Apr. 9, 1902** Lewes & Queenstown RPO extended to Lewes & Baltimore RPO. (Kay)
- Apr. 1902** PRR orders demolition of Mount Holly power house and ends experiment of electric trolley operation between Burlington and Mount Holly. (NYT)
- Apr. 10, 1902** Gates-Hawley Syndicate secures corner in Louisville & Nashville Railroad, after a three-day buying spree pushes price up to 1222. (Dozier)
- Apr. 11, 1902** Mayor Seth Low transmits revised tunnel bill (the Stranahan Bill) to Gov. Odell with recommendation he sign it instead of the Kelsey Bill. (NYT)

- Apr. 11, 1902** PRR appoints George Gibbs a member of the Board of Engineers for the Penn Station project as Chief Engineer of Electric Traction and Station Construction. (AJC 32/47)
- Apr. 11, 1902** LIRR appoints George Gibbs Electrical Engineer to develop electric traction plans; authorizes applying for grade crossing elimination on Manhattan Beach Branch; Board discusses providing trolley service between Mineola and Far Rockaway over New York Bay Extension Railroad. (MB)
- Apr. 14, 1902** Queen Anne's Railroad opens between Queenstown and Love Point, Md., shortening steamboat connection to Baltimore. (BaltAm)
- Apr. 15, 1902** Work begins on new westbound "gravity" (hump) classification yard at Bells Mills? (East Altoona).
- Apr. 15, 1902** New York Connecting Railroad appoints Samuel Rea VP; creates Construction Committee consisting of Rea and Fayette S. Curtis of New Haven. (MB)
- Apr. 15, 1902** Gates-Hawley Syndicate announces it has control of Louisville & Nashville Railroad has deposited the stock with J.P. Morgan & Co. as arbitrators. (Dozier, Splawn)
- Apr. 15, 1902** Daniel Willard elected Third VP of Erie Railroad. (AR)
- Apr. 1902** Interborough Rapid Transit Company (IRT) formed by August Belmont, et al., to serve as operating company
- Apr. 16, 1902** Assistant General Passenger Agent George W. Boyd meets with *New York Journal* editor Carvalho who says he and William Randolph Hearst are friendly to PRR and will not press attacks; Boyd reports that Carvalho hates Mayor Seth Low and will print anything that prevents his reelection. (AJC 32/33)
- Apr. 16, 1902** Tunnel No. 1 reopens on Cleveland & Marietta Railway.
- Apr. 17, 1902** Second plan for Penn Station dated Apr. 7 presented to General Manager W.W. Atterbury; features a track layout very similar to that built; building is zoned into four sections running transversely between 31st & 33rd Streets: 1) pedestrian and vehicular ramps descending one level from 7th Avenue around the perimeter of the building around a large light well open to the tracks, 2) an enclosed block containing the waiting rooms, 3) a train shed largely open to the tracks with a boarding concourse at the level of the waiting rooms, 4) a narrow baggage room along 8th Avenue; 2-4) survive in greatly modified form; 1) is replaced by

the Arcade on the line of 32nd Street with smaller skylit wells on either side. (AJC 32/24)

- Apr. 17, 1902** Committee on New York Terminal recommends purchase of additional land west of 9th Avenue to create turn-around yards for LIRR electric MU trains. (AJC 32/24)
- Apr. 18, 1902** Northport Traction Company opens between East Northport and Northport Harbor on Long Island (2.69 miles). (AR)
- Apr. 21, 1902** Pennsylvania, New York & Long Island Railroad incorporated for New York portion of Penn Station project. (Val)
- Apr. 22, 1902** Pennsylvania, New York & Long Island Railroad organized; A.J. Cassatt, Pres.; Samuel Rean VP; Board approves map and profile of line. (SR, CorpHist)
- Apr. 22, 1902** PRR Board approves Pres. Cassatt's nomination of McKim, Mead & White as architects of Penn Station; approves proposal of Westinghouse, Church, Kerr & Co. to act as engineers. (AJC)
- Apr. 23, 1902** Pres. Cassatt commissions New York architects McKim, Mead & White to develop plans for Pennsylvania Station, New York, and an accompanying hotel; Charles Follen McKim (1847-1909) principal designer. (MM&W?)
- Apr. 23, 1902** Pres. Cassatt reports to Board on Penn Station project; charters procured and a Board of Engineers organized and architects chosen; have secured 70% of land for Penn Station at cost of \$6 million; Board authorizes \$10 million subscription to Pennsylvania, New York & Long Island Railroad. (MB)
- Apr. 23, 1902** PRR Board authorizes alteration of West Philadelphia Yard east of Spring Garden Street, double tracking South Fork Railroad from Summit to Lovett; double-tracking Wellsville-East Liverpool and Steubenville-Toronto on Cleveland & Pittsburgh; adopts location of Brilliant Branch; grants lot to PRR Branch of YMCA of Tyrone; grants Merchants Warehouse Company lease on former depot at 31st & Chestnut to replace hay warehouse at 32nd & Market, which must be removed for new station. (MB)
- Apr. 24, 1902** Pres. Cassatt meets Charles F. McKim of McKim, Mead & White at Broad Street Station; after interview, accepts bid of \$50 million with 5% commission for architectural work above waiting room level at Penn Station; Cassatt wants hotel above station. (AJC 32/14, Ballou)

- Apr. 25, 1902** Board of Engineers informed of selection of McKim, Mead & White as architects; William Rutherford Mead (1846-1928), the business manager of the firm, invited to attend meetings of Board of Engineers. (AJC 32/47)
- Apr. 1902** LIRR assumes operation of parlor cars on its lines from Long Island Parlor Car Coach Company.
- Apr. 28, 1902** Committee on New York Passenger Terminal Yard presents report to Pres. Cassatt establishing preliminary track and platform layout and maximum capacity; calls for two track tunnel under North River and four tracks under East River. (SR)
- Apr. 1902** PRR announces it will build six new station buildings on former Baltimore & Delaware Bay Railroad between Massey's and Chestertown, Md. (WEJ)
- Apr. 29, 1902** McKim sends preliminary drawings for Penn Station to PRR; features include the tripartite vaults in the Concourse, which carries over from Davies's plan to the final design and rental space on all street fronts and an 18-story hotel centered over the axis of the General Waiting Room, which do not; 7th Avenue is to be widened to form a plaza in front of the station. (AJC, Ballou, MM&W)
- Apr. 30, 1902** Henry Clay Frick hosts dinner for A.J. Cassatt and PRR directors at his home, "Clayton," during a tour of proposed Pittsburgh area improvements. (NYT)
- Apr. 30, 1902** Terminal Railroad Association of St. Louis sells East St. Louis Electric Street Railway. (Church)
- Spring 1902** Terre Haute & Logansport Railway completes improvements at South Bend, including station, yard and engine terminal. (AR)
- May 1, 1902** John C. Wilson retires as Real Estate Agent at age 70 after 39 years service; replaced by Benjamin W. Carskaddon. (MB)
- May 1, 1902** At public hearing of New York Rapid Transit Commission, letter from Pres. Cassatt read in which he proposes to confer with Commission regarding PRR's terminal plans; Commission appoints a committee of Controller Edward M. Grout, Alexander E. Orr, and Charles Stewart Smith to review plans before they are submitted to the Commission. (NYT)
- May 4, 1902** Toledo, Peoria & Western Railway establishes Sunday service between Peoria and Keokuk.

- May 6, 1902**      **Wolf Creek Branch of Western New York & Pennsylvania Railway opens from Leesburg to mines and quarries of Sharon Steel Company. (Church - ft. only?)**
- May 6, 1902**      **Akron & Barberton Belt Railroad incorporated in Ohio as merger of Barberton Belt Line Railroad, Barberton, Akron & Eastern Belt Line Railway and Cleveland, Barberton & Western Railroad under agreement of May 3, 1902. (Church)**
- May 7, 1902**      **New York & North Shore Railway line between Flushing and Jamaica sold at foreclosure to Queens Railway Company (and out of LIRR system?)**
- May 7, 1902**      **City of Baltimore passes ordinance directing sale of city's controlling interest in Western Maryland Railroad to E.F. Fuller Syndicate for \$8.75 million after long opposition mounted by PRR and B&O; both Reading and PRR had offered to buy Western Maryland; sale pushed through by reform Mayor Thomas G. Hayes. (WM, NYT)**
- May 1902**          **Broad Street Underground Railroad and Market Street Underground Railroad Companies dissolved and PRR installments on 1,200 shares each returned.**
- May 10, 1902**      **PRR agrees with City of Camden to elevate Amboy Division west of Cooper Creek.**
- May 12, 1902**      **United Mine Workers begins anthracite coal strike for 20% wage increase and eight-hour day; strike extends through summer, raising fear of coal famine and severely impacting coal-hauling railroads; market for Pocahontas coal grows as emergency substitute for anthracite. (EAH, )**
- May 12, 1902**      **Explosion and fire from leaking oil car kills 23 near Pittsburgh on PRR. (Shaw)**
- May 14, 1902**      **PRR Board approves construction of Monongahela Railroad from Redstone Jct. to Adah Run (21 miles). (MB)**
- May 14, 1902**      **PRR Board approves notice to Western Union Telegraph Company to remove all poles and wires from PRR lines by Dec. 1, 1902; PRR terminates contract with Western Union Telegraph Company, controlled by George J. Gould who is trying to build a transcontinental railroad in PRR territory; Gould appeals to courts; move comes almost immediately after Gould's move on Western Maryland Railroad and seeking an eastern outlet for the Wabash. (later secures temp. injunction - after 12/1902) (MB, NYT)**

