

PRR CHRONOLOGY
1905

March 2005 Edition

- Jan. 1, 1905** **Engineering Dept. revised; Louis H. Baker named Assistant Chief Engineer; Edward Brinton Temple Assistant to Chief Engineer.**
- Jan. 1, 1905** **Enola Branch, new freight line from Marysville to near Lemoyne opens; York Haven & Rowenna opens between Wago Jct. and Shocks Mills, including 2209-foot, 28-span brick arch Shocks Mills Bridge across Susquehanna River; portion lying west of west end of Enola Yard becomes part of Middle Division and remainder part of Philadelphia Division; Northern Central retains ownership of two main tracks through Enola Yard. (Val, AR, C&C)**
- Jan. 1, 1905** **Vandalia Railroad formed 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; (Church)**
- Jan. 1, 1905** **Lines west of Indianapolis consolidated into Vandalia Railroad Co.; Vincennes Division created from Indianapolis & Vincennes Railroad; separate Indianapolis Terminal Division created separate from I&V. (I&V was merged into Vandalia and detached from PCC&StL); Vandalia Railroad consists of St. Louis Division; Michigan Division (Terre Haute to Butler and South Bend); Vincennes Division; and Terre Haute & Peoria Railroad.**
- Jan. 1, 1905** ***New York Times* publishes first issue from its new building on Times Square; to publicize the event, it throws the first New Year's Eve party, which becomes a New York tradition. (NYT)**
- Jan. 2, 1905** **Vandalia Railroad organized; James McCrea, Pres.; F.T. Hatch, Chief Engineer. (Church)**
- Jan. 2, 1905** **PCC&StL and Vandalia Railroad cancel lease and traffic contract with St. Louis, Vandalia & Terre Haute Railroad of Feb. 10, 1868; PCC&StL receives \$541,600 in Vandalia Railroad stock in return for betterments. (Church)**
- Jan. 3, 1905** **Arrangements made for PRR to take 10,000 shares of New Haven. (NYT)**
- Jan. 3, 1905** **William H. Baldwin (1863-1905), Pres. of LIRR and benefactor of African American higher education, dies at home in Locust Valley, N.Y. (MB,**

Seyfried)

- Jan. 3, 1905** Two-day blizzard cripples transportation in New York City area, particularly on Long Island. (NYT)
- Jan. 3, 1905** Weems Steamboat Company of Baltimore City, Chester River Steamboat Company of Baltimore City, and Queen Anne's Railroad Company acquired by a syndicate for purpose of control in interest of PRR. (BC&A MB says in 12/1904!)
- Jan. 4, 1905** Despite blizzard, funeral of William H. Baldwin held at his home in Locust Valley, N.Y.; special train brings Pres. Cassatt and other officials; body then taken on Baldwin's private car No. 2000 to Long Island City and ferried to New Haven at Port Morris for interment at Flower Hill Cemetery near Boston. (NYT)
- Jan. 4, 1905** Dayton, Lebanon & Cincinnati Railroad enters receivership. (Church)
- Jan. 6, 1905** PRR denies rumors that it plans to seek control of New Haven. (NYT)
- Jan. 1905** Pliny Fisk of Harvey Fisk & Sons, bankers, agrees to finance Hudson & Manhattan Railroad.
- Jan. 9, 1905** Hudson Companies incorporated as holding and construction company to build New York & Jersey Railroad, Hudson & Manhattan Railroad and other companies in McAdoo system in return for their stocks. (Moody's)
- Jan. 10, 1905** *Pittsburgh Times*, a Republican paper owned by ex-Sen. Christopher L. Magee, charges that A.J. Cassatt, Henry Clay Frick and John D. Archbold of Standard Oil bought Senate seat for Philander C. Knox to get him out of the Attorney-Generalship by taking up a note for \$500,000 owed by Sen. Matt Quay to estate of Henry W. Oliver. (NYT)
- Jan. 11, 1905** PRR Board appoints special committee to consider question of removing 35-year maximum age for new employees; grants \$3,300 to establish YMCA branches at Jersey City and South Amboy. (MB)
- Jan. 11, 1905** Public memorial service for William H. Baldwin held at the Church of the Messiah in New York; Booker T. Washington, whose Tuskegee Institute had been supported by Baldwin, is among those delivering Bible readings; all PRR offices and shops close at noon, and all LIRR trains stopped for two minutes at 4:00 PM. (NYT)
- Jan. 12, 1905** Pres. Samuel Spencer of Southern Railway begins industry testimony against the Quarles-Cooper Bill, that would permit the ICC to fix rates, before the House Committee on Interstate & Foreign Commerce; Pres.

- Cassatt and VP Samuel Rea meet with Pres. Roosevelt at the White House to discuss the rate question. (NYT)
- Jan. 1905** Postal Telegraph Company is stringing 6,000 miles of wire on New York and Maryland Divisions to replace those being removed by Western Union Telegraph Company. (NYT)
- Jan. 13, 1905** William Frederick Potter (1855-1905) elected Pres. & General Manager of LIRR; A.J. Cassatt elected a director, replacing William H. Baldwin, deceased. (AR, MB)
- Jan. 13, 1905** LIRR Board calls for general fare increase; since 1898 number of passengers has increased by 6.5 million with decrease in ability; road in summer is taxed beyond ability and in other eight months loses from .044 cents to .05 cents per mile. (MB)
- Jan. 13, 1905** PRR resumes pulling down Western Union Telegraph Company poles and wires on New York Division. (NYT)
- Jan. 14, 1905** A.J. Cassatt elected a director of New Haven Railroad. (AR - may have been elected before annual meeting)
- Jan. 14, 1905** J.K. Geddes appointed receiver of Ohio River & Western Railway. (Church)
- Jan. 16, 1905** LIRR leases portion of Jamaica & South Shore Railroad between Rockaway Jct. and Springfield Jct. (MB)
- Jan. 16, 1905** Abandoned Newtown & Flushing Railroad right of way conveyed to Stuyvesant Real Estate Company by Charles M. Reynolds. (Val)
- Jan. 18, 1905** Fairview (Enola) Yard opens with full force of men; not fully completed until 1906. (Cupper)
- Jan. 18, 1905** Trainmen vote to strike PRR over issue of extra pay for assisting firemen by vote of 8,365 to 611. (NYT)
- Jan. 19, 1905** Pres. Cassatt arrives in Washington from a conference of railroad leaders in New York, bringing a draft of a rate bill to the Senate. (NYT)
- Jan. 20, 1905** National officials of Brotherhood of Railroad Trainmen meet for three hours with General Manager W.W. Atterbury without reaching settlement. (NYT)
- Jan. 21, 1905** Another three-hour session between BRT officials and W.W. Atterbury produces hope of settlement without strike. (NYT)

- Jan. 21, 1905** PRR System acquires trackage rights over Chicago Junction Railway between 49th Street on PCC&StL to junction with PFW&C (4 miles).
- Jan. 23, 1905** Brotherhood of Railroad Trainmen accepts settlement with PRR; brakemen will continue to assist firemen, but with several changes; in return, PRR agrees to increase wages of conductors and trainmen at Jersey City to standard rate for New York Harbor. (NYT)
- Jan. 24, 1905** Ohio River & Western Railway leaves receivership without foreclosure. (Church)
- Jan. 25, 1905** Fairview Yard renamed Enola Yard to match nearest station and post office; PRR Board advances \$50,000 to organize a land company to develop a town at Enola for employees. (Cupper, MB)
- Jan. 26, 1905** BC&A stockholders approve guarantee of bonds of MD&V. (MB)
- Jan. 26, 1905** Worst blizzard since 1888 snarls traffic in Northeast Corridor.
- Jan. 27, 1905** Pennsylvania Steel Freight Car Trust organizes with capital of \$10 million. (MB)
- Jan. 27, 1905** Stuyvesant Real Estate Company conveys all land for Sunnyside Yard to Pennsylvania, New York & Long Island Railroad. (Seyfreid - verify)
- Jan. 27, 1905** Queen Anne's Railroad sold at foreclosure to Henry P. Scott and Nicholas P. Bond in two lots, one in Del. and one in Md. (Val)
- Jan. 28, 1905** New York-Washington traffic restored to normal after blizzard.
- Jan. 28, 1905** Separate Maryland, Delaware & Virginia Railway Companies incorporated in Maryland and Delaware as reorganization of Queen Anne's Railroad. (Val)
- Jan. 28, 1905** Weems Steamboat Company of Baltimore City approves sale of assets to Maryland, Delaware & Virginia Railroad for \$1,030,946; all 6,000 Weems shares now owned by Scott & Co. (MB)
- Jan. 29, 1905** Departure time of Chicago-Plymouth local No. 48 changed from 4:10 PM to 2:05 PM, ending service permitting a full business day in Chicago. (tt)
- Jan. 30, 1905** Maryland, Delaware & Virginia Railway Companies of Md. and Del. consolidated as reorganization of Queen Anne's Railroad Company; last independent railroad on Eastern Shore comes under PRR control; stock owned and bonds guaranteed by Baltimore, Chesapeake & Atlantic

Railway; PRR discontinues summer Lewes-Cape May ferry, which competes with its own all-rail route; reorganization is effective Feb. 1; MD&V placed under same officers as BC&A, which owns all common and one half preferred stock of MD&V. (AR, Val)

