

**PRR CHRONOLOGY
1903**

March 2005 Edition

- Jan. 1, 1903** **W.W. Atterbury made General Manager of Lines East, replacing J.B. Hutchinson, relieved after 40 years service at own request because of strain due to large increase of business in past two years; Atterbury's first accomplishment is to eliminate congestion in Pittsburgh area caused by inefficient routing of coal company cars. (MB, B&K)**
- Jan. 1, 1903** **Alfred W. Gibbs named General Superintendent of Motive Power of Lines East, replacing W.W. Atterbury; James Milliken named Superintendent of Motive Power of PB&W, replacing Gibbs; George W. Creighton to General Superintendent of PRR Grand Division, replacing J.M. Wallis, relieved at own request (forced to resign); Richard L. O'Donnel to General Superintendent of Buffalo & Allegheny Grand Division, replacing Creighton. (AR)**
- Jan. 1, 1903** **Lines West Engineering Dept. reorganized; Chief Engineer Thomas Rodd charged with responsibility for new work, reporting to 3rd VP __; W.C. Cushing appointed to new post of Chief Engineer of Maintenance of Way-Southwest System and Robert Trimble to Chief Engineer of Maintenance of Way-Northwest System, reporting to Regional General Managers; Engineer of Bridges reports to General Manager as heretofore. (MB)**
- Jan. 1, 1903** **George C. Urquhart named Real Estate Agent of Lines West, replacing Chalres D. Law, deceased; J.W. Orr named to new post of General Accountant on Lines West. (MB)**
- Jan. 1, 1903** **Last portion of Straight Creek Branch of Johnsonburg Railroad abandoned; had been reduced from time to time since about 1900. (Val)**
- Jan. 1, 1903** **Cleveland, Akron & Columbus Railway joins Lines West Voluntary Relief Dept.**
- Jan. 1, 1903** **Interborough Rapid Transit Company (IRT) leases Manhattan Railway, operator of elevated railroads, effective Apr. 1, 1903, giving it monopoly of rapid transit on Manhattan Island; influences Board of Rapid Transit Railroad Commissioners to withhold further grants to IRT and look for competing operators. (RTinNYC - verify)**
- Jan. 1, 1903** **Seaboard Air Line inaugurates *Seaboard Florida Limited*, replacing *Florida & Metropolitan Limited*; winter-only all-first class train between**

New York and St. Augustine.

- Jan. 1, 1903** Fairbanks (? C&C?) Extension of Akron & Barberton Belt Railroad opens between Barberton and Fairlawn Jct., making connection with Akron, Canton & Youngstown Railway; had been begun by Cleveland, Barberton & Western Railroad. (Church, C&C)
- Jan. 2, 1903** Employes' Saving Fund established on Lines West under agreement of Nov. 1902; Sidney B. Liggett named Superintendent of Employes's Saving Fund. (MB)
- Jan. 3, 1903** Bellaire, Zanesville & Cincinnati Rail___ renamed Ohio River & Western Rail___. (Guide)
- Jan. 1903** Contract for all electrical and mechanical work on Penn Station project let to Westinghouse, Church, Kerr & Co., the engineering and construction unit of Westinghouse. (NYT of 1/4/03)
- Jan. 5, 1903** PRR resumes Chicago-St. Augustine *Florida Special* through cars for season, running via Louisville instead of Cincinnati as in 1902; operates via Southern Railway/Queen & Crescent Route through Atlanta, Macon and Jesup; also carries through car Pittsburgh-St. Augustine via Cincinnati. (Key)
- Jan. 6, 1903** Pennsylvania Company Executive Committee authorizes additional car dumper at Ashtabula; authorizes subscription to 6,000 shares of Pennsylvania Western Railway, which is to build low-grade link between Enon on the PFW&C and Red Bank on the Low Grade Line. (MB)
- Jan. 7, 1903** New York Dept. of Docks & Ferries and Sinking Fund Commission assent to Pennsylvania, New York & Long Island Railroad franchise. (CorpHist)
- Jan. 7, 1903** Pennsylvania Western Railway incorporated in Pa. in interest of PRR to build a low-grade connection between Red Bank on the Low Grade Line and Enon on the PFW&C. (MB)
- Jan. 1903** Third track opens on PB&W between Wilmington and Iron Hill (WEJ); new interlocking tower placed in service at Iron Hill. (AR)
- Jan. 1903** Wabash-Pittsburgh Terminal Railway halts work on three miles of track leading into Pittsburgh to force City Councils to pass an ordinance for the Monongahela Bridge that does not require special payment to city.
- Jan. 1903** William G. McAdoo meets Pres. Cassatt in Philadelphia to present proposal for second transit tunnel between lower Manhattan and Exchange Place; Cassatt agrees to cooperate although it will render the

- PRR's Cortlandt Street ferry obsolete for passenger traffic.**
- Jan. 8, 1903** **Pennsylvania Company Executive Committee authorizes additional ore-handling machinery at Cleveland and Erie. (MB)**
- Jan. 8, 1903** **B&O Pres. L.F. Loree officially announces that B&O and LS&MS have combined to buy control of the Reading. (NYT)**
- Jan. 10, 1903** **New "___" ("VALLEY") Tower placed in service at 52nd Street.**
- Jan. 12, 1903** **Pennsylvania Western Railway incorporated in Pa. in interest of PRR to build cutoff from Red Bank on Low Grade Line to Enon Jct. on PFW&C; only a small amount of work done. (Church)**
- Jan. 14, 1903** **U.S. Circuit Court for New Jersey issues temporary injunction forbidding PRR from removing Western Union telegraph lines on grounds that railroads are "post roads" and 1866 federal law authorizes telegraph companies to string lines along post roads. (NYT)**
- Jan. 15, 1903** **PRR opens freight office at Providence, R.I.**
- Jan. 15, 1903** **PRR agrees with United States Steel Corporation and Connellsville Central Railroad; USS owns both Connellsville Central Railroad and Masontown & New Salem Railroad, which PRR agrees to operate when completed. (Church)**
- Jan. 15, 1903** **NYC&HR invites four architectural firms to enter competition for a new Grand Central Terminal; Stanford White of McKim, Mead & White submits design with a large 14-story block stradling Park Avenue with a 60-story tower that would have been tallest building in the city; Charles Reed (1858-1911) and Allen Stem (1856-1931) of St. Paul submit a 12-story head house and elevated road carrying Fourth Avenue around building; other entries by Samuel Huckel, Jr., and Daniel H. Burnham & Co. (Ballou, Nevins, Schlichting)**
- Jan. 16, 1903** **U.S. Circuit Court at Pittsburgh denies Western Union petition to acquire the portion of PRR right of way containing its poles and wires by condemnation but also refuses to grant Western Union an injunction prohibiting PRR from removing poles. (NYT)**
- Jan. 1903** **Work begins on York Haven & Rowenna Railroad.**
- Jan. 1903** **Pennsylvania Western Railway incorporated in interest of PRR to build a low grade line between Red Bank and New Castle, Pa., linking Driftwood Low Grande Line with main lines in Ohio.**

- Jan. 19, 1903** Ebensburg & Black Lick Branch extended from Vintondale to Wehrum, Pa., with passenger service. (Guide)
- Jan. 22, 1903** Manufacturers Railway acquires property of Toledo Dock & Warehouse Company, holder of terminal real estate at Toledo. (Church)
- Jan. 24, 1903** Pres. Cassatt and VP W.W. Atterbury appoint second Committee on New York Passenger Station from Transportation and Traffic Departments headed by Joseph T. Richards, to develop and review plans and operating features of station. (SR)
- Jan. 28, 1903** Daniel Willard promoted to First VP of Erie Railroad. (AR)
- Jan. 31, 1903** PRR cancels its agreement with Keystone Live Stock Express Company and purchases its 1,000 stock cars.
- Feb. 1, 1903** *Pennsylvania Special* withdrawn because of freight traffic congestion in Pittsburgh area (and inability to make 20:00 schedule); fast running requires many freights to lay in sidings to clear main for 1-3 hours, and hundreds of trainmen and yardmen are charged with assuring that way is clear, therefore eliminating *Special* frees their time for more productive work. (Pass. Dept. - LW tt shows LT 2/7/03 - NYT says LT 2/4, last day for which reservations made wb, was definitely running on 2/1)
- Feb. 3, 1903** New York Connecting Railroad Construction Committee makes report of survey, replacing original survey of 1894; estimate is \$6.5 million for double track line from Port Morris to Knickerbocker Avenue in Brooklyn. (MB)
- Feb. 3, 1903** Stuyvesant Real Estate Company reports purchase of six parcels for \$452,500 and also at Buffalo for \$33,000. (MB)
- Feb. 3, 1903** Committee of New York City Board of Estimate submits three bills covering new Grand Central Terminal to next Legislature: one covers a 16 to 20 story building, one a department store or theater, and one a direct connection to the IRT subway. (NYT)
- Feb. 10, 1903** Meadow Lands & Zediker Railroad incorporated in Pa. to build from Chartiers Railway to B&O at Zediker. (Church)
- Feb. 11, 1903** City engineer presents plan for track elevation of all railroads in Indianapolis.
- Feb. 11, 1903** PRR Board authorizes four-tracking and realignment between Blairsville Intersection and Bolivar; dissolution of Trenton & New Brunswick Turnpike Co. and Princeton & Kingston Branch Turnpike Co.

