

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1901

**All Data Subject to Correction and Change
October 2015**

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| Early? 1901 | PRR acquires B&O shares held by James J. Hill and Norman B. Ream of Chicago. (after Apr.) |
| Jan. 1, 1901 | Pension Dept. established on Lines West, and all employees over 70 retired on pension.; Voluntary Relief Dept. extended to Cincinnati & Muskingum Valley Railroad, GR&I, Terre Haute & Logansport Railway, Waynesburg & Washington Railroad, Cincinnati, Lebanon & Northern Railway and Wheeling Terminal Railway. (AR, MB, RyW) |
| Jan. 1, 1901 | Lewistown Division made dual appointment with Sunbury Division and moved from PRR Grand Division to P&E Grand Division under W.B. McCaleb, Superintendent; Middle Division of P&E abolished and merged into Western Division, P&E under Thomas A. Roberts, Superintendent of the former Middle Division, who replaces J.W. Reynolds named to the new post of General Agent at Erie; Low Grade Line between Driftwood and Red Bank detached from P&E Grand Division and made Low Grade Division of Buffalo & Allegheny Grand Division under Charles B. Price, who is also Superintendent of River Division; Frank F. Robb to Superintendent of Western Pennsylvania Division, replacing D.M. Watt, named Special Agent; Allen G. Mitchell (1855-) to Superintendent of Monongahela Division, replacing Robb. (MB, AR, NYT) |
| Jan. 1, 1901 | New PRR organization; new post of General Agent at Erie created for J.W. Reynolds, formerly Superintendent of Western Division, P&E. (NYT) |
| Jan. 1, 1901 | R.B. Cooke promoted from General Passenger & Freight Agent of NYP&N to Traffic Manager; post of General Agent at Norfolk abolished and ferry placed under control of Superintendent. (MB) |
| Jan. 1, 1901 | New organization on Lines West: L.F. Loree appointed to new post of Fourth |

VP and a member of the Executive and Finance Committees with supervision of the Transportation Dept.; George L. Potter to General Manager, replacing Loree; George L. Peck (1858-1932) to General Superintendent of Southwest System, replacing John F. Miller (1830-1916), retired at 70 after 43 years of service and made VP of Cleveland, Akron & Columbus Railway; William C. Cushing to Superintendent of Pittsburgh Division (PCC&StL), replacing Peck; Frank C. Thayer to Superintendent of VRD, replacing Reuben F. Smith (1830-1913), retired; David S. Gray (1829-1921) retires as General Agent - Lines West; Allen G. Mitchell (1855-) to Superintendent of Monongahela Division. (MB, RRGaz, RyW, NYT)

- Jan. 1, 1901 Engineering Depts. of Pennsylvania Company and PCC&StL combined; Thomas H. Johnson, Chief Engineer of PCC&StL is made Consulting Engineer - Lines West, replacing Felician Slataper, resigned; Thomas Rodd (1849-1929) promoted from Chief Engineer of Northwest System (Pa. Co.) to Chief Engineer-Lines West; Robert Trimble, Principal Assistant Engineer of Pennsylvania Company, made Principal Assistant Engineer - Lines West; John C. Bland to Engineer of Bridges - Lines West; future PRR historian George H. Burgess (1874-1957) made Assistant Engineer at the Pittsburgh office; Rodd retains his side practice as an architect to 1903 and designs the East Pittsburgh Works of Westinghouse Electric & Manufacturing Company. (MB, RRGaz, RyW, PaNews)
- Jan. 1, 1901 Charles S. Court appointed Auditor of Passenger Receipts, replacing James P. Farley, retired. (MB)
- Jan. 1, 1901 R.V.A. Morris named Chief Engineer of the Mineral Railroad & Mining Company and Lykens Valley Coal Company, replacing J. H. Bowden, deceased; Robert A. Quin, presently Superintendent of the Pennsylvania Colliery, named Superintendent of the Mineral Railroad & Mining Company, replacing F. H. Kohlbraker, transferred to Superintendent of the Susquehanna Coal Company. (MB)
- Jan. 1, 1901 Rough Run station on Western Pennsylvania Division renamed West Winfield; St. David station renamed St. Davids on Main Line. (MB)
- Jan. 1, 1901 South Chicago & Southern Railroad begins operating the Calumet River Railway and the State Line & Indiana City Railway. (MB)
- Jan. 1, 1901 Pennsylvania Company abolishes off-line agencies at Burlington and Marshallton, Iowa; opens new agency at Denver. (RyW)
- Jan. 1, 1901 Maryland & Delaware Telephone & Telegraph Company incorporated in Md. to take over the telegraph line between Love Point and Lewes built by Queen Annes Railroad with a branch along the highway to Easton. (AR)