- May 14, 1902** Greene County Railroad incorporated in Pa. in interest of Greene County Railroad Syndicate to build from Waynesburg to Washington; later located to run from Waynesburg to connection with Buckhannon & Northern Railroad at W.Va. state line, from Waynesburg to Uniontown, and from Washington to connection with Wabash Pittsburgh Terminal Railway near Bishop, Pa. (Church)
- May 14, 1902** Ohio C. Barber sells Akron & Barberton Belt Railroad upon consolidation to Cleveland, Akron & Columbus Railway, B&O, Erie Railroad, and Northern Ohio Railroad for \$1 million; purchasers agree to operate Akron & Barberton Belt Railroad as a joint terminal facility. (Church)
- May 14, 1902** Falls City Belt Line Railway Company incorporated in Kentucky to build between 29th Street & Broadway and 17th Street & Broadway. (Church)
- May 15, 1902** H.W. Thornton named Superintendent of Cleveland, Akron & Columbus Railway, replacing H.W. Byers, resigned for health. (AR)
- May 16, 1902** Atlantic Coast Line \_\_ absorbs the "Plant System" (Savannah, Florida & Western Railway), running between Charleston and Tampa, under agreement of Apr. 10, after H.B. Plant's widow has his will overturned in her favor to allow her to sell rather than hold the property in trust for Plant's great-grandson. (Dozier - or eff. 7/1?)
- May 17, 1902** PRR makes public its ultimatum to Western Union Telegraph Company. (NYT)
- May 18, 1902** Fast freight D 44, the Boston berry train consisting of 10 cars and locomotive No. 181, runs Delmar-Wilmington in 1:55. (WEJ)
- May 18, 1902** New Haven inaugurates *Knickerbocker Limited* as all-parlor car between New York and Boston, leaving each city at 1:00 PM. (RRH)
- May 21, 1902** Pres. Cassatt orders all Western Union Telegraph Company poles and wires along PRR Lines East cut down; involves 15,000 miles of wire, 90,000 poles and other equipment worth \$750,000; Western Union loses \$350,000 in annual revenue. (NYT - from 1917 - verify - no cutting down was in 1903)
- May 24, 1902** New PRR station at Williamsport, Pa., opens. (AR)
- May 25, 1902** Double-track truss bridge over Raritan River at New Brunswick shifted 15 feet to make room for new four-track stone arch. (NYT)
- May 25, 1902** Sleeping car line established between Philadelphia and Welch, W. Va., via

**Harrisburg and Roanoke.**

- May 27, 1902** Pres. Cassatt and Samuel Rea hold third meeting with committee of New York Rapid Transit Commission and its engineer, William Barclay Parsons, primarily to discuss compensation to city; Commission Pres. Alexander E. Orr rules that another meeting will be necessary before committee submits its report to the full Commission. (NYT)
- May 27, 1902** Interborough Rapid Transit Company reported to have acquired Queens County Railroad streetcar system, including franchise of Inter-island Construction Company for a trolley subway from Long Island City to 42nd Street. (NYT)
- May 27, 1902** City of Baltimore sells Western Maryland Railroad for \$8.75 million to Fuller Syndicate (Gould interests).
- May 28, 1902** PRR Board approves construction of new yard at East Pittsburgh; extension of automatic block signals from Paoli to Downingtown; enlargement of Harrisburg station offices; abandoning Straight Creek Branch of Johnsonburg Railroad (4.5 miles) built 1894-95 to lumber tract of Henry, Bayard & Co. (MB)
- May 28, 1902** Paul John Sorg (1840-1902), promoter of Middletown & Cincinnati Railroad, dies at Middletown. (CongBio)
- May 29, 1902** Granite Improvement Company acquires controlling stock interest in Terhune Coal & Mining Company. (Church)
- June 1, 1902** Northern Central begins operating York, Hanover & Frederick Railroad (Columbia-York) under agreement of May 8, 1902 and PRR track on Columbia Bridge under agreement of May 28, 1902; Frederick Division abolished; Columbia-Perryville ceded to Maryland Division and Columbia-Frederick to Baltimore Division; PW&B assumes operation of Columbia & Port Deposit Railway from PRR under agreement of May 8, 1902. (Val, AR)
- June 1, 1902** Waynesburg Jct. station on Philadelphia Division renamed Suplee.
- June 1, 1902** Queen Anne's Railroad leases Queen Anne's Ferry & Equipment Company, which owns steamers *Endeavor*, *Queen Anne* and *Queen Caroline*.
- June 2, 1902** PRR applies to New York Supreme Court to dissolve the Pennsylvania-New York Extension Railroad Company and the Long Island Extension Railroad Company. (NYT)

- June 2, 1902** Pennsylvania Company, PCC&StL, and Vandalia lines notify Western Union Telegraph Company that they will terminate their agreements effective June 2, 1903. (Church)
- June 3, 1902** Middletown & Cincinnati Railroad deeds property to Cincinnati, Lebanon & Northern Railway for \$400,000. (Church)
- June 4, 1902** "W" Interlocking placed in service at Summerhill on Pittsburgh Division.
- June 4, 1902** Baltimore & Potomac Railroad authorizes electric interlocking signals at each end of Baltimore Tunnel. (MB)
- June 5, 1902** Final conference held between PRR and committee of New York Rapid Transit Commission; city is to receive \$100 a year for privilege of tunneling the Hudson River out to the state line; PRR is to pay 50 cents per linear foot annually for the first 10 years and \$1.00 per foot for the remaining 15 years of a 25-year franchise, or about \$1.4 million over 25 years. (NYT)
- June 10, 1902** George Gibbs submits proposal for coordinating work with McKim, Mead & White; Westinghouse, Church, Kerr & Co. to do all mechanical, electrical and structural work for Penn Station. (AJC 32/43)
- June 10, 1902** Fire destroys North Philadelphia grain elevator; replaced in 1903. (AR)
- June 11, 1902** Committee appointed by General Manager John B. Hutchinson to prepare track plan for Penn Station makes report to Board of Engineers. (AJC 32/47)
- June 11, 1902** PRR Board orders establishment of cab service at new West Philadelphia Station when opened and expansion of Broad Street Station cab fleet; authorizes survey from Fleming Summit to Possum Glory on Cambria & Clearfield Railroad. (MB)
- June 11, 1902** Buffalo Storage & Carting Company incorporated in New York; later operates PRR truck lines in New York State.
- June 12, 1902** Comptroller Edward M. Grout announces that terms of PRR's tunnel franchise have been settled and will be voted on by the Rapid Transit Commission on June 16. (NYT)
- June 15, 1902** NYC&HR inaugurates *Twentieth Century Limited* as all-first class train between New York and Chicago on 20:00 schedule; first time this running time achieved since *Exposition Flyer* of 1893; six-car consist of smoker, three sleepers, diner and observation car; first trip has only 27 passengers; steel entrepreneur John W. "Bet a Million" Gates, riding first

westbound trip, proclaims, "This train almost makes Chicago a suburb of New York." (RRH - Dubin says 5 cars, NYT (Gates quote) says 4 in first run)