- Feb. 11, 1903** Pan Handle Consolidated Coal Company incorporated in Indiana. (Church)
- Feb. 12, 1903** Lease of Harsimus Cove stockyard transferred from Samuel W. Allerton, et al., to Jersey City Stock Yards Company.
- Feb. 13, 1903** Pres. Cassatt meets with Postmaster General Henry C. Payne in Washington to discuss locating a post office behind Penn Station. (NYT)
- Feb. 14, 1903** U.S. Department of Commerce & Labor created. (EAH)
- Feb. 1903** C.W. French acquires entire capital stock of Ashland & Wooster Railway; contracts to extend it from Ashland north through Savannah to New London on CCC&StL Railway and rebuild old line between Ashland and Custaloga; about nine miles graded between Ashland and New London, of which five miles later used by Lorain, Ashland & Southern Railroad. (Church)
- Feb. 1903** Terminal Railroad Association of St. Louis purchases stock of Interstate Car Transfer Company operating a car ferry across the Mississippi. (Church)
- Feb. 16, 1903** Pan Handle Consolidated Coal Company Board authorizes purchase of Pan Handle Coal & Mining Company and Jefferson Coal & Mining Company. (Church)
- Feb. 16, 1903** Terminal Railroad Association of St. Louis purchases East St. Louis & Carondelet Railway from Pennsylvania Company under agreement of Feb. 13, 1902. (Church)
- Feb. 17, 1903** Bituminous coal-hauling railroads meet at Pittsburgh and devise new rate schedule to Chicago, effective Apr. 1, 1903, that lasts until World War I; \$1.65 from Ohio, \$1.90 from the Inner Crescent and \$2.05 from the Outer Crescent; also fix Lake coal rates for first time: \$0.63 from Pittsburgh, \$0.85 from Ohio, \$0.92 from Inner Crescent and \$1.07 from Outer Crescent; on coal to Toledo, Inner Crescent gets 25-cent differential over Ohio and Outer Crescent 45 cents; Toledo rates stand until 1917. (Lambie)
- Feb. 18, 1903** New York City's Central Federated Union denounces Mayor Low for signing the Penn Station franchise without a union labor clause; unveils a blackboard with names of all those who voted for franchise written on it as a blacklist. (NYT)
- Feb. 19, 1903** Chicago & South Eastern Railway sold at foreclosure to Mellville

E.Ingalls for \$1 million. (Church)

- Feb. 19, 1903** Elkins Act outlaws railroad rate rebates; Cassatt had held frequent meetings with Stephen B. Elkins; first draft of bill was written by PRR General Counsel James A. Logan in Cassatt's office. (EAH, Davis)
- Feb. 21, 1903** Muskingum County Board of Commissioners sues Ohio River & Western Railway to return Muskingum Valley Railroad and accrued unpaid rent as have failed to complete third rail for standard gauge to Bellaire; has been laid only between Mill Run and Lawton. (Church)
- Feb. 1903** Construction of Atglen & Susquehanna low grade freight line begins.
- Feb. 1903** Pittsburgh City Councils pass ordinance granting Wabash-Pittsburgh Terminal Railway access to city. (ca. 2/3) after several council members buy shares.
- Feb. 1903** Joseph Ramsey elected Pres. of Western Maryland representing Gould interests.
- Feb. 1903** House committee tables Ocean Mail Subsidy Bill, killing it, as opposition to Morgan's International Mercantile Marine Company rises. (Flayhart)
- Feb. 25, 1903** Construction begins on PRR Hudson River tunnels in New York by clearing site for shaft at 32nd Street & 11th Avenue; George W. Jump contractor; PRR officials preside over razing of first tenement at 557 West 32nd Street. (NYT, Diehl, Seyfried)
- Feb. 25, 1903** Special committee of Passenger Traffic Association, representing PRR, LV, DL&W, Erie and B&O agree to issue interchangeable 1000-mile trip books at 3 cents per mile with a 1 cent rebate upon use. (NYT)
- Feb. 26, 1903** PCC&StL agrees with Cincinnati, Richmond & Fort Wayne Railroad; PCC&StL is to build two tracks across river and build tower at Sheridan Street; junction with CR&FW is to be moved from Hunt Street to Sheridan Street. (Church)
- Feb. 28, 1903** Pres. Roosevelt signs act authorizing a single Union Station in at Massachusetts and Delaware Avenues in Washington instead of separate stations for B&O and PRR; new station is to const a minimum of \$4 million; PRR to be connected by branch from Magruder Station on north and tunnel under 1st Street to Virginia Avenue on south;; PB&W is to establish a new station on the south side of the Mall near its old depot. (Moore)
- Feb. 28, 1903** George J. Gould denies rumors of a traffic alliance between the Wabash

and the PRR.

- Mar. 1, 1903** Calvin N. Payne begins operating Lakeville Branch of Western New York & Pennsylvania Railway between Tryonville and Lakeville.
- Mar. 1, 1903** Tri-weekly New York-Hot Springs, Va., sleeper service expanded to daily except Sunday.
- Mar. 1, 1903** Entries submitted in Grand Central Terminal competition. (Nevins)
- Mar. 2, 1903** Amendment to Safety Appliances Act authorizes ICC to mandate a minimum number of air brake equipped cars on each train.
- Mar. 2, 1903** New "DV" Interlocking placed in service near Shadyside on Pittsburgh Division.
- Mar. 3, 1903** Granite Improvement Company resolves to hold Lines West real estate in Pennsylvania, Ohio and Indiana formerly held through trustees; is converted into a real estate company. (Church)
- Mar. 3, 1903** City of Louisville passes ordinance granting Falls City Belt Line Railway right to build between Maple & Howard Streets from 18th Street to Kentucky & Indiana Bridge Railway at 13th Street, in Lewis Avenue west from 26th Street, and from Arbegust Avenue to American Tobacco Company factory on Broadway between 17th & 18th Streets. (Church)
- Mar. 3, 1903** Western Pacific Railway incorporated in Calif. to extend George J. Gould's system from Salt Lake City to the Pacific. (Splawn)
- Mar. 1903** PRR begins relettering PB&W locomotives with "Pennsylvania".
- Mar. 10, 1903** At annual meeting, PRR stockholders approve increase of capital stock from \$251.7 million to \$400 million; to be \$100 million in new stock and \$50 million in convertible bonds. (AR, NYT)
- Mar. 10 1903** Ashland & Wooster Railway and Richland & Mahoning Railway merged to form Lake & River Railway. (Church)
- Mar. 11, 1903** PRR Board authorizes double tracking and realignment between Huntley and Cameron on P&E; approves plans for six-tracking Overbrook to Paoli; low grade freight line Paoli-Thorndale; low grade line Millwood to Latrobe and cutoff between Radebaugh and Derry; expansion of Broad Street Station northward to Cuthbert Street with a freight depot south of Cuthbert between 20th & 21st Streets. (AR)

- Mar. 11, 1903** Lake & River Railway leased to Chicago Short Line Railway, an unbuilt project between Lucas and New Washington, Ohio. (Church)
- Mar. 15, 1903** Zanesville Terminal Railroad grants trackage rights to Zanesville & Western Railway between Zanesville and Spangler. (Church)
- Mar. 1903** Little Kanawha Syndicate acquires all stock of Buckhannon & Northern Railroad. (Church)
- Mar. 16, 1903** Central Indiana Railway incorporated as reorganization of Chicago & South Eastern Railway. (Church)
- Mar. 16, 1903** Brooklyn, New York & Jersey City Terminal Railway Company dissolved after PRR and LIRR drop plans for a connection from Jersey City across lower Manhattan. (LIRR MB)
- Mar. 18, 1903** Charles M. Jacobs describes Penn Station tunnel plans before hearing by commissioners appointed by Appellate Division of New York Supreme Court to rule on condemnations. (NYT)
- Mar. 19, 1903** Cincinnati & Muskingum Valley Railroad (PRR) and Zanesville & Western Railway agree to joint ownership and operation of Zanesville Terminal Railroad, retroactive to Oct. 31, 1902; to operate alternately for two-year periods. (Church)
- Mar. 19, 1903** Pennsylvania Company and Big Four (NYC) agree to joint (50/50) ownership of Central Indiana Railway; to be operated by independent organization. (Church)
- Mar. 19, 1903** William J. Wilgus presents Grand Central plan to NYC&HR Pres. William H. Newman; includes new 12-story headhouse with elevated roads to eliminate street congestion; architectural treatment by Reed & Stem. (Wilgus)
- Mar. 20, 1903** Hudson & Manhattan Railroad incorporated in New York by William G. McAdoo to build subway tunnel between Exchange Place and Cortlandt Street, New York.
- Mar. 22, 1903** Anthracite Coal Strike Commission makes award, granting 10% wage increase but without recognition of United Mine Workers of America. (EAH)
- Mar. 1903** PRR acquires New Jersey Warehouse & Guaranty Company in Jersey City.
- Mar. 1903** Little Kanawha Syndicate acquires Buckhannon & Northern Railroad.

- Mar. 24, 1903** Pres. Cassatt, Charles M. Jacobs and Alfred Noble testify before special commission appointed by New York Appellate Court to hear complaints of property owners; Cassatt, who testifies for an hour and a half describing history of project, reiterates tunnels will not be used for freight. (NYT)
- Mar. 25, 1903** PRR Board increases Pres. Cassatt's salary to \$50,000 per year, effective Apr. 1; offers new stock to current stockholders at 60 up to 33% of current holdings; total new issue to be \$96 million; authorizes double track between Summit and Everson on the Monongahela Division. (MB)
- Mar. 25, 1903** A meeting of western railroad executives discussing the Elkins Act notes that it was first drafted by Santa Fe VP & General Counsel E.D. Kenna from ideas provided by A.J. Cassatt and Santa Fe VP Paul Morton. (NYT)
- Mar. 26, 1903** W. Rutherford Mead of McKim, Mead & White explains design of Penn Station to special commission on damages; notes will not contain a theater or hotel; will not have a tower as want to discourage construction of other skyscrapers in the neighborhood. (NYT)
- c. Mar. 1903** New Haven abandons third rail electrification between Hartford and Bristol, Conn. (StRyJrnl - late Mar. or Apr.)
- Mar. 29, 1903** PRR abandons Powelton Avenue station in West Philadelphia in favor of new West Philadelphia Station. (Guide - MB has 4/5 - last day 3/28)
- Mar. 29, 1903** State of Pennsylvania awards William Bender Wilson a gold medal in recognition of his service in defense of the state in 1862-1864. (Bates)
- Mar. 30, 1903** New West Philadelphia Station opens at 31st and Market; becomes main stop for Jersey City-Washington trains which no longer have to back in and out of Broad Street Station. (Mutual and MB of 1933 have 4/20/03!!- papers hav 3/30)
- Mar. 30, 1903** Chicago-St. Augustine *Florida Special* service makes last run of season; not revived in 1904.
- Apr. 1, 1903** Headquarters of (Southern Grand Division? or PB&W GS?) moved from (Baltimore?) to Wilmington; located in old Harlan mansion. (WEJ)
- Apr. 1, 1903** Pennsylvania & North Western Division created from P&NW RR.
- Apr. 1, 1903** West Chester Railroad, Western Pennsylvania Railroad, Downingtown & Lancaster Railroad, River Front Railroad, Turtle Creek Valley Railroad,

and South Fork Railroad all merged into PRR under agreement of Jan. 14, 1903. (Val)