- Jan. 1, 1901 Bakerton Coal Mining Company incorporated in Pa. by Gen. Daniel H. Hastings, John C. Bradley, Col R. B. Baker, Devaux Powel and others as successor to the Elmora Coal Mining Company at Bakerton, Pa. (Gable)
- Jan. 1, 1901 Somerset Coal Company incorporated in Pa. to operate in the Somerset-Cambria Coal Field. (PaCorps)
- Jan. 1, 1901 Central Rapid Transit Street Railway Company, Chestnut Hill & Glenside Rapid Transit Street Railway Company, Eastern Rapid Transit Street Railway Company, Northern Rapid Transit Street Railway Company, Southern Rapid Transit Street Railway Company, and Western Rapid Transit Street Railway Company all incorporated in Pennsylvania by the Mack-Foederer Syndicate in order to control most of the possible rapid transit routes radiating from Philadelphia. (PaCorps, Tucker/SEPTA)
- Jan. 2, 1901 PRR Lines West officers elected to Board of Sharon & Butler Railroad, which was to build the Volant Branch; no further action under this charter. (MB)
- Jan. 3, 1901 PRR agrees to sell the Susquehanna & Clearfield Railroad to the NYC&HR and grants trackage rights to NYC&HR between Keating and McElhatten, Pa. (MB, Val)
- Jan. 3, 1901 Monongahela Railroad organized. (Church)
- Jan. 4, 1901 Pres. William H. Baldwin informs LIRR Board that he has purchased the steamboat *Hingham* at Boston for the Montauk Steamboat Company, Limited. (MB)
- Jan. 5, 1901 J.P. Morgan & Co. announces that Reading Company has bought stock control of CNJ, 145,000 shares at 160 per share; gives the Reading control of 63% of the unmined anthracite coal reserves; George F. Baker of the First National Bank of the City of New York receives a check for \$23 million, said to be the largest drawn to date; Baker retains several thousand shares. (RRGaz, AR, Logan)
- Jan. 5, 1901 Drexel & Co. acquires the last 75,000 shares of Lehigh Valley Railroad stock from the Asa Packer Estate and Lehigh University, furthering J.P. Morgan's control over the anthracite railroads. (RRGaz, RyW)
- Jan. 6, 1901 Secretary John Clark Sims (1845-1901) suffers a second and fatal heart attack at University of Pennsylvania Hospital; probably caused by a blood clot as complication from an appendicitis operation a month earlier; had suffered a first attack two days earlier. (RyW, MB)
- Jan. 6, 1901 Pioneer meat packer Philip D. Armour (1832-1901) dies of pneumonia at his home at Chicago. (CHTaylor, wiki)

- Jan. 7, 1901 C&EI, L&N, and Plant System inaugurate the *Chicago & Florida Limited*, Nos. 92-93, as a daily train between Chicago and St. Augustine, running in 31:00 or 7 hours faster than last year's schedule. (RyW, Turner/Bramson)
- Jan. 7, 1901 First two-million share day on New York Stock Exchange. (Wyckoff)
- Jan. 8, 1901 City of Newark, N.J., passes an ordinance calling for elevation of PRR tracks in New Jersey Railroad Avenue. (MB)
- Jan. 8, 1901 Charles M. Schwab announces that the Carnegie Company intends to build the world's largest pipe and tube works at Conneaut, Ohio, at the terminus of the Bessemer & Lake Erie Railroad, threatening J. Pierpont Morgan's National Tube Company; this increases the pressure on the other steel companies to end competition by buying out Carnegie. (NYT, Wilgus, Warren)
- Jan. 8, 1901 Pocono Inn Company, organized by the 12th Street Quaker Meeting in Philadelphia, purchases about 800 acres on the crest of Little Pocono Mountain near Pocono Summit and Mount Pocono for the purpose of developing a summer resort for Quakers; the resort will be reached over the Belvidere Delaware Railroad and DL&W via Stroudsburg. (poconomanor.com)
- Jan. 9, 1901 PRR Board accepts Newark, N.J., ordinance covering track elevation; authorizes realignment at Marysville and between Summerhill and Wilmore. (MB)
- Jan. 10, 1901 Connecticut Lighting & Power Company, a public utility holding company affiliated with the United Gas Improvement Company, is renamed the Connecticut Railway & Lighting Company; later a vehicle for the New Haven to control Connecticut trolley lines. (Poors)
- Jan. 10, 1901 Capt. Anthony Lucas brings in the biggest oil gusher yet at Spindletop near Beaumont, Texas, where the first well produces at the rate of 100,000 barrels a day; the strike is made by the J. M. Guffey Petroleum Company formed by Pennsylvania wildcatters with financing by the Mellons; it becomes the antecedent of the Gulf Oil Corporation; Standard Oil stays out of Texas, partly from fear of prosecution and partly because Texas crude is mostly suitable for heating oil, not illuminating oil (kerosene); this strike, with subsequent ones in Oklahoma, California and Louisiana, causes the price of gasoline to fall below 5 cents a gallon, providing the fuel for the automotive revolution. (Curcio, Cannadine, Granitz, Giebelhaus)
- Jan. 11, 1901 Ground broken for the De Laval Steam Turbine Company at Trenton, N.J.; the sprawling factory complex will be located on the PRR on the north side of town. (TrntnTimes)

