

**PRR CHRONOLOGY**  
**1904**

**March 2005 Edition**

- Jan. 1, 1904** L.F. Loree resigns as president of B&O, ending period of direct PRR influence; becomes president of Chicago, Rock Island & Pacific. (B&O AR)
- Jan. 1, 1904** Daniel Willard resigns as First VP of Erie Railroad. (AR)
- Jan. 1, 1904** Julien L. Eysmans appointed Eastern Superintendent of Union Line.
- Jan. 1, 1904** Position of Coal Freight Agent of Lines West abolished and C.F. Perkins appointed to new post of General Ore and Coal Agent.
- Jan. 1, 1904** BC&A sells steamer *Ida* to Saugerties & New York Steamboat Company. (MB)
- Jan. 2, 1904** Massillon & Cleveland Railroad and Cleveland, Lorain & Wheeling Railway (B&O) agree to operate their parallel lines between Massillon and Warwick, Ohio, as a single double-tracked railroad. (Church)
- Jan. 7, 1904** Former General Freight Agent Charles B. Chipley ( - 1904) dies at Easton, Md., at 68. (RRG)
- Jan. 7, 1904** George Gibbs's plan for electrification of LIRR west of Jamaica presented to LIRR Board; Board reports have chartered Montauk Steamboat Company, Limited, steamboat *Shinnecock* to Peninsular & Occidental Steamship Company for use in Florida in winter season to earn extra money. (MB)
- Jan. 13, 1904** PRR Board authorizes construction of float bridges at Greenville Yard. (MB)
- Jan. 13, 1904** PB&W begins removing shop machinery from old Wilmington Shops to new shops north of city. (WEJ)
- Jan. 14, 1904** Assistant Superintendent of Signals A.H. Rudd and R.E. McCarty of PCC&StL leave Pittsburgh for six week tour to study signal systems of English railroads; to confer with Pres. Cassatt in Philadelphia next day. (NYT)
- Jan. 15, 1904** Rockefeller spokesman tells *New York Times* that they have mediated a

settlement in the war between George J. Gould and the PRR; Gould is to abandon plan for a New York terminal for the Wabash and settle for a terminal in Baltimore; PRR is to withdraw opposition to Wabash entering Pittsburgh in Pittsburgh City Councils and make restitution to Western Union for destroyed telegraph lines; Times reports that Pres. Cassatt and VP Samuel Rea are in New York and supposedly meeting today with Gould and Rockefeller; report Cassatt had demanded Gould turn over all properties east of Pittsburgh, including the Western Maryland, to the N&W. (NYT)

- Jan. 16, 1904** R.E. McCarty, C.M. Sheaffer and Superintendent of Telegraph Andrew Keiser sail from New York to study to study European railroads. (NYT)
- Jan. 18, 1904** Rochester, Beaver Falls & Western Railway deeds property to Pennsylvania Company and dissolves. (Church)
- Jan. 19, 1904** August Belmont hosts tour of nearly completed Interborough Rapid Transit subway for members of the city's business elite and press, traveling from City Hall to 125th Street in five hand cars pumped by Italian laborers; Pres. Cassatt rides with Belmont in first car; George J. Gould and John D. Rockefeller, Jr. in second car; Charles M. Jacobs in third car; Samuel Rea in command of fourth car. (NYT)
- Jan. 19, 1904** Charles S. Mellen elected Pres. of New York Connecting Railroad, replacing John M. Hall, resigned. (MB)
- Jan. 19, 1904** Mahoning Valley Western Railway (B&O) and Youngstown & Ravenna Railroad (PRR) sign agreement for construction of joint line between Niles Jct. and Ravenna Jct. (Church)
- Jan. 19, 1904** Youngstown & Ravenna Railroad acquires trackage rights over B&O between Niles Jct. and Ravenna Jct., Ohio.
- Jan. 21, 1904** Regular freight service begins over New Portage Railroad between Hollidaysburg and Gallitzin, mostly South Fork Branch coal trains. (Snyder)
- Jan. 1904** Interborough Rapid Transit Company, first New York subway, adopts first all-steel passenger car designed by consulting engineer George Gibbs on basis of prototype built at Altoona; serve as prototypes for first LIRR steel cars (MP41's).
- Jan. 1904** Altoona Machine Shop turns out last locomotive, Class B4a No 1425; all locomotive production concentrated at Juniata Shops. (NRHS)
- Jan. 22, 1904** Robert Stewart ( -1904), former Superintendent of Telegraph of Joint

- Companies, dies in Denver at 65. (RRG)
- Jan. 22, 1904** Heavy floods begin in Pennsylvania and Indiana. (RRG)
- Jan. 23, 1904** Part of Grays Ferry Bridge in Philadelphia torn out by ice jam.
- Jan. 27, 1904** Committee on Passenger Terminal Station Yard issues third report to Pres. Cassatt, recommending purchase of additional property west of 8th Avenue to create car storage yard. (SR)
- Jan. 27, 1904** Last departments of Wilmington Shops moved from old shops on Front Street to new shops north of city. (WEJ)
- Jan. 29, 1904** LIRR Board approves electrification of Atlantic Avenue and allied lines. (MB)
- Jan. 30, 1904** Pennsylvania Railroad and B&O sign agreement for connection near Crab Creek in Youngstown, Ohio. (Church)
- Feb. 1, 1904** Superintendent of Voluntary Relief Dept. releases first PRR first aid manual. (GM)
- Feb. 2, 1904** Demolition of old Wilmington Shops begins. (WEJ)
- Feb. 4, 1904** George J. Gould offers to sell PRR the property of the Toledo-Pittsburgh Syndicate, including the coal lands, for cost plus 6%; Pres. Cassatt refuses offer. (Wheeler)
- Feb. 7, 1904** Two-day fire destroys most of Baltimore business district; 80 blocks and 1,343 buildings, including B&O office building; PRR loses O'Donnell's Wharf and city ticket office; damage estimates at \$150 million; destruction of central telegraph offices cuts off communication with rest of the country at 9:00 PM; at 11:30 PM, PRR dispatches one of its own fire engines from Altoona to protect its property in central Baltimore and brings fire engines and crews from New York City; cost of rebuilding is partly defrayed by money received from sale of Western Maryland Railroad to George J. Gould in 1902. (Vexler, RRG, B&O AR, NYT, Hood Memoir)
- Feb. 8, 1904** Prototype IRT steel subway car begins road tests on 2nd Avenue El. (RRG)
- Feb. 9, 1904** LIRR Pres. William H. Baldwin directs Westinghouse, Church, Kerr & Co. to begin electrification of lines between Flatbush Avenue and Belmont, Jamaica and Metropolitan Track, and Woodhaven Jct. and Rockaway Park, including 122 MU cars and 61 trailers. (MB)