- Apr. 1, 1903** **LS&MS ratifies purchase of Reading Company shares. (Wheeler)**
- Apr. 1, 1903** **North Slippery Rock, Pa., renamed Redmond on Wolf Creek Branch. (tt)**
- Apr. 1, 1903** **Pres. Theodore Roosevelt leaves Washington on special six-car PRR train on 1,000-mile great circle trip to California; rides in cab of locomotive No. 2408 that is hauling his special train between Altoona and Seward, Pa., including Horseshoe Curve; helper engine is coupled ahead from Altoona to Gallitzin; Roosevelt is accompanied by naturalist John Burroughs as far as Yellowstone. (NYT, WEJ)**
- Apr. 1, 1903** **W.C. Loree promoted to General Superintendent of B&O at Pittsburgh. (AR)**
- Apr. 4, 1903** **Bradley Jct. & Grant RPO established. (Kay)**
- Apr. 1903** **Second track on Delaware Railroad opens as far as Clayton.**
- Apr. 5, 1903** **PRR abandons Paschal, South Street, Engleside and Ridge Avenue stations in Philadelphia because of loss of short-haul passengers to trolleys. (prob. also 40th St.? _last day 4/4 - Guide does not mention 40th St.)**
- Apr. 6, 1903** **PRR opens YMCA annex on 9th floor of new Annex Building at Broad Street Station to compensate for closing of 40th Street Station, most convenient access to main YMCA building in West Philadelphia.**
- Apr. 7, 1903** **Second track on Delaware Railroad extended for eight miles south of Clayton. (WEJ)**
- Apr. 8, 1903** **PRR Board authorizes construction of third and fourth track between Thomson and Donora and third track between Donora and West Brownsville on Monongahela Division. (MB)**
- Apr. 9, 1903** **U.S. Circuit Court of Appeals rules unanimously that Northern Securities Company violates Sherman Antitrust Act. (RRG)**
- Apr. 11, 1903** **Col. Charles W. Raymond appoints subcommittee of Board of Tunnel Engineers to confer with new Committee on Terminal Operations. (SR)**
- Apr. 1903** **Kent Island station renamed Love Point on Queen Annes Railroad.**
- Apr. 1903** **Tourist Bureau runs largest guided tour to date; 800 people to California**

in seven special trains.

- Apr. 16, 1903** Orangeville & Watsontown RPO cut (?) to Millville & Watsontown RPO. (Kay)
- Apr. 16, 1903** Weems Steamboat Company of Baltimore City sues Peoples Steamboat Company in Circuit Court of Eastern District of Virginia to prevent it stopping its boat *Tourist* at 13 wharves owned by Weems Line on Rappahannock River. (MB)
- Apr. 17, 1903** Falls City Belt Line Railway deeds land for extension of Byrne Track from 18th to 28th Streets, Louisville, to Pennsylvania Land Company; conveys franchise to L.L. Gilbert and C.H. Gibson, trustees. (Church)
- Apr. 18, 1903** Pres. Cassatt and VP W.W. Atterbury appoint a third New York Terminal Operating Committee to work with Tunnel Engineers' Subcommittee in developing tunnel clearances, signals and operating problems; consists of Theo. N. Ely, W.H. Baldwin, D.S. Newhall, A.W. Gibbs and Axel S. Vogt. (SR, NYT)
- Apr. 22, 1903** PRR signs agreement with Hudson & Manhattan Railroad permitting it to build a tunnel and station at Exchange Place under PRR's Jersey City Terminal in return for carrying PRR passengers and baggage to New York. (McAdoo says signed 5/16/03)
- Apr. 23, 1903** Special committee reports to Appellate Division of New York Supreme Court approving plan of PRR crosstown tunnels under 32nd & 33rd Streets. (NYT)
- Apr. 23, 1903** LS&MS authorizes purchase of up to 125,000 shares of LV at 45 through J.P. Morgan & Co.; actually only 80,000 shares bought in 1903. (Wheeler)
- Apr. 23, 1903** "BO" Interlocking placed in service at west end of Altoona.
- Apr. 26, 1903** LIRR opens new Long Island City terminal station. (AR - other 4/27)
- Apr. 26, 1903** Baltimore, Chesapeake & Atlantic Railway begins daily year-round service to Ocean City, Md.; previously ran only twice a week east of Berlin in off season. (Guide)
- Apr. 27, 1903** Kinkora & New Lisbon Railroad incorporated in New Jersey as reorganization of Columbus, Kinkora & Springfield Railroad.
- Apr. 28, 1903** LIRR appoints L.V. Morris Engineer, replacing J.T. Stuart; authorizes sale of its south track between Bushwick Jct. and Glendale to New York Connection Railroad. (MB)

- Apr. 29, 1903** E.H. Gary of United States Steel Corporation writes to Pres. Cassatt offering settlement of differences over Gould contract and PRR ownership of steel mills; actually not accomplished for nearly two years.
- Apr. 30, 1903** Lake Erie & Pittsburgh Railroad incorporated to build between Lowville and Lorain, Ohio, via Youngstown; speculative project loosely affiliated with George J. Gould's transcontinental railroad project; begins work on section between Lorain and Berea. (Church)
- Apr. 30, 1903** Superior Court of Cincinnati rules that PRCC&StL is entitled to securities of Little Miami Railroad for betterments made on Columbus & Xenia Railroad, Dayton & Western Railroad, and Dayton, Xenia & Belpre Railroad in friendly suit. (Church)
- Apr. 30, 1903** Three-day dedication ceremonies mark ground breaking for Louisiana Purchase Exposition at St. Louis.
- May 1, 1903** J.B. Hutchinson appointed Assistant to Second VP after three-month leave.
- May 1, 1903** PRR begins operating (?) Central Indiana Railway between Muncie and Brazil; no through service; trains operate Lebanon-Muncie and Anderson-Brazil without making connections. (first tt)
- May 1, 1903** Chicago, Indianapolis & Louisville Railway obtains trackage rights over Indianapolis & Vincennes between Gosport Jct. and Switz City. (Church)
- May 1, 1903** G.L. Potter promoted from General Manager to Third VP of B&O; C.S. Sims appointed General Manager. (AR)
- May 2, 1903** Supervision of Penn Station excavation assigned to Alfred Noble. (AJC 32/43)
- May 2, 1903** PRR YMCA dedicates new athletic field at Belmont & Parkside Avenues in West Philadelphia, replacing old field at 52nd Street, closed to expand 46th Street Yard. (Wilson)
- May 2, 1903** Automatic block signals (semaphores) placed in service between Philadelphia (Grays Ferry) and Holly Oak. (AR, WEJ)
- May 5, 1903** Zanesville & Western Railway conveys to Toledo, Walhonding Valley & Ohio Railroad 0.92 mile of track between C&AC Crossing and Woodland Avenue, Columbus reserving joint use for itself and Toledo & Ohio Central Railway. (Church)
- May 6, 1903** William J. Wilgus submits estimate for Grand Central Terminal project

of \$43.5 million. (Wilgus)

- May 7, 1903** New York legislature prohibits use of steam locomotives on NYC south of Harlem River by July 1, 1908. (Condit)
- May 9, 1903** Special New York act creates Brooklyn Grade Crossing Commission and authorizes "Bay Ridge Improvement"; grade crossing elimination program between Fresh Pond and Bay Ridge, plus Manhattan Beach Branch on LIRR. (Val,)
- May 10, 1903** PRR begins summer-only through coach service between Indianapolis and French Lick Springs, Ind., a popular resort, running over Monon from Gosport Jct. (tt)
- May 11, 1903** New westbound gravity yard at Altoona opens; first U.S. hump yard. (? - one near Greensburg is earlier?)
- May 11, 1903** Western New York & Pennsylvania leases operation of Lakeville Branch (Lakeville-Tyronville) to Calvin N. Payne for 15 years, retroactive to May 1, 1903; Payne operates passenger trains and maintains branch. (C&C, Val)
- May 12, 1903** Northern Central Connecting Railway(road?) incorporated to build proposed freight bypass line up west bank of Susquehanna River from Aqueduct on PRR main line to Selinsgrove Jct. using bed of old Pennsylvania Canal. (MB)
- May 12, 1903** Buckhannon & Northern Railroad, controlled by Little Kanawha Syndicate, contracts for construction from Pentress, near Blacksville, to a point 4.5 miles from Belington, W.Va. (79.5 miles). (Church)
- May 12, 1903** First of three PRR special tours leaves New York carrying delegates to the Presbyterian General Assembly in Los Angeles; runs westbound via D&RG Royal Gorge Route and UP and returning via Seattle and Yellowstone Park; in deference to Presbyterian sensibilities, trains do not run on Sundays. (NYT)
- May 13, 1903** PRR Board authorizes automatic block signals between Stewart and Larimer; realignment between Aspenwall and Etna on West Penn. (MB)
- May 13, 1903** Appellate Division of New York Supreme Court approves last damage awards for Penn Station project. (Seyfried)
- May 13, 1903** Second of three PRR special tours leaves New York carrying delegates to Presbyterian General Assembly in Los Angeles; runs westbound via D&RG Royal Gorge Route and San Francisco and returns via Santa Fe;

third train leaves same day, running westbound via Santa Fe and eastbound via D&RG. (NYT)