- Jan. 12, 1901 Andrew Carnegie in a press interview notes Pres. Cassatt has informed him he will cut rates from Pittsburgh to tidewater effective Jan. 15 to meet the competition of the new Lackawanna Steel Company works near Buffalo; railroad spokesman opines they are still not as low as Carnegie would like. (NYT)
- Jan. 12, 1901 Norfolk & Western Railway completes negotiations to acquire the Cincinnati, Portsmouth & Virginia Railroad (Portsmouth-Cincinnati), giving it access to the Cincinnati gateway. (RyW)
- Jan. 14, 1901 PW&B changes names of freight station at 63rd & Market Streets to Millbourne Mills and at 47th Street & Woodland Avenue to Woodland Avenue. (MB)
- Jan. 14, 1901 Seaboard Air Line inaugurates *Florida & Metropolitan Limited*, Nos. 31-34, between New York and St. Augustine. (NYT, Guide)
- Jan. 14, 1901 Queen & Crescent Route, Southern Railway and Plant System inaugurate *Chicago & Florida Special*, Nos. 15-16, Chicago to St. Augustine via Cincinnati in 32:00; north of Cincinnati runs two days a week via PRR (southbound on Tues. & Sat., northbound Thurs. & Sun.), two days via Big Four and two days by Monon/CH&D routes; carries through sleeping cars from Pittsburgh via the PRR and from Detroit, Toledo and Cleveland via the Big Four; *Chicago & Florida Limited* begins running between Chicago and St. Augustine over the C&EI-L&N route via Evansville and Montgomery; these are the first solid vestibuled limiteds between Chicago and Florida. (Guide, RyW)
- Jan. 1901 *Florida Special* inaugurated as a winter train between Chicago and St. Augustine via Queen & Crescent Route, Southern Railway and Florida East Coast Railway. (RyW)
- Jan. 15, 1901 After Andrew Carnegie meets with Pres. A. J. Cassatt in Philadelphia, the PRR relents and lowers its rates on steel from the Pittsburgh District; Cassatt wants this done before the big new Lackawanna Steel Company works goes into production near Buffalo, as it can reach tide over the NYC&HR, Erie, DL&W or Lehigh Valley Railroads. (NYT)
- Jan. 15, 1901 LIRR divides Traffic Dept. into Freight and Passenger Depts.; post of Traffic Manager abolished, and Howard Mapes Smith (1848-) appointed General Passenger Agent and W.J. Rose General Freight Agent. (Guide, PRRBio)
- Jan. 15, 1901 New Morgan-Reading-CNJ directors. including Eben B. Thomas, George F. Baker, J. Rogers Maxwell, George F. Baer and Charles Steele elected to the Lehigh Valley Railroad Board; old directors reelected are Edward T.

Stotesbury, Joseph Wharton, Irving A. Stearns, Abram Nesbitt, Beauveau Borie and Wilson S. Bissell; John B. Garrett (1836-1924) resigns as VP and director, along with directors Elisha P. Wilbur, Charles Hartshorne, Eugene Delano and Robert M. Galloway. (NYT)

- Jan. 1901 Betz Branch of Tyrone & Clearfield Railway opens between junction with Madera Branch and mines (1.7 miles). (Val)
- Jan. 1901 Pullman furnishes 10 new cars for *Chicago & St. Louis Express* No. 20-21. (RRGaz)
- Jan. 1901 *Railway World* reports that the PRR will establish two through vestibuled trains between Baltimore and Buffalo via Emporium in the near future. (RyW)
- Jan. 1901 James J. Hill of the Great Northern Railway begins negotiating for control of the CB&Q as a connection to Chicago. (Renz)
- Jan. 16, 1901 Shamokin Valley & Pottsville Railroad agrees with the Greenough Red Ash Coal Company for it to provide the rails and operate an extension (?) of the Fagely Branch if the coal company does the grading. (MB)
- Jan. 16, 1901 Erie Railroad acquires the stock of the Pennsylvania Coal Company, including its subsidiaries Erie & Wyoming Valley Railroad, Dunmore Iron & Steel Company, and the Delaware Valley & Kingston Railroad; the purchase is to prevent the construction of the latter between Lackawaxen and Rondout on the bed of the old Delaware & Hudson Canal, making another, unnecessary line between the Anthracite Region and tidewater; the Erie assumes operation on Mar. 1. (Erie AR)
- Jan. 17, 1901 Pennsylvania Company Executive Committee authorizes a yard at Mahoningtown. (MB)
- Jan. 17, 1901 PCC&StL Railway Executive Committee adopts a location for extending the New Cumberland branch to the Pennsylvania state line. (MB)
- Jan. 17, 1901 B&O Pres. John K. Cowan completes an inspection of the Cleveland, Lorain & Wheeling Railway, leading to rumors that the B&O is about to purchase it. (NYT)
- Jan. 21, 1901 As train ferry *Maryland* is approaching Jersey City with the 5-car southbound *Federal Express*, the rear sleeper *St. George* breaks loose from its chains and rolls backwards until the rear truck falls into the water; passengers are unaware of the accident until evacuated; train is delayed 1:50. (NYT)
- Jan. 22, 1901 Akron & Niles Railway incorporated in Ohio to build from Akron to Niles. (Church)