- Jan. 30, 1905** Pres. Roosevelt, in speech at Philadelphia's Union League, calls for business leaders to support railroad regulation; travels to and from Philadelphia in special PRR train. (NYT)
- Feb. 1, 1905** Maryland, Delaware & Virginia Railway absorbs Chester River Steamboat Company of Baltimore City, which becomes its Chester River Line (to Crumpton), and Weems Steamboat Company of Baltimore City, which becomes its Patuxent (to Bristol), Potomac (to Washington) and Rappahannock River (Fredericksburg & Norfolk) Lines; A.J. Benjamin of BC&A named Superintendent of Railway and Freight & Passenger Agent; T.A. Joynes Superintendent of Steamboat Lines; Willard Thomson Vice Pres. & General Manager. (AR)
- Feb. 1, 1905** Comptroller Robert W. Downing retires at age 70 and is replaced by Max Riebenack. (MB)
- Feb. 1, 1905** LIRR Superintendent of Telegraph also named to new post of Electrical Superintendent; A.L. Langdon named to new post of Traffic Manager. (MB)
- Feb. 1, 1905** LIRR revises fare structure; discontinues 500-mile book tickets sold at 2 cents per mile and replaces it with 2 cent summer excursion tickets to east end; limits commuter zone tickets to points west of Patchogue, Port Jefferson and Medford; increases commuter fares by 20% to be similar to PRR's at Philadelphia but higher than any other New York railroad; increase Jamaica rapid transit fare from 10 cents to 15 cents; discontinues James Slip ferry and places another boat on Annex run to (Wall Street?) to give 15 minute headways during peak hours; maintains five boats on 34th Street ferry for maximum 4 minute headway. (MB)
- Feb. 1, 1905** Superintendent of Baltimore Division (NC) named General Agent at Baltimore, replacing George C. Wilkins, retired. (AR)
- Feb. 1, 1905** Pittsburgh, Chartiers & Youghiogeny Railway agrees for Ohio Connecting Railway a parallel track on its right of way between "DJ" Tower and Lewis Run Jct. and between Rosslyn Connection and Junction No. 1, to be operated as one double-tracked railroad. (Church)
- Feb. 2, 1905** New York City Board of Rapid Transit Commissioners grants New York & Jersey Railroad ("Hudson Tubes") franchise to extend from Christopher Street up 6th Avenue to 33rd Street with a branch running

crosstown on 9th Street to 4th Avenue to intersect IRT subway. (H&M - does this include ext. to Grand Central?)

- Feb. 2, 1905** **Detroit, Toledo & Ironton Railroad incorporated.**
- Feb. 3, 1905** **Pres. Cassatt gives press interview stating the PRR's position in favor of reasonable federal regulation of rates with right of appeal to courts. (NYT)**
- Feb. 3, 1905** **Drill runners on Long Island end of East River Tunnels strike; broken in a few days. (NYT)**
- Feb. 4, 1905** **Pres. Cassatt and Samuel Spencer of Southern Railway meet with Pres. Roosevelt at White House on rate bill question. (NYT)**
- Feb. 5, 1905** **"Muckers" who remove debris from tunnels strike S. Pearson & Sons, Ltd. at Long Island City end of East River Tunnels for increase from \$1.80 to \$2.10 per day. (NYT)**
- Feb. 5, 1905** **New York Connecting Railroad protests terms of franchise granted by Board of Rapid Transit Railroad Commissioners, particularly excessive payments. (MB)**
- Feb. 6, 1905** **Former Queen Annes Railroad becomes Railway Division of Maryland, Delaware & Virginia Railway.**
- Feb. 8, 1905** **PRR Board authorizes listing PRR on Berlin, Hamburg and Frankfurt am Main stock exchanges; approves spending \$500,000 as its contribution to New York Connecting Railroad. (MB)**
- Feb. 9, 1905** **Standard Oil VP Henry H. Rogers meets with Pres. Cassatt at his Rittenhouse Square town house; the following morning both travel to New York in Cassatt's private car along with VP. S.M. Prevost. (NYT)**
- Feb. 1905** **Townsend-Esch Bill, which would give ICC power to suspend or set rates, passes House 326-17, but fails in Senate. (verify)**
- Feb. 1905** **Indiana passes law permitting cities of over 100,000 people to force railroads to eliminate grade crossings within city limits.**
- Feb. 1905** **Girard station renamed North Girard on Erie & Ashtabula Division.**
- Feb. 14, 1905** **PRR tunnel blast causes sinkhole to develop in Erie Railroad's Weehawken Yard; swallows a number of freight cars, but no one injured. (NYT)**

- Feb. 15, 1905** PRR and NYC&HR sign agreement for joint construction and operation of Cherry Tree & Dixonville Railroad; PRR acquires trackage rights over CT&D effective Feb. 21, 1905. (Val)
- Feb. 15, 1905** Robert H. Large appointed to new post of Coal Freight Agent; subordinate to General Coal Freight Agent.
- Feb. 17, 1905** Lehigh & Hudson River Railway engine house at Hudson Yard on PRR near Phillipsburg, N.J., destroyed by fire. (Lee)
- Feb. 18, 1905** LIRR agrees with New York & Long Island Traction Company for grade crossing. (MB)
- Feb. 19, 1905** Former Real Estate Agent John C. Wilson dies.
- Feb. 20, 1905** NYC&HR appoints Construction Committee of staff officers to supervise design and construction of Grand Central Terminal.
- Feb. 20, 1905** NYC&HR assumes operation of Cherry Tree & Dixonville from PRR.
- Feb. 23, 1905** PRR signs agreement with Blair Creek Water Supply Company.
- Feb. 24, 1905** PRR signs agreement with Mountain Springs Water Company for water supply on South Fork Creek.
- Feb. 24, 1905** PRR Board authorizes construction of yard at McKeesport.
- Mar. 1, 1905** PRR Accounting Dept. practices reorganized.
- Mar. 1, 1905** A.J. Cassatt elected to Board of New Haven. (Wheeler)
- Mar. 1, 1905** Daniel C. Stewart named Superintendent of Telegraph, replacing Andrew Keiser appointed Assistant Superintendent of Pittsburgh Division. (AR)
- Mar. 6, 1905** Pennsylvania, New Jersey & New York Railroad contracts for Bergen Hill Tunnels with John Shields Construction Company. (ASCE)
- Mar. 8, 1905** PRR Board authorizes construction of new station at East Liberty; authorizes \$6 million investment in water supply companies to ensure clean soft water for locomotives; particularly in central and western Pennsylvania, where water naturally rich in minerals or contaminated by acid mine run-off. (MB)
- Mar. 9, 1905** Clement A. Griscom resigns as director of LIRR; General Superintendent C.L. Addison authorized to perform duties of General Manager W.F. Potter during his illness; David C. Green elected director and VP; Samuel

Rea named Pres. pro-tem. (MB)

- Mar. 10, 1905** Masontown & New Salem Railroad and Connellsville Central Railroad merge to form Connellsville & Monongahela Railway under agreement of Mar. 6; controlled by Carnegis Steel Company and leased to PRR. (, Val)
- Mar. 12, 1905** Work suspended on Manhattan side of Tube C of East River Tunnel. (ASCE)
- Mar. 12, 1905** Work on 1st Street Tunnel south of Union Station in Washington causes cracking and sinking of pavements in front of Library of Congress. (NYT)
- Mar. 13, 1905** Pennsylvania Company agrees with Clarence Knight to acquire all stock and bonds of Chicago, Indiana & Eastern Railway; deal closed in Mar. 1907. (Church)
- Mar. 14, 1906** Transportation Reform League sues to force Board of Aldermen to take a vote and stop holding up New York Connecting Railroad franchise. (NYT)
- Mar. 14, 1905** Vandalia Mineral Company incorporated in Illinois to secure coal tonnage to Vandalia Railroad. (Church)
- Mar. 15, 1905** Turnbull Murdoch (1869-1927) named General Freight & Passenger Agent of BC&A Railway and MD&V Railway. (MB)
- Mar. 1905** New York City Board of Rapid Transit Railroad Commissioners releases subway plan calling for system of 165 miles including north-south lines under 1st, 3rd, Lexington, 7th, 8th and 9th Avenues, crosstown lines under 14th, 23rd, 34th and 59th Streets, and three tunnels to Queens and Brooklyn; tries to interest Hudson & Manhattan Railroad and Brooklyn Rapid Transit Company in bidding on routes with little success. (Hood)
- Mar. 1905** Connellsville & Monongahela Railway opens between Buffington (Fairbanks) and Low Phos (3.58 miles).
- Mar. 1905** New Haven abandons third rail electrification between Hartford and Bristol, Conn. (Condit - see StRyJrnl 25:11)
- Mar. 20, 1905** Pennsylvania Company agrees with City of Cleveland to eliminate grade crossings between Alabama Street and city limits. (Church)
- Mar. 21, 1905** Flood destroys bridge over mouth of Conestoga Creek at Safe Harbor, Pa., on Columbia & Port Deposit Branch; line closed between Pequea and Washington Boro; PRR uses closure to work on Atglen & Susquehanna Branch. (AR)