- Feb. 9, 1904** NYC&HR signs a contract linking Reed & Stem and Warren & Wetmore as "Associated Architects" for Grand Central Terminal; Reed & Stem are pressured into assuming a subordinate role: Whitney Warren assumes control of the design. (Schlichting, Nevins)
- Feb. 10, 1904** PRR Board approves additional \$90,000 for Louisiana Purchase Exposition. (MB)
- Feb. 10, 1904** PRR announces that "Annex" trains running between Wilmington and new Wilmington Shops at Todds Cut will be placed on regular schedule, leaving shops on the hour and Wilmington on the half hour. (WEJ)
- Feb. 13, 1904** Jefferson Coal & Mining Company sells 655.5 acres of mineral rights in Sullivan County, Ind., to Pan Handle Consolidated Coal Company. (Church)
- Feb. 14, 1904** New elevated station opens at South Street, Newark; stations at Chestnut Street and Emmett Street, Newark, close. (AR)
- Feb. 15, 1904** Three Maryland Division passenger engineers begin wearing blue uniforms as three-month test; selected at General Manager's meeting in Nov. 1903. (WEJ)
- Feb. 15, 1904** Last run of passenger service on \_\_ Branch of GR&I between Milton Jct. and Luther, Mich.
- Feb. 1904** At suggestion of PRR VP John B. Thayer, Tidewater Bituminous Steam Coal Traffic Association changed to Bureau of Statistics of the Tidewater Bituminous Steam Coal Traffic; compilation of tonnage divisions replaced by simple tonnage statistics; Association was never effective in dividing tonnage and only succeeded in maintaining freight rates after 1900. (Lambie)
- Feb. 1904** NYC&HR and Michigan Central abrogate traffic contract granting PRR access over their lines between Toledo and Detroit.
- Feb. 16, 1904** Wabash Pres. Ramsey announces in Pittsburgh that Wabash extension will open in early Apr. (NYT)
- Feb. 16, 1904** Pan Handle Coal & Mining Company deeds 985.5 acres of mineral rights to Pan Handle Consolidated Coal Company. (Church)
- Feb. 18, 1904** *New York Times* announces that all attempts to arrange a settlement between George J. Gould and the PRR have failed; PRR had demanded that control of the Western Maryland be vested in a third railroad, such

as the N&W, in which both Wabash and PRR would have an interest, while Gould refused to give up WM; says PRR kept up pretense of negotiations in order to have a better market for its recent \$50 million loan. (NYT)

- Feb. 18, 1904** GR&I and Logansport & Toledo Railway agree for joint station at La Otto. (Church)
- Feb. 20, 1904** Queen Anne's Railroad enters receivership. (Val)
- Feb. 23, 1904** Clement A. Griscom resigns as Pres. of International Mercantile Marine Company and is replaced by J. Bruce Ismay of White Star Line; Griscom accepts ceremonial office of Chairman; other Griscom family members leave IMM and offices moved from Philadelphia to New York. (Flayhart, RRG)
- Feb. 24, 1904** PRR sells its 50% interest in Pittsburgh & Eastern Railroad to NYC&HR for \$306,523.
- Feb. 24, 1904** PRR Board authorizes use of Auditing Machine Company calculators for Accounting Dept. (MB)
- Feb. 29, 1904** Rosslyn Connecting Railroad incorporated in Virginia for purpose of acquiring Rosslyn Branch of Washington Southern Railway. (Val)
- Mar. 1, 1904** LIRR Board approves application to dissolve Interstate Terminal Construction Company and New York & Long Island Terminal Railway; grants Pres. Baldwin one month leave from Mar. 11 to travel in South. (MB)
- Mar. 1, 1904** LIRR elects William F. Potter director and VP & General Manager; appoints C.L. Addison (1867- ) General Superintendent and F. Hartenstein Superintendent of Transportation. (MB, RRG)
- Mar. 1, 1904** Pullman Company begins furnishing sleeping and parlor cars on West Jersey & Seashore Railroad. (AR)
- Mar. 1, 1904** PRR announces it will stop all work on Wilmington track elevation except Brandywine bridge as part of general retrenchment. (WEJ)
- Mar. 1, 1904** Calumet River Railway and State Line & Indiana City Railway deed franchises and property to South Chicago & Southern Railroad under agreements of Feb. 5, 1901. (Church)
- Mar. 4, 1904** Flood and ice gorge blocks PRR at Middletown, Pa.

- Mar. 4, 1904** Lewes & Georgetown RPO established. (Kay)
- Mar. 5, 1904** Pennsylvania, New York & Long Island Railroad Board authorizes purchase of additional land between 9th & 10th Avenues from 31st to 33rd Street for car yards. (CorpHist)
- Mar. 8, 1904** Pittsburgh ordinance authorizes elevation of PRR track now in Liberty Street, including Duquesne Way Elevated. (Church)
- Mar. 10, 1904** Pres. Cassatt announces that construction and equipment expenditures for 1904 are \$21 million on Lines East and \$10 million on Lines West, all of which are provided for; Hudson and East River Tunnels are to be let soon. (NYT)
- Mar. 10, 1904** New station opens at Chester, Pa., on track elevation. (WEJ - see 1903)
- Mar. 10, 1904** Pennsylvania Company agrees to sell stock of Newport & Cincinnati Bridge Company to L&N. (Church)
- Mar. 11, 1904** Pennsylvania, New Jersey & New York Railroad awards North River Tunnels contract to O'Rourke Engineering Construction Company and East River Tunnels to S. Pearson & Son, Ltd. of London; John F. O'Rourke (1854-1934) has been Chief Engineer of Poughkeepsie Bridge. (AJC 32/20)
- Mar. 11, 1904** New York & Jersey Railroad north tunnel heads meet under Hudson River between Jersey City and Morton Street; first tunnel under the Hudson; first tube of what later becomes uptown line of Hudson & Manhattan Railroad incorporates portion of Haskin's tunnel begun in 1870s; second tube, begun by S. Pearson & Sons in 1880s is sealed, as it cannot be connected to the flying junction being built on the New Jersey side; Charles M. Jacobs is first person to walk from shore to shore under the river. (H&M, Couper)
- Mar. 11, 1904** Toledo, Walhonding Valley & Ohio Railroad acquires property and franchise of Rolling Mill Railroad (0.71 miles) at Toledo. (Church)
- Mar. 12, 1904** W.G. McAdoo gives press tour through New York & Jersey Railroad tunnel.
- Mar. 14, 1904** U.S. Supreme Court upholds lower court ruling 5-4 and orders dissolution of Northern Securities Company, throwing a blanket over future rail mergers. (RRG)
- Mar. 1904** Maryland passes strict Jim Crow law covering transportation on railroads and steamboats after Gov. Warfield refuses to veto; requires

separate cars for African Americans except on express trains and trains carrying Pullman cars. (RRG)

- Mar. 17, 1904** Morrisdale Mines & McCartney RPO cut to Osceola Mills & McCartney RPO. (Kay)
- Mar. 1904** Double track completed between Wilmington and Harrington on Delaware Division. (AR)
- Mar. 20, 1904** New westbound receiving yard placed in service at Hollidaysburg.
- Mar. 21, 1904** New roundhouse and coal wharf placed in service at Hollidaysburg, Pa.
- Mar. 23, 1904** PRR Board orders termination of lease of Renovo Hotel to A.Y. Jones and disposition of property. (MB)
- Mar. 23, 1904** VP Samuel Rea presents franchise application of New York Connecting Railroad for Hell Gate Bridge to New York Board of Rapid Transit Commissioners; city rejects Rea's request for a lump sum payment and insists on 5 cents a linear foot for crossing streets, and 10 cents after five years; William G. McAdoo also appears to ask for franchise extending Hudson Tubes under 6th Avenue to 33rd Street. (NYT)
- Mar. 23, 1904** B&O secures trackage rights over Bedford & Bridgeport between Mann=s Choice and Hyndman; never used and cancelled on Apr. 12, 1922.
- Mar. 23, 1904** "\_\_\_" Tower opens at Linwood on Maryland Division. (same as Marcus Hook!)
- Mar. 24, 1904** Work begins on new East Trenton car Shops near Millham Jct. (SG)
- Mar. 24, 1904** "\_\_\_" Tower opens at Marcus Hook, Pa.
- Mar. 30, 1904** Senate amends Post Office appropriation bill calling for purchase rather than lease of site over proposed PRR tracks west of 8th Avenue in New York. (NYT)
- Mar. 31, 1904** LIRR opens third and fourth tracks between Woodhaven Jct. and Hamilton Beach on Rockaway Beach Branch.
- Apr. 1, 1904** J.R. Savage (1868- ), formerly with Lackawanna Steel Company, named Chief Engineer of LIRR. (RRG)
- Apr. 1, 1904** Toledo Dock & Warehouse Company dissolved. (Church)