- May 13, 1903** Zanesville & Western Railway obtains running rights over Zanesville Terminal Railroad between Zanesville and Spangler. (Church)
- May 14, 1903** Lake & River Railway Board ratifies location between Youngstown and Akron, between Ashland and New London, and between Cleveland, Akron & Columbus Railway in Wayne County to eastern boundary of Stark County. (Church)
- May 15, 1903** Last through freight train runs over old line through Wilmington, Del. at 8:00 AM. (WEJ)
- May 16, 1903** PRR signs agreement with Hudson & Manhattan Railroad permitting it to build a tunnel and station at Exchange Place under PRR's Jersey City Terminal in return for carrying PRR passengers and baggage to New York. (CntrctFile)
- May 19, 1903** U.S. Circuit Court of Appeals reverses lower court and rules that PRR has a legal right to remove Western Union poles and wires from its right-of-way; Western Union plans appeal to Supreme Court. (NYT)
- May 20, 1903** Zanesville, Marietta & Parkersburg Railroad located from Zanesville, Ohio, to connection with Marietta, Columbus & Cleveland Railroad at Sharpsburg. (Church)
- May 21, 1903** PRR begins pulling down all Western Union poles and 25,000 miles of telegraph wires along its system; then sends Western Union a bill for this expense; poles are pulled down with locomotives, cut up and burned; work begins in afternoon and is completed within about 24 hours; represents only about 1% of Western Union's system; greatest disruptions are in Pennsylvania. (temp. injunction expires 5/21); J.P. Morgan is said to have informed Cassatt, "I do not like George Gould, but I do not like a man who destroys \$5 million of vested property." (Davis has quote as \$50,000!? -NYT says value of loss is \$500,000)
- May 21, 1903** Double-tracked Shellpot Branch put in full operation at 12:00 N, and Edge Moor Yard fully opened; freight traffic removed from West Yard on south side of Wilmington, Del., which becomes a passenger yard; within two days, Edge Moor becomes so congested that PRR has to embargo cars for several days, and men are unfamiliar with new routines of working hump yard. (WEJ)
- May 21, 1903** Cherry Tree & Dixonville Railroad Company incorporated to construct coal mine branches in central Pennsylvania; owned 50/50 by PRR and

NYC&HR. (Val)

- May 21, 1903 " __ " ("RAGAN") Interlocking opens at junction of main line and Shellpot Branch south of Wilmington. (WEJ)
- May 22, 1903 PRR announces that a syndicate of Kuhn, Loeb & Co. and Speyer & Co. has taken \$75 million par value stock at \$58.75; to be first offered to stockholders at \$60. (NYT)
- May 23, 1903 Second track opens between Harrington and Woodside on Delaware Division. (WEJ)
- May 21, 1903 Pittsburgh Provision Company renamed Pittsburgh Union Stock Yards Company. (Church, MB)
- May 24, 1903 PRR inaugurates two new all-Pullman "Blue Ribbon" express trains; *Chicago Limited/Seashore Limited* between Jersey City and Chicago, and *St. Louis Limited/New York Limited* between Jersey City and St. Louis; *Chicago Limited/Seashore Limited* stop only at Germantown Jct., avoiding Broad Street Station; also begins running most New York-Washington trains through West Philadelphia without backing in and out of Broad Street Station. (Guide - Pitts subway?); Cincinnati sleeper added to *Pittsburgh Limited* and 2nd No. 16, *Pittsburgh Limited* added as all-Pullman train Pittsburgh to New York, replacing 2nd No. 4, *Fast Line*. (Guide, tt)
- May 24, 1903 PRR inaugurates 90-minute service between Philadelphia and Cape May.
- May 27, 1903 Pres. Cassatt informs Board that depression in stock market has interfered with sale of PRR stock, which has fallen to 63-1/2 in last week; therefore have agreed on May 26 with Speyer & Co. and Kuhn, Loeb & Co. to take all of new stock issue at 60 to ensure adequate return to PRR for construction projects. (MB)
- May 27, 1903 PRR Board authorizes branch from Livermore on Western Pennsylvania Division to Jacksonville; authorizes 12 new tracks in westbound classification yard at Blair Furnace. (MB)
- May 27, 1903 New York & Rockaway Railroad sold at foreclosure to John McKinney. (MB, C&C)
- May 28, 1903 William G. McAdoo presents proposal for downtown Hudson Tubes from Exchange Place to Cortlandt Street to New York State Board of Rapid Transit Commissioners. (NYT)
- Spring 1903 PRR runs largest guided tour thus far; 800 people to California in 7

sections.

- Spring 1903** NYC&HR gives Reed & Stem architectural contract for new Grand Central Terminal. (Nevins - check MB)
- Spring 1903** Warren & Wetmore, society architects, submit own design for Grand Central Terminal, copying many elements of the Reed & Stem plan but with fancier Beaux Arts detailing; Whitney Warren (1864-1943) is cousin of director William K. Vanderbilt; partner is Charles Wetmore (1866-1941). (Schlichting, Nevins)
- June 1, 1903** Superintendent of Pittsburgh Terminals abolished and lines returned to jurisdictions of various divisions entering Pittsburgh; Altoona Division abolished and merged into Middle Division; Harrisburg-Rockville ceded from Middle Division to Philadelphia Division; headquarters of Middle Division moved from Harrisburg to Altoona; headquarters of Philadelphia Division moved from West Philadelphia to Harrisburg. (MB)
- June 1, 1903** John B. Thayer, Jr., named to new office of Fifth VP with supervision of Passenger and Freight Depts. and Union and Empire Lines; object is to prevent further freight congestion. (MB, NYT)
- June 1, 1903** Freight and Passenger Depts. reorganized; post of Passenger Traffic Manager created replacing General Passenger Agent as department head; James R. Wood promoted from General Passenger Agent to Passenger Traffic Manager; George W. Boyd promoted to General Passenger Agent; J.G. Searles named to new post of General Coal Freight Agent; George D. Dixon named Freight Traffic Manager, replacing William H. Joyce, resigned; Edward P. Bates to General Freight Agent; Robert C. Wright to Assistant General Freight Agent. (MB)
- June 1, 1903** Transportation Dept. reorganized: post of General Agent at Pittsburgh created to replace General Superintendent of Pittsburgh Terminals; Robert M. Patterson appointed to new post of Superintendent of Freight Transportation; Charles M. Sheaffer appointed Superintendent of Passenger Transportation; Andrew Keiser appointed Superintendent of Telegraph, replacing Sheaffer; Joseph T. Richards promoted to new post of Chief Engineer of MofW; Alexander C. Shand promoted to Engineer of MofW replacing Richards; William McCaleb named Superintendent of Philadelphia Division, replacing Thomas Gucker relieved at own request and assigned to special duties in General Managers office. (MB)
- June 1, 1903** Jurisdiction of all Lines East staff officers extended over PB&W; Alphonse Feldpauche relieved as Principal Assistant Engineer of PB&W after goes blind and replaced by James Buckelew; Feldpauche is named Secretary of Association of Transportation Officers where his blindness

won't be a handicap. (AR, ATO)

- June 1, 1903** First departments move from old car shops on Front Street in Wilmington to new Wilmington Shops north of city. (WEJ)
- June 1, 1903** PRR and Pittsburgh & Lake Erie sign agreement for joint control and operation of the Monongahela Railroad and the Masontown & New Salem Railroad; PRR subleases Masontown & New Salem Railroad to Monongahela Railroad. (Church)
- June 1, 1903** Monongahela Railroad leases Shamrock Branch of PRR between New Salem and Shamrock Coke Works (1.37 miles). (date of lease)
- June 1, 1903** Pennsylvania Company agrees to extend Indianapolis & Vincennes Railroad to Atlas No. 2 Mine of Johnson Coal Mining Company, from Summit Branch Extension of Greene County Coal Branch. (Church)
- June 1, 1903** Union Stock Yard & Transit Company of Chicago grants use of its tracks to the PCC&StL, Pennsylvania Company, and other railroads. (Church)
- June 1, 1903** Winslow & Cape May RPO established on Atlantic City Railroad. (Kay)
- June 1, 1903** F.D. Casanave resigns as General Superintendent of Motive Power of B&O. (AR)
- June 1, 1903** Toledo, Peoria & Western Railway grants trackage rights to Keokuk & Western Illinois Electric Company between Warsaw and Keokuk & Hamilton Bridge; electric company installs trolley poles and operates interurban cars over TP&W between Warsaw and Hamilton until 1928. (Church, Stringham)
- June 2, 1903** Western Union Telegraph Company contracts on Lines West expire; Western Union sues and gets injunction to stop ouster. (Church)
- June 3, 1903** NYC&HR presents plans for Grand Central Terminal to New York Board of Estimate, covering a two-level station and yard, but not details of aboveground station building. (NYT, Wilgus)
- June 4, 1903** Freight car repair forces move from 4th Street, Wilmington, to new Wilmington Shops north of city. (WEJ)
- June 4, 1903** Pres. Cassatt elected a director of new Public Service Corporation, a northern New Jersey public utilities and traction combine; replaces his directorship in predecessor North Jersey Street Railway Company. (NYT)
- June 8, 1903** Pennsylvania, New York & Long Island Railroad lets contract for

Manhattan shaft of East River Tunnels to United Engineering & Contracting Company; Pennsylvania, New Jersey & New York Railroad lets contract for Weehawken shaft of Hudson River Tunnels to same company. (AJC 32/20)