- Mar. 22, 1905** Court orders Board of Aldermen to vote on New York Connecting Railroad franchise. (NYT)
- Mar. 23, 1905** Washington Southern Railway opens double track between Ox Road and Lorton, Va. (AR)
- Mar. 25, 1905** Pennsylvania, New York & Long Island Railroad makes first contract for granite for exterior of Penn Station with Norcross Brothers Company; later assigned to Milford Stone Company. (MB)
- Mar. 25, 1905** Board of Engineers approves revised plans and specifications for eastern portion of Penn Station; George Gibbs reports that a 1/8" scale plan of the track level is almost completed, and they will soon be ready to fix column locations. (AJC 32/47)
- Mar. 1905** Kuhn, Loeb & Co. and J.P. Morgan & Co. arrange to underwrite issue of \$100 million PRR Convertible bonds; \$50 million authorized earlier in year and \$50 million in Mar. 1903; stockholders to be allowed to subscribe up to one third of present holdings; Kuhn, Loeb-Morgan alliance is the result of the decline of Speyer & Co., which previously handled PRR issues. (NYT, Collins)
- Mar. 27, 1905** Vandalia Mineral Company organized; makes agreement with Louis F. and Joseph D. Lumaghi and Lumaghi Coal Company to purchase from them 10,000 acres of coal rights in St. Clair and Madison Counties; lands to be worked by Lumaghi Coal Company; Vandalia Railroad to carry all output, plus that from 6,177 acres owned by Lumaghi Coal Company. (Church)
- Mar. 29, 1905** PRR Board authorizes \$100 million 10-year, 32% Convertible Gold bonds to be underwritten by J.P. Morgan & Co. and Kuhn, Loeb & Co.; extension of Bute Run Branch to new coke ovens at New Bitner. (MB)
- Mar. 30, 1905** Pres. Cassatt, Henry C. Frick and Elbert Gary initial a memo of understanding between PRR and United States Steel Corporation; PRR agrees not to expand its controlled steel works and U.S. Steel agrees not to expand its network of railroads serving the Pittsburgh District without giving notice; U.S. Steel will make connection with Wabash-Pittsburgh Terminal Railway but not carry out traffic provisions of 1901 Carnegie agreement.
- Mar. 30, 1905** Long Island Consolidated Electrical Companies incorporated as holding company for all LIRR trolley lines in Queens and Nassau Counties, including Ocean Electric Railway, Northport Traction Company, Nassau County Railway, Huntington Railroad, and Jamaica & South Shore

- Railroad; (later includes Glen Cove Railroad, Babylon Railroad?). (MB)**
- Apr. 1, 1905** Trenton Branch between Morrisville and Fallsington, including Morrisville Yard, transferred from Philadelphia Division to New York Division.
- Apr. 1, 1905** A.C. Shand appointed Assistant Chief Engineer, replacing Louis H. Becker, assigned to special duties; Principal Assistant Engineer of PRR Grand Division L.R. Zollinger promoted to Engineer of MofW, replacing Shand. (AR)
- Apr. 1, 1905** Pittsburgh, Virginia & Charleston Railway merged into PRR under agreement of Jan. 11, 1905. (Val)
- Apr. 1, 1905** Northern Central Railway begins operating Summit Branch Mining Company's railroad (1.1 miles) near Lykens, Pa. (Val)
- Apr. 1, 1905** New Haven begins electrification planning.
- Apr. 1, 1905** Bank station renamed Tome Institute on Columbia & Port Deposit Branch.
- Apr. 2, 1905** William F. Potter (1855-1905), Pres. of LIRR, dies at New York after a four-week illness after only three months in office. (MB)
- Apr. 2, 1905** S. Pearson & Son, Inc., begins sinking steel caisson shafts at Manhattan end of East River Tunnels. (SR)
- Apr. 5, 1905** Ralph Peters (1853-1923) transferred from Lines West to be President & General Manager of LIRR, replacing William F. Potter, deceased. (MB)
- Apr. 5, 1905** Judge Gary writes to Pres. Cassatt informing him United States Steel Corporation committee has approved understanding and George J. Gould has consented to arrangement.
- Apr. 6, 1905** Chicago ordinance calls for elevating PFW&C tracks between Stony Island Avenue and Avenue K. (Church)
- Apr. 7, 1905** Wills Creek Coal Company assigns mining leases from Walhonding Coal Company to Cambridge & Muskingum Valley Coal Company, which is renamed Cambridge Collieries Company. (Church)
- Apr. 8, 1905** LIRR service to Brooklyn Bridge station via Brooklyn Rapid Transit elevated connection at Flatbush Avenue ends.
- Apr. 10, 1905** New York Legislature passes bill taking awarding of New York City

franchises from Board of Aldermen and vesting it in Board of Estimate; bill said to be pushed by New York Connecting Railroad, whose franchise is being held up. (NYT)

- Apr. 10, 1905** R.E. McCarty appointed General Manager of Southwest System replacing Ralph Peters.
- Apr. 10, 1905** St. Clair Coal Railway opens between Collinsville, Ind., and Consolidated Coal Company No. 17 (2.84 miles); operated by Vandalia Railroad under lease of Oct. 3, 1904. (Church)
- Apr. 11, 1905** Mrs. James P. Hutchinson, Pres. Cassatt's eldest daughter, dies at Philadelphia. (NYT)
- Apr. 12, 1905** PRR and Northern Central sign agreement for joint use of Enola Yard and Rockville Bridge, retroactive to Jan. 1, 1905. (Val)
- Apr. 12, 1905** Cleveland, Akron & Columbus Railway opens new station at Mount Vernon.
- Apr. 13, 1905** Clarence A. Knight agrees to sell entire stock of Chicago, Indiana & Eastern Railway to Pennsylvania Company for \$700,000. (Church)
- Apr. 14, 1905** Charles M. Jacobs gives lecture to graduates of General Society of Mechanics & Tradesmen at Carnegie Lyceum in New York on construction of subways. (NYT)
- Apr. 14, 1905** New Haven and Metropolitan Street Railway announce they have signed a traffic agreement; New Haven to make connection at Willis Avenue in the Bronx with the subways the Metropolitan hopes to build under Lexington or 3rd Avenues; will attempt to send its trains down the subway to avoid paying charges for NYC&HR Park Avenue line. (NYT)
- Apr. 15, 1905** Work begins on Washington Union Station.
- Apr. 1905** Columbia & Port Deposit closes between Columbia and Safe Harbor through Aug. 1, 1906 (or 12/1905 and later for McCalls Ferry Dam?) to permit construction of Atglen & Susquehanna.
- Apr. 1905** George J. Gould meets with Elbert Gary and Henry Clay Frick of U.S. Steel and agrees not to demand enforcement of 1901 Carnegie contract for steel traffic for Wabash-Pittsburgh Terminal Railway. (Wheeler)
- Apr. 1905** Ohio River & Western Railway leaves receivership without foreclosure after friendly parties acquire all of capital stock. (Church)

- Apr. 18, 1905** New York Board of Aldermen rejects franchise for New York Connecting Railroad, demanding large annual payments even though road does not occupy streets. (NYT)
- Apr. 18, 1905** Pres. Cassatt makes statement of support for New Haven using Lexington Avenue Subway from Harlem River, providing it also runs crosstown under 34th Street into Penn Station; urges New York City Board of Rapid Transit Commissioners to reject proposal of Schmidt & Gallatin for a "people mover" under 34th Street in favor of four-track subway. (NYT)
- Apr. 20, 1905** Pres. Cassatt and VP Rea appear before New York City Board of Rapid Transit Commissioners to oppose Schmidt & Gallatin Syndicate's plan for crosstown moving platform "people mover" under 34th Street and in favor of granting franchise to Metropolitan Street Railway. (NYT)
- Apr. 21, 1905** PRR announces it will build 180 freight locomotives at Altoona; are also building two electric locomotives for LIRR. (NYT)
- Apr. 22, 1905** LS&MS agrees to purchase Lake Erie & Pittsburgh Railway from William Kenefick of Kansas City and John B. Carter of Indianapolis for \$1,050,000 and assumption of \$237,000 cost of Lorain terminal tract; to be constructed on new route. (done to keep out of Wabash?); LS&MS has understanding with Pennsylvania Company for joint control. (Church)
- Apr. 24, 1905** Crosstown tunnels at New York contracted to United Engineering & Contracting Company; rumor was that were to go to New York Contracting & Trucking Company, controlled by Tammany Hall leader Charles F. Murphy, but given to United Engineering, controlled by Sen. Patrick H. McCarren, because Board of Alderman were holding up franchise for New York Connecting Railroad. (NYT)
- Apr. 25, 1905** LIRR opens 3rd and 4th track on Atlantic Avenue between Woodhaven Jct. and Autumn Avenue.
- Apr. 26, 1905** PRR Board adopts location of a low-grade freight line between 56th Street and Glen Loch via valley of Darby Creek; begins purchasing real estate. (MB)
- Apr. 26, 1905** Double track opens between Franconia and Lorton on Washington Southern. (AR)
- Apr. 26, 1905** Columbia Chemical Company of Pennsylvania sells Barberton & Southern Railroad jointly to Cleveland, Akron & Columbus Railway, B&O, Erie Railroad, and Northern Ohio Railroad for \$64,872; thereafter operated as part of Akron & Barberton Belt Railroad. (Church)