- Jan. 22, 1901 Alliance & Pittsburgh Railway incorporated in Ohio to build from Alliance to Pa. state line in Columbiana County. (Church)
- Jan. 22, 1901 Maryland civil engineer Joseph S. Gitt (1816-1901) dies. (BaltSun)
- Jan. 23, 1901 PRR appoints Lewis Neilson (1860-1952) Secretary, succeeding John C. Sims, deceased; A. J. County promoted to Assistant Secretary. (MB)
- Jan. 23, 1901 PRR Board terminates the Schuylkill Division coal traffic contract with the Reading made in 1887 for non-performance by the Reading; authorizes a change of alignment and grades between 6th Street and City Line in South Pittsburgh; hears report that the Pittsburgh & Eastern Railroad has been extended 3 miles to the lands of the Clearfield & Indiana Coal Company. (MB)
- Jan. 23, 1901 PRR Board approves the Pennsylvania Steel Company reorganization and the creation of a new company under the laws of New Jersey. (MB)
- Jan. 23, 1901 Union Railroad Company of Baltimore rules that the Canton Company of Baltimore is no longer entitled to representation on the Union Railroad Board. (MB)
- Jan. 23, 1901 Petersburg Branch completed between Mt. Etna and a point four miles west of Petersburg, completing relief line between Petersburg and Altoona via Williamsburg and Hollidaysburg; but not opened for traffic. (Snyder, AR)
- Jan. 23, 1901 LS&MS Board authorizes purchase of 64,000 shares of Lehigh Valley Railroad voting certificates through J.P. Morgan & Co. at 30. (Wheeler)
- Jan. 25, 1901 West Jersey & Seashore Railroad Road Committee reports progress in negotiations for grade crossing elimination between Camden and Atlantic City. (MB)
- Jan. 26, 1901 Pres. Cassatt orders all suits over the 1887 coal traffic with the Reading terminated, with each side paying own costs. (Rdg)
- Jan. 26, 1901 Seaboard Air Line inaugurates the *Florida & Atlanta Fast Mail* leaving New York at midnight with sleeping cars for Jacksonville and Atlanta. (NYT)
- Jan. 28, 1901 PRR contracts change of line between Florin and Rheems, Pa., on Philadelphia Division; four-tracking between Juniata Bridge and Aqueduct; change of line and extra track through Lewistown Narrows; additional tracks between Mount Union and Mill Creek; additional track between Spruce Creek and Union Furnace, all on Middle Division; four-tracking between Larimer and Stewart on Pittsburgh Division. (RRGaz)