- Apr. 2, 1904** PCC&StL grants L&N use of its station in Cincinnati; L&N closes purchase of Newport & Cincinnati Bridge Company. (Church)
- Apr. 1904** First all-steel passenger car delivered by Altoona Shops to IRT subway in New York.
- Apr. 1904** Double track opens between Dover and Wyoming on Delaware Division.
- Apr. 5, 1904** Committee on capacity of tracks at Penn Station reports revising plan of Apr. 17, 1902; recommends four-tracks (Nos. 18-21) with tail switching exclusively for use of LIRR MU trains. (AJC 32/24)
- Apr. 7, 1904** Board of Engineers approves contract drawings of Mar. 30 covering excavation and substructure of Penn Station, along with bid proposal forms and specifications. (AJC 32/47)
- Apr. 9, 1904** "\_\_\_" (STARK) Tower placed in service at Canton, Ohio.
- Apr. 11, 1904** Board of Engineers adjourns to view large plaster cutaway model of Penn Station prepared by McKim, Mead & White before it is sent to the Louisiana Purchase Exposition; model shows building as built but lacking separate Exit Concourse. (AJC 32/47)
- Apr. 11, 1904** First PRR Veterans' Association formed; by 1929 are 41 associations at various offices and divisions with 33,462 members. (Mutual, NYT)
- Apr. 12, 1904** PRR begins condemnation proceedings to acquire all properties on both sides of 32nd Street between 9th & 10th Avenues, which is to be vacated to create open yards at mouth of tunnel. (NYT)
- Apr. 12, 1904** Niles & Alliance RPO extended to Ashtabula & Alliance RPO. (Kay)
- Apr. 13, 1904** PRR Board approves grade crossing elimination between Hudson and Ravenna, Ohio. (MB)
- Apr. 15, 1904** West Philadelphia Elevated ("High Line") opens as a separate route for freight trains through the West Philadelphia terminal area between later "ZOO" and "ARSENAL"; structure not fully completed until end of year. (Val, AR)
- Apr. 1904** PRR announces that it will plant 200,000 locust trees along right-of-way this year, to be harvested in future for ties.
- Apr. 18, 1904** Contractors begin excavating Hudson River Tunnels from New York Shaft. (ASCE)

- Apr. 19, 1904** LIRR appoints J.R. Savage Chief Engineer. (MB)
- Apr. 19, 1904** Former PRR Superintendent of Transportation and Congressman John Reilly (1836-1904) dies at Philadelphia at 69. (RRG, CongBio)
- Apr. 22, 1904** LIRR agrees with Interborough Rapid Transit Company to change connection to 34th Street el. station from LIRR ferry house to sidewalk. (MB)
- Apr. 26, 1904** Long Branch express rear-ends *New York & Florida Special*, which had been stopped by a broken brake line just west of Elizabeth, N.J., station; fireman of Long Branch train jumps, but ricochets off inter-track fence and bounces under wheels and is killed; 27 injured. (NYT)
- Apr. 26, 1904** VP Samuel Rea reports to New York Connecting Railroad Board that attempt had been made in Legislature to force inclusion of footpaths and bicycle path on Hell Gate Bridge, which he has protested. (MB)
- Apr. 26, 1904** Fire damages Harrisburg station.
- Apr. 27, 1904** PRR Board approves completion of automatic signals on Port Perry Branch and to connection with PCC&StL at South Side, Pittsburgh. (MB)
- Apr. 30, 1904** Louisiana Purchase Exposition opens at St. Louis; PRR includes locomotive test plant as a working exhibit, ex-Cumberland Valley *Pioneer*; PRR also transports Liberty Bell from Philadelphia to be exhibited at Fair; displays include first U.S. exhibit of diesel engine built to specifications of Rudolf Diesel.
- May 1, 1904** Excavations begun for Penn Station. (Tablet)
- May 1, 1904** Philadelphia Terminal Division extended to 62nd Street on Maryland Division and 49th Street on Central Division. (AR)
- May 1, 1904** New organization in Passenger Dept. of Lines West: Elias A. Ford appointed to new post of Passenger Traffic Manager; Samuel Moody to General Passenger Agent, replacing Ford. (RRG)
- May 1, 1904** St. Louis Terminal Railway opens from Currie & MCKissock Avenues west to Wabash Railroad (5.10 miles) and north to St. Louis Car Company (2.25 miles). (Church)
- May 2, 1904** Pennsylvania, New Jersey & New York Railroad and Pennsylvania, New York & Long Island Railroad sign contract with O'Rourke Engineering Construction Company for Hudson River Tunnels. (MB, ASCE)

- May 3, 1904** Lancaster & Reading Narrow Gauge Railroad renamed Lancaster & Quarryville Railroad. (C&C)
- May 6, 1904** Pennsylvania, New York & Long Island Railroad Board approves supplemental route in Queens. (CorpHist)
- May 6, 1904** Pere Marquette Railroad granted use of Englewood Union Station in Chicago. (Church)
- May 7, 1904** Wabash-Pittsburgh Terminal Railway incorporated by merger of Pittsburgh, Carnegie & Western Railway, Cross Creek Railroad, and Pittsburgh, Toledo & Western Rail\_\_ ; Pittsburgh-Toledo Syndicate transfers properties and control of W&LE to Wabash-Pittsburgh Terminal Railway, which in turn sold all of the stock and \$6.6 million bonds to the Wabash; Syndicate realizes about \$15 million profit; \$10 million in ultimately worthless Second Mortgage bonds sold to public. (Wheeler - check - fix earlier references - Rehor has 5/9)
- May 11, 1904** PRR Board authorizes new line up west bank of Allegheny River from Freeport to northern line of Armstrong County; extension of Cherry Tree & Dixonville from Cherry Tree to Fleming Summit; track elevation between Steelton and White House Road on Philadelphia Division. (MB)
- May 11, 1904** Advisory Committee of American Society of Mechanical Engineers and Master Mechanics Association inspect PRR test plant at St. Louis and watch test of Class H6a; plant has a staff of 27. (RRG)
- May 11, 1904** New York State Board of Railroad Commissioners approve downtown tunnels of Hudson Tubes. (NYT)
- May 1904** Maysville station on Low Grade Division renamed Mayport.
- May 1904** McAdoo's New York & Jersey Railroad applies for franchise to extend up 6th Avenue to 33rd Street; opposed by Thomas Fortune Ryan's Metropolitan Street Railway Company and Public Service Corporation of New Jersey, who fear interference with their trolley monopolies.
- May 14, 1904** Meadow Land & Zediker Railroad opens between Meadow Lands and Manifold Mine (1.72 miles); operated by PCC&St under agreement of Dec. 20, 1904.
- May 14, 1904** Last run of mixed train over Massillon & Cleveland line between Massillon and Clinton, Ohio, via Canal Fulton. (tt)
- May 14, 1904** Last run of *Ohio Valley Express* over PRR between Pittsburgh and Wheeling to Portsmouth, Ohio. (tt)