- Apr. 1905** 56 train crews moved from Trenton to new 400-acre yard at Morrisville. (Lee)
- Apr. 28, 1905** Tammany Mayor George B. McClellan vetoes bill taking power to award franchises from Board of Aldermen. (NYT)
- Apr. 28, 1905** Gen. Fitzhugh Lee suffers stroke while traveling between Boston and Washington on *Federal Express* while it is on train ferry *Maryland* en route to Jersey City; train is held for a New York doctor at Jersey City, and PRR Assistant Medical Examiner Dr. Walter W. Watson attends Lee between Broad Street Station and Washington. (WEJ)
- Apr. 29, 1905** Special train carrying Pres. Cassatt and other officials makes record run from Pittsburgh to Philadelphia in 6:25, 2:15 faster than fastest regular passenger train; party was inspecting Pittsburgh improvements when Cassatt received urgent summons to return. (NYT)
- May 1, 1905** PRR raises Samuel Rea's salary from \$23,000 to \$25,000 per year; appoints Thomas W. Hulme Assistant Real Estate Agent. (MB)
- May 1, 1905** Pres. Cassatt agrees to a high General Waiting Room for Penn Station, after Charles F. McKim refuses to bend under pressure from other railroad officers to make roof level with the rest of the building to save about \$240,000. (AJC 32/14)
- May 1, 1905** PRR signs agreement with Clearview Water Supply Company for supply of water from Licking Creek.
- May 1, 1905** PRR secures control of Pennsylvania, Monongahela & Southern Railroad.
- May 1, 1905** Doctor J. Terhune of Linton, Ind., agrees to sell all stock of Pan Handle Consolidated Coal Company and 60% of Central Coal & Mining Company to Granite Improvement Company. (Church)
- May 2, 1905** New York Senate passes Ellsberg Bill, which takes control of franchises from New York City Board of Aldermen and vests it in Board of Estimate & Apportionment, over Mayor George B. McClellan's veto; bill is backed by PRR to end hold-up of New York Connecting Railroad franchise. (NYT)
- May 3, 1905** International Railway Congress begins 10-day convention in Washington; A.J. Cassatt and E.H. Harriman are honorary presidents of American delegation, with Stuyvesant Fish of the Illinois Central as actual Pres.; however, delegates are transported from New York by B&O. (NYT)

- May 4, 1905** New York Terminal Operating Committee makes report to Pres. Cassatt encompassing full study of station tracks, including layout and track occupancy; LIRR electric trains assigned to four tracks (two in each direction with tail switching) at northernmost side of station; other tracks assigned to PRR through and local trains and LIRR steam trains; capacity estimated at 145 trains per hour or 75 million passengers per year (vs. 109 million peak in World War II); provisional timetable and track assignments made after detailed study of Broad Street, Exchange Place and Long Island City stations, plus terminals of London; Pres. Cassatt studies report overnight and meets with Committee next day. (SR)
- May 4, 1905** New York Legislature passes bill taking power to award franchises from Board of Aldermen over Mayor McClellan's veto; Tammany aldermen sue to have law overturned; all franchises, including that of New York Connecting Railroad placed in limbo pending resolution of lawsuit. (NYT)
- May 4, 1905** LIRR opens spur from Queens to Belmont Park race track; used only during racing seasons. (Val)
- May 5, 1905** PRR grants switchmen one relief day every other week.
- May 8, 1905** PRR announces that stockholders have subscribed only 10% of new \$100 million bond issue; was largest railroad bond offer to date; syndicate of Kuhn, Loeb & Co. and J.P. Morgan & Co. is now obligated to take responsibility for remaining \$90 million; bonds are to refinance \$27.48 million Consolidated 6% bonds and pay for New York improvements. (NYT)
- May 10, 1905** PRR Board authorizes \$10,000 for survey of new line between Blairsville and Pitcairn Yard; authorizes enlargement of West Morrisville Yard and new low-grade line between Thorndale and Caln. (MB)
- May 11, 1905** First shield completed at east end of north tube of Hudson River Tunnels. (ASCE)
- May 11, 1905** Eastbound PRR freight train narrowly escapes collision with shifter backing on main track at 1:38 AM at Lochiel, Pa., south of Harrisburg; fast braking of train with mixture of hand and air brakes causes train to buckle, and two cars fall over, fouling adjacent passenger track just as 2nd No. 19, the eight-car *Cleveland & Cincinnati Express* passes at 60 MPH; toppling freight cars overturn passenger locomotive, which with combine and day coach roll down embankment; locomotive boiler explodes; shock of collision detonates 10 tons of dynamite in box cars being shipped to H.S. Kerbaugh & Co. at Columbia; six Pullmans, which remained on track, take brunt of explosion, which turns both trains into

flaming wrecks that burn until dawn; many secondary explosions as Pintsch gas tanks on passenger cars send fireballs into each car; over 28 killed, 136 injured; many passengers are trapped in berths of wooden cars and completely cremated, identifiable only from jewelry; others die later of burns; Samuel S. Shubert of New York theater family among victims; tracks cleared by 12:00 N on May 12. (NYT, WEJ - Shaw says 23 d. - count as of 5/12 was 23, did any others die in hospital?)

- May 12, 1905 Edmund T.D. Myers, Pres. of RF&P since Nov. 1889, dies. (AR)
- May 13, 1905 Demolition of Wilmington train shed begins. (WEJ)
- May 14, 1905 Cumberland Valley Railroad secures control of Cumberland & Gettysburg Electric Railway (Chambersburg-Waynesboro and branches).
- May 14, 1905 NYC&HR inaugurates *Second Empire*, westbound only between New York and Buffalo, equal in speed and appointments to *Empire State Express*. (Guide)
- May 14, 1905 Michigan Central Railroad inaugurates the *Wolverine* eastbound between Chicago and Detroit with through library-buffet car to New York. (Sanders)
- May 15, 1905 Excavation of shield chambers on New York side of Hudson River Tunnels completed. (ASCE)
- May 15, 1905 Northbound track opens on new alignment between Talbert's and Seminary, Va., on Washington Southern. (AR)
- May 15, 1905 275 delegates to International Railway Congress at Washington feted at Altoona. (Snyder)
- May 1905 Work begins on Bergen Hill Tunnels. (ASCE)
- May 16, 1905 Baldwin-Westinghouse exhibits new experimental electric locomotive used for switching at Westinghouse plant at East Pittsburgh to delegates of International Railway Congress; twin-unit box cab C+C uses 6,600 volts a.c.; largest a.c. locomotive and single phase locomotive in world; first with diamond pantographs instead of trolley poles; shown running light and hauling 50 steel gondolas. (StRyJrnl)
- May 17, 1905 Coroners Jury finds PRR blameless in Harrisburg explosion. (WEJ)
- May 1905 LIRR begins grade crossing elimination projects between East New York and Bay Ridge and between Manhattan Beach Jct. and Manhattan Beach. (Val)

- May 21, 1905** PRR discontinues sending freight over New Portage Railroad. (Snyder)
- May 24, 1905** PRR Board authorizes \$356,300 for air brakes for freight cars; authorizes branch from point near Snyder on West Penn line to three miles south of Jacksonville; modifies Merchants Warehouse Company lease of 31st & Chestnut property to permit storage of goods other than hay or straw. (MB)
- May 24, 1905** PRR announces Atglen & Susquehanna will be part of complete low grade freight line between Pittsburgh and New York; suburban service at Philadelphia to be electrified and electrification eventually extended between New York and Washington. (NYT)
- May 25, 1905** New Jersey shield of north tube of Hudson River Tunnel completed. (ASCE)
- May 27, 1905** Dynamite blast detonated under new PRR Hackensack River passenger bridge under construction at Jersey City, damaging but not destroying span; attributed to unions angered by use of non-union labor on job. (NYT)
- May 28, 1905** PRR begins running passenger trains through between Jersey City and Washington without change of crews. (WEJ)
- May 28, 1905** Williamsport & Erie RPO and Kane & Harrisburg RPO combined to Harrisburg & Erie RPO. (Kay)
- May 29, 1905** Pennsylvania, New York & Long Island Railroad contracts Crosstown Tunnels to United Engineering & Contracting Company. (ASCE)
- May 29, 1905** PRR announces it will inaugurate 18-hour passenger train between New York and Chicago in response to NYC&HR announcement that eastbound *Twentieth Century Limited* is to be cut to 19:00. (NYT)
- May 29, 1905** Passenger service extended from Wehrum to Black Lick on Ebensburg & Black Lick Branch.
- Spring 1905** First Class MP41 electric MU cars delivered to LIRR; first all-steel mainline passenger cars; George Gibbs design copied from cars of IRT subway.
- June 1, 1905** Pennsylvania, New York & Long Island Railroad contracts with American Bridge Company for all steelwork for street bridging on Penn Station site. (ASCE)