- June 8, 1903** LIRR conveys one track between Glendale and Bushwick Jct. to New York Connecting Railroad. (MB)
- June 9, 1903** First train passes over new elevated line through South Chester between Lamokin and Thurlow. (WEJ)
- June 9, 1903** PRR presents plans for new station at East Liberty to Pittsburgh City Councils. (HistPitts)
- June 10, 1903** PRR Board approves \$100,000 for exhibit at Louisiana Purchase Exposition at St. Louis; authorizes realignment between Granville and Mayes Bridges; authorizes enlargement of Olean Yard. (MB)
- June 10, 1903** United Engineering & Contracting Company begins work on 32nd Street shaft of Hudson River Tunnels. (Couper, ASCE)
- June 11, 1903** United Engineering & Contracting Company begins work on Weehawken Shaft of Hudson River Tunnels. (Couper, ASCE)
- June 11, 1903** New York Connecting Railroad petitions Board of Rapid Transit Railroad Commissioners for franchise. (MB)
- June 11, 1903** U.S. Circuit Court of Appeals refuses Western Union plea to modify its decrees permitting PRR to take down telegraph wires.
- June 14, 1903** Max Riebenack, Jr., Second Chief Accountant at Philadelphia, dies after 13 years service.
- June 14, 1903** DL&W discontinues stop at Manunka Chunk, N.J., because of difficult location at tunnel portal (engines of eastbound trains had to stand in tunnel while stopped at station); DL&W begins hauling PRR passenger trains through to East Stroudsburg, Pa., with its own engines for improved connections to Pocono resorts. (Lee)
- June 14, 1903** CCC&StL Railway (Big Four) places New York-St. Louis *Southwestern Limited* on 30:00 schedule; establishes No. 46 *Southwestern Special* between St. Louis and Boston. (TRRAHS)
- June 15, 1903** PRR grants Reading trackage rights over Cumberland Valley Railroad and Cumberland Valley & Martinsburg Railroad between Shippensburg and Winchester; Reading grants PRR trackage rights between

Shippensburg and Rutherford Yard at Harrisburg. (Val)

- June 15, 1903** PRR discontinues operation of Tipton Railroad near Tyrone on the Middle Division; operating assumed by C.O. Templeton as agent. (Val)
- June 15, 1903** "PG" Tower placed in service at Duquesne, Pa., on Monongahela Division.
- June 15, 1903** PRR contracts to build and operate Connellsville Central Railroad between Brownsville and Low Phos, Pa.
- June 15, 1903** PCC&StL Railway acquires control of Meadow Lands & Zediker Railroad. (Church)
- June 15, 1903** Pennsylvania Terminal Railway Company incorporated in Kentucky for purpose of acquiring Byrne Track on Arbegust Avenue, Louisville, and extending it to various industries and track of Kentucky & Indiana Bridge Company. (Church)
- June 1903** East Lebanon Branch of Cornwall & Lebanon Railroad extended 621 feet to point east of 5th Avenue, Lebanon. (Val)
- June 16, 1903** Ford Motor Company incorporated.
- June 1903** John V.B. Duer (1882-1967), future PRR Chief Electrical Engineer, graduates from Stevens Institute of Technology with degree in mechanical engineering; joins apprenticeship program of General Electric Company, coming to specialize in railroad electrification. (RyAge)
- June 1903** "Rich Man's Panic" begins on Wall Street as market unable to absorb new industrial issues. (Wyckoff)
- June 1903** George J. Gould visits Pittsburgh for first time. (Wheeler)
- June 1903** Truce between Gould and PRR brokered by meetings in New York between John D. Rockefeller, who sides with Gould, and Cassatt; Kuhn, Loeb & Co. was floating \$75 million stock issue for PRR; telegraph war had contributed to PRR stock falling, endangering new stock issue. (Davis - clarify)
- June 19, 1903** New York City Board of Estimate approves NYC&HR's plans for a completely new Grand Central Terminal with two levels of tracks; sets starting date of July 1, 1903 and completion at July 1, 1908. (Wilgus)
- June 19, 1903** Industrial Railroad incorporated in Ohio to build between Lorain and Cleveland; acquires from Sheffield Land & Improvement Company 8.35

miles of right-of-way at South Lorain and 40 acres for terminals.
(Church)

- June 20, 1903** Last run of passenger and freight service on Newry Branch near Hollidaysburg.
- June 21, 1903** Columbia & Port Deposit Branch closed to permit blasting for Atglen & Susquehanna Low Grade Line at Safe Harbor. (AR)
- June 21, 1903** *Northland Limited* inaugurated between Cincinnati and Mackinaw City (summer only), replacing earlier *Northland Express*; carries sleepers from Cincinnati, Louisville, St. Louis, and Chicago (via Michigan Central).
- June 24, 1903** PRR Board approves location of a branch from Pomeroy to Wilmington & Northern Railroad at Coatesville; approves track elevation at Aspenwall. (MB)
- June 24, 1903** Johnsonburg Railroad conveys Straight Creek Branch back to Henry, Bayard & Co.
- June 25, 1903** George J. Gould's wife reputedly snubbed by Philadelphia Country Club at a polo meet between his private polo team and a Bryn Mawr team at the Devon Horse Show grounds; is denied a ticket; the Goulds return to their Lakewood, N.J., estate, and withdraw their team from competition; Gould later issues a statement denying the rumor, which makes the front page of the *New York Times*. (NYT)
- June 25, 1903** William R. Mead informs Pres. Cassatt that McKim, Mead & White has advanced drawings of plan and elevations of Penn Station ready. (AJC 32/14)
- June 25, 1903** PRR begins sinking first shaft for Hudson River Tunnels at 32nd Street & 11th Avenue. (Seyfried)
- June 26, 1903** Trustees L.L. Gilbert and C.H. Gibson deed Falls City Belt Line Railway franchise for street tracks, including extension of Byrne Track from 18th to 28th Street, to Pennsylvania Terminal Railway. (Church)
- June 27, 1903** Deadline for placing new \$75 million stock issue passes with almost entire issue taken by old stockholders; Kuhn, Loeb-Speyer Syndicate collects \$2.25 million commission without having to take more than a few thousand shares of stock; issues is readily taken in a market that J.P. Morgan characterizes as glutted with "undigested securities" and in which price of PRR stock had been falling from 157-5/8 in January to 125-1/2 in May; enables PRR to pay off \$40 million loan contracted in early 1903 and continue with its improvement projects. (NYT)

- June 27, 1903** PRR and NYC begin operating tri-weekly, summer-only sleeping car between Washington and Saranac Lake/Lake Placid via West Shore train from PRR's Jersey City Terminal; also daily except Sunday summer-only parlor car between Philadelphia and Oneonta via Ulster & Delaware's *Rip Van Winkle Flyer* from Jersey City. (WEJ says these began 6/15!)
- June 27, 1903** PRR begins operating summer-only *Cresson Special* between Pittsburgh, Cresson and Ebensburg. (Guide - est. 1898-6/29/10!)
- June 28, 1903** Traverse City, Leelanaw & Manistique Railroad opens between Northport and Hatch's Crossing, Mich., with trackage rights over Manistee & Northeastern between Hatch's Crossing and Traverse City; controlled and operated by GR&I without agreement; soon after establish car ferry across Lake Michigan between Northport and Manistique; unsuccessful and withdrawn later in year. (Churchb - opens for revenue passenger service 7/1 with through car from *Northland Limited* - tt)
- July 3, 1903** New York City Police Commissioner requests that a city police station be incorporated into the 8th Avenue side of Penn Station; not complied with. (AJC 32/14)
- July 6, 1903** PRR signs agreement covering realignment through Borough of Marietta, Pa. (MB)
- July 8, 1903** Pennsylvania Company ceases operation of Toledo & Michigan Terminal Railway. (check C&C)
- July 10, 1903** Belvidere & Philadelphia RPO extended to East Stroudsburg & Philadelphia RPO; Bradford & Logansport RPO merged into Columbus & Chicago RPO. (Kay)
- July 12, 1903** New York Central and Rock Island open new La Salle Street Station in Chicago; 11 tracks on upper level with arched train shed; gives NYC a much more modern and convenient Chicago station than PRR and thus an edge in eastbound passenger traffic; PRR must use crowded and antiquated Union Station until 1925.
- July 1903** W.Symmes Richardson (1873-1931) of McKim, Mead & White visits Pres. Cassatt at Bar Harbor and goes over revised plans for Penn Station; the form of the building above grade was probably fixed at this time. (AJC 32/24)
- July 14, 1903** Chief Conveyancer G.W.I. Ball dies.
- July 16, 1903** Terminal Operating Committee reports to Pres. Cassatt recommending

- that New York tunnel clearance be increased from 15'-2" to 15'-4". (SR)
- July 1903** **Position of Engineer of Tests revived with appointment of E.D. Nelson; assumes supervision of Test Dept. from Asst. Mechanical Engineer.**
- July 1903** **Pres. Cassatt and family occupy new summer home "Four Acres" at Bar Harbor, Maine. (Davis)**
- July 18, 1903** **NYC&HR begins work on new Grand Central Terminal rearranging yards and clearing eastern part of site; work proceeds in three sections from east to west with two sections always in service. (Wilgus)**
- July 20, 1903** **LIRR elevated railroad on Atlantic Avenue opens in both directions between Snediker (or Williams?) and Atkins Avenues. (official rept says east of Manhattan Crossing!)**
- July 21, 1903** **Western Maryland Rail__ announces contracting of first 22 miles of extension from Cherry Run to Cumberland to form tidewater outlet for Gould system. (NYT)**
- July 28, 1903** **Southbound elevated tracks open through downtown Chester, Pa. (DCT)**
- Summer 1903** **Redstone Central Railroad opens between Brier Hill and Republic, Pa. south of Brownsville. (Val)**
- Aug. 1, 1903** **Cambria & Clearfield Railway incorporated in Pa. as merger of Pennsylvania & North Western Railroad, Millersburg Railroad, Tyrone & Clearfield Railway, Cresson & Irvona Railroad, Ebensburg & Black Lick Railroad, and Cambria & Clearfield Railroad, under agreement of June 25, 1903. (Val)**
- Aug. 1, 1903** **E.D. Nelson named Engineer of Tests.**
- Aug. 1, 1903** **D.F. Crawford named General Superintendent of Motive Power of Lines West.**
- Aug. 2, 1903** ***World's Fair Express* No. 119 inaugurated between Columbus and St. Louis, westbound only. (tt)**
- Aug. 3, 1903** **Northbound elevated tracks open through downtown Chester, Pa. (WEJ, DCT)**
- Aug. 5, 1903** **A.S. Miller and Burt A. Miller named receivers of Lake & River Railway; take possession of property between Custaloga and New London but not property of former Richland & Mahoning Railway. (Church)**