- May 14, 1904** South Pennsylvania Railroad assets, including western part of right of way, sold at foreclosure to B&O. (RRG)
- May 15, 1904** *Expo Train No. 35 and Logansport & Fort Wayne Express No. 36* inaugurated for World's Fair service between Pittsburgh and St. Louis, running via Fort Wayne, Columbia City and Logansport; (tt)
- May, 1904** American Locomotive Company (ALCO) turns out B&O 0-6-6-0 No. 2400, first U.S. Mallet articulated compound locomotive; at 334,500 lb. is heaviest locomotive in world. (RRG)
- May 17, 1904** Stuyvesant Real Estate Company authorizes sale of Sunnyside Yard land to Pennsylvania, New York & Long Island Railroad. (MB)
- May 17, 1904** Ground broken for Queens shaft of East River Tunnels at East & Borden Avenues in Long Island City. (Seyfried, ASCE, Couper)
- May 19, 1904** Henry Tatnall, President of Franklin National Bank in Philadelphia, named Sixth VP in charge of finance to raise funds for huge modernization projects, effective June 1; is under general supervision of First VP John P. Green. (MB)
- May 25, 1904** PRR Board authorizes new station at Wilmerding, Pa.; island platforms at Johnstown.
- May 25, 1904** Portion of Lake & River Railway between Custaloga and New London, Ohio, sold at foreclosure at Ashland to Calvary Morris for \$250,000. (Church)
- May 25, 1904** NYC&HR obtains trackage rights over Cambria & Clearfield between Irvona and Amsbry.
- May 29, 1904** Sunday passenger service discontinued on Delaware Division.
- May 29, 1904** Telephones replace telegraphs for transmitting train orders on branches of Middle Division.
- May 30, 1904** DeGlehn compound locomotive No. \_\_\_ tested between Camden and Atlantic City over West Jersey & Seashore Railroad; is underpowered compared with PRR locomotives; morning test with 11 cars is unable to make up time; test with 5 cars in afternoon is on time. (NYT)
- May 31, 1904** Treasurer Robert W. Smith resigns for health after 17 years of service and is reassigned to less arduous duties; Henry Tatnall (1855-1939), Pres. of Franklin National Bank, named Treasurer as well as Sixth VP effective

- June 1, a rare instance of the PRR seeking outside expertise, in this case, to cope with financial expansion of Cassatt's program. (MB, PhlRec)**
- May 31, 1904** LIRR agrees with New York Connecting Railroad for trackage rights for its trains over south track between Bushwick Jct. and Glendale, conveyed to New York Connecting Railroad on June 8, 1903. (MB)
- June 1, 1904** Henry Tatnall named Treasurer of LIRR, replacing Robert W. Smith, resigned for health. (MB)
- June 1, 1904** Black Lick Branch of Cambria & Clearfield Railway extended from Dilltown to Black Lick, Pa.
- June 1, 1904** First train crosses Wabash-Pittsburgh Terminal Railway bridge into Pittsburgh. (Wheeler has 6/19?)
- June 2, 1904** Rosslyn Connecting Railroad buys Washington Southern Railway branch between the Long Bridge and Rosslyn, Va.; operation by PB&W ends; done to keep this line in PRR system rather than RF&P; Rosslyn connecting Railroad acquires trackage right over Washington Southern between south end of Long Branch and junction near Jackson City. (Val, AR)
- June 1904** East Moorestown station on Camden & Burlington County renamed Moorestown; Wildwood station on Allegheny Valley renamed Nadine. (Guide)
- June 1904** Wilmington Shops placed on 20-hour, 2-day week because of fall-off in traffic.
- June 9, 1904** Excavation of first of two (south) Manhattan shafts for East River Tunnels begins. (ASCE)
- June 9, 1904** U.S. Attorney General Philander C. Knox appointed Pennsylvania's Senator to fill the seat of the late boss Matthew S. Quay; selection attributed to the influence of Pres. A.J. Cassatt, the PRR needing a friendly Senator after the deaths of Quay and William J. Sewell; that evening, Knox is guest of honor at a dinner party at Cassatt's Chesterbrook Farm also attended by Henry Clay Frick, J. Donald Cameron, and other political and business notables; most other Republican leaders from Western Pennsylvania are incensed that a Westerner is not chosen. (NYT - later attributes choice to Pres. Roosevelt)
- June 1904** Wilmington Shops cut to five day weeks. (WEJ)
- June 14, 1904** PRR reopens New Portage Railroad between Gallitzin and Newry Jct. as

freight bypass line; also opens third (single-track) "Gallitzin" Tunnel north of old 1854 "Allegheny" Tunnel. (AR of 1903 lists as done ex. tunnel?)

- June 14, 1904** Pres. F. Wolcott Jackson (1833-1904), Pres. of United New Jersey Railroad & Canal Co. and Resident Agent of PRR in N.J., dies at Newark after suffering heart attack on train near Trenton. (RRG)
- June 1904** Contract for excavating Penn Station site between 7th and 9th Avenues issued to New York Contracting & Trucking Company of which James J. Murphy is Pres. - bro of Tammany leader - spoil is to be dumped as fill at Greenville Yard - RRG, )
- June 1904** LIRR begins d.c. electrification of lines between Flatbush Avenue and Rockaway Park. (NYT)
- June 1904** Pere Marquette Rail\_\_ makes trackage rights agreement for use of PRR and Chicago & Alton Rail\_\_ between Clark Jct. and 16th Street, Chicago, to avoid congestion on Chicago Terminal Transfer Railroad; continues to operate into Grand Central Station at Chicago. (Sanders)
- June 18, 1904** S. Pearson & Son, Inc., incorporated in New York as U.S. subsidiary of British firm to build East River Tunnels. (AJC 32/20)
- June 19, 1904** Ocean Electric Railway operation between Hammel and Rockaway Park rerouted to new street track in Rockaway Beach Boulevard with third track on LIRR between Hammel and Far Rockaway. (elsewhere Seyfried says 3rd track Hammel-Far Rockaway opens 6/29!!)
- June 20, 1904** Wilmington Shops cut to four and a half day week to save money for dividends. (WEJ)
- June 20, 1904** Ashland & Western Railroad incorporated in Ohio as reorganization of Ashland & Wooster Railway; completed between Custaloga and Ashland and partly completed between Ashland and New London. (Church)
- June 20, 1904** Pennsylvania Company and Chicago & Western Indiana Railroad agree to both relocate tracks between 22nd & 49th Streets in Chicago to permit PFW&C to move tracks out of Stewart Avenue. (Church)
- June 21, 1904** Contract for excavation of Penn Station site between 7th & 9th Avenues let to New York Contracting & Trucking Company, controlled by Tammany Alderman James E. Gaffney, who had opposed franchise; Pres. of company is John J. Murphy, brother of Tammany Hall chief Charles Murphy; contract is later assigned to New York Contracting Company-Pennsylvania Terminal. (ASCE, NYT)

- June 22, 1904** PRR contracts with Union News Company for concession in all trains and stations east of Pittsburgh. (MB)
- June 23, 1904** Board of Rapid Transit Railroad Commissioners approves franchise for New York Connecting Railroad. (MB)
- June 1904** Buffington station of Cambria & Clearfield renamed Wheatfield; Avenue station on West Penn renamed Breckenridge; Breckenridge station renamed Grovedale. (Guide)
- June 26, 1904** Trains No. 2 and 3 named *Michigan Express* as companions to *Northland Limited* for summer season. (tt)
- June 27, 1904** New York Board of Rapid Transit Commissioners sends franchise for New York Connecting Railroad to Board of Aldermen, who reject it. (RTinNYC)
- June 28, 1904** PRR, B&O and P&LE representatives meet at Pittsburgh and vote to meet all reduced rates offered by Wabash-Pittsburgh Terminal Railway.
- June 30, 1904** PRR announces it has cut Operating Dept. forces by 11% and all other forces by 5% over entire system East and West; 30,000 men laid off, largest cut in years. (NYT)
- June 30, 1904** Pere Marquette Railroad obtains trackage rights for passenger trains between Clarke Jct. and 16th Street, connecting with Chicago Terminal Transfer Railroad. (Church)
- June 30, 1904** St. Clair Coal Railway incorporated in Indiana in interest of Terre Haute & Indianapolis Railroad to build coal branch from Collinsville to mines; separate charter needed to obtain right-of-way by condemnation. (Church)
- July 1, 1904** PRR imposes cuts in clerical forces at Broad Street headquarters; also order all clerks and foremen to take two weeks vacation without pay, whereas vacations had been paid before. (WEJ)
- July 1, 1904** PRR begins placing Jim Crow cars on trains running south of Wilmington, Del., to meet a new Maryland law establishing racial segregation on accommodation trains; PRR is to run separate cars rather than partitioned ones, as fear large numbers of African Americans carried might spill into white compartment, subjecting company to fines; cars are attached to rear of Wilmington-Baltimore locals and all Delmarva trains. (WEJ)