- Jan. 31, 1901 James J. Hill, Norman B. Ream, Robert Bacon and Frederick D. Underwood are elected to the Board. of the Erie Railroad; Underwood is elected Pres., replacing Eben B. Thomas, kicked upstairs to the post of Chairman. (AR, NYT)
- Early 1901 Eastbound hump yard opens at Conway; first hump yard there. (prob not until may or June - RyW)
- Early 1901 Pittsburgh, Chartiers & Youghiogheny Railway opens industrial branch from McKees Rocks to Neville Island in the Ohio River under agreement of Dec. 26, 1900. (Church, AR - C&C has 1902 w/o detail)
- Feb. 1, 1901 PRR reduces rates on iron and steel goods from Pittsburgh to tidewater by 5 cents per cwt. two months early at urging of Carnegie. (RRGaz)
- Feb. 1, 1901 A. J. County appointed Superintendent of Employes Saving Fund, succeeding John C. Sims, deceased. (AR)
- Feb. 1, 1901 Pennsylvania Company issues \$10 million in 3½% trust certificates guaranteed by the PRR. (MB)
- Feb. 1, 1901 Pennsylvania Company agrees with Bessemer & Lake Erie Railroad for joint use of its station at Linesville, Pa. (MB)
- Feb. 1, 1901 George J. Gould, Joseph Ramsey, Jr., Louis Fitzgerald, Myron T. Herrick, et. al, form the "Pittsburgh-Toledo Syndicate", pooling about \$20 million to build a low-grade connection from the Wheeling & Lake Erie Railroad to Pittsburgh and Carnegie's Union Railroad; creates first major threat to PRR-NYC&HR condominium in East. (Wheeler, Snyder)
- Feb. 1, 1901 Edward H. Harriman's Union Pacific Railroad completes the purchase of a controlling interest in the Southern Pacific Company from Speyer & Co. and Henry E. Huntington (1850-1927) through Kuhn, Loeb & Co. (Klein, RyW)
- Feb. 4, 1901 Andrew Carnegie signs a 21-year contract between Carnegie Steel Company, Ltd., and Union Railroad and George J. Gould's Toledo-Pittsburgh Syndicate; Wabash Railroad is to be extended to a junction with Union Railroad; Carnegie pledges one quarter of his westbound traffic. (Wheeler)
- Feb. 4, 1901 Pittsburgh & Carnegie Railroad incorporated in Pa. as portion of Pittsburgh-Toledo Syndicate line. (ICC)
- Feb. 4, 1901 Carnegie Company formally approves the deal made between Andrew Carnegie and J. Pierpont Morgan for the sale of its assets to the Morgan syndicate for \$400 million; Carnegie's share is \$226 million in 5% gold bonds.

(Nasaw)

- Feb. 5, 1901 Akron & Niles Railway and Alliance & Pittsburgh Railway merged into Richland & Mahoning Railway; built about one mile of track at Akron used by Northern Ohio Railway; also filed location between Akron and Youngstown. (Church)
- Feb. 5, 1901 Agreement of consolidation of State Line & Indiana City Railway and Calumet River Railway into South Chicago & Southern Railroad signed; properties not officially conveyed until Mar. 1, 1904. (Church)
- Feb. 6, 1901 DL&W Board votes to buy 32,000 shares of Lehigh Valley Railroad from J.P. Morgan & Co. (Wheeler)
- Feb. 7, 1901 Connecticut Supreme Court rules against Central New England Railway completing its Tariffville Branch through the Montague Farm in East Danby. (RRGaz)
- Feb. 7, 1901 American Rolling Mill Company begins operations at Middletown, Ohio. (AI&SI, Warren)
- Feb. 8, 1901 CNJ Board votes to buy 32,000 shares of Lehigh Valley Railroad from J.P. Morgan & Co. (Wheeler)
- Feb. 9, 1901 Cincinnati & Muskingum Valley Railroad agrees with the Zanesville Coal Company to build tracks at McLuney to Keystone Mine No. 2. (MB)
- Feb. 10, 1901 E. H. Harriman meets CB&Q Pres. Charles E. Perkins in Boston and renews his offer to buy a half-interest in the Burlington in order to extend the Union Pacific Railroad to Chicago; Perkins repeats his price of \$200 per share. (Klein)
- Feb. 11, 1901 New PRR ferry boat *Chicago* launched at Burlee Dry Dock Company shipyard on Staten Island. (RyW)
- Feb. 11, 1901 Work begins on double-tracking Shellpot Branch at Wilmington, Del. (WEJ)
- Feb. 11, 1901 Chicago ordinance calls for track elevation of PFW&C between South Park Avenue and 75th Street and of PCC&StL between Fulton Street and Ada Street. (Church)
- Feb. 11, 1901 James J. Hill makes and offer to Charles E. Perkins to merge the CB&Q into the Great Northern Railway by an exchange of stock; Perkins again demands a sale at 200 per share; Hill and J. Pierpont Morgan then begin buying CB&Q shares without informing E.H. Harriman or Jacob Schiff, eventually leading to a titanic struggle between the two sides for control of the Burlington. (Klein)