- June 15, 1902** PRR inaugurates *Pennsylvania Special* between Jersey City and Chicago on 20:00 schedule to match NYC&HR's *Twentieth Century Limited* inaugurated the same day; runs through Mantua Jct. stopping only at Germantown Jct. in Philadelphia; other stops are Harrisburg, Altoona, Pittsburgh and Englewood; carries Cincinnati sleeper running on Nos. 7-28 west of Pittsburgh; Nos. 28 and 29 pass just west of Allegheny; No. 29 runs without incident, but No. 28 delayed by having to push a stalled freight into a siding west of Alliance and running behind another freight between there and Alliance. (NYT, RRH implies PRR was only 4 cars to make time over mountains - when DC car added?)
- June 15, 1902** Passenger accommodations withdrawn from No. 11 *Fast Mail* between Columbus and St. Louis. (tt)
- June 1902** Preliminary engineering work for Penn Station project begins. (Val)
- June 16, 1902** New York Rapid Transit Commission approves report of committee on PRR tunnel franchise; Mayor Low reserves the right to change his mind when passing on it as Mayor; grant covers an optional tunnel under 31st Street, one under 32nd Street and one under 33rd Street east of 7th Avenue; terminal is to be between 31st & 33rd Streets and 7th & 9th Avenues with a secondary station at 33rd Street & 4th Avenue, which is never built; 32nd Street is to be vacated between 7th & 10th Avenues and real estate paid for by PRR; franchise is perpetual with fees to be renegotiated every 25 years; \$200 annually for river rights; 50 cents a foot per year for first 10 years and \$1.00 for next 15 years; total payments over 25 years to be \$2.48 million, and more if 31st Street tunnel built. (NYT)
- June 16, 1902** New Haven, B&M and Maine Central inaugurate *Bar Harbor Express* between New York (Grand Central) and Mt. Desert Ferry via Springfield, Worcester and Portland. (Kratville - verify)
- June 1902** Smyrna & Delaware Bay Railroad abandoned between Bombay Hook, Del. and Massey, Md.
- June 22, 1902** Summer-only sleeping car line established between Pittsburgh and Mackinaw City.
- June 22, 1902** New summer sleeping car line established over PRR, GR&I and Michigan Central between Indianapolis and Detroit via Logansport, La Otto and Kalamazoo; cars are carried on regular trains but advertised as *Detroit*

*Express.*

- June 23, 1902** New Camden Terminal station opens. (C&C - verify)
- June 25, 1902** PRR Board authorizes four-track system between Cove Forge and Duncannon; new inbound and outbound freight stations on Centre Street Branch, Newark; double-tracking Everson-Connellsville and New Haven-Watt on Monongahela Division; writes off 150 shares of Philadelphia, Bala & Bryn Mawr Turnpike Company. (MB)
- June 25, 1902** Westinghouse, Church, Kerr & Co. submits revised proposal for Penn Station work. (AJC 32/43)
- June 25, 1902** PRR signs 15-year contract with Postal Telegraph-Cable Company effective July 1. (MB)
- June 26, 1902** Certificate of Board of Rapid Transit Commissioners covering Penn Station franchises filed with New York Secretary of State. (NYT)
- June 26, 1902** Future VP Charles Duncanson Young joins PRR permanently after graduating from Cornell. (MB)
- July 1, 1902** PRR's contract with George J. Gould's Western Union expires and is not renewed to punish Gould for his transcontinental plans; new contract made with Postal Telegraph-Cable Company; PRR wires removed from Western Union poles and placed on new PRR poles; requires entirely new telegraph lines on some branches. (NYT says deadline was 11/30!)
- July 1, 1902** First through passenger trains begin running between Philadelphia and Long Branch via Toms River and Delair Bridge. (or eff. 6/28/02!)
- July 1, 1902** LIRR begins operating Long Island Railroad Company, North Shore, Northport Jct. to Wading River, under operating agreement. (Val, MB)
- July 1, 1902** LIRR appoints J. Stanley Brown Assistant to Pres. (MB)
- July 1, 1902** Atlantic Coast Line Railroad takes possession of Savannah, Florida & Western Railway (Plant System) embracing 2,235 miles of road serving Georgia and the west coast of Florida. (Splawn)
- July 1, 1902** Southern Railway obtains trackage rights over the ACL between Savannah and Jacksonville for its Florida service replacing joint service with former Plant System. (Guide)
- July 1, 1902** American Railway Association (?) adopts per diem rules covering payments for off-line cars.

- July 1, 1902** PRR Secretary given responsibility for minutes and board papers of subsidiary companies. (MB)
- July 1, 1902** Baltimore & Delaware Bay abandons track between Massey and the Delaware state line; Smyrna & Delaware Bay Railroad abandoned over entire length, Maryland state line to Bombay Hook. (Val has only B&DB - check C&C)
- July 1, 1902** PRR begins operating Masontown & New Salem Railroad between Moser Run Jct. and Buffington (Fairbanks), Pa. (prob. date began operation, tho finished earlier in year)
- July 1, 1902** Beech Creek Extension Railroad extended from Karthaus to Clearfield, Pa.; with trackage rights over Philadelphia & Erie between Browns and Keating Jct. provides Beech Creek with a low grade line to Clearfield, replacing its undulating main line. (RRH)
- July 2, 1902** PRR signs revised Newark track elevation agreement substituting brick or stone arches for steel elevated. (MB)
- July 2, 1902** Nassau County Railway opens trolley line between Sea Cliff and Sea Cliff Station on LIRR. (AR)
- July 2, 1902** Martinsburg & Potomac Railroad (W.Va.) merged into Cumberland Valley & Martinsburg Railroad under agreement of Jan. 13, 1890.
- July 5, 1902** Smyrna & Delaware Bay Railroad sold at foreclosure to John T. Dyer of Philadelphia for \$15,150 or scrap value; most rails east of Clayton removed a number of years ago. (WEJ)
- July 7, 1902** Pres. Cassatt announces that Western Union Telegraph Company must remove all instruments and other property from PRR premises by Sep. 30; Postal Telegraph Company begins to handle business over Lines East. (NYT)
- July 7, 1902** Pennsylvania, New Jersey & New York Railroad Board adopts location of line. (CorpHist)
- July 7, 1902** PW&B opens new track Lamokin to Thurlow. (WEJ)
- July 8, 1902** Winslow S. Pierce (1857-19 ), one of Gould's principal operating officials, named Pres. of Western Maryland Railroad, replacing John Mifflin Hood, who had been Pres. since 1874. (WM)
- July 9, 1902** George Gibbs, First VP of Westinghouse, Church, Kerr & Co., submits

**plan for New York tunnel electrification calling for speeds up to 55 MPH and trains on 2.5 minute headway. (AJC 32/43)**

- July 9, 1902** LIRR contracts with Westinghouse, Church, Kerr & Co. as engineers for electrification. (MB)
- July 10, 1902** New York & Jersey Railroad receives franchise from New York Board of Rapid Transit Railroad Commissioners covering line from center of Hudson River to Christopher Street. (H&M)
- July 11, 1902** Committee on New York Passenger Terminal Yard issues report to Pres. Cassatt approving plan of George Gibbs of Westinghouse, Church, Kerr & Co. and arranging to provide him with data to design an electric locomotive; sets maximum train weight at 500 tons; Gibbs calls for maximum speed of 55 MPH and average 37 MPH; normal spacing 2.5 minutes apart; also considers signals in tunnels. (AJC 32/43, SR)
- July 16, 1902** Grading begins for new Wilmington Shops north of city. (WEJ)
- July 17, 1902** Stuyvesant Real Estate Company reports purchase of an additional 63 parcels at Penn Station for \$2,608,950; have now purchased a total of 176 parcels for \$7,196,221. (MB)
- July 18, 1902** PCC&StL conveys half interest in Kokomo Belt track to Lake Erie & Western Railroad. (Church)
- July 21, 1902** PRR, C&O and Reading shares continue to advance on rumors that PRR is buying into Reading and of PRR-Vanderbilt-Morgan alliance. (NYT)
- July 21, 1902** WNY&P acquires trackage rights over NYC between Kossuth Street, Rochester, and Gates, N.Y. (Val)
- July 22, 1902** New York Board of Aldermen rejects PRR tunnel franchise, 56-10, with Fusion members generally favoring it and Tammany Hall members opposing; President Jacob A. Cantor led opposition, claiming that because it lacked terms on renewal, it amounted to a perpetual franchise, which was barred by state constitution and city charter; also demanded eight-hour day and prevailing wage clauses; appoint Conference Committee to meet with PRR and Mayor Low. (NYT)
- July 22, 1902** Norfolk & Western and Cleveland, Akron & Columbus Railway agree to operate parallel tracks at Columbus (1.7 miles) as one double-track railroad. (Church)
- July 23, 1902** PRR announces it will make a new application to Rapid Transit Commissioners; will not reapply to Legislature, as last bill was amended

so that the Rapid Transit Commission could not make a perpetual franchise without the approval of the Board of Aldermen; Pres. Cassatt, vacationing in Bar Harbor, has no comment; Mayor Low meets with Aldermen and other officials in attempt to salvage project. (NYT)