- Aug. 7, 1903** NYC&HR contracts Grand Central Terminal excavation to O'Rourke Construction Company. (Schlichting)
- Aug. 8, 1903** Manufacturers Railway acquires property of Toledo & Michigan Terminal Railway, short switching line at Toledo. (Church)
- Aug. 11, 1903** J. Elfreth Watkins (1852-1903), Curator of Mechanical Technology at Smithsonian Institution, dies; his mammoth and unwieldy history of PRR remains unfinished. (DAB)
- Aug. 11, 1903** PRR fires 40 crossing gate tenders in Chester made redundant by track elevation. (WEJ)
- Aug. 11, 1903** Benwood ordinance authorizes Wheeling Bridge & Terminal Railway to move its track to run parallel and next to the Pittsburgh, Wheeling & Kentucky Railroad at 6th Street; also to move passenger station of PW&K at 6th & Water Streets because of the extra track. (Church)
- Aug. 15, 1903** LIRR completes double-tracking between Valley Stream and Far Rockaway.
- Aug. 1903** Long Island Extension Railroad Company dissolved and PRR subscription returned. (MB)
- Aug. 16, 1903** PRR reduces running time of *Federal Express* by 0:30 northbound and 1:47 southbound; now operates with only conditional stops at Trenton and Newark north of North Philadelphia and bypasses Jersey City station; separate New York-Washington trains established to do local business. (Guide)
- Aug. 17, 1903** Columbia & Port Deposit Branch reopens. (AR)
- Aug. 1903** International Mercantile Marine Company signs agreement with British Admiralty and Board of Trade to retain British mail subsidy, as U.S. subsidy bill has been defeated; in return, IMM's British subsidiaries are to run by British subjects. (Flayhart)
- Aug. 1903** Western Allegheny Railroad opens between Kaylor and Queen Jct. on B&LE; operation by B&LE begins on Aug. 20, 1903. (C&C) (no pass service shown in Guide)
- Aug. 23, 1903** New 18-span, four-track stone arch bridge over Delaware River at Trenton opens for eastbound traffic; westbound traffic to continue to use old bridge for about two weeks. (NYT)
- Aug. 28, 1903** New York & North Shore Railway renamed Long Island Electric Railway.

- Aug. 31, 1903** Stuyvesant Real Estate Company deeds land between 31st & 32nd Streets and 7th to 9th Avenue (Penn Station and Post Office sites) to Pennsylvania, New York & Long Island Railroad. (MB)
- Aug. 31, 1903** Monongahela Railroad Company opens (Riverview-Jacobs Creek?); jointly owned by PRR and P&LE; PRR lines south of Brownsville Jct. transferred to Monongahela Railroad for operation (what date - check C&C)
- Aug. 31, 1903** Monongahela & Washington ___ opens for passenger service between Ellsworth and Shaft No. 4 (Cokeburg), Pa.
- Aug. 31, 1903** Pittsburgh Union Stock Yards open on Herr's Island and old stock yards at East Liberty closed. (Church)
- Sep. 1, 1903** Employees present grievance to General Manager W.W.Atterbury.
- Sep. 1, 1903** F. Wolcott Jackson retires as Resident Manager on United Railroads of New Jersey Grand Division at age 70. (AR)
- Sep. 1, 1903** Monongahela Railroad opens between Brownsville Jct. and Martin, Pa. down east bank of Monongahela River. (Church - C&C says only ext. Brownsville Jct.-Adah Run and Cats Run Jct.-Martin and rest inherited from PV&C? - if so, had no rail connection earlier?; is date 8/31 or 9/1?)
- Sep. 3, 1903** PRR grants telegraphers one relief day with pay per month. (LC)
- Sep. 3, 1903** Pennsylvania Company and Erie & Pittsburgh Railroad agree with Sharon Coal & Limestone Company, subsidiary of Sharon Steel Company, for construction of branch from point on Wolf Creek Branch 8.4 miles east of Leesburg to Coal Mine No. 5. (Church)
- Sep. 4, 1903** NYC obtains right to run excursion trains over Elmira Division vial Wellington to Sodus Point and Lake Shore. (MB)
- Sep. 9, 1903** PCC&StL grants trackage rights to Chicago Terminal Transfer Railroad between 14th & 26th Streets. (Church)
- Sep. 10, 1903** Court grants injunction against PRR removing wires of Western Union Telegraph Company.
- Sep. 12, 1903** Storm destroys trestle leading to Brigantine Island on Philadelphia & Brigantine Railroad. (Coxey)
- Sep. 13, 1903** "SV" Interlocking placed in service at Morrisville, Pa.

- Sep. 13, 1903** Special carrying Chief Engineer W.H. Brown eastbound is first passenger train to pass over rebuilt New Portage Railroad since 1857. (or 1858?) (Snyder)
- Sep. 13, 1903** Long Island Construction Company dissolved. (MB)
- Sep. 14, 1903** PRR begins running crews through between Jersey City and Wilmington; many freight crews object to moving from Philadelphia to Wilmington. (WEJ)
- Sep. 1903** Conellsville Central Railroad begins construction between Brownsville and Buffington (Fairbanks), Pa.
- Sep. 17, 1903** Monongahela Railroad begins operating Shamrock Branch of South-Western Pennsylvania Railway under agreements of June 1, 1903 and Sep. 24, 1903. (Val)
- Sep. 21, 1903** Pittsburgh Union Stock Yards Company renamed Pittsburgh Joint Stock Yards Company; now owned jointly by PRR and B&O and leased to Armour & Co. for operation.
- Sep. 21, 1903** PRR agrees to extend Wolf Creek Branch of WNY&P to Sharon Steel Company's mines No. 3 and 4.
- Sep. 22, 1903** New York & Jersey Railroad places first ring in new south tunnel between Jersey City and Morton Street, New York. (H&M)
- Sep. 23, 1903** PRR Board authorizes increase of Northern Central stock from \$12 million to \$20 million; authorizes enlargement of Waverly Yard; construction of canal and dock at South Buffalo; Board orders records of Long Island Extension Railroad and Pennsylvania New York Extension Railroad transferred to Pennsylvania, New York & Long Island Railroad. (MB)
- Sep. 30, 1903** Edward H. Harriman elected a director of Erie Railroad by invitation. (AR)
- Oct. 1, 1903** PRR advertises for first bids on Penn Station project work, due by Dec. 15.; includes all tunnels; first public disclosure of method of tunneling, including use of screw piles to support Hudson River Tunnel tubes on bedrock, which are later abandoned. (NYT)
- Oct. 1, 1903** Susquehanna, Bloomsburg & Berwick Railroad opens new line between Eversgrove Jct. and Berwick, Pa. (Val - not shown in Guide - prob 11/1903?)

- Oct. 1, 1903** Toledo Railway & Terminal Company opens belt line around Toledo; accepted by Board on Dec. 3, 1903.
- Oct. 3, 1903** Alfred Noble gives further public explanation of New York Tunnel specifications. (NYT)
- Oct. 9, 1903** Philadelphia & Brigantine Railroad abandons all service. (Coxey)
- Oct. 9, 1903** Severe flood begins in Lehigh and Delaware River watersheds; Martins Creek bridge and parts of Belvidere Division washed out. (Lee)
- Oct. 9, 1903** Pittsburgh Union Stock Yards Company renamed Pittsburgh Joint Stock Yards Company to avoid confusion with company of same name incorporated in N.J. (Church)
- Oct. 12, 1903** Ex-Treasurer Bayard Butler dies.
- Oct. 12, 1903** Georgetown & Franklin City RPO and Harrington & Lewes RPO combine to Harrington & Franklin City RPO. (Kay)
- Oct. 15, 1903** At meeting in Pres. Cassatt's office, L&N agrees to purchase Newport & Cincinnati Bridge Company. (Church)
- c. Oct. 1903** Four-track, 18-span stone arch bridge completed over Delaware River at Trenton.
- Oct. 1903** LIRR discontinues rapid transit service between Long Island City and East New York via Fresh Pond Jct.
- Oct. 16, 1903** Pres. Cassatt requests McKim, Mead & White to include a railroad YMCA in Penn Station. (AJC 32/14)
- Oct. 16, 1903** Passenger service restored over entire Belvidere Division after flood. (Lee)
- Oct. 17, 1903** Seventeen African American, Hungarian and Italian track workers killed when a freight rear-ends a construction train in heavy fog at Washington Crossing on Belvidere Division. (NYT)
- Oct. 17, 1903** New 30-stall roundhouse opens at Wilmington Shops north of city. (AR, WEJ)
- Oct. 18, 1903** Jamaica & South Shore Railroad incorporated as reorganization of New York & Rockaway Railroad. (MB)

- Oct. 18, 1903** Draw of Long Bridge at Washington collapses under southbound C&O *F.F.V.* at 11:30 PM; tender and baggage car fall in river; draw-tender drowned; passengers carried between Washington and Alexandria by trolley via Georgetown and Rosslyn or by steamboat *George Washington*; some passengers carried between docks and trains at Henry & Fayette Streets, Alexandria by trolley; other trains run north through Alexandria to "DX" Tower and down the later Washington & Old Dominion to docks, as coaches cannot fit in old Southern Railway Wilkes Street Tunnel. (JFoley)
- Oct. 19, 1903** Public statement attributed to Pres. Cassatt notes that PRR is curtailing construction on Atglen & Susquehanna and low grade line between Thorndale and Paoli and making sharp reductions in Transportation Dept. forces, but that situation is otherwise normal. (NYT)
- Oct. 22, 1903** Long Bridge reopens with temporary trestle over Georgetown Channel consisting of girders from old Delaware River Bridge at Trenton on timber piles. (JFoley)
- Oct. 26, 1903** First freight trains pass (westbound) over New Portage Railroad between Hollidaysburg and Gallitzin.
- Oct. 28, 1903** Germantown Jct. station renamed North Philadelphia. (wilm paper says 11/23! -11/29 is LW tt change)
- Oct. 28, 1903** PRR refuses demands of trainmen. (LC)
- Oct. 29, 1903** Kuhn, Loeb & Co. takes \$10 million of LIRR Refunding Mortgage bonds and \$10 million of PB&W First Mortgage bonds. (NYT)
- Nov. 30, 1903** West Philadelphia Station becomes main Philadelphia stop for Northeast Corridor trains.
- Oct. 31, 1903** NYC&HR Electric Traction Commission decides 3-2 to electrify to Croton-on-Hudson on Hudson Division and North White Plains on Harlem Division; Wilgus casts deciding vote; is to be 660-volt DC with Wilgus-Sprague under-running third rail. (Wilgus)
- Oct. 31, 1903** Charles Sanger Mellen (-) elected Pres. of New Haven by Morgan interests. (AR)
- Fall 1903** LIRR completes 3rd and 4th track between Woodhaven Jct. and Jamaica Bay on Rockaway Branch.
- Fall 1903** NYC&HR makes first contract for Grand Central Terminal construction.