- Feb. 12, 1901 In two separate acts, Congress orders PRR and B&O to eliminate grade crossings within the District of Columbia and build separate new stations; the B&O station is to be at Delaware Avenue & C Street, N.E.; calls for removal of PRR tracks from 6th, M and Canal Streets; new station costing at least \$1.5 million to be built near present location on Mall with Chinese Wall-like embankment; also calls for replacing existing Long Bridge with a two-track rail bridge and a separate highway bridge. (Moore, C&C)
- Feb. 12, 1901 Mrs. Annie W. Wheeler, Elmer E. Wheeler and James W. Holt purchase the Wheeler Transportation Line of steamers operating on the Choptank and Tuckahoe Rivers at the public auction of the estate of founder Caleb C. Wheeler; consists of steamboats *Easton*, *Chesapeake* and *Minnie Wheeler*. (NYT, RyW)
- Feb. 12, 1901 Toledo Railway & Terminal Company incorporated in Ohio to build a belt line around Toledo. (ICC)
- Feb. 13, 1901 PRR Board authorizes subscription for \$2.285 million B&O Convertible Debentures; with subsidiaries, total subscription to B&O debentures is \$2.96 million; Board authorizes realignment at Rheems, from "FX" Tower to Bixler, and east of the Narrows on the Middle Division; second track Alexandria Run Jct.-Petersburg; authorizes landscaping the lot between Howard, Chestnut and 7th Streets at Altoona as a park. (MB)
- Feb. 13, 1901 Press reports that George J. Gould and Edward H. Harriman have joined to buy the Denver & Rio Grande Railroad; another link in Gould's transcontinental project. (NYT)
- Feb. 14, 1901 Hempfield Branch of South-West Pennsylvania Railway extended 2.5 miles from Hermanie to a junction with the Youghiogeny Railroad at Cowansburg. (Val)
- Feb. 14, 1901 Virginia act repeals the charter of Richmond & Washington Air Line Railway and returning \$125,000 deposit to John Skelton Williams; the act of incorporation of 1900 required the state to sell its Richmond, Fredericksburg & Potomac Railroad stock to the Williams syndicate, but it has now risen in value above the agreed on price. (PL)
- Feb. 14, 1901 George J. Gould completes the purchase of the Denver & Rio Grande Railroad, giving himself access to the Ogden Gateway; Gould refuses E.H. Harriman's request that the Union Pacific Railroad have a share. (Klein)
- Feb. 15, 1901 PRR sells Susquehanna & Clearfield Railroad (Keating-Karthaus) to NYC&HR system, effective Mar. 1; in return, Beech Creek Railroad will route coal over Philadelphia & Erie from Keating to McElhattan; together with new

Beech Creek extension from Karthaus to Clearfield will give the Beech Creek a better line to Clearfield, saving two summits. (MB, NYC AR, RRH)

- Feb. 15, 1901 Maryland & Pennsylvania Railroad incorporated in Pa. and Maryland by the merger of the Baltimore & Lehigh Railway and the York Southern Railroad; the "Ma & Pa" remains a picturesque short line running from Baltimore to York on a curve-heavy, up-hill-and-down-dale, meandering route with antiquated equipment; by the 1940s, it is a living fossil much beloved by railroad enthusiasts; ironically, it survives as an organization into the Conrail era and adds some ex-PRR trackage. (ICC, Hilton)
- Feb. 1901 PRR now operates through trains between Washington and Buffalo via Harrisburg and Emporium. (RyW)
- Feb. 1901 PRR is surveying cutoff between Latrobe and Beatty. (RRGaz)
- Feb. 1901 Lines West is to install track pans, as the LS&MS already has them. (RyW)
- Feb. 1901 DL&W, CNJ and Erie each acquire 32,000 shares of Lehigh Valley Railroad through J.P. Morgan & Co.; with the LS&MS holdings of 64,000 shares, amounts to 20% of the total. (Wheeler - check NYT)
- Feb. 1901 Jamestown, Chautauqua & Lake Erie Railway has acquired control of the Jamestown & Chautauqua Railway and all the stock of the Chautauqua Steamboat Company, operating 11 boats; is building an extension from Mayville to Westfield. (RRGaz)
- Feb. 1901 Hocking Valley Railway opens a connection from its Walbridge Yard near Toledo to the Toledo & Ohio Central Railway, which it now owns, at Stanley; routes all northbound freight over the lower grades of the Hocking Valley line and all southbound freight over the T&OC. (Miller)
- Feb. 18, 1901 Future operating official Henry Haydock Garrigues (1881-1945) joins the PRR as a member of the engineer corps on the Belvidere Division. (RyAge)
- Feb. 19, 1901 Thomas Fortune Ryan accepts award of the arbitrator on the value of his 2,800 shares of Seaboard & Roanoke Railroad and delivers them to Seaboard Air Line Railway and withdraws his lawsuits against John Skelton Williams. (RyW)
- Feb. 20, 1901 Hamilton McKown Twombly elected to Lehigh Valley Railroad Board to represent the Vanderbilts in the "community of interest," replacing Wilson S. Bissell. (AR, RyW)
- Feb. 21, 1901 Third section of No. 495, the southbound *Nellie Bly*, collides head-on with Trenton local No. 330 at Rusling, 2.5 miles east of Bordentown at 5:15 PM; 17

killed and at least 22 injured; some cars roll down the embankment into the Delaware & Raritan Canal, which mercifully is drained for the winter; the local has moved out of the Rusling passing siding, mistaking the second section of the *Nellie Bly* for the third section; most passengers of the *Nellie Bly* are Italians en route from New York to Atlantic City; engineer Walter Earl of the *Nellie Bly* is decapitated. (PubLdgr, NYT, Shaw)