- July 23, 1902** At meeting of Mercantile Trust Company Board, George J. Gould pulls Henry Clay Frick aside and asks to arrange peace with PRR; Frick tells Gould that PRR does not object to his building to Pittsburgh but his plans to reach tidewater over the Western Maryland. (Wheeler)
- July 1902** Atlantic Coast Line Railroad and Southern Railway jointly acquire control of Chicago, Indianapolis & Louisville (Monon) Railway. (Splawn)
- July 1902** "GY" (KARNY) Interlocking placed in service at Waverly & Passaic Jct. at west end of Meadows Yard. (CE)
- July 26, 1902** Mayor Seth Low holds private conference with Borough Pres. Cantor, Controller Edward M. Grout and other opponents of PRR franchise on his yacht, *Surprise*; on landing, Low only states that he will hold a conference on Tuesday to discuss franchise. (NYT)
- July 27, 1902** Central Federated Union of New York City demands that labor provisions be attached to PRR franchise, including employing only citizens and union members, observe 8-hour day and \$2 per day minimum wage. (NYT)
- July 27, 1902** PRR begins operating \_\_\_\_\_ between Middletown Jct. and Middletown, Ohio. (first LW tt)
- July 28, 1902** PRR revives passenger service on S\_ J\_ Branch and separates freight and passenger service on Newry Branch. (Snyder)
- July 29, 1902** Mayor Seth Low holds another three-hour meeting between PRR and opponents of PRR tunnel franchise; PRR representatives include VP John P. Green and Engineer of M of W Joseph T. Richards; PRR agrees to minor concessions, including review after 25 years and carrying city fire and police telegraph lines in tunnels, and having tunnel under control of a New York corporation, but not labor provisions. (NYT)
- July 30, 1902** PRR grants trackage rights to Buffalo, Rochester & Pittsburgh Railway between Black Lick and Vintondale for purpose of moving coal to Lackawanna Steel Company near Buffalo. (MB)
- Aug. 1, 1902** Pittsburgh, Chartiers & Youghiogheny Railway and Pittsburgh & Lake Erie Railroad agree for joint use of terminal facilities at McKees Rocks, Pa. (Church)

- Aug. 1, 1902** Parkersburg Bridge & Terminal Railroad incorporated in Ohio by Little Kanawha Syndicate to build from Little Hocking to Johnstons, W.Va., on Little Kanawha Railroad. (Church)
- Aug. 3, 1902** *New York Times* runs article on "deserted village" of uninhabited houses on Penn Station site; PRR has recruited city policemen to live in houses rent free to prevent vandalism until they can be razed. (NYT)
- Aug. 4, 1902** *New York Times* announces it will move its operation from the traditional "Newspaper Row" near City Hall to a new skyscraper to be built in the triangle bounded by Broadway, 7th Avenue & 42nd Street; area, currently known as Long Acre Square will become Times Square; appears to indicate that the commercial center of the city will continue to move up Broadway near the site of the future Penn Station. (NYT)
- Aug. 5, 1902** Another meeting held between PRR representatives and city officials regarding tunnel franchise; PRR still refuses to accept labor provisions. (NYT)
- Aug. 8, 1902** Columbus & Logansport RPO established. (Kay)
- Aug. 12, 1902** Connellsville Central Railroad incorporated in Pa. to build from Buffington (Fairbanks) to Brownsville, Pa.; controlled by United States Steel Corporation.
- Aug. 12, 1902** Director Edward Roberts,, Jr., dies (Phila. & Camden Ferry Co.) (AR)
- Aug. 15, 1902** Susquehanna, Bloomsburg & Berwick Railroad (Watsonstown-Orangeville) incorporated in Pa. as reorganization of Central Pennsylvania & Western Railroad. (Val)
- Aug. 15, 1902** Pennsylvania Company authorizes further expansion of Conway Yard, including westbound hump. (Conway)
- Aug. 1902** Pennsylvania Company and CCC&StL (Big Four) purchase all stock and bonds of Chicago & South Eastern Railway. (Church)
- Aug. 17, 1902** William Hasell Wilson (1811-1902) dies at age 90; former PRR Chief Engineer; at death was President of Belvidere-Delaware Railroad.
- c. Aug. 1902** New Richmond, Ind., station opens.
- Aug. 1902** William F. Kiesel, Jr., appointed Asst. Mechanical Engineer replacing A.S. Vogt (check cards)

- Aug. 19, 1901** Pres. Roosevelt begins tour of New England and Middle West to push his "Square Deal" of more rigorous antitrust enforcement. (EAH)
- Aug. 26, 1902** Stuyvesant Real Estate Company deeds property along both sides of 31st, 32nd & 33rd Streets to Pennsylvania, New York & Long Island Railroad for tunnels. (MB)
- Aug. 27, 1902** Bizarre baseball game between two PRR teams, one consisting of men who have lost an arm and the other of men who have lost a leg, played at Wilmington Athletic Association grounds. (WEJ)
- Aug. 28, 1902** Bellaire, Zanesville & Cincinnati Railway renamed Ohio River & Western Railway. (Church)
- Aug. 29, 1902** Great Neck & Port Washington Railroad, Montauk Extension Railroad (Bridgehampton-Montauk), and New York Bay Extension Railroad (Valley Stream-Country Life Press) merged into LIRR under agreement of Aug. 26, 1902. (Val, C&C)
- Aug. 30, 1902** NYC&HR petitions Manhattan Borough President to close 10 streets and enlarge yard at Grand Central Depot. (Condit)
- Sep. 1, 1902** A.W. Gibbs named Superintendent of Motive Power of PW&B, replacing A.W. Kearney, resigned. (AR)
- Sep. 1, 1902** Employee rest house and lunch rooms opens at Conway Yard.
- Sep. 1, 1902** Stockholders, bondholders and creditors of Ohio River & Western Railway agree to reorganization without foreclosure. (Church)
- Sep. 1, 1902** Cincinnati Northern Railroad deeds tunnel from near Elsinore Avenue to Bloody Run, some associated property, and franchise from city of Mar. 22, 1897, to Cincinnati, Lebanon & Northern Railway. (Church)
- Sep. 1, 1902** Pennsylvania Company and CCC&StL (Big Four) take possession of Chicago & South Eastern Railway (Muncie-Brazil). (Church)
- Sep. 2, 1902** PRR and PCC&StL file bill for injunction against Gould's Pittsburgh, Carnegie & Western Railroad crossing PRR system tracks on south side of Monongahela River. (NYT)
- Sep. 3, 1902** Conference between PRR representatives and New York officials regarding compromise of PRR tunnel franchise breaks up over failure of PRR to accept labor provisions demanded by Controller Edward M. Grout and Tammany leader Timothy P. Sullivan; PRR says such provisions have been found to be unconstitutional; letter from Pres.

- Cassatt read at meeting. (NYT)
- Sep. 3, 1902      **Middletown & Cincinnati Railroad, controlled by Paul J. Sorg, deeds all property to Cincinnati, Lebanon & Northern Railway. (Church)**
- Sep. 10, 1902      **PRR Board approves plan for Duquesne Elevated at Pittsburgh; for new freight yard on Allegheny Valley between 12th & 13th Streets, Pittsburgh; enlargement of Waverly Yard; construction of new Ormsby Yard on Monongahela Division; extension of Ebensburg & Black Lick from Dilltown to Social Hall (2 miles); double-tracking of South Fork Railroad between Paint Creek Jct. and Branch No. 35. (MB)**
- Sep. 10, 1902      **PRR Board orders high-speed brake applied to passenger locomotives and cars. (MB)**
- Sep. 10, 1902      **Cincinnati, Lebanon & Northern Railway acquires property of Cincinnati Railway Tunnel Company, including roadbed from Cincinnati to Sharon and four-mile tunnel north of Cincinnati and right-of-way between Dodds and Waynesville, Ohio, from John C. Davie, trustee. (Church, )**
- Sep. 10, 1902      **Pan Handle Coal & Mining Company incorporated in Indiana to hold coal lands in Greene and Sullivan Counties. (Church)**
- Sep. 11, 1902      **City of New York signs subway contract no. 2 with IRT for extension of subway from City Hall to LIRR terminal at Flatbush Avenue, Brooklyn. (RTinNYC)**
- Sep. 11, 1902      **Jefferson Coal & Mining Company incorporated in Indiana. (Church)**
- Sep. 13, 1902      ***New York Times* reports PRR-Vanderbilt alliances; says arranged several months ago when Cassatt called on William K. Vanderbilt just before he went abroad. (NYT)**
- Sep. 13, 1902      **Last run of passenger trains on old Centre Street line in Newark, N.J.; connection with main line at Market Street broken by track elevation. (AR has auto. sigs. b. on Centre St. Branch in 1902!)**
- Sep. 15, 1902      **B&O obtains joint use of Cincinnati & Muskingum Valley Railroad between Crooksville and Spangler, Ohio. (Church)**
- Sep. 1902          **Economic expansion ends; two-year contraction begins. (NBER)**
- Sep. 1902          **Portion of Toledo Railway and Terminal Company belt line placed in service.**
- Sep. 1902          **Kuhn, Loeb & Co. negotiates with Gould to place 51% of Western**

**Maryland Syndicate holdings in a voting trust to be controlled evenly by Gould and PRR; Gould is unwilling to consider sale of W&LE or of Wabash east of St. Louis. (Wheeler)**