- June 1, 1905** Pennsylvania Company and LS&MS buy Lake Erie & Pittsburgh Railway from William Kenefick and J.B. Carter for \$1.05 million.
- June 1, 1905** Wilmington, Del., station employees form baseball club. (WEJ)
- June 1, 1905** Connellsville & Monongahela Railway opens between Brownsville and Low Phos Jct. (8.42 miles); Monongahela Railroad begins operating Connellsville & Monongahela Railway as sublessee of PRR and opens Dunlaps Creek Branch in Brownsville (0.13 mile) to make connection with C&M Railway. (, Val)
- June 3, 1905** PRR announces that its 18-hour train will be called *The Pennsylvania Special*. (NYT)
- June 5, 1905** PRR stages test of fast trains; one special runs New York to Pittsburgh in 8:50, and a second runs Pittsburgh to Chicago in 7:13 for total of 16:03. (NYT)
- June 6, 1905** Conference of NYC&HR managers agrees to cut time of *Twentieth Century Limited* to 18:00 effective June 18; *Lake Shore Limited* to be cut from 24:00 to 23:00. (NYT)
- June 1905** PRR learns that NYC&HR is negotiating to buy Little Kanawha Syndicate.
- June 9, 1905** PRR runs series of test trains between Pittsburgh and Philadelphia to test high-speed running; Pittsburgh Division covered in 2:22; Middle Division in 2:08 and Philadelphia Division in 1:37; each train of five cars equals weight of new *Pennsylvania Special*; Post Office Dept. announces both *Pennsylvania Special* will carry mail, and *New York Special* No. 16 will carry an RPO car. (NYT)
- June 11, 1905** *Pennsylvania Special* restored on 18:00 schedule between New York and Chicago; on first run westbound, E2 Class 4-4-2 No. 7002 hauls the train between Crestline and Fort Wayne at average 68 MPH in successful effort to recover lost time on June 12; Chicago press reports a world-record speed of 127.1 MPH over three miles near Ada, Ohio, but unsubstantiated and not now accepted, although PRR repeats claim for publicity purposes many years later; *New York Times* of June 14 notes actual speed does not exceed about 82 MPH; train is limited to four cars, with diner cut out at Altoona; three cars doubleheaded over Mountain. (NYT, RRG, Westing)
- June 11, 1905** PRR inaugurates *New York Special* No. 16 from Chicago to New York. (NYT)
- June 13, 1905** New Jersey shield of south tube of Hudson River Tunnel completed.

(ASCE)

- June 13, 1905** S. Pearson & Son, Inc., begins sinking steel caisson shafts at Long Island City end of East River Tunnels. (SR)
- June 14, 1905** PRR Board authorizes construction of duck-under for commuter trains at Paoli; additional erecting shop at Altoona Machine Shops; realignment between Beatty and South West Jct.; authorizes purchase of Pennsylvania, Monongahela & Southern Railroad for \$25,000. (MB)
- June 15, 1905** William H. Baldwin estate deeds former Central Railroad Company of Long Island right of way from Lawrence Street, Flushing, to Creedmoor to Stuyvesant Real Estate Company. (Val)
- June 15, 1905** Future VP Ethelbert W. Smith joins PRR at Wilmington Shops. (MB)
- June 16, 1905** Foundry No. 1 of South Altoona Foundries placed in operation.
- June 17, 1905** Joseph Ramsey of the Little Kanawha Syndicate signs memo of agreement to sell all properties, including Greene County Railroad, to W.H. Newman of NYC&HR and J.M. Schoonmaker of P&LE at cost plus 6%; includes Little Kanawha Railroad, paper charters between eastern Ohio and Monongahela Valley to connect W&LE with West Virginia Central, and 100,000 acres of coal lands; Syndicate had spent \$718 million on coal lands and construction of railroads; NYC&HR offers one-half interest to PRR. (Church,)
- June 18, 1905** NYC&HR cuts time of *Twentieth Century Limited* from 20:00 to 18:00 to match PRR cut on *Pennsylvania Special*; PRR had heard rumors NYC&HR was planning cut to 19:00, so countered with cut to 18:00, and NYC&HR forced to follow; PRR train was only four cars with fifth car from Washington added at Harrisburg to faster time over mountain; NYC&HR was six cars. (RRG, RRH - verify consist info)
- June 19, 1905** Toledo, Walhonding Valley & Ohio Railroad obtains use of Cleveland, Akron & Columbus Railway to reach Milo Yard in Columbus and for intershange of traffic. (Church)
- June 20, 1905** LIRR and Interborough Rapid Transit Company (IRT subway) agree for Long Island Consolidated Electrical Companies to acquire from August Belmont & Co. one half the stock of the New York & Long Island Traction Company operating in Queens and Nassau Counties (what routes?). (MB)
- June 21, 1905** Pennsylvania, New York & Long Island Railroad contracts with New York Contracting Company - Pennsylvania Terminal for all excavation

and masonry work for cut-and-cover tracks for about 500 feet east of 7th Avenue and for excavation and street viaducts between 7th & 10th Avenues. (ASCE)

- June 21, 1905** *Twentieth Century Limited* hits an open switch at 60 MPH at Mentor, Ohio; 14 passengers and 5 crew killed; Pres. W.H. Newman cancels train, but just for one day. (NYT)
- June 23, 1905** PRR and B&O agree to take half-interest in Little Kanawha Syndicate over Pres. Cassatt's objections; Cassatt does not want coal lands, as they simply compete with existing mines on PRR and B&O.
- June 24, 1905** Toledo Railway & Terminal Company sells Toledo Riverside Railway to Great Central Dock Company, subsidiary of Cincinnati, Hamilton & Dayton.
- June 25, 1905** Air pressure first applied to New York shield of north tube of Hudson River Tunnel. (ASCE)
- June 26, 1905** PRR and Grand Trunk Railway of Canada inaugurate new summer-only sleeping car line between Pittsburgh and Muskoka Wharf, Ont., via Oil City and Buffalo.
- June 1905** Excavations for cross-town tunnels begins east of 7th Avenue.
- June 29, 1905** PRR Board approves revision of location of Darby Creek Low Grade Line; authorizes extension of freight yard between 52nd Street and Woodbine Ave., with connection to Low Grade Line; authorizes extension of eastbound receiving yard at Hollidaysburg. (MB)
- June 29, 1905** Air pressure first applied to New Jersey shield of north tube of Hudson River Tunnel. (ASCE)
- June 29, 1905** Montauk Steamboat Company, Ltd., begins new service with steamer *Montauk* between Montauk and Block Island, connecting with new fast train from New York.
- July 1, 1905** PRR begins operating Brookville Railway as agent.
- July 1, 1905** Northern Central Railway obtains trackage rights over Cumberland Valley Railroad bridge between Lemoyne and Harrisburg under agreement of June 8, 1905. (Val)
- July 1, 1905** "Seashore House" opens as Philadelphia PRR YMCA vacation facility on Bay at Ocean City, N.J. (Wilson)

- July 2, 1905** Seaboard Air Line extended from Atlanta to Birmingham and new sleeping car line established between Jersey City and Birmingham.
- July 3, 1905** Lorain & Ashland Railroad incorporated in Ohio. (Church)
- July 6, 1905** Work begins on Manhattan side of Tube B of East River Tunnel. (ASCE)
- July 7, 1905** LIRR Board authorizes dissolution of Metropolitan Ferry Company, having paid of mortgage bonds. (MB)
- July 7, 1905** Industrial Workers of the World (IWW) formed in Chicago; hopes to achieve total victory for the working class by uniting all workers into "One Big Union" and seizing control of industry; the "Wobblies" are most successful among unskilled and migratory workers in the West and in the textile industry. (or 7/8?)
- July 8, 1905** Air pressure first applied to New Jersey shield of south tube of Hudson River Tunnel. (ASCE)
- July 9, 1905** Premature dynamite blast kills eight men on H.S. Kerbaugh & Co. grading project at New Cumberland, Pa. (NYT)
- July 13, 1905** Granite Improvement Company, owning 9,000 acres in Greene and Sullivan Counties, Ind., and Vandalia Coal Company, owning 10,000 acres in Vigo, Parke, Clay, Greene, Sullivan and Knox Counties, agree with Vandalia Railroad to ship all coal over PRR System. (Church)
- July 15, 1905** *Pennsylvania Special* No. 28 rams derailed freight car fouling track one mile west of Port Royal at 5:07 AM; No. 28 stays on track and only one person injured (engineer who jumped), but shows negative consequences of fast running. (NYT)
- July 15, 1905** Ohio Connecting Railway opens extension of Duff Branch from Duff Jct. to connection with Rosslyn connection of PCC&StL Railroad (?) at Lewis Run Jct. (3.19 miles), including Scully Yard; is operated as double track line with Pittsburgh, Chartiers & Youghiogheny Railway under agreement of Feb. 1, 1905. (Church)
- July 1905** Degnon Engineering & Construction Company begins work on "Belmont Tunnel" of New York & Long Island Railroad under East River at 42nd Street, on which work had been suspended in 1892; is originally intended as a trolley subway, but later becomes the Flushing Line of the IRT subway. (Hood,)
- July 17, 1905** Louisville Union Station burns.