- July 1, 1904** Monongahela & Washington Railroad merged into Pittsburgh, Virginia & Charleston Railway under agreement of June 14, 1904. (Val)
- July 1, 1904** PRR grants B&O trackage rights between Anacostia and north end of Long Bridge under agreement of July 27, 1904, restoring its access to Southern Gateway for first time since 1870. (Val)
- July 1, 1904** LIRR begins operating New York & Rockaway Beach Railway and Long Island Railroad, North Shore Branch under new leases of same date. (Val, AR, MB)
- July 1, 1904** LIRR grants trackage rights to Ocean Electric Railway for its trolley cars between Far Rockaway and Fairview Avenue, Hammel. (Val. MB)
- July 1, 1904** N&W obtains trackage rights over PCC&StL between Claire and Cincinnati. (Church)
- July 2, 1904** George J. Gould's Wabash-Pittsburgh Terminal Railway opens for revenue passenger service to station in Pittsburgh's Point District with through service to Toledo, Chicago, St. Louis, and Kansas City; first train leaves 4:55 PM for Louisiana Purchase Exposition. (HistPitts - Rehor says rev. 7/3!)
- July 2, 1904** Toledo Railway & Terminal Company acquires property of Toledo Riverside Railway.
- July? 1904** New York Contracting & Trucking Company forms subsidiary New York Contracting Company, Pennsylvania Terminal, of New York City to do Penn Station excavation. (RRG)
- July 6, 1904** Ohio River & Western Railway files for branch from Alledonia to Bellaire via Powhatan and to Cumberland via Temperanceville; not built. (Church)
- July 7, 1904** Pennsylvania, New York & Long Island Railroad transfers contract for East River Tunnels to S. Pearson & Son, Inc., of New York. (SR, ASCE)
- July 8, 1904** Machinists at Wilmington Shops resume working full time.
- July 9, 1904** Ground broken for Pennsylvania Station yard at 31st Street and 9th Avenue in New York. (ASCE)
- July 9, 1904** New Grays Ferry Bridge opens at Philadelphia.
- July 11, 1904** New bridge over Delaware River opens at Martins Creek on Belvidere Division, replacing one destroyed in flood of 1903. (Lee)

- July 12, 1904** PRR furloughs 100 men at Wilmington Shops, leaving only 65 at work; a few months ago, employed 2,000. (WEJ)
- July 12, 1904** PRR buys railroad of Osceola Coal & Coke Company, running from the Moshannon Branch to the Whitehead Branch.
- July 13, 1904** Buffalo & Clermont RPO discontinued. (Kay)
- July 1904** Strike halts work on Hudson River Tunnel on New York side. (ASCE)
- July 16, 1904** PRR dispatches 2,100 Prudential insurance agents returning from a convention from Jersey City Terminal in 15 minutes. (RRG)
- July 16, 1904** PRR eliminates middle brakemen from all local freight trains in economy move. (WEJ)
- July 16, 1904** PRR changes breakfast and lunch in dining cars from table d'hote to à la carte. (RRG, )
- July 18, 1904** PRR reduces road crews from three to two brakemen. (Snyder)
- July 20, 1904** Berwyn, Pa., freight station destroyed by fire.
- July 25, 1904** Charles Esselburn and H.B. Stewart appointed receiver for property of Lake & River Railway at Akron; eventually becomes part of Akron, Canton & Youngstown Railway. (Church)
- July 27, 1904** B&O and PB&W sign agreement providing for joint (50/50) ownership and operation of Washington Terminal Company.
- Aug. 1, 1904** Work resumes on Hudson River Tunnel from New York side after strike settled. (ASCE)
- Aug. 3, 1904** "\_\_\_" (later "BELL") Tower placed in service at Bellevue, Del.; four-track system completed between Grays Ferry and Bellevue on Maryland Division, including track elevation through Chester and freight duck-under at northern entrance to Edge Moor Yard. (AR, WEJ)
- Aug. 4, 1904** Missouri & Illinois Bridge & Belt Railroad incorporated in Missouri by member companies of Terminal Railroad Association of St. Louis for purpose of building a railroad from Wabash Railroad at Ferguson, Mo., to and across Alton Bridge of St. Clair, Madison & St. Louis Belt Railroad; formed because TRRA could not issue Second Mortgage bonds directly to pay for StCM&StL. (Church)
- Aug. 9, 1904** Henry Steers, Inc., contracts to remove spoil from Penn Station site and

use it to fill PRR freight yard site at Greenville. (ASCE)

- Aug. 9, 1904** BC&A agrees with Baltimore Transfer Company for transfer of freight and baggage between its steamboat piers and PRR stations in Baltimore. (MB)
- Aug. 12, 1904** Former PRR General Superintendent G. Clinton Gardner (1834-1904) dies at Richmond Hill, Long Island. (RRG)
- Aug. 12, 1904** Terre Haute & Indianapolis Railroad runs first of four employee excursion trains to World's Fair. (RRG)
- Aug. 16, 1904** LIRR agrees with Manhattan Beach Company and Austin Corbin Estate to purchase 1,522 shares preferred and 3,500 shares common stock of New York & Manhattan Beach Railway, valued at \$709,000 for \$704,000 in stock and cash. (MB)
- Aug. 20, 1904** "John Linn Patton Memorial Cottage" opens at Dwight Farms at Downingtown as vacation spot for Philadelphia PRR YMCA members; donated by YMCA Chairman William A. Patton in memory of his son, John L. Patton, who died Oct. 6, 1900; 465-acre Dwight Farm had been given to main Philadelphia YMCA by E.P. Dwight of Chester Steel Casting Company for recreational purposes. (Wilson)
- Aug. 22, 1904** LIRR agrees with Manhattan Beach Company and Manhattan Beach Hotel & Land Company, Ltd., for relocating terminal at Manhattan Beach. (MB)
- Aug. 24, 1904** Burnsville & Eastern Railroad sells rights between Walkersville and Belington, W.Va., to Coal & Coke Railway; B&E had expended \$38,806 on line between Burnsville and Walkersville, which is not completed; Little Kanawha Railroad grants rights between Copen Run, W.Va., and Burnsville to Coal & Coke Railway. (Church)
- Aug. 25, 1904** Southbound tracks of Wilmington track elevation open between Todds Cut (Shops) and 5th Street at 10:00 AM.
- Aug. 25, 1904** New double-track Long Bridge opens between Washington and Arlington, Va., just west of old single-track rail/road bridge of 1889; conversion completed Aug. 28; 10 through truss spans recycled from old Delaware River bridge at Trenton, plus one new truss span and swing draw installed after wreck in 1903. (AR, C&C, JFoley - Mordecai has 8/24)
- Aug. 1904** Economy bottoms out and three-year expansion begins. (NBER)
- 1904** PRR imports experimental deGlehn compound 4-4-2 from France; tested

at St. Louis.