- Feb. 21, 1901 Anna Dike Riddle Scott (1839-1901), widow of Pres. Tom Scott and long the doyenne of Philadelphia high society, dies at their town house at 1820 Rittenhouse Square South; interment is in the Scott family plot in Woodlands Cemetery. (PubLdgr)
- Feb. 23, 1901 Lines West Finance Committee authorizes acquiring the remaining stock of the East St. Louis & Carondelet Railway. (MB)
- Feb. 23, 1901 Agreement signed in New York between J.P. Morgan & Co., Charles M. Schwab of the Carnegie Company, Edmund C. Converse of the National Tube Company, Elbert H. Gary of the Federal Steel Company, John W. Gates of the American Steel & Wire Company, and William H. Moore of the National Steel Company, American Tin Plate Company, American Steel Hoop Company and American Steel Sheet Company. (Wilgus)
- Feb. 24, 1901 New Haven opens track elevation through Bridgeport, Conn. (RRGaz)
- Feb. 25, 1901 United States Steel Corporation incorporated in N.J. as a holding company to acquire and merge the Carnegie and Morgan steel interests, including the Carnegie Company, Federal Steel Company, American Steel & Wire Company (N.J.), National Tube Company, National Steel Company, American Tin Plate Company, American Steel Hoop Company and American Sheet Steel Company; financed by J. Pierpont Morgan; for his role in facilitating the merger, Henry Clay Frick receives securities with a par value of \$60 million and a seat on the Board; at its formation, U.S. Steel has 213 plants, 41 mines and almost 1,000 miles of railroad and controls between 65% and 75% of the national steel business, yet because it was created to end cutthroat competition, it will shun innovation and realize few of the advantages of bigness, while remaining a conspicuous target. (NJCorps, AR, Wilgus, Warren, Seely)
- Feb. 25, 1901 Carnegie-Gould contract to extend the Wabash Railroad to Pittsburgh revealed in the press. (NYT)
- Feb. 25, 1901 Road Committee renames Williamsburg Jct., Pa., Morrisons Cove Jct. (MB)
- Feb. 26, 1901 Pres. Cassatt writes to J. Pierpont Morgan inquiring if he knows anything about the Gould-Carnegie contract; Morgan replies he does not, though in fact the contract had been signed. (Wheeler)

- Feb. 26, 1901 VP James McCrea informs Cassatt that the Gould contract has been signed and that the Pittsburgh Coal Company is in the Gould syndicate and has also pledged tonnage to it. (Wheeler)
- Feb. 26, 1901 Arcade Real Estate Company incorporated by T. DeWitt Cuyler, et al. to build a 12-storey office building across Market Street from Broad Street Station; designed by Frank Furness with a pedestrian bridge connecting it to Broad Street Station. (MB, GEThomas)
- Feb. 26, 1901 Andrew Carnegie signs the agreement formally selling the Carnegie Company and all his steel-making assets to the new United States Steel Corporation. (Warren)
- Feb. 27, 1901 PRR Board authorizes construction of additional tracks in Blair Furnace (East Altoona) Yard for hopper cars to relieve yards at Altoona and Harrisburg; the huge East Altoona Yard complex is directed by Altoona Division Superintendent A. C. Shand, later Chief Engineer. (MB, Sell)
- Feb. 27, 1901 Pres. Cassatt writes to Hamilton McK. Twombly suggesting they pressure the Pittsburgh Coal Company by buying their coal elsewhere, as railroads buy 20% of their output; learns that Pittsburgh Coal Company has not yet signed a contract with Gould. (Wheeler)
- Feb. 27, 1901 VP James McCrea meets with Pres. P.L. Robbins of Pittsburgh Coal Company to persuade him to break with Gould; Robbins complains of Morgan's Hocking Valley and Toledo & Ohio Central hauling Ohio coal for lower than Pittsburgh rates; if this is corrected, he will not support Gould. (Wheeler)
- Feb. 27, 1901 Track laying begins on the New York Bay Railroad between Newark Bay at Bayonne and the New York Bay waterfront at Greenville. (NYT)
- Feb. 27, 1901 Onnalinda Water Company incorporated in Pa. (MB)
- Feb. 28, 1901 PRR agrees with the CNJ for a grade crossing at Oak Island Jct., Newark, where the two companies had earlier fought a "frog war" to prevent the PRR from reaching Newark Bay and Greenville. (MB)
- Feb. 28, 1901 George J. Gould, Hamilton McK. Twombly, and J. Pierpont Morgan meet in Morgan's office to talk peace; Twombly and Morgan propose getting the Wabash Railroad out of the East by buying its lines east of St. Louis; in return, the Trunk Lines will stay east of the Mississippi. (Wheeler)
- Feb. 28, 1901 Reading Company announces that it has purchased all the stock of the Seacoast Railroad and the Ocean City Railroad. (NYT, RRGaz, AR)
- Feb. 28, 1901 German government announces that it will place the military railroad between