- Sep. 17, 1902** New York City's conference committee approves report recommending adoption of revised PRR tunnel franchise. (NYT)
- Sep. 18, 1902** Future PRR VP John P Newell (1902- ) born at Carthage, Missouri. (PR)
- Sep. 19, 1902** Pennsylvania, New York & Long Island Railroad Board adopts alternate route. (CorpHist)
- Sep. 19, 1902** United New Jersey Railroad & Canal Company authorizes purchase of land at Waverly for yard and jumpover. (MB)
- Sep. 19, 1902** Hudson & Manhattan Railroad incorporated. (PA - verify)
- Sep. 20, 1902** Monmouth Jct. & Manasquan RPO cut to Monmouth Jct. & Long Branch RPO. (Kay)
- Sep. 22, 1902** Mineola, Hempstead & Freeport Traction Company renamed New York & Long Island Traction Company.
- Sep. 24, 1902** PRR Board authorizes purchase of 119,476 B&O shares for \$1.2 million; new station at Wilmerding; extension of Juniata Shops. (MB)
- Sep. 24, 1902** Columbus, Sandusky & Hocking Railroad sold at foreclosure to Paul D. Cravath, in joint interest of Pennsylvania Company and Hocking Valley Railway, for \$2,750,000. (Church)
- Sep. 25, 1902** Unfinished Pennsylvania Midland Railroad sold at foreclosure to John M. Reynolds. (Val)
- Sep. 25, 1902** J.P. Morgan & Co. agrees to sell Louisville & Nashville Railroad to Atlantic Coast Line Railroad. (Splawn)
- Sep. 1902** Annual track inspection train carrying Pres. Cassatt and staff is equipped with telephones for communication between cars; idea of W.S. Brown, Electrical Engineer at Philadelphia.
- Sep. 26, 1902** Mayor Low announces that remaining opposition to PRR tunnel franchise comes from Timothy P. Sullivan and Tammany members; calls for public hearing by Board of Rapid Transit Commissioners. (NYT)
- Sep. 28, 1902** PCC&StL establishes passenger service on Western Washington Railroad, Houston to Westland, and Huston to Palanka; trains operate

out of Cannonsburg. (tt)

- Sep. 29, 1902** Chicago ordinance calls for elevation of PFW&C tracks between Cottage Grove Avenue & Stony Island Avenue. (Church)
- Oct. 1, 1902** PRR terminates lease of East Liberty Stock Yards to S.W. Allerton and D.H. Sherman. (MB)
- Oct. 1, 1902** Delano station on Western Pennsylvania Division renamed Marwood. (Guide)
- Oct. 1, 1902** Terminal Railroad Association of St. Louis purchases stock of St. Louis Belt & Terminal Railway. (Church)
- Oct. 1, 1902** International Navigation Company (N.J.) renamed International Mercantile Marine Company and capital stock increased from \$15 million to \$120 million to serve as holding company for Morgan's shipping trust; Clement A. Griscom, Pres.; Executive and Finance Committee consists of Griscom, P.A.B. Widener, Edward J. Berwind, George W. Perkins and Charles Steele. (Flayhart, NYT)
- Oct. 2, 1902** New York State Board of Rapid Transit Commissioners holds public hearing on revised PRR tunnel franchise; labor representatives demand union shop, exclusion of immigrant labor, 8-hour day, minimum wage, and access to works by union officials and make threats of strikes and labor stoppages if demands not met; ex-Mayor Abram S. Hewitt, speaking for the Chamber of Commerce says city should not demand payment for franchise. (NYT)
- Oct. 2, 1902** Baltimore & Delaware Bay Railroad conveys property to Delaware Railroad; operation by PW&B ceases. (Val)
- Oct. 2, 1902** Traverse City, Leelanau & Manistique Railroad obtains trackage rights from Manistee & Northeastern Railroad between Traverse City and Hatch's Siding. (Church)
- Oct. 6, 1902** New York City coal dealers report a famine of both anthracite and bituminous coal; the small amounts of anthracite that can be obtained sell for \$20-25 per ton; thousands of cars of soft coal are stuck on Pennsylvania sidings because of traffic congestion. (NYT)
- Oct. 8, 1902** PRR Board authorizes rebuilding two-track railroad on New Portage roadbed from east end of Portage Tunnel at Gallitzin to Newry Jct. near Duncansville; also completion of two-track line between Duncansville and Petersburg; also realignment Metuchen-Stelton, enlargement of yard at Patton, Pa., completion of second track between Bolivar and Kiskiminetas

- Jct., enlargement of yard between East Liverpool and Wellsville, Ohio. (MB)**
- Oct. 8, 1902** No. 6 rear-ended by Northeast Corridor train No. 76 while stopped by a hotbox near Menlo Park, N.J.; one killed, 19 injured. (NYT)
- Oct. 9, 1902** Board of Rapid Transit Railroad Commissioners for the City of New York passes revised franchise for Penn Station project without labor provisions under prodding from Mayor Seth Low; letter from Pres. Cassatt read to Board implying that that PRR will not accept labor provisions. (NYT, CorpHist)
- Oct. 10, 1902** Pres. Cassatt meets separately with Pres. George F. Baer of the Reading and with Senators Quay and Penrose regarding the anthracite coal strike. (NYT)
- Oct. 13, 1902** More conferences held in Philadelphia with Pres. Cassatt, George F. Baer of Reading, and Senator Matthew S. Quay aimed at reaching a settlement in the anthracite coal strike. (NYT)
- Oct. 13, 1902** Columbus & Logansport RPO extended to Columbus & Chicago RPO. (Kay)
- Oct. 14, 1902** Central Federated Union holds protest on New York City Hall steps against PRR tunnel franchise to influence vote of Board of Aldermen; draws only a small crowd. (NYT)
- Oct. 14, 1902** A.O. Dayton, General Superintendent of WJ&S and General Superintendent of Philadelphia & Camden Ferry Company, dies at Camden at 52. (ATO, AR)
- Oct. 14, 1902** Pittsburgh, Kenova & Cincinnati RPO cut to Pittsburgh & Kenova RPO. (Kay)
- Oct. 15, 1902** Theodore N. Ely, Chairman of Mechanical & Electrical Advisory Committee, recommends beginning design of all-steel car for use on Penn Station line; finds wooden cars of IRT unsatisfactory. (AJC 32/43)
- Oct. 15, 1902** Toledo, Walhonding Valley & Ohio Railroad acquires part of Columbus, Sandusky & Hocking Railroad from junction with CCC&StL in Columbus to Sandusky. (Church)
- Oct. 1902** J.P. Morgan & Co. sells controlling interest in Louisville & Nashville Railroad amassed earlier in the year by the Gates-Hawley Syndicate, to the Atlantic Coast Line Company for \$50 million. (Dozier - see above)

- Oct. 16, 1902** Portion of Columbus, Sandusky & Hocking Railroad between Columbus and Shawnee sold to Zanesville & Western Railway, part of Hocking Valley system; eventually becomes part of NYC system. (C&C)
- Oct. 16, 1902** Pres. Roosevelt appoints a commission to arbitrate the anthracite coal strike; proves a major political victory for both Roosevelt and the United Mine Workers; strike ends on Oct. 21. (EAH)
- Oct. 18, 1902** Western Union Telegraph Company files in U.S. District Court in Pittsburgh for injunction to prevent PRR System from removing its poles and wires. (NYT)
- Oct. 20, 1902** Work begins on rebuilding New Portage Railroad between Gallitzin and Duncansville. (Snyder)
- Oct. 21, 1902** United Mine Workers settles anthracite strike by agreeing to arbitration by a commission appointed by Pres. Roosevelt.
- Oct. 22, 1902** PRR Board authorizes: track tanks at Radnor and Lenover on Philadelphia Division and Baileys on Middle Division; elevation of tracks between Steelton and Highspire to clear high-water mark; purchase of Pennsylvania Midland Railroad (Cessna-Brookes Mills) and reorganization as Bedford & Hollidaysburg Railroad. (get date from C&C) (MB)
- Oct. 22, 1902** New York & Jersey Railroad places first ring in resumed north tunnel.
- Oct. 22, 1902** PRR leases property of Western New York & Pennsylvania Railway for 20 years from Aug. 1, 1903. (Church)
- Oct. 25, 1902** Local Grievance Committee of Brotherhood of Railroad Trainmen representing 17 railroads in Chicago Switching District presents demands for 5-cent per hour increase effective Nov. 1.
- Oct. 27, 1902** Pennsylvania, Monongahela & Southern Railroad incorporated in Pa. to build from West Brownsville to Little Whitely Creek in interest of PRR.
- Oct. 27, 1902** A.O. Dayton ( -1902), General Superintendent of Philadelphia & Camden Ferry Company, dies. (AR)
- Oct. 28, 1902** Southbound yard opens at Thurlow, Pa., on Maryland Division. (WEJ)
- Oct. 28, 1902** Edge Moor Yard north of Wilmington, Del. partially open handling local freight; relieves pressure on Grays Ferry Yard. (WEJ)
- Oct. 29, 1902** General Solicitor James A. Logan (1839-1902) dies at Bala, Pa.