- Sep. 1, 1904** Weehawken Shaft of North River Tunnel completed; 76 feet deep; work begins on Hudson River Tunnels on New Jersey side. (Couper, ASCE)
- Sep. 1, 1904** General Superintendent of PRR Grand Division George W. Creighton returns to duties after leave for health. (RRG)
- Sep. 1, 1904** Tri-weekly freight service restored on Newry Branch on complaint of and on-line shipper.
- Sep. 1, 1904** N&W obtains trackage rights over Cincinnati, Lebanon & Northern Railway between Idlewild and Cincinnati. (Church)
- Sep. 1, 1904** Circuit Court of Bond County, Ill., dismisses suit brought against St. Louis, Vandalia & Terre Haute Railroad by city of Vandalia, et al., and discharges Receiver Henry C. Begole. (Church)
- Sep. 2, 1904** Tri-weekly freight service to Newry begins. (Snyder)
- Sep. 2, 1904** Terre Haute & Indianapolis Railroad runs last of four employee excursions to World's Fair. (RRG)
- Sep. 7, 1904** Foundry No. 2, first building of South Altoona Foundries, opens.
- Sep. 12, 1904** 200 men recalled to Wilmington Shops as business begins to improve.
- Sep. 14, 1904** Chicago, Indiana & Eastern Railway enters second receivership; George W. Bartlett appointed receiver by U.S. Circuit Court for District of Indiana. (Church)
- Sep. 18, 1904** Waverly Transfer freight station placed in service at Waverly Yard.
- Sep. 1904** New Haven abandons third rail electrification on part of Nantasket Beach Branch between Nantasket Jct. and Braintree; Pres. Mellen announces New Haven is abandoning electrification plans until new inventions are developed, as neither third rail nor trolley wire is suitable for New Haven Service. (StRyJrnl)
- Sep. 19, 1904** Assistant to Chief Engineer William Arthur Pratt (1854-1904) dies. (RRG)
- Sep. 19, 1904** Pittsburgh Junction Railroad leases its track on Herra Island to Pittsburgh Joint Stock Yards Company. (Church)
- Sep. 23, 1904** Special PRR train carrying F.M. Pease, a railway supply manufacturer,

arrives in Chicago, having made the run from Philadelphia in 18:14 vs. 18:30 for fastest regular train. (NYT)

- Sep. 23, 1904** S. Pearson & Son, Inc., begins digging East River Tunnel from East Avenue Shaft towards East River. (SR)
- Sep. 24, 1904** Work resumes adding third track to Wilmington track elevation north of Brandywine Creek.
- Sep. 24, 1904** Western Maryland Railroad opens extension down Gywnn's Run to new marine terminal at Port Covington on the south side of Baltimore; is planned as Atlantic terminal of proposed Gould system.
- Sep. 25, 1904** New 4-track stone arch viaduct opens across Brandywine Creek at Coatesville, replacing a 2-track Pratt truss bridge.
- Sep. 28, 1904** PRR Board readopts location for new line for West Penn (originally approved in 1885 and 1895) from west end of Salina Tunnel along canal bed to Freeport; also a line from Apollo along south bank of river; authorizes extension of Cherry Tree & Dixonville from Possum Glory Jct. to Dixon Run. (MB)
- Sep. 29, 1904** Stuyvesant Real Estate Company acquires land from William H. Langley and William F. Dunning between 63rd & 65th and from 2nd Avenue to the pierhead line at Bay Ridge, Brooklyn. (MB)
- Sep. 30, 1904** Long Island City shaft of East River Tunnels completed and bottom headings started westward in Tunnels A, B and D. (ASCE)
- Oct. 1904** Blair Furnace station renamed East Altoona.
- Oct. 2, 1904** Buffet-parlor car service added to morning and afternoon round trips between Pittsburgh and Erie via Sharon. (tt)
- Oct. 3, 1904** LIRR subway in Atlantic Avenue opens between Cooper Place and Stone Avenue.
- Oct. 3, 1904** Benjamin McKeen of St. Louis, Vandalia & Terre Haute Railroad agrees to build St. Clair Coal Railway in return for entire stock; right of way to be provided by Consolidated Coal Company; St. Clair Coal Railway leased to St. Louis, Vandalia & Terre Haute Railroad. (Church)
- Oct. 4, 1904** L.F. Loree resigns as Pres. of Rock Island Company of New Jersey and Chairman of Executive Committee of Chicago, Rock Island & Pacific Rail(way?) in dispute with controlling Reid-Moore Syndicate. (RRG)

- Oct. 10, 1904** Family owners of Weems Steamboat Company of Baltimore City agree to transfer stock to Scott & Co.; Pres. Henry Williams obtains bonus fund of \$25,000 for old employees. (BdF)
- Oct. 12, 1904** Henry Williams resigns as Pres. of Weems Steamboat Company of Baltimore City, followed by other officers. (BdF)
- Oct. 13, 1904** Future PRR VP-Public Relations Ralph Comstock Champlin (1904-1969) born in Augusta, Ga. (WhosWho)
- Oct. 15, 1904** Akron & Barberton Belt Railroad opens Akron Extension between Barberton (Tuscarawas Avenue) and White Grocery, Akron (12.56 miles); begun by Barberton, Akron & Eastern Belt Line Railway. (C&C, Church)
- Oct. 15, 1904** St. Louis Union Station handles 86 trains in one hour in crush of World's Fair traffic. (ATO)
- Oct. 1904** Lake Erie & Pittsburgh Railway suspends construction, having graded most of route between Lorain and Berea, Ohio, and purchased 2.33 miles of right-of-way near Ravenna; not resumed on this alignment. (part of Wabash failure?) (Church)
- Oct. 1904** New East Trenton Car Shops completed. (Lee).
- Oct. 16, 1904** PRR announces it is considering changing train numbers by prefixing with a letter code for each division. (WEJ)
- Oct. 18, 1904** Pennsylvania Company agrees to advance money to Benjamin McKeen to build St. Clair Coal Railway. (Church)
- Oct. 20, 1904** Water floods Manhattan shield chamber of Hudson River Tunnels, causing cave-in from NYC&HR yards above. (ASCE)
- Oct. 20, 1904** S. Pearson & Son, Inc., finishes East Avenue Shaft in Long Island City. (SR)
- Oct. 20, 1904** Pennsylvania Land Company deeds right of way to extend Byrne Track in Louisville from 18th to 28th Street to Pennsylvania Terminal Railway Company.
- Oct. 21, 1904** PRR orders locomotives from various Lines West points sent to Pittsburgh to reduce freight congestion between Pittsburgh and New York. (NYT)
- Oct. 22, 1904** PRR announces it will demolish train shed at Broad Street Station and

- replace with platform canopies as part of plan to enlarge station. (WEJ)
- Oct. 24, 1904** PRR announces completion of pneumatic semaphores between Philadelphia and Washington. (WEJ)
- Oct. 24, 1904** Driftwood & Red Bank Furnace RPO renamed Driftwood & Red Bank RPO. (Kay)
- Oct. 25, 1904** New York Connecting Railroad appoints Gustav Lindenthal Consulting Engineer & Architect under contract of Aug. 29, 1904; requests Construction Committee to prepare new plans and estimates.. (MB)
- Oct. 25, 1904** New Mulberry Street Yard in Trenton, N.J., completed. (Lee)
- Oct. 26, 1904** Pittsburgh conference between Pres. Cassatt and Brotherhood of Railroad Trainmen on Lines West fails on PRR refusal to make a union contract. (NYT)
- Oct. 27, 1904** First informal tests at Schenectady of new GE electric locomotives for Grand Central electrification. (Schlichting)
- Oct. 27, 1904** Interborough Rapid Transit Company (IRT) opens first subway in New York City, running from City Hall to 145th Street under Fourth Avenue, 42nd Street, and Broadway; its location contributes to the growth of the midtown office district at Grand Central and Times Square, while Penn Station remains isolated. (RTinNYC)
- Oct. 28, 1904** Alert PRR engineer foils attempt to wreck westbound expresses carrying Adams Express cars by piling ties on track at Deans, N.J.; trains operate at slow speeds, while PRR detectives comb area to no avail. (NYT)
- Nov. 1, 1904** Pennsylvania, New York & Long Island Railroad contracts eastern end of Hudson River Tunnel between 10th & 11th Avenues to O'Rourke Engineering Construction Company. (ASCE)
- Nov. 1, 1904** Bay View-President Street, Baltimore ceded from Maryland Division (PB&W) to Baltimore Division (Northern Central). (AR)
- Nov. 1, 1904** 100-car Perry Street freight yard opens at Trenton, N.J. (Lee)
- Nov. 1, 1904** Terre Haute & Indianapolis Railroad receivership ends; Volney T. Malott continues operating system as Trustee.
- Nov. 1, 1904** Officers of Richmond, Fredericksburg & Potomac Railroad elected to similar positions with Washington Southern Railway. (MB)