Berlin and Zossen at the disposal of the Studiengesellschaft für Elektrische Schnellbahnen, a consortium of the two big electric technology companies, Siemens & Halske and the Allgemeine Elektrizitäts-Gesellschaft (AEG), led by Walther Rathenau (1867-1922); each company designs a passenger car capable of running at up to 125 MPH with 15,000-volt a.c. power; this is the first concerted program of this type and the ancestor of all current high-speed passenger trains. (NYT, StrtRyJrnl)

- Mar. 1, 1901 C.F. Perkins appointed to new post of Coal Freight Agent of Lines West; H. F. Lowry to Division Freight Agent, Cleveland & Pittsburgh Division, replacing Perkins. (MB, AR)
- Mar. 1, 1901 L. Ohliger appointed Superintendent of Richmond Division, replacing J. S. May, resigned; Henry W. Thornton to Superintendent of Marietta Division, replacing Ohliger; I. W. Geer to Engineer, M of W., Erie & Ashtabula Division. (MB, AR)
- Mar. 1, 1901 W.H. Simms (1852-) named to the new post of Head Stationmaster at Broad Street Station. (PubLdgr)
- Mar. 1, 1901 Pres. Cassatt telegrams J. Pierpont Morgan to learn how far Carnegie has committed his steel company to supply traffic to the Wabash-Pittsburgh line. (Wheeler)
- Mar. 1, 1901 Queen Anne's Railroad issues three series of bonds to replace the earlier issues: \$330,000 First Mortgage 5% Preferred gold bonds; \$1.4 million 4% First Consolidated Mortgage gold bonds to be exchanged for \$732,000 in old First Mortgage bonds; \$600,000 4% Income Mortgage gold bonds. (MB)
- Mar. 1, 1901 Baltimore, Chesapeake & Atlantic Railway assumes operation of former Wheeler Transportation Line of steamers to Choptank River points and to Waymans on the Tuckahoe River. (WEJ - note sale was 4/1 - WEJ says sale was 2/12, may have been rumor - NYT dispatch 3/3 says BC&A has made bid, Burgess says only 1901)
- Mar. 1, 1901 Myron T. Herrick of Cleveland buys Salem Railroad (Ohio). (Cards-PL&W)
- Mar. 1, 1901 Headquarters of Chicago, Indiana & Eastern Railway moved from Chicago to Matthews, Ind. (RRGaz)
- Mar. 1, 1901 The J.P. Morgan & Co. Syndicate agrees to turn over to the new United States Steel Corporation all the stocks of The Carnegie Company and the other steel companies it has acquired. (AR)
- Mar. 2, 1901 War Dept. approves plan for the Hell Gate Bridge on the New York Connecting Railroad. (C&C)

- Mar. 2, 1901 J.P. Morgan & Co. issues a circular announcing that a syndicate has been formed to effect a merger of the Morgan and Carnegie steel interests and invites holders of the non-Carnegie companies to exchange their shares. (Wilgus)
- Mar. 1901 Pres. William McKinley travels to his second inauguration in the private car of John F. Miller, former General Superintendent of the Southwest System. (LgnsprtDlyPharos)
- Mar. 4, 1901 Lines West Executive Committee authorizes double track between Mosier Yard and the crossing of the Pittsburgh & Western Railway near Girard Jct.; authorizes additional interchange tracks between the Cleveland & Pittsburgh and the PCC&StL Railway at Mingo Jct. (MB)
- Mar. 4, 1901 Pennsylvania Company agrees with the Sharon Steel Company to build a branch from Volant station on the Western New York & Pennsylvania Railway 13 miles to their coal lands. (MB)
- Mar. 4, 1901 John Skelton Williams of Seaboard Air Line Railway meets with Pres. A. J. Cassatt and officials of other southern railroads at Broad Street Station. (RyW)
- Mar. 4, 1901 Pennsylvania Company and Erie & Pittsburgh Railroad sign agreement with Sharon Steel Company, owning coal and limestone lands in Lawrence, Butler and Mercer Counties; Sharon Steel Company will abandon its plan to build its own railroad in return for Pennsylvania Company extending the Wolf Creek Branch 13 miles east from Volant (Leesburg); Steel Company is to ship 1,000 tons of coal and limestone per day; Sharon Steel Company surrenders charter for Sharon & Butler Railroad to Pennsylvania Company. (