- Nov. 1, 1902**      **New organization manual: Engineering Dept. recreated independent of Transportation Dept. reporting directly to Second V.P. \_\_\_\_.**
- Nov. 1, 1902**      **Joseph B. Barker named Superintendent of Philadelphia Terminal Division, replacing D.H. Lovell, transferred. (AR)**
- Nov. 1, 1902**      **PRR offers \$50 million of 10-year, 32% convertible gold bonds to stockholders for financing construction of Penn Station. (C&C)**
- Nov. 1, 1902**      **Philadelphia, Wilmington & Baltimore Railroad (PW&B) and Baltimore & Potomac Railroad consolidated to form Philadelphia, Baltimore & Washington Railroad (PB&W) under agreement of July 15, 1902. (Val, MB)**
- Nov. 1, 1902**      **Sandusky Division of former Columbus, Sandusky & Hocking Railroad (Columbus-Sandusky) becomes part of Toledo Division.**
- Nov. 1, 1902**      **PRR issues \$25 million 15-year, 32% gold debentures to finance expansion program; issued to stockholders up to 25% of holdings. (MB says \$50 million, 10-year convertible bonds)**
- Nov. 1, 1902**      **Special carrying Prince Henry of Prussia passes Altoona en route to West. (Snyder)**
- Nov. 1, 1902**      **PCC&StL Railway and B&O agree for joint ownership and operation of Tylerdale Connecting Railroad. (Church - says operated by B&O - check C&C)**
- Nov. 1, 1902**      **Wolf Creek Branch of Western New York & Pennsylvania Railway opens for revenue passenger service between Leesburg and Heath, Pa. (tt)**
- Nov. 1, 1902**      **St. Louis National Stock Yards Company agrees with Terre Haute & Indianapolis Railroad to handle livestock between Willows and the National Stock Yards at East St. Louis. (Church)**
- Nov. 2, 1902**      **PRR and Southern Railway inaugurate fast all-mail train between New York and New Orleans; runs through in 33 hours vs. 40 hours for fastest previous time; leaves Jersey City 2:10 AM; first all-mail express train south of Washington. (Guide)**
- Nov. 2, 1902**      **Southern Railway withdraws through train to \_\_ via RF&P and Richmond established in Nov. 1901. (Mordecai)**
- Nov. 5, 1902**      **Toledo, Walhonding Valley & Ohio Railroad rejects leases of Columbus Terminal & Transfer Railroad and trackage rights over Columbus**

- Connecting & Terminal Railroad (N&W) at Columbus made by Columbus, Sandusky & Hocking Railroad. (Church)**
- Nov. 7, 1902** Electric arc lighting placed in service at Conway Yard.
- Nov. 7, 1902** Charles D. Law, Real Estate Agent of Lines West, dies after 30 years of service.
- Nov. 8, 1902** R.H. Macy & Co. moves from 14th Street to large new department store at 34th Street & 6th Avenue; marks beginning of relocation of retail district further northward and give impression that it will move up Broadway toward the West Side, making rationale for location of Penn Station. (NYT)
- Nov. 10, 1902** Bedford & Hollidaysburg Railroad incorporated in Pa. as reorganization of Pennsylvania Midland Railroad. (Val)
- Nov. 10, 1902** William K. Vanderbilt declines Cassatt's offer for NYC&HR to take half-interest in Reading Company. (Wheeler)
- Nov. 10, 1902** Switchmen's Union offers to settle with railroads in Chicago Switching District at 2.5 cent increase for helpers and 3 cents for foremen, undercutting Brotherhood of Railroad Trainmen.
- Nov. 10, 1902** New York National Land Association, a New Jersey Corporation, agrees with GR&I and Michigan Central Railroad to develop the unsettled part of the southern peninsula of Michigan north of Reed City. (Church)
- Nov. 11, 1902** Zanesville Terminal Railway conveys one half interest each to Zanesville & Western Railway and Cincinnati & Muskingum Valley Railroad. (Church)
- Nov. 12, 1902** PRR Board authorizes car delivery yard between 11th and 13th Streets, Pittsburgh, on Allegheny Valley Railway. (MB)
- Nov. 12, 1902** George V. Massey appointed General Solicitor, replacing James A. Logan, deceased. (MB)
- Nov. 12, 1902** Pullman orders "Yellow Kid" color scheme on *Pennsylvania Limited* and *Congressional Limited* cars replaced by Tuscan Red with next reshipped. (SR 47/47)
- Nov. 12, 1902** Railroads in Chicago Switching District sign settlement with Brotherhood of Railroad Trainmen covering switchmen with 3 cent per hour increase for helpers and 4 cents for foremen; has ripple effect throughout western territory.

- Nov. 13, 1902** Board of Rapid Transit Commissioners passes PRR tunnel franchise and forwards to Board of Aldermen; Tammany Hall leader Charles F. Murphy orders Tammany members of Board of Aldermen to cease opposition to PRR tunnel franchise, even without labor provisions. (NYT)
- Nov. 13, 1902** PRR grants 10% general wage increase to all employees earning less than \$200 per month retroactive to Nov. 1; piecework rates raised 10% on Lines West. (NYT, LC)
- Nov. 13, 1902** PRR grants B&O trackage rights over Hempfield and Youghiogeny Branches to reach its Andrews Run Branch near Ocean Coal Company's Shaft No. 2. (MB)
- Nov. 13, 1902** Terminal Realty Company incorporated in Missouri in interest of Terminal Railroad Association of St. Louis for purpose of acquiring right of way for elevated railroad connecting the Eads Bridge with the elevated of the St. Louis Merchants Bridge Terminal Railway. (Church)
- Nov. 14, 1902** *New York Times* reports that freight congestion on PRR at Pittsburgh is so bad that company is thinking of embargoing all shipments in and out. (NYT)
- Nov. 15, 1902** PRR grants 10% raise to all employees making under \$200 a month. (WEJ)
- Nov. 15, 1902** PRR director and former Purchasing Agent Enoch Lewis (1821-1902) dies.
- Nov. 15, 1902** PRR files response to charges brought before ICC by William Randolph Hearst against anthracite railroads, stating that its anthracite rates are entirely just. (NYT)
- Nov. 1902** Pters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 0.42 mile. (Val)
- Nov. 18, 1902** Pres. Cassatt, VPs Charles E. Pugh and S.M. Prevost, and Chief Engineer William H. Brown confer in Pittsburgh with Robert Pitcairn and division superintendents on plans to relieve Pittsburgh freight congestion; U.S. Steel makes public statement that situation has grown ever more critical over last week, and it may be forced to shut down Duquesne and Homestead Works for lack of pig iron. (NYT)
- Nov. 18, 1902** B&O Pres. L.F. Loree informs B&O Finance Committee that he has purchased 1,120,000 shares of Reading Company through Kuhn, Loeb & Co. for \$43 million; to be split 50-50 with NYC&HR; PRR has decided to

**control Reading through B&O to avoid possible uproar in southeastern Pennsylvania. (Wheeler)**

- Nov. 1902** Tidewater Bituminous Steam Coal Traffic Association adopts formula at suggestion of PRR VP John B. Thayer that each railroad adopts rates "independently" at meetings rather than a formal rate-setting agreement. (Lambie)
- Nov. 21, 1902** Penfield Coal Company opens 1.09 mile branch from Allegheny Valley Railway at Penfield to coal mines. (Val)
- Nov. 22, 1902** U.S. Circuit Court for New Jersey issues preliminary injunction on suit of Western Union Telegraph Company to block ouster from PRR lines. (NYT)
- Nov. 22, 1902** Last NYC and first Penn Central Pres. Alfred Edward Perlman (1902-1983) born at St. Paul, Minn. (WwasW)
- Nov. 23, 1902** In previous 36 hours, PRR breaks congestion at Pittsburgh; in 5 hours, 95 trains sent east over Pittsburgh Division; in previous 24 hours, 719 trains containing 35,725 cars moved in and out of Pittsburgh: 294 trains on PRR, 180 on Fort Wayne, and 245 on Pan Handle; major yards cleared, permitting cars backed up on sidings over a 30-mile radius to be moved. (NYT)
- Nov. 24, 1902** Board of Railroad Commissioners of the State of New York grants certificate of convenience and necessity for PRR tunnels at New York City. (CorpHist)
- Nov. 25, 1902** Pres. Cassatt waives demand that NYC&HR and B&O sign traffic contract covering the Reading Company in advance. (Wheeler)
- Nov. 25, 1902** Hump opens at Edge Moor Yard north of Wilmington, Del. (WEJ)
- Nov. 26, 1902** PRR Board authorizes construction of low grade freight line between Atglen and Marysville; construction of West Philadelphia Elevated freight line; classification yard near Lovett on the South Fork Railroad. (MB)
- Nov. 26, 1902** Pennsylvania Company Board approves \$6 million for improvements over next two years, including completion of double track between Pittsburgh and Chicago and between Hudson and Ravenna, and surveys for a low-grade line between Red Bank and Lawrence Jct. on the PFW&C. (NYT)
- Nov. 26, 1902** PCC&StL Board approves \$1.5 million for improvements, including double track west of Columbus, thrid track between Pittsburgh and