- Nov. 9, 1904** PRR Board authorizes purchase of DeGlehn compound exhibited at Louisiana Purchase Exposition; authorizes construction of jumper at Ehrenfeld.
- Nov. 9, 1904** Excavations begun for Wilmington Office Building. (AR)
- Nov. 1904** Osceola station and Osceola Town stations renamed Osceola Mills.
- Nov. 12, 1904** New Alco-GE electric locomotives for NYC&HR Grand Central service begin formal tests on GE test track; Class S-1 with 1-D-1 wheel arrangement. (Wilgus, Condit, RRH)
- Nov. 13, 1904** "New York-Pittsburgh Subway" connection opens at Zoo Junction in West Philadelphia, permitting through passenger trains between New York and the West to avoid running into Broad Street Station and congestion in Mantua Yard; Germantown Jct. becomes Philadelphia stop for western trains. (NB when opened, last expresses for NY removed from Trenton Cutoff)
- Nov. 1904** LIRR begins running tests with steam equipment between Long Island City and Valley Stream via Far Rockaway and on Whitestone Branch to get running time and performance data for proposed electric lines. (StRyJrnl)
- Nov. 1904** Baldwin-Westinghouse builds an electric freight locomotive for Reading for use between Cape May and Sewells Point. (StRyJrnl)
- Nov. 17, 1904** City of Philadelphia sells the 45,000 shares of Philadelphia & Erie that it has owned since the 1850s to Drexel & Co. for \$2.6 million; total loss to city is \$3.5 million.
- Nov. 18, 1904** Premature blast rocks and damages houses at Penn Station excavation site. (NYT)
- Nov. 21, 1904** BC&A appoints Thomas Benton Chief Engineer of Floating Equipment. (MB)
- Nov. 21, 1904** New East Altoona engine house placed in service. (Snyder)
- Nov. 26, 1904** Last runs of *Expo Train* and *Logansport & Fort Wayne Express*. (tt)
- Nov. 26, 1904** Pres. of Milan Exposition requests PRR to exhibit models of Penn Station and tunnel cross section. (MB)
- Nov. 27, 1904** *World's Fair Special* No. 29 renamed *St. Louis Special*. (tt)

- Nov. 27, 1904** New timetable has 522 trains in and out of Broad Street Station every weekday; between 7:00 & 10:00 AM are 62 inbound and 36 outbound; between 4:00 & 7:00 PM are 65 outbound and 46 inbound. (WEJ)
- Nov. 27, 1904** Lone Chicago-Valparaiso local Nos. 49-50 replaced by Chicago-Plymouth local Nos. 48-49. (tt)
- Nov. 27, 1904** Brilliant Branch opens at Pittsburgh forming a belt line linking the main line at East Liberty with the Allegheny and Conemaugh Divisions, easing freight congestion; all but some local passenger trains on Conemaugh Division rerouted from Federal Street (Allegheny) Station to Union Station via Brilliant Branch; all but some local Allegheny Division passenger trains also rerouted to serve East Liberty and avoid congestion in Strip District along the Allegheny between 28th Street and Brilliant Branch. (AR, Val, )
- Nov. 29, 1904** Charles F. McKim responds to Pres. Cassatt's question that \$250,000 can be saved if height of General Waiting Room in Penn Station is cut down to equal the height of the rest of the building, but regrets he is thinking of it. (AJC 32/14)
- Nov. 30, 1904** A.J. Cassatt and Samuel Rea appear before New York City Sinking Fund Commission to appeal ruling of City Controller Edward M. Grout that NYC&HR must obtain and pay for a city franchise to temporarily lay tracks for 200 feet in 32nd Street to enable PRR contractors to lay tracks to the 32nd Street pier to remove spoil from the Penn Station excavation; Commission postpones action for one week; contractor is New York Contracting & Trucking Company, whose Pres. John J. Murphy is brother of Tammany Hall leader Charles F. Murphy. (NYT)
- Late 1904** New York Bay Railroad completed from Newark (Oak Island Jct.) to Greenville, including portions of Greenville Yard, roundhouse, and three float bridges.
- Dec. 1, 1904** Louisiana Purchase Exposition closes; St. Louis Union Station handled 13 million passengers during course of Fair. (ATO)
- Dec. 1, 1904** First portion of Cherry Tree & Dixonville Railroad opens between Cherry Tree and Posusm Glory Jct. (Wandin); plus Pompey Run Branch (0.66 mile) and Shanktown Branch (1.08 miles at Wandin); operated by PRR. (Val)
- Dec. 1, 1904** All clerks return to working full time as retrenchment ends.
- Dec. 1, 1904** Winslow S. Pierce replaces Joseph Ramsey as Pres. of Western Maryland Railroad. (WM)

- Dec. 1, 1904** Pittsburgh Union Stock Yards Company leases Pittsburgh Joint Stock Yards Company for 10 years; S.W. Allerton, et al., agree to deposit majority of stock of Pittsburgh Union Stock Yards Company with Pittsburgh Joint Stock Yards Company. (Church)
- Dec. 2, 1904** Pres. Cassatt asks McKim, Mead & White to prepare alternate plans for Penn Station with General Waiting Room cut down to same height as rest of building. (AJC 32/14)
- Dec. 9, 1904** In a letter to the editor, an anonymous *New York Times* reader suggests making rerouting New York Central passenger trains down the old Hudson River Railroad line to make connection with the PRR west of Penn Station, thus anticipating the "West Side Connection" of 1991. (NYT)
- Dec. 9, 1904** LIRR agrees with Bush Terminal Company; withdraws its opposition on condition that Bush Terminal Company does not extend its railroad through 1st Avenue between 63rd & 65th Streets across proposed site of Bay Ridge Yard. (MB)
- Dec. 10, 1904** Bethlehem Steel Corporation incorporated as reorganization of United States Shipbuilding Company with Charles Schwab as Pres.
- Dec. 1904** William G. McAdoo offers to extend New York & Jersey Railroad up both 6th and 9th Avenues in New York.
- Dec. 12, 1904** U.S. Supreme Court rules that 1866 act does not give Western Union Telegraphs Company eminent domain along railroad rights of way in suit brought against PRR. (NYT)
- Dec. 13, 1904** Edward H. Bonner of New York sues Terre Haute & Indianapolis Railroad seeking injunction to stop consolidation; refused.
- Dec. 13, 1904** Missouri & Illinois Bridge & Belt Railroad buys all stock of St. Clair, Madison & St. Louis Belt Railroad under agreement of Jan. 19, 1903; Missouri & Illinois Bridge & Belt Railroad constructs no other line; income is from use of bridge by CB&Q. (Church)
- Dec. 14, 1904** PRR Board authorizes rearrangement of Irvona Yard.
- Dec. 1904** Double-tracking of Western Division of PFW&C completed, Crestline-Chicago. (AR, RRG, C&C)
- Dec. 16, 1904** Pres. Cassatt meets with Senator Elkins in Washington on the subject of revised ICC railroad rate regulation as suggested in Pres. Roosevelt's

annual message; later has a brief discussion with Pres. Roosevelt at the White House. (NYT, WEJ)