- Fall 1903** NYC&HR contracts with General Electric Company for electric locomotives for its Grand Central electrification. (RRH)
- Nov. 1, 1903** Philadelphia Terminal Division created embracing main line west to Overbrook (Woodbine Ave.), Schuylkill Branch to Bryn Mawr Ave., PW&B to ____, NY line west of Schuylkill River, and all freight lines lying south of Frankford Jct. and ZOO. (see 1902 - when PT from Del Ext. & Kensington??) (according to MB did expand to Woodbine & Bryn Mawr this time! - appears div. created earlier?)
- Nov. 1, 1903** Bucket station on Altoona Division renamed South Altoona.
- Nov. 1903** PRR establishes system-wide general notices for engine and train crew work rules to eliminate charges of favoritism leveled by employees against division superintendents. (LC)
- Nov. 2, 1903** New draw completed at Long Bridge at Washington. (JFoley)
- Nov. 3, 1903** PRR has purchased about half of Henry Clay Frick's land holdings at The Point in Pittsburgh for \$2.85 million for expansion of freight depots; Frick realizes over 200% profit in less than two years. (NYT)
- Nov. 3, 1903** Tammany Hall candidate George B. McClellan, Jr. (1865-1940) defeats New York's reform Mayor Seth Low. (EncycNYC)
- Nov. 4, 1903** General Manager W.W. Atterbury adopts 34 rules governing relations with engine & train service employees; right of appeal to general superintendents and general manager in engine and train crew grievances established, with general manager as court of last resort; later extended to other operating employees. (LC)
- Nov. 7, 1903** William Lukens Elkins, Philadelphia traction and utilities magnate, dies at 72; was PRR director since Mar. 1879, when elected to represent City of Philadelphia. (MB)
- Nov. 7, 1903** Automatic block signals placed in service between Wilmington and Newark, Del. (WEJ - not in AR)
- Nov. 9, 1903** Panic hits bottom with Dow Jones industrials at 42.15. (Wyckoff)
- Nov. 10, 1903** PRR stock driven down to 114-1/8 in heavy trading. (NYT)
- Nov. 10, 1903** Bedford & Hollidaysburg Railroad opens between Cessna and a point 2.4 miles north of Imler on Bedford Division; operated by PRR as agent under agreement of Nov. 25, 1903. (Val)

- Nov. 11, 1903** PRR Board authorizes realignment at Sheridan, Pa.; connection between WNY&P and Terminal Railway of Buffalo at Ebenezer.
- Nov. 11, 1903** Price of PRR shares forced down to 56 on New York Stock Exchange, lowest since 1898. (NYT)
- Nov. 1903** All land within Penn Station site now purchased or condemned. (NYT)
- Nov. 1903** Patton No. 2 Branch of Cambria & Clearfield Railway extended 0.32 mile. (C&C - ca. Nov. 1903)
- Nov. 1903** Excavation of Grand Central Terminal site begins on east side.
- Nov. 1903** NYC&HR contracts with General Electric Company for electric locomotives for its Grand Central electrification. (Schlichting - verify)
- Nov. 17, 1903** Association of Passenger Representatives of the Pennsylvania System, composed of officers of Passenger Traffic Departments of Lines East and Lines West holds first semi-annual meeting at Washington; formed on initiative of V.P. John B. Thayer to provide organization similar to Association of Freight Traffic Officers. (APR)
- Nov. 21, 1903** Twenty-eight construction laborers, mostly Italians, who are working on track relocation between Lilly and Portage, Pa., burned to death when shanty takes fire from stoves; many men die trying to save their accumulated wages, with which they were planning to return to Italy. (NYT)
- Nov. 23, 1903** LIRR elevated section of Atlantic Avenue Improvements opens between Bedford and Ralph Avenues. (off. rept. has 11/21! Nostrand-Ralph Aves.! - AR has 11/15)
- Nov. 23, 1903** New station at Gordon Heights opens, replacing station at Riverside on Maryland Division.
- Nov. 24, 1903** Hudson & Manhattan Railroad receives franchise from New York Board of Rapid Transit Commissioners covering tunnels to Exchange Place, Jersey City. (H&M)
- Nov. 27, 1903** Pres. Cassatt offers to buy properties of Western Maryland and Little Kanawha Syndicates at cost, but not Little Kanawha and Guffey coal lands, and open PRR and B&O east of Pittsburgh to Wabash. (Wheeler)
- Nov. 28, 1903** Pennsylvania Company, Columbus Connecting Terminal Railroad and N&W agree for joint use of tracks in Joyce Avenue Yard at Columbus. (Church)

- Nov. 29, 1903** Old Wilmington roundhouse on Front Street abandoned in favor of one at new Wilmington Shops. (WEJ)
- Nov. 29, 1903** *Chicago Limited/Seashore Limited* renamed *Manhattan Limited*; New York section of *Pittsburgh Limited* (1st No. 16) renamed *New York Special*; Philadelphia-Washington section (2nd No. 16) renamed *Philadelphia Special*; *Pittsburgh Special No. 29* inaugurated as fast night train between Jersey City and Pittsburgh making Philadelphia stop at North Philadelphia; *Day Express No. 24* inaugurated between Pittsburgh and New York; *Toledo Special/Pittsburgh Special* inaugurated as fast train between Pittsburgh and Toledo.
- Nov. 29, 1903** PRR stops running through New York-Washington trains in and out of Broad Street Station and stopping instead at West Philadelphia Station; protests voiced by Travelers' Protective Association and various civic and business groups. (NYT)
- Nov. 30, 1903** Toledo & Michigan Terminal Railway dissolved. (Church)
- Late 1903** Pres. William H. Truesdale of DL&W changes mind and denies McAdoo's Hoboken & Manhattan Railroad permission to pass under DL&W yards to reach Hoboken Terminal.
- Dec. 1, 1903** L.F. Loree writes to A.J. Cassatt protesting proposed deal with Gould; notes traffic arrangements would hurt B&O west of Pittsburgh; says Gould is weak and getting weaker, but if he is determined to have a transcontinental line, he will take PRR money and try again later. (Wheeler)
- Dec. 1, 1903** Pittsburgh Joint Stock Yards Company leased to Samuel W. Allerton, R.H. Allerton, W.V. Callery and Simon O'Donnell of Chicago, doing business as Pittsburgh Union Stock Yards Company, for two years; immediately subleased to Pittsburgh Provision & Packing Company. (Church)
- Dec. 2, 1903** PRR and Western Union Telegraph Company agree to move dispute to U.S. Circuit Court of Appeals, and PRR declares a moratorium on cutting down Western Union poles. (NYT)
- Dec. 2, 1903** Freight locomotive No. 5160 explodes at Greenwood, Del., setting fire to town; two crewmen killed. (WEJ)
- Dec. 1903** Fountain Branch of Bald Eagle Valley Railroad opens at Fountain, Pa. (1.32 miles). (Val)

- Dec. 7, 1903 PB&W begins servicing local passenger engines at West Yards, Wilmington. (WEJ)
- Dec. 9, 1903 PRR Board authorizes enlargement of South Street Yard in Philadelphia; guarantees \$10 million bonds of LIRR. (MB)
- Dec. 9, 1903 Committee on Supplies abolished and duties given to Road Committee. (MB)
- Dec. 10, 1903 *New York Times* reports that if James J. Hill wins Northern Securities Case, George J. Gould plans to place all his roads east of the Mississippi into a similar giant holding company. (NYT)
- Dec. 11, 1903 Manhattan Shaft of North River Tunnel completed at 32nd Street & 11th Avenue. (Couper, ASCE)
- Dec. 12, 1903 Louisville Bridge Company and PCC&StL agree to settle suit of minority stockholders for dividends and terminating agreement of June 5, 1872 for use of bridge by other companies; PCC&StL pays Bridge Company \$62,342. (Church)
- Dec. 13, 1903 Pennsylvania, New York & Long Island Railroad opens bids for East River Tunnels; none are acceptable, although bid of S. Pearson & Son, Ltd., of London is most attractive. (ASCE)
- Dec. 14, 1903 Pennsylvania, New Jersey & New York Railroad Board adopts location for yard west of Bergen Hill, which is not built. (CorpHist)
- Dec. 14, 1903 New Haven inaugurates *Merchants Limited* as premier, all-first class evening train between New York and Boston on 5:00 schedule, leaving each city at 5:00 PM. (Guide)
- Dec. 15, 1903 Gustav Lindenthal resigns from Board of Engineers for Penn Station project. (ASCE)
- Dec. 15, 1903 Bids submitted for PRR Hudson and East River Tunnels opened. (NYT)
- Dec. 15, 1903 Benjamin McKeen named General Manager of Vandalia Lines. (AR)
- Dec. 1903 Fagely Branch of Shamokin Valley & Pottsville Railroad (1.6 mi.) opens between point east of Sagon Jct. and Greenough Breaker near Mount Carmel. (Val)
- Dec. 1903 Little Kanawha Syndicate acquires all stock of Belington & Northern Railroad. (Church)