- Steubenville, and double-tracking part of the Chariters Railroad. (NYT)
- Nov. 26, 1902** Legal Dept. reorganized; General Solicitor George V. Massey named to new head position of General Counsel; Francis I. Gowen, formerly Pres. of Choctaw Railroad, named General Solicitor. (MB)
- Nov. 26, 1902** Western Union Telegraph Company's suit against PRR for injunction to block removal of wires heard before U.S. Circuit Court at Pittsburgh. (NYT)
- Nov. 28, 1902** York Haven & Rowenna Railroad incorporated to build PRR low grade freight line between Shocks Mills and Wago Jct., Pa. (C&C)
- Nov. 30, 1902** PRR deadline for Western Union Telegraph Company to remove its wires and equipment. (NYT - check)
- Dec. 1, 1902** Clayton & Chestertown RPO renamed Masseys & Chestertown RPO. (Kay)
- Dec. 1, 1902** Gordon Heights renamed River View on Maryland Division. (Guide)
- Dec. 3, 1902** New York Board of Trade & Transportation votes to urge Board of Aldermen to pass PRR tunnel franchise. (NYT)
- Dec. 7, 1902** New York Central Federated Union votes to try to prevent passage of PRR tunnel franchise. (NYT)
- Dec. 8, 1902** Merchants' Association of New York receives reply of Pres. Cassatt to query of Dec. 5 regarding PRR's intentions as regards LIRR and Montauk Point; Cassatt states that PRR never had any intention of creating a rival port at Montauk, as no shipper would pay the extra railroad freight charges; tunnels are to be for passengers only to get better share of New York passenger market and develop LIRR suburban and resort traffic; freight will be floated to Bay Ridge or distributed by water to vessels and piers; Association sends letter endorsing PRR franchise to Board of Aldermen. (NYT)
- Dec. 8, 1902** Edge Moor Transfer freight station opens north of Wilmington, Del. (WEJ)
- Dec. 8, 1902** Burnsville & Eastern Railroad incorporated in W.Va. by Little Kanawha Syndicate to build from Burnsville to Belington and Western Maryland Railroad. (Church)
- Dec. 9, 1902** Lines East General Manager John B. Hutchinson resigns for health; made Assistant to Second VP, effective Jan. 1, 1903. (MB)

- Dec. 10, 1902** PRR Board authorizes installation of automatic block signals on NY&LB and between Rahway and Woodbridge Jct. (MB)
- Dec. 10, 1902** Pennsylvania Steel Rolling Stock Trust organized with capital of \$10 million. (MB)
- Dec. 12, 1902** Zanesville, Marietta & Parkersburg Railroad makes agreement for construction of road from Zanesville to Little Hocking, Ohio; Little Kanawha Syndicate expends \$871,545 on construction. (Church)
- Dec. 13, 1902** PRR and Southern Railway establish new sleeping car line between New York and Charleston, S.C., via Charlotte and Camden. (Guide)
- Dec. 13, 1902** New elevated track placed in service between Brandywine Creek and Landlith, north of Wilmington, Del. (WEJ)
- Dec. 14, 1902** Wolf Creek Branch of Western New York & Pennsylvania Railway extended from Heath to North Slippery Rock (Redmond), Pa. (tt)
- Dec. 15, 1902** *Tionesta*, new passenger and freight steamer for Anchor Line, launched at Detroit Shipbuilding Company; can make round trip in 10 days vs. 13 days for *Japan* class; is 360' (o.a.) x 45' x 28'; carries 350 passengers in 100 staterooms plus parlor suites; saloon, dining room and other public spaces are on deck above cabins, with no staterooms on perimeter.
- Dec. 15, 1902** Central Coal & Mining Company incorporated in Indiana to own coal lands in Sullivan County. (Church)
- Dec. 1902** Moss Creek Branch of Cambria & Clearfield Railroad opens from near North Barnesboro and terminus (2.1 miles). (Val)
- Dec. 16, 1902** New York Board of Aldermen approves PRR tunnel franchise, including a local station at 4th Avenue, by 41-36 vote, after some Tammany members defect; also grants New York & Jersey Railroad a franchise to continue the old Haskin tunnel from the foot of Morton Street up to Greenwich Street by 43-15 vote; PRR VP John P. Green expresses satisfaction with vote and says that work will begin as soon as engineering work can be completed. (CorpHist, Couper, NYT)
- Dec. 16, 1902** Preliminary agreement executed covering Lines West membership in Terminal Railroad Association of St. Louis; "ferry stock agreement" executed calling for PRR to deposit its stock of Wiggins Ferry Company with trustees for Terminal Railroad Association. (MB)
- Dec. 16, 1902** Chicago, Rock Island & Pacific Railway, Southern Railway, Illinois

**Central Railroad, MK&T Railway, CB&Q and Chicago & Alton Railroad sign series of agreements with proprietary companies admitting them to Terminal Railroad Association of St. Louis; in return, Rock Island deposits controlling interest in Wiggins Ferry Company, which is placed in trust for TRRA, and withdraws threat of litigation. (Church)**

- Dec. 16, 1902** LS&MS Board accepts B&O offer to join in Reading Company purchase. (Wheeler)
- Dec. 17, 1902** NYC&HR establishes Electric Traction Commission, headed by Chief Engineer William J. Wilgus and including George Gibbs of Westinghouse, Bion J. Arnold and Frank J. Sprague; Secretary is Edwin B. Katté, NYC&HR's Electrical Engineer. (Wilgus)
- Dec. 18, 1902** Long Island City terminal and offices of LIRR destroyed by fire. (MB)
- Dec. 18, 1902** U.S. District Court in N.J. hears Western Union Telegraph Company's request for an injunction to block its ouster from PRR lines. (NYT)
- Dec. 18, 1902** Redstone Central Railroad incorporated in Pa. to build coal branch from Brier Hill to Republic near Brownsville; owned by Brier Hill Coal Company, a subsidiary of Youngstown Sheet & Tube Company. (Val, C&C)
- Dec. 18, 1902** W.C. Loree named Superintendent of Chicago Division of B&O. (AR)
- Dec. 19, 1902** LIRR Board resolves to remove upper story of Long Island City terminal and put on new roof. (MB)
- Dec. 19, 1902** PRR Board makes major shake-up in officers in response to congestion crisis in the Pittsburgh area; W.W. Atterbury named General Manager replacing John B. Hutchinson; G.W. Creighton named General Superintendent of PRR Grand Division, replacing J.M. Wallis who is relieved at own request and given three-month leave of absence; A.W. Gibbs named General Superintendent of Motive Power replacing Atterbury; Richard L. O'Donnel named General Superintendent of Buffalo & Allegheny Grand Division replacing Creighton; Simon Cameron Long named Superintendent of Pittsburgh Division replacing O'Donnel; a director states, "The notion that when a man gets a position on the Pennsylvania he is 'fixed for life' no matter whether he is efficient or obliging or not, has got to be changed"; are also considering appointing a Fifth VP. (MB, NYT - NYT has 12/20?) (crosscheck with 1/1/03)
- Dec. 1902** New station built at Oxford, Md. (AR)
- Dec. 1902** Work begins on new station at New Brunswick, N.J. (NYT)

- Dec. 1902** Terre Haute & Logansport Railway and Logansport & Toledo Railway complete joint yard and shop improvements at Logansport; includes freight yard, shops, engine terminal and connection between TH&L and L&T. (AR)
- Dec. 22, 1902** Charles F. McKim and William R. Mead meet with Pres. Cassatt on design of Penn Station. (AJC)
- Dec. 22, 1902** Lines West Executive Committee approves plan for expansion of Conway Yard; old yards are to be converted to new westbound hump yard and a new eastbound hump yard is to be built south of it; total capacity to be 12,990 cars; plan to build main Eastern Division shops at Conway is dropped. (ConwayRept)
- Dec. 22, 1902** Lines West Executive Committee authorizes rebuilding the Haskell Docks at Ashtabula; new interlocking at junction of PFW&C and South Chicago & Southern (where?) (MB)
- Dec. 22, 1902** NYC&HR Chief Engineer William J. Wilgus reports a plan for two levels of electrified tracks at Grand Central Depot, but retaining existing head house; lower level suburban tracks are to permit MU cars to run directly into IRT subway; suggests use of air rights to generate enough income to defray cost of borrowing construction money. (Wilgus)
- Dec. 23, 1902** New York City Mayor Seth Low approves franchise for Pennsylvania, New York & Long Island Railroad to build tunnels under 31st, 32nd and 33rd Streets from river to river and to close 32nd Street between 7th and 10th Avenues. (Couper)
- Dec. 24, 1902** PRR Board authorizes realignment at Berlin and construction of grain elevator at Germantown Jct.
- Dec. 31, 1902** H.McK. Twombly tells Pres. Cassatt that NYC&HR will take its share of Reading Company. (Wheeler)
- Dec. 31, 1902** Pennsylvania Company stockholders approve increase of capital stock from \$40 million to \$80 million to finance improvements. (MB)
- Dec. 31, 1902** PCC&StL signs agreement for operating Midway & Oakdale Railway at Midway, Pa. (Church)
- Dec. 31, 1902** PCC&StL and Chartiers Railway sign operating agreement covering Western Washington Railroad (Houston-Westland and Palanka), retroactive to Jan. 30, 1902; Chartiers Railway to pay one-third of annual rent of \$9,500. (Church)