- Dec. 17, 1904** Pres. Charles S. Mellen of the New Haven writes to Pres. Cassatt proposing that PRR invest in New Haven and Cassatt join New Haven Board.
- Dec. 1904** Pres. Roosevelt announces he will seek legislation to further regulate railroad rates. (verify)
- Dec. 1904** East Altoona Engine Terminal opens for freight locomotives of Middle and Pittsburgh Divisions; includes 52-stall roundhouse and 100-foot turntable; Engine House No. 1 at Altoona abandoned and No. 2 converted to passenger locomotives of both divisions. (Snyder diary says 5/21!)
- Dec. 20, 1904** Work begins at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Dec. 20, 1904** PRR announces acute water shortage in central and western Pennsylvania; Altoona is short 1.5 million gallons a day, and traffic on Pittsburgh and Middle Divisions delayed. Water trains of tank cars used to bring water from east (NYT); leads to new major program to provide adequate reservoirs, beginning in 1905.
- late 1904** Scully Yard completed as main weighing and distributing yard on Ohio Connecting Railway. (or PC&Y?)
- Dec. 24, 1904** NYC&HR submits Grand Central Terminal plan to Board of Estimate and makes public announcement; is now to be two levels with 34 tracks on upper level and 9 on lower level; lower level to be reached by ramps directly from street; head house is similar to final design but with vaulted roof over Concourse and no elevated roadways. (RRG)
- Dec. 25, 1904** Chicago paper announces PRR is planning new Union Station at cost of \$30 million. (NYT)
- Dec. 28, 1904** PRR Board authorizes purchase of 10,000 shares of New Haven and Cassatt joining New Haven Board; PRR holdings of New Haven increase to 53,125 shares by 1912 or 3.4% interest at cost of \$8.5 million. (MB)
- Dec. 28, 1904** PRR Board approves \$50 million increase in bonded debt; authorizes sale of all stocks and bonds of Washington, Alexandria & Mount Vernon Railway Company now owned by PRR; authorizes purchase of all water rights of Burgoon Run, Blairs Gap Creek and Fountain Inn Run to secure water supply to Altoona and Shops. (MB)
- Dec. 29, 1904** Henry P. Scott of Scott & Co., bankers, and Nicholas B. Bond inform

**BC&A that they have purchased all the stocks of the Weems Steamboat Company of Baltimore City and the Chester River Steamboat Company of Baltimore City and all the First Mortgage bonds of the Queen Anne's Railroad; are to be reorganized as the Maryland, Delaware & Virginia Railway; offer BC&A all \$1.5 million common stock and \$300,000 of preferred in return for guarantee of bond interest; report notes Weems Line in good shape with 5 of 10 steamers less than 5 years old; Chester River owns 4 older steamers. (MB)**

- Dec. 30, 1904**    **Vandalia Railroad incorporated by merger of Terre Haute & Indianapolis Railroad, St. Louis, Vandalia & Terre Haute Railroad, Terre Haute & Logansport Railway, Logansport & Toledo Railway and Indianapolis & Vincennes Railroad under agreement of Dec. 29, 1904; merger is effective Jan. 1, 1905. (Church)**
- Dec. 30, 1904**    **PCC&StL signs agreement for operation of Meadow Lands & Zediker Railroad, retroactive to May 14, 1904. (Church)**
- 1904**            **Brotherhood of Locomotive Engineers form General Committee of Adjustment for bargaining with PRR management. (BLE)**
- 1904**            **Jersey City cattle boat *John Stevens* scrapped. (Stanton)**
- 1904**            **Track elevation through Newark and New Brunswick, N.J., completed. (AR)**
- 1904**            **Waverly Yard enlarged and jumpover built and southern connection with main line. (AR)**
- 1904**            **New station opens at New Brunswick, N.J., on elevated line. (AR)**
- 1904**            **Camden, N.J., freight yard rearranged. (AR)**
- 1904**            **Atlantic City Railroad stops running all express trains on Baltic Avenue Branch, as main cottage district has shifted to south end of island; a limited number of trains operate over Baltic Avenue Branch until 1926. (RDG)**
- 1904**            **Freight yards revised and enlarged between 30th Street and 52nd Street in West Philadelphia. (AR)**
- 1904**            **New Mantua Transfer Station opens in West Philadelphia. (AR)**
- 1904**            **Four-track system opens between New Cumberland and York Haven; low-grade line opens between Fairview (Enola) and Columbia, including Shocks Mills Bridge over Susquehanna River. (AR)**

- 1904**            **Four-track system opens between Newport and Millerstown on Middle Division. (AR)**
- 1904**            **Four-track system opens: Lilly-Portage, Viaduct-South Fork, Bolivar-Blairsville Int., and Derry-Latrobe on Pittsburgh Division; tracks realigned between Derry and Bradenville. (AR)**
- 1904**            **Sonman Branch slightly extended on Pittsburgh Division near Portage. (Val)**
- 1904**            **Bradenville Branch extended 0.48 mile on Pittsburgh Division. (Val)**
- 1904**            **Black Lick Branch opens between Dilltown and Black Lick Jct. (AR)**
- 1904**            **Port Perry Branch rebuilt with new connection to main line at Brinton's. (AR)**
- 1904**            **Telephone dispatching adopted on entire Monongahela Division.**
- 1904**            **South-West Pennsylvania Railway abandons 0.37 mile of Morrell Branch. (Val)**
- 1904**            **New station established at 54th Street, Pittsburgh, on Allegheny Valley, and old station at 57th Street abandoned. (AR)**
- 1904**            **Second track opens between Boyce and Houston on Chartiers Railway (7.49 miles).**
- 1904**            **Burnham's plan for the Cleveland Group Plan Commission presented to Mayor Tom Loftin Johnson; features a mall lined by public buildings leading up from the lakefront. (Wheeler)**
- 1904**            **Cleveland, Akron & Columbus Rail\_\_ abandons Fox Lake and Zerbe Coal Branches because of exhaustion of mines. (AR)**
- 1904**            **Cleveland, Akron & Columbus Rail\_\_ begins running through freight trains between Cleveland and Crestline on PFW&C. (AR)**
- 1904**            **Double track placed in service Glade Run to Florence (14.43 miles) and Xenia-Wilberforce (3.07 miles) on Cincinnati Division. (AR)**
- 1904**            **Cincinnati-Newport bridge sold to L&N (Condit - check)**
- 1904**            **New engine terminal completed at Kinsman Street, Cleveland. (AR)**
- 1904**            **GR&I completes new freight yard at South Grand Rapids. (C&C)**

- 1904** GR&I abandons 3.1 miles of Osceola Branch and 13.08 miles of Manistee Branch. (C&C)
- 1904** Englewood Connecting Railway completes track elevation as far west as Halsted Street; work then suspended until 1931. (AR)
- 1904** Manual block system installed on Terre Haute & Indianapolis Railroad.
- 1904** Test Dept. publishes first four Test Bulletins covering locomotive tests at St. Louis World's Fair.
- 1904** PRR begins special campaign to urge Italian and Irish employees to join Employe Saving Fund.
- 1904** Granite Improvement Company acquires control of Pan Handle Consolidated Coal Company (incorporated Feb. 11, 1903), owning 3,757 acres of coal rights in Greene and Sullivan Counties, Ind.; Pan Handle Consolidated Coal Company acquires Jefferson Coal Company. (check JCC card!)
- 1904** Illinois Transfer Railroad opens from East St. Louis Belt Railroad north of the stock yards to connection with Illinois Central Railroad (5.96 miles). (Church)
- 1904** Altoona prepares design for 58-foot coach with steel underframe and sheathing.
- 1904** After Penn Station model publicized, William K. Vanderbilt intervenes in design process for a new Grand Central Terminal to push for a monumental terminal building without a hotel over it. (Ballou - verify)
- 1904** Potomac Railroad merged into Washington Southern Railway. (Mordecai - verify)