- July 18, 1905** LIRR holds first road test of MP41 MU cars between Woodhaven Jct. and Flatbush Avenue; a horse electrocuted by third rail at Shaw Avenue grade crossing. (NYT)
- July 19, 1905** LIRR states test run of MU cars to Rockaway Park. (NYT)
- July 25, 1905** PRR begins construction of Duquesne Way Elevated in Pittsburgh to take freight tracks off Liberty Avenue. (HistPitts)
- July 26, 1905** LIRR inaugurates electric service (600-volt D.C. 3rd rail) between Flatbush Avenue, Brooklyn, and Rockaway Park via Woodhaven Jct. with three MU trainsets; also marks opening of subway section of Atlantic Avenue Improvement between Flatbush Avenue and Bedford Avenue; electrification cuts 14 minutes from Flatbush Ave.-Far Rockaway running time; as only room for four short trains in Flatbush Avenue Station, tunnel service is limited to Rockaway MU trains. (NYT, Seyfried)
- July 28, 1905** Southbound track opens on new alignment between Seminary and Talbert's, Va., on Washington Southern. (AR)
- July 31, 1905** Pittsburgh & Kenova RPO cut back to Pittsburgh & Wheeling RPO, ending through run with B&O. (Kay)
- Aug. 1, 1905** Headquarters of Western Pennsylvania Division moved from Federal Street, Allegheny City, depot to western annex of Pennsylvania Company Building at 10th Street & Penn Avenue, Pittsburgh.
- Summer 1905** PRR begins surveys for extending the low-grade freight line from Glen Loch to Overbrook via the valley of Darby Creek. (CE)
- Aug. 1905** PRR completes first experimental electric No. 10001, Class AA1 at Juniata from Westinghouse design; B-B wheel arrangement; electrical components installed by Westinghouse at East Pittsburgh. (Keyser has b. or delivered 11/17/1905)
- Aug. 1905** Possum Glory Branch of Cherry Tree & Dixonville Railroad opens between Possum Glory Jct. (Wandin) and Possum Glory. (Val)
- Aug. 17, 1905** George Gibbs submits revised plans of Concourse, calling for a separate Exit Concourse below the boarding Concourse. (AJC)
- Aug. 20, 1905** New four-story divisional office building opens at Wilmington, Del., adjoining new station site. (AR, WEJ)
- Aug. 20, 1905** New Haven opens new station and completes track elevation through Bridgeport. (RRH)

- Aug. 25, 1905** Headings of south tube of New York & Jersey Railroad Company (PATH uptown line) meet under Hudson River. (H&M)
- Aug. 26, 1905** PRR announces it is in market for 140,000 tons of steel rails, its largest order to date. (NYT)
- Aug. 27, 1905** Manhattan shield of south tube of Hudson River Tunnel completed. (ASCE)
- Aug. 30, 1905** LIRR inaugurates electric traction from Woodhaven Jct. to Jamaica, offering Flatbush Avenue-Jamaica MU service. (MB)
- Aug. 31, 1905** Queens Investing Company agrees to donate land for new LIRR station at Broadway, Flushing. (MB)
- Aug. 31, 1905** MD&V agrees with Baltimore Transfer Company to haul freight and baggage between its steamboat piers and PRR stations in Baltimore. (MB)
- Sep. 1, 1905** Pittsburgh & Lake Erie Railroad purchases the railroads and coal lands of Gould's Little Kanawha Syndicate for \$8.8 million. (Church)
- Sep. 2, 1905** Sleeping car line established between Jersey City and Wheeling.
- Sep. 1905** LIRR opens first model demonstration farm, "Peace and Plenty," near Wading River to induce farmers to settle barren parts of Long Island. (Seyfried)
- Sep. 4, 1905** Summer-weekend-only *Cresson Special* makes last run between Cresson and Pittsburgh.
- Sep. 5, 1905** Morgantown & Dunkard Valley Railroad incorporated in W.Va. to build from Morgantown to Wadestown.
- Sep. 8, 1905** Track No. 2 opens on new alignment between Roberts Road and Seminary, Va., on Washington Southern. (AR)
- Sep. 13, 1905** Pennsylvania Company obtains trackage rights for hauling empty cars over LS&MS between Cleveland and Ashtabula and between Ashtabula and Erie. (Church)
- Sep. 15, 1905** Washington Southern Railway opens new double-track line between St. Asaph Jct. and Roberts Road in Alexandria, including new Alexandria station at Cameron Street; old connection with Southern Railway on Henry Street abandoned between St. Asaph Jct. and Duke Street; old main on Fayette Street abandoned for through traffic but retained for

about one year to reach old bulk freight yard until Potomac Yard opens; No. 1 track opens on new alignment between Roberts Road and Seminary, Va. (AR)

- Sep. 15, 1905 Metropolitan Ferry Company dissolved. (Val)
- Sep. 1905 PRR builds second Class AA1 experimental electric locomotives, No. 10002 at Juniata from Westinghouse design; Class AA1, B-B wheel arrangement; 650 volt d.c.; both No. 10001 and No. 10002 tested on LIRR but run poorly at high speed. (Keyser has 9/6/1906)
- Sep. 1905 Unidentified Chicago source close to PRR states that Pres. Cassatt will retire at next annual meeting and be succeeded by Samuel Rea. (WEJ)
- Sep. 19, 1905 PRR authorizes construction of westbound hump yard at Altoona. (MB)
- Sep. 19, 1905 *Chicago Tribune* prints rumor that Pres. Cassatt will resign and be succeeded by Samuel Rea. (NYT)
- Sep. 20, 1905 Allen Jackson Greenough (1905-1974), 14th and last PRR President, born at the Presidio in San Francisco; son of a military family.
- Sep. 20, 1905 Metropolitan Street Railway and Public Service Corporation of New Jersey, fearing McAdoo's threat to their streetcar monopolies, incorporate Inter-State Tunnel Railway to build own rapid transit tunnel between New York and New Jersey.
- Sep. 24, 1905 Youngstown & Ravenna Railroad completed at 8:30 AM. (Church)
- Sep. 25, 1905 *New York Limited* rear-ends eastbound local entering Paoli station just before 3:00 PM; five killed and about 20 injured; General Manager Atterbury's office car No. 30 had just been refurbished and was making a test run to Paoli and back with various officials; local was delayed in leaving yard and crossing main by need to turn office car; towerman did not have time to reset switches, and *Limited*, which normally switched to express track to pass local at Paoli instead switched back onto the local track and into the rear of the local at 45 MPH; office car was telescoped into combine ahead and split apart; all fatalities were officials, including Atterbury's nephew by marriage, Frank A. Brastow, agent for the Safety Car Heating & Lighting Company and Richard T. Garland, foreman of the West Philadelphia Shops; cars could not be separated and were burned to recover metal. (PubLdgr, GRA)
- Sep. 25, 1905 Last offices removed from old Wilmington, Del., station and demolition begins. (WEJ)

- Sep. 26, 1905** First PRR test train operates over Youngstown & Ravenna Railroad. (Church)
- Sep. 27, 1905** PRR Board authorizes construction of receiving and classification yards at Lovett, Pa. (MB)
- Sep. 27, 1905** Pennsylvania Company Board authorizes issue of \$20 million in new stock; to be used to pay off part of \$50 million in 18-month notes falling due on Oct. 1. (MB)
- Sep. 29, 1905** Work in Tube A of East River Tunnel suspended after shield hits sand. (ASCE)
- Sep. 29, 1905** New York & Long Island Terminal Railway dissolved. (MB)
- Sep. 29, 1905** Morrison Cove Jct. moved a half mile east and new passenger track placed in service between Frankstown and Williamsburg Jct.; previously passenger trains used track on north side of yard at Hollidaysburg. (Snyder)
- Sep. 30, 1905** Third VP Sutherland Mallet Prevost (1845-1905) dies at his home in Philadelphia at 60 after 40 years of service; replaced as C&O director by John B. Thayer, Jr. (MB, AR)
- Oct. 2, 1905** LIRR electric service extended from Jamaica to Belmont Park. (NYT)
- Oct. 2, 1905** PRR signs agreements with Nekoda Water Supply Company for water from Wildcat Creek in Perry County; with Trout Run Water Supply Company for water from Trout Run in Huntingdon County; with Greenmount Water Supply Company for water from Grove Run and Hares Valley Creek in Huntingdon and Mifflin Counties.
- Oct. 5, 1905** Manhattan Shafts of East River Tunnels completed and shield of Tube D placed under air pressure. (ASCE)
- Oct. 5, 1905** Through the ATO, PRR begins offering a series of courses describing the history and organization of the various departments of the PRR for clerks and junior executives at the PRR YMCA in West Philadelphia. (ATO)
- Oct. 6, 1905** Air pressure first applied to New York shield of south tube of Hudson River Tunnel. (ASCE)
- Oct. 6, 1905** PRR announces it will order 1,500 steel passenger cars. (NYT)
- Oct. 10, 1905** Samuel Rea promoted to Third VP, John B. Thayer to Fourth VP, and Henry Tatnall to Fifth VP; office of Sixth VP abolished.