- Dec. 1903** **Buckhannon & Northern Railroad suspends construction, having spent \$836,777; Zanesville, Marietta & Parkersburg Railroad suspends after expending \$871,545. (Church)**
- Dec. 17, 1903** **Wilbur and Orville Wright make first successful powered, heavier-than-air airplane flights at Kitty Hawk, N.C.**
- Dec. 18, 1903** **Jamaica & South Shore Railroad incorporated in New York as reorganization of New York & Rockaway Railroad; portions between New York & Rockaway Jct. and Springfield Jct. and between Cedarhurst and Far Rockaway operated by LIRR; Cedarhurst Cutoff not operated. (Val, C&C)**
- Dec. 19, 1903** **PRR announces it has awarded contract for Washington Union Station to Thompson-Starrett Company of New York. (NYT)**
- Dec. 19, 1903** **Williamsburg Bridge, second East River crossing at New York opens between Broadway in Brooklyn and Delancey Street in Manhattan. (RTinNYC, Condit)**
- Dec. 1903** **Second track extended to Dover on Delaware Railroad.**
- Dec. 1903** **Buckhannon & Northern Railroad, controlled by Gould's Little Kanawha Syndicate, abandons work between Pentress and Belington after spending \$836,777; this portion of line never completed.**
- Dec. 21, 1903** **Pres. Cassatt denies Philadelphia Board of Trade request to resume backing New York-Washington trains in and out of Broad Street Station. (NYT)**
- Dec. 21, 1903** **R.C. Bannard appointed Superintendent of Cleveland, Akron & Columbus Rail__, replacing H.W. Thornton, to Pennsylvania Company.**
- Dec. 23, 1903** **"__" (ANTIS) Tower placed in service at East Altoona.**
- Dec. 23, 1903** **John McKinney deeds property of former New York & Rockaway Railroad to Jamaica & South Shore Railroad. (Val)**
- Dec. 1903** **First prototype all-steel subway car built at Altoona to design of George Gibbs for Interborough Rapid Transit Company; first regular all-steel passenger car design to be produced in quantity.**
- Dec. 1903** **Fagley Branch (1.6 miles) opens to coal mines near Mount Carmel, Pa., off Green Ridge Branch.**
- Dec. 28, 1903** **PRR discloses plan to add ten tracks to Broad Street Station by extending**

it northward from Filbert Street to Cuthbert Street in hearing before Board of Surveyors; PRR files opposition to plan for Benjamin Franklin Parkway because it would cut across this block diagonally. (NYT)

- Dec. 29, 1903** Stuyvesant Real Estate Company reports acquisition of an additional 67 parcels at Penn Station for \$3,283,809 and 163 parcels at Sunnyside Yard for \$1,265,775. (MB)
- Dec. 29, 1903** L.F. Loree resigns as Pres. of B&O to be Pres. of Rock Island, effective Jan. 1, 1904. (B&O AR)
- Dec. 29, 1903** Trinway & Morrow RPO extended to Trinway & Cincinnati RPO. (Kay)
- Dec. 31, 1903** City of New York deeds bed of 32nd Street between 7th & 9th Avenues to Pennsylvania, New York & Long Island Railroad for \$788,600. (CorpHist)
- 1903** PRR stock price bottoms at 55-3/8 per share in wake of Panic of 1903.
- 1903** Last property acquired for Penn Station in New York; about 500 buildings demolished and 5-6,000 people forced to move. (, Ballou)
- 1903** PRR ranks seventh in number of commuters at New York with 5,000, following Erie with 11,000, DL&W with 10,000 and CNJ with 8,000. (NYT)
- 1903** Wooden ferry hoods at Jersey City Terminal replaced with ornamental copper over iron frames.
- 1903** New east and westbound platforms and shelters built at Newark station on level with track elevation.
- 1903** Twenty-one span stone four-track arch bridge opens across Raritan River at New Brunswick. (AR)
- 1903** New 44-stall roundhouse opens at West Philadelphia.
- 1903** New station opens at Norristown.
- 1903** Automatic block signals installed between Paoli and Gallaghersville on Philadelphia Division.
- 1903** Harrisburg train shed enlarged; passenger bridges installed and brick platforms replace wood.
- 1903** Susquehanna, Bloomsburg & Berwick Railroad opens 0.25 mile connecting track to Bloomsburg & Sullivan Railroad near Paper Mill

Station. (Val, C&C)

- 1903** **Pennsylvania Canal Company sells canal bed between Northumberland and Nanticoke to DL&W; sells bed between Duncans Island Jct. and Selinsgrove to Northern Central Connecting Railway. (AR)**
- 1903?** **East Altoona yard completed. (prob 1904)**
- 1903** **Double track opens between Petersburg and Water Street and between Whites Bridge and Morrisons Cove Jct. on the Petersburg Branch.**
- 1903** **New Portage Railroad reopens as 2-track relief line between junction with Newry Branch west of Duncansville Wye and Gallitzin, except new Gallitzin Tunnel which is finished in 1904; Duncansville-Gallitzin transferred to Pittsburgh Division.**
- 1903** **Coal Pit Run Branch of Cambria & Clearfield Railway extended 0.35 mile.**
- 1903** **Kings Run Branch of Cambria & Clearfield Railway abandoned, Welshdale to mines (1.52 miles). (Val)**
- 1903** **Last 0.59 mile of Whitehead Branch of Cambria & Clearfield Railway abandoned. (Val)**
- 1903** **Block signal system installed between Huntley and Keating on P&E.**
- 1903** **Second track opens between Shippen and Keating Summit on Buffalo Division.**
- 1903** **New ore dock built at Erie.**
- 1903** **Double track opens between West Apollo and Salina on Western Pennsylvania Division.**
- 1903** **Third track opens between "ON" Tower and Natrona on Western Pennsylvania Division.**
- 1903** **Four-track system opens: South Fork-Summerhill and Beatty-Latrobe on Pittsburgh Division.**
- 1903** **Third track opens Larimer-Stewart and Hayes-Cochran on Pittsburgh Division. (C&C - Hays-Cochran is Mon. Div., 3rd & 4th track!)**
- 1903** **Bradenville Branch extended 1.23 miles on Pittsburgh Division. (Val)**

- 1903** Train shed of Pittsburgh station completed; 252' x 504' spanning 18 tracks (?) or 2 outside??); prob. early in year.
- 1903** Four-track system opens at South Side Pittsburgh on Monongahela Division.
- 1903** Yards enlarged at Thomson, Ormsby and Clairton on Monongahela Division.
- 1903** Boyer Run Branch of South-West Pennsylvania Railway extended 0.89 mile to Hecla. (Val)
- 1903** Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 2.5 miles to terminus on Piney Fork Creek. (Val)
- 1903** New station opens at Connellsville, Pa.
- 1903** Wolf Creek Branch of Western New York & Pennsylvania Railway extended to Redmond. (Val)
- 1903** Ohio Connecting Railway opens branch from west end of its Ohio River bridge to PFW&C near Island Avenue, Allegheny. (Church)
- 1903** Western Allegheny Railroad opens branch from Blackburn to Snow Hill, Pa. (3.2 miles). (C&C)
- 1903** Buurgetts Branch of PCC&StL opens off main line at Burgettstown (1.7 miles); Hickory Branch opens between Centre Avenue, Burgettstown, and Cherry Valley, Pa. (C&C)
- 1903** Class B8 0-6-0 switching locomotive introduced.
- 1903** Wilmington Shops and Shellpot Yard (?) completed. (C&C)
- 1903** Wilmington Shops completed; include locomotive shop 507 x 180 and car erecting shop 300 x 180. (AR)
- 1903** Permissive block signal system installed between Butler Street, Pittsburgh and Kittanning on Allegheny Division.
- 1903** Automatic block signals placed in service between South Street, Philadelphia, and West Yard, Wilmington, on PB&W (AR - not AR of GM).
- 1903** New station completed at Chester, Pa. (AR)

- 1903** New stations built at Lamokin, Pa., Claymont and Newport, Del., and Halethorpe, Md. on PB&W. (AR)
- 1903** New stations built at Chestertown, Easton and Cambridge, Md. on Delaware Division. (AR)
- 1903** New locomotive shop built at Delmar on Delaware Division. (AR)
- 1903** Cleveland Group Plan Commission issues report calling for a new Union Depot on the lakefront at the foot of a large City Beautiful mall leading to downtown.
- 1903** Barberton & Southern Railroad opens between PO&D Jct. and Erie RR Jct. (1.77 miles). (C&C)
- 1903** Cleveland, Akron & Columbus Railway opens new brick freight station at Akron. (C&C)
- 1903** New Columbus shops completed.
- 1903** Double track placed in service between "MI" Tower near Columbus and Alton (5.86 miles) on Cincinnati Division.
- 1903** Cincinnati & Muskingum Valley Railroad builds new coaling towers at McLuney and Lancaster, Ohio.
- 1903** Dayton, Lebanon & Cincinnati Railroad opens between Hempstead and Lambeth, Ohio, with branch from Lambeth to Dayton State Hospital at Lakeland. (Church)
- 1903** Southside Yard at Logansport completed.
- 1903** Logansport & Toledo Railway builds wye connection to LS&MS at Butler, Ind.
- 1903** South Chicago & Southern Railroad extended from Clarke Jct., Ind., to junction with NYC at Pine Jct. (1.32 miles); operated jointly with B&O.
- 1903** PRR YMCA at Philadelphia begins series of competitive games for General Office employees. (Wilson)
- 1903** Warren & Wetmore appointed architects for Grand Central Terminal; redesign headhouse in Beaux Arts style as civic building and remove all revenue-producing features, including air rights development, office tower and elevated roads.