- 1902** PRR buys portion of Columbus, Sandusky & Hocking Railroad between Columbus and Sandusky at foreclosure.
- 1902** PRR stock price peaks at 85 for par-50 shares, highest level reached prior to 1920s.
- 1902** McMillan Commission issues report on master plan for District of Columbia; endorses return to elements of L'Enfant's plan and of reopening the Mall from the Capitol to the Potomac; calls for removal of PRR station and tracks from the Mall.
- 1902** New York & Long Island Traction Company trolley lines open between Mineola and Freeport and between Queens and Hempstead.
- 1902** Northport Traction Company trolley line opens between Northport Station and Northport Harbor; owned by LIRR.
- 1902** Flying junction and new station built at 52nd Street; westbound passenger line carried over yard throat and eastbound Schuylkill Division in tunnel under main line.
- 1902** PRR acquires New York & Long Island Terminal Railway franchise.
- 1902** Class E3a 4-4-2 passenger locomotive and class B6 0-6-0 switching locomotive introduced.
- 1902** First PRR passenger cars with electric lights (Class PL).
- 1902** First all-steel gondola car adopted (Class GS).
- 1902** Westinghouse electro-pneumatic block signals installed on New York Division main line and between Philadelphia and Paoli. (NO! in 1901!)
- 1902** Because of great increases in traffic since 1900, Pres. Cassatt plans a comprehensive system of improvements to cost over \$67 million; to complete 4-track system east of Pittsburgh, plus 2-track relief lines for freight with maximum grade against traffic of 15.8 feet per mile; low-grade freight lines are to include Radebaugh-Derry (not built), Gallitzin-Hollidaysburg and improving grades to Petersburg, Marysville-Glen Loch and improve Trenton Cut-off; plan 6-track system between Philadelphia and Paoli, Morrisville and Newark, N.J.; also a low-grade line from Enon on the PFW&C to Red Bank on the Low Grade Line, bypassing Pittsburgh; also to build a series of large freight yards: at Sharpsburg for interchange between PFW&C and West Penn, at East Liberty on site of old stockyards, at Hollidaysburg and Fairview (Enola)

for coal, coke and limestone, freeing Harrisburg and Altoona for general freight, and between Frankford Jct. and North Philadelphia for westbound freight bypassing West Philadelphia.

- 1902            **Pennsylvania Annex Company begins operating at a loss. (SR)**
- 1902            **New four-track stone arch bridge and four-track direct line opens across Delaware River at Trenton. (C&C has 1903)**
- 1902            **Automatic block signals placed in service between Frankford Jct. and West Haddonfield on Delair Bridge line and on Centre Street Branch at Newark.**
- 1902            **New towers built at 22nd Street and 30th Street on Filbert Street Extension.**
- 1902            **New Grays Ferry Bridge at Philadelphia replaces old Newkirk Viaduct. (C&C - details)**
- 1902            **Track elevated on Union Railroad Company of Baltimore between Bay View and Broadway.**
- 1902            **Second track built on Northern Central, Bridgeport-Enola and Hecks-Dauphin.**
- 1902            **Harrisburg station enlarged. (completed 1903!!)**
- 1902            **Susquehanna, Bloomsburg & Berwick Railroad abandons line between Millville and Orangeville, Pa. (Val, but date is from AR to ICC so could be early 1903 - Guide has 4/1903)**
- 1902            **Pennsylvania Canal Company company boats stored at Shamokin Dam are sold to Schuylkill Navigation Company, floated down river to Chesapeake Bay, and towed around to Philadelphia; two company steamboats and dredges remain unsold at Shamokin Dam. (AR)**
- 1902            **New stations open at Marysville and Duncannon on Middle Division.**
- 1902            **Third and fourth track opens: Cove-Aqueduct, Denholm-Lewistown Jct., and Mount Union-Mill Creek on Middle Division.**
- 1902            **Philadelphia & Erie Railroad purchases 2.21 miles of line from Beecher & Bullock Company to extend Tangascootac Branch to North Fork Jct. (Val)**
- 1902            **Block signals placed in service between Keating and Nisbet on P&E.**

- 1902**            **Yard at Emporium enlarged.**
- 1902**            **Olean Shops enlarged.**
- 1902**            **New passenger car yard opens at Buffalo Shops (Ebenezer?) and old yard at Emslie Street abandoned.**
- 1902**            **Tyrone & Clearfield Railway abandons 0.28 mile of Forsyth Branch.**
- 1902**            **Third track opens between Wilmore and Summerhill; fourth track opens between Portage and Summerhill and between Morrellville and Sang Hollow on Pittsburgh Division.**
- 1902**            **Bradenville Branch opens between Bradenville and coke works (2.22 miles) on Pittsburgh Division. (Val)**
- 1902**            **Shade Creek Branch of South Fork Railroad opens from point 9.73 miles from Lovett to Eureka Mine No. 39 (6.8 miles). (Val)**
- 1902**            **Llanfair Branch of South Fork Railroad extended 1.28 miles south of Llanfair on Pittsburgh Division. (Val)**
- 1902**            **Winfield Branch of Western Pennsylvania Railroad extended 0.83 mile beyond Winfield Furnace. (Val)**
- 1902**            **New stations built at Youngwood and 12th Street Pittsburgh on Monongahela Division.**
- 1902**            **Overton Branch of South-West Pennsylvania Railway abandoned (1.16 miles). (Val)**
- 1902**            **Third track opens between Donora and Pittsburgh, South Side, on Monongahela Division; fourth track opens between "YJ" and "HO" Towers (3.42 miles) on Monongahela Division.**
- 1902**            **Monongahela River & Streets Run Branch of Pittsburgh, Virginia & Charleston Railway extended 1.00 mile to Harrison Coal Works. (Val)**
- 1902**            **Ohio Connecting Railway opens branch from east end of its Ohio River bridge to a point near Scully on the Pittsburgh, Chartiers & Youghiogeny Railway. (Church)**
- 1902**            **Second track opens between Bridgeville and Boyce (3.65 miles) on Chartiers Railway.**

- 1902 Little Kanawha Syndicate acquires all stock of Marietta, Columbus & Cleveland Railroad. (Church)**
- 1902 Marietta, Columbus & Cleveland Railroad abandons branch connection to B&O at Stewart, Ohio (5.17 miles). (Church)**
- 1902 Belington & Northern Railroad opens between Belington, W.Va., and Wilmouths Ford (4.6 miles); operated as switching line by Western Maryland Railroad. (Church)**
- 1902 Cleveland Group Plan Commission engages Daniel H. Burnham to develop a city plan including a new Union Depot.**
- 1902 Cleveland, Akron & Columbus Railway completes new yard at South Akron containing 4.5 miles of track. (AR)**
- 1902 Cleveland, Akron & Columbus Railway completes new yard at Columbus containing 3 miles of track. (AR)**
- 1902 Toledo, Walhonding Valley & Ohio Railroad enlarges Outer Yard at Toledo.**
- 1902 Toledo Railway & Terminal Company opens Toledo Station of Cherry Street.**
- 1902 Continental Improvement Company sells \$170,000 of Traverse City Railroad stock to GR&I having disposed of its land grant and other property, it goes out of business. (Church)**
- 1902 Terre Haute & Logansport Railway purchases ten acres with lake grove for picnic grounds at Lake Maxinkuckee. (AR)**
- 1902 George Gibbs returns to New York as First V.P. of Westinghouse, Church, Kerr & Company; later becomes consultant to NYC electrification and Interborough Rapid Transit subway.**
- 1902 Charles D. Young joins PRR staff permanently.**
- 1902 New Haven discontinues *Air Line Limited* and all through New York-Boston service over the Air Line. (RRH)**
- 1902? B&O, through Consolidation Coal Company, buys large blocks of coal land of Fairmont Coal Company at Fairmont, W.Va., Somerset Coal Company at Somerset County, Pa., and Clarksburg Coal Company at Clarksburg, W.Va., to keep out of hands of George J. Gould. (Check Consol inventory for dates) (RRH)**

**1902**

**U.S. railroad route mileage passes 200,000 for first time. (AAR)**