- Oct. 10, 1905** PRR agrees to merge South-West Pennsylvania Railway effective Mar. 31, 1906. (Val)
- Oct. 12, 1905** Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Oct. 12, 1905** RF&P completes double track between Richmond and Quantico except for a short piece in Fredericksburg. (AR)
- Oct. 14, 1905** Demolition of old Wilmington, Del., station completed. (WEJ)
- Oct. 16, 1905** LIRR extends electrification from __ to Springfield Jct. (NYT)
- Oct. 16, 1905** Philadelphia passes ordinance covering elevation of Philadelphia & Trenton at Frankford Jct.
- Oct. 17, 1905** U.S. Circuit Court rules in favor of Peoples Steamboat Company to land at 13 private wharves owned by Weems Line; holds there is no exclusive right to wharves on navigable rivers; later overturned by U.S. Supreme Court. (MB)
- Oct. 19, 1905** Excavations begin on Penn Station site between 7th and 10th Avenues. (ASCE) (verify that this is for yard, not station, where excavation began in 1906)
- Oct. 1905** William G. McAdoo incorporates Hudson Street Railway in New Jersey, threatening to build own streetcar lines and power plants in New Jersey to compete with Public Service Corporation.
- Oct. 23, 1905** Manhattan shield of Tube B of East River Tunnel placed under air pressure. (ASCE)
- Oct. 25, 1905** PRR Board authorizes \$1 million for westbound classification yard at Hollidaysburg; approves listing PRR on Basle and Zurich stock exchanges.
- Oct. 25, 1905** Irwin & Trauger RPO established. (Kay)
- Oct. 26, 1905** PRR special train similar to *Pennsylvania Special* makes record run from Pittsburgh to Chicago in 7:39; carries VP W.W. Atterbury, Lines West General Manager George L. Peck, and General Superintendent A.M. Schoyer to test safety of high speed. (NYT)
- Oct. 26, 1905** NYC&HR places orders for 25,000 freight cars; takes title for largest single order from PRR order for 21,000 cars of last week. (NYT)

- Oct. 1905** Benfer station renamed Paxtonville on Lewistown Division.
- Oct. 29, 1905** Locomotive No. 2039 (?) blows up in freight service near Deans Pond, N.J.; fireman killed and engineer and brakeman injured, at least one fatally. (NYT)
- Oct. 31, 1905** Calvin N. Payne ceases operation of Lakeville Branch of Western New York & Pennsylvania Railway. (Val)
- Nov. 1, 1905** LIRR electric service extended from Belmont Park Jct. to Queens Village. (verify)
- Nov. 1, 1905** Pennsylvania Steel Equipment Improvement Trust organized with capital of \$10 million. (MB)
- Nov. 1, 1905** PRR opens city ticket office at 5th & Market Streets, Wilmington, Del. (WEJ)
- Nov. 1, 1905** Perry Street Yard opens at Trenton, N.J., on Belvidere Division.
- Nov. 1, 1905** Benfer station renamed Paxtonville, Pa., on Philadelphia & Erie.
- Nov. 1, 1905** Pittsburgh & Lake Erie Railroad purchases Greene County Railroad from Gould's Greene County Railroad Syndicate for \$250,000 under agreement of Sep. 25. (Church)
- Nov. 1, 1905** Western Maryland Railroad acquires West Virginia Central & Pittsburgh Railway. (WM)
- Nov. 1, 1905** Vandalia Railroad agrees with City of Indianapolis to elevate tracks between West Street & Missouri Street and on Louisiana Street from Kentucky Avenue to Capitol Avenue. (Church)
- Nov. 5, 1905** LIRR underground terminal at Flatbush Avenue, Brooklyn, opens; completes Atlantic Avenue Improvement between Flatbush and Atkins Avenues; all tracks at Flatbush Avenue moved underground.
- Nov. 5, 1905** Westbound *Michigan Central Limited* renamed the *Wolverine*; becomes premier New York-Chicago train on Michigan Central route. (Smith)
- Nov. 6, 1905** Manhattan shield of Tube C of East River Tunnel placed under air pressure. (ASCE)
- Nov. 6, 1905** PRR begins new local freight train between Williamsburg Jct. and Williamsburg and to SJ Branch points. (Snyder)

- Nov. 8, 1905** PRR signs agreement with High Ridge Water Supply Company for water from Tub Mill Creek in Westmoreland County. (MB)
- Nov. 10, 1905** Grand Trunk Milwaukee Car Ferry Company incorporated in Wisconsin to operate car ferry between Grand Haven, Mich., and Milwaukee; later used by PRR.
- Nov. 11, 1905** Glen Cove Railroad opens trolley line between Glen Cove Landing and Sea Cliff; controlled by LIRR through Long Island Consolidated Electrical Companies; has single-phase a.c. electrification. (, EngrRcrd)
- Nov. 12, 1905** Third and fourth track opens, York Haven-Lemoyne on Northern Central.
- Nov. 12, 1905** New westbound hump yard opens at Pitcairn.
- Nov. 1905** Newark & Marion Railway opens between Newark and Marion, N.Y.
- Nov. 1905** Portland, Ohio, station renamed Rayland on Cleveland & Pittsburgh Division.
- Nov. 16, 1905** Samuel Rea appears before New York City Rapid Transit Commission to argue in favor of New York Connecting Railroad franchise and demonstrate impracticality of demands of Board of Alderman, including that the road should be electrified, should charge a 5-cent local fare, and carry vehicular traffic over Hell Gate Bridge. (NYT)
- Nov. 20, 1905** Central Indiana Railway obtains trackage rights over Vandalia Railroad between Sand Creek and Waveland Jct. (Church)
- Nov. 21, 1905** Philadelphia & Norfolk RPO cut back to Philadelphia & Cape Charles RPO. (Kay)
- Nov. 23, 1905** Pres. Cassatt denies rumors that the PRR is planning to take over Brooklyn Rapid Transit Company. (NYT)
- Nov. 23, 1905** City of Philadelphia passes ordinance covering portion of Darby Creek Low Grade Line within city limits. (CE)
- Nov. 24, 1905** New York Connecting Railroad Board approves revised location. (MB)
- Nov. 25, 1905** Bondholders sign reorganization plan for Dayton, Lebanon & Cincinnati Railroad calling for foreclosure sale. (Church)
- Nov. 26, 1905** Youngstown & Ravenna Rail__ opens connections with B&O at Niles Jct.

and Ravenna, forming new low-grade passenger and freight route established between Pittsburgh and Cleveland via Youngstown; uses trackage rights over Mahoning Valley & Western Railway (B&O) between Niles Jct. and Ravenna; Pennsylvania Company begins operating Youngstown & Ravenna Rail(road?). (Check C&C)

- Nov. 26, 1905 Sleeping car line established between Washington and Cleveland via Salem.
- Nov. 27, 1905 Cambria & Clearfield Railway opens for passenger service between Possum Glory Jct. (Wandin) and Clymer, Pa. (Guide)
- Nov. 30, 1905 Manhattan shield of Tube A of East River Tunnel placed under air pressure. (ASCE)
- Dec. 1, 1905 LIRR electrification extended from Hammel to Far Rockaway on Rockaway Branch.
- Dec. 5, 1905 PRR issues order abolishing all forms of free transportation at end of year. (NYT)
- Dec. 5, 1905 Washington Southern Railway approves plan for Potomac Yard, located between the Long Bridge and Alexandria, to serve as main transfer point between northern and southern lines. (AR)
- Dec. 5, 1905 Charles J. Bechdolt, Superintendent of Central Division, dies. (AR)
- Dec. 6, 1905 Borough of Sharpsburg signs ordinance covering relocation of PRR tracks.
- Dec. 8, 1905 Cambria & Clearfield Railway acquires G.L. Whitehead Coal Company's interest in Trout Run Branch (2.15 miles).
- Dec. 9, 1905 *Scientific American* publishes Warren & Wetmore's redesign of Grand Central Terminal headhouse in Beaux Arts style; designed as a civic building with all revenue-producing features, including air rights development, office tower, and elevated roads, removed, and a large Concourse, precursor of the final design, added for the first time. (Nevins)
- Dec. 11, 1905 Malvern passes ordinance covering construction of Darby Creek Low Grade Line.
- Dec. 11, 1905 LIRR electrification extended from Jamaica to Valley Stream via Locust Manor (Atlantic Branch); all steam service ends at Flatbush Avenue Station. (NYT - verify, or did steam service at Flatbush end 11/5??)

- Dec. 11, 1904** PRR-N&W train between Harrisburg and Roanoke named *Shenandoah Special*. (or 1905!!)
- Dec. 12, 1905** Charles E. Pugh elected Pres. of MD&V, replacing Sutherland M. Prevost, deceased. (MB)
- Dec. 12, 1905** Penn Haven & Sunbury RPO cut to Sunbury & Hazleton RPO. (Kay)
- Dec. 13, 1905** PRR Board approves \$5 million in improvements to main line between Philadelphia and Pittsburgh; approves Pres. Cassatt's order limiting free passes to officers, directors and employees. (NYT)
- Dec. 13, 1905** Herman Haupt suffers heart attack in New York while walking to ferry to catch train to Philadelphia. (Ward)
- Dec. 14, 1905** Herman Haupt (-1905) dies of heart failure in PRR parlor car between Jersey City and Newark while being sent home to Philadelphia in a wheelchair; last survivor of founders of PRR. (Ward)
- Dec. 15, 1905** West Jersey & Seashore Railroad grants Atlantic City & Shore Railroad from point near MEADOWS Tower west of Atlantic City via Pleasantville to Somers Point for electric service. (Val)
- Dec. 15, 1905** Parts of new eastbound classification yard at Hollidaysburg placed in service.
- Dec. 15, 1905** Pres. Cassatt issues circular abolishing all free passes and tickets as of Jan. 1, 1906.
- Dec. 16, 1905** Bradley Jct. & Grant RPO extended to Bradley Jct. & Heilwood RPO. (Kay)
- Dec. 1905** NYC&HR creates first railroad Advertising Dept. under supervision of George H. Daniels. (Guide)
- Dec. 1905** North Bloomfield, Ohio, renamed Lockwood on Erie & Ashtabula Division; Wissahickon Heights, Pa., renamed St. Martins on Chestnut Hill Branch.
- Dec. 17, 1905** Pres. Cassatt and Assistant W.A. Patton confer with Senators Boies Penrose, Philander Knox and others on rate bills. (NYT)
- Dec. 18, 1905** Sen. Penrose makes statement reversing his previous opposition to rate bills. (NYT)
- Dec. 19, 1905** Pennsylvania & Newark Railroad incorporated in New Jersey for the

purpose of continuing the separate low-grade freight line between Morrisville and a point east of Newark on an alignment lying several miles east of the PRR main line. (MB)

- Dec. 20, 1905** Rebuilt Louisville Union Station reopens.
- Dec. 1905** Traffic passing over The Hill between Altoona and Johnstown totals 168 movements each way, including helpers running light; 28 passenger trains each way per day and about 5,700 freight cars; tonnage between New York and Pittsburgh has increased 40% and ton-miles 32% in years 1901-1905; most calculations of congestion are based on short trains and small locomotives, but the increasing size and power of cars and locomotives will reduce need for additional relief lines and larger yards; calls for separate freight lines between Altoona and Johnstown and between Blairsville and Pitcairn.
- Dec. 22, 1905** PRR begins double-tracking Petersburg Branch between Frankstown and Carlin.
- Dec. 23, 1905** Work stopped in Manhattan side of Tube C of East River Tunnel after shield hits sand; remains shut down for seven weeks so that Tube D can get a lead. (ASCE)
- Dec. 27, 1905** PRR Board authorizes construction of line from West Morrisville Yard to Delaware River near Moon Island to join Pennsylvania & Newark line across New Jersey. (MB)
- Dec. 27, 1905** PRR signs agreement to merge York Haven & Rowenna Railroad. (when eff?)
- Dec. 27, 1905** PRR resumes sending freight over New Portage Railroad. (Snyder)
- Dec. 28, 1905** Work begins on new westbound freight yard at Hollidaysburg.
- Dec. 29, 1905** Work suspended in Manhattan side of Tube A of East River Tunnel for 10 months and heading timbered to avoid possibility of breaks. (ASCE)
- Dec. 30, 1905** PCC&StL agrees to operate Ohio Connecting Railway. (Church)
- Dec. 31, 1905** PRR terminates lease of Arcade Building in Philadelphia.
- Dec. 31, 1905** Cleveland & Marietta Railway completes equipping all cars with automatic coupler but not with air brakes. (AR)
- 1905** Stockholders take only 10% of \$100 million convertible bond issue meant to finance New York extension; Kuhn, Loeb & Co. syndicate is required

to hold bonds, which it does through Panic of 1907, before they can be resold. (Fortune - verify)

- 1905** LIRR reduces length of Manhattan Beach Branch by 0.97 mile by relocation. (C&C)
- 1905** LIRR completes third and fourth tracks between Crescent Street and Woodhaven on Flatbush Avenue line.
- 1905** John Van Buren Duer (1882-1967) joins Gibbs & Hill to work on LIRR electrification. (RyAge)
- 1905** New stock pier, 800' x 270', opens at Harsimus Cove.
- 1905** Princeton Branch double-tracked and realigned and Lower Yard built at Princeton to accommodate football specials.
- 1905** WJ&S grants trackage rights to Atlantic City & Shore __ between Meadows Tower and Somers Point via Pleasantville and Atlantic City to Longport with use of steam launches. (AR)
- 1905** WJ&S builds new launch for Ocean City-Longport service. (AR)
- 1905** Norfolk & Portsmouth Belt Line Railroad opens Sewells Point Branch from junction with Virginian Railway to transfer bridge (2.44 miles).
- 1905** West Nanticoke Branch extended on Sunbury Division. (Val)
- 1905** Overhead coaling and water station opens at Thorndale where four freight trains in each direction can be fueled simultaneously.
- 1905** Line between Steelton and Harrisburg raised clear of flood level.
- 1905** Overhead coaling and water station opens at Denholm, where four freight trains in each direction can be fueled simultaneously.
- 1905** Four-track system opens at Newport and between Granville and Mayes on Middle Division.
- 1905** Eastbound yard at Hollidaysburg enlarged and work begun on westbound yard for coal empties.
- 1905** Locomotive test plant installed at Altoona.
- 1905** East Altoona engine terminal opens; serves as freight division point between Middle and Pittsburgh Divisions. (see 5/1904)

- 1905 Double track opens between Allens Jct. and DuBoistown on Williamsport & Linden Branch.**
- 1905 Automatic block signals installed between Emporium and Erie and on Lewisburg & Tyrone Branch.**
- 1905 New yard and shops completed at Olean.**
- 1905 New yard opens at Ebenezer, N.Y., outside Buffalo. (C&C)**
- 1905 PRR and Buffalo & Susquehanna build coal and ore dock at South Buffalo with one Hulett and two Brown unloaders.**
- 1905 PRR purchases Trout Run Branch (2.12 mi.) (see 12/8) and Jamesville Branch (2.6 mi.) and adds to Tyrone Division.**
- 1905 Cambria & Clearfield Railway completes second track between Bradley Jct. and Cherry Tree, Pa.**
- 1905 Cambria & Clearfield Railway extends Coal Pit Run Branch by 0.99 mile.**
- 1905 Double track opens between Barnesboro and Tunnel on Cresson (?) Division.**
- 1905 Jumpover opens at Ehrenfeld at junction of South Fork Railroad and main line.**
- 1905 Beaver Branch extended slightly south of Lloydell on Pittsburgh Division. (Val)**
- 1905 Turtle Creek Branch extended slightly on Pittsburgh Division. (Val)**
- 1905 Double track opens between Tunnelton and Saltsburg on Western Pennsylvania Division.**
- 1905 Bute Run Branch of South-West Pennsylvania Railway extended 1.49 miles to Bitner Coke Works. (Val)**
- 1905 Thompson-Connellsville Coke Company builds 0.87 mile railroad from its works to Lilly Run Branch Jct. on Connellsville & Monongahela Railway.**
- 1905 Tower Hill-Connellsville Coke Company builds 0.6 mile railroad from its works to railroad of Thompson-Connellsville Coke Company.**
- 1905 Peters Creek Branch extended on Monongahela Division. (Val)**

- 1905** **Redstone Branch slightly extended on Monongahela Division. (Val)**
- 1905** **Automatic block signal system completed, Wilmington to Harrington on Delaware Railroad, including 12 telegraph towers. (AR)**
- 1905** **PRR stock peaks at 74 after recovery from Panic of 1903.**
- 1905** **Walschaerts valve gear first adopted by PRR for Class H6b 2-8-0.**
- 1905** **New hump yard completed at Cambridge, Ohio, on Marietta Branch.**
- 1905** **Trenton Shops open; largest locomotive repair shops east of Altoona. (AR implies are not done til 1906 - Bel-Del book notes car shop opens late summer 1905; Lambertville Shops phased out and work transferred to East Trenton between 1905 and 1907)**
- 1905** **Atlantic City Railroad opens branch from Harbor Branch Jct. to fishing docks at Schellenger's Landing at Cape May, N.J. (C&C calls Cape May Real Estate Branch, 1.05 miles).**
- 1905** **Enlargement of Conway Yard completed.**
- 1905** **PCC&StL opens Rosslyn Connection, Lewis Run Jct. to Duff Branch Extension (0.99 mile) for direct connection to Scully Yard.**
- 1905** **Cleveland, Akron & Columbus Railway completes relaying main line with steel rail. (AR)**
- 1905** **Because of expansion of through freight within Lines West, smaller companies are forced to adopt heavier cars.**
- 1905** **Cincinnati & Muskingum Valley Railroad builds new yard for coal cars at Roseville, Ohio.**
- 1905** **Double track placed in service between Florence and Wilberforce (20 miles) on Cincinnati Division.**
- 1905** **Pere Marquette Railway acquires all stock of Toledo Railway & Terminal Company.**
- 1905** **GR&I opens Thelma Branch (4.65 miles).**
- 1905** **GR&I opens Wilkins Branch (1.77 miles).**
- 1905** **GR&I opens Bear River Branch (1.43 miles).**

- 1905** Northport-Manistique, Mich., car ferry revived.
- 1905** Congress creates Bureau of Public Roads to aid state highway efforts.
- 1905** Manufacturers Railway opens from Monroe Street to east of Pontiac Street at Toledo.
- 1905** Indianapolis Union Railway elevates tracks at 10th Street and Massachusetts Avenue. (Hetherington)
- 1905** Terre Haute & Peoria opens new combination station at Paris, Ill.
- 1905** A.H. Rudd of Lines East and Frank Rhea of Lines West produce comprehensive survey of signaling methods as basis for unifying practice across whole PRR system.
- 1905** New Haven announces it will electrify its main line between New York and Stamford, Conn. with 25-cycle, 11,000-volt AC; first of its type.
- ca. 1905** Pacific Fruit Express begins operating between California and east coast introducing iceberg lettuce to eastern markets. (check White)
- 1905** In Swift & Co. vs. U.S., Supreme Court upholds government prosecution of the "Beef Trust" under the Sherman Act. (EAH - 196 US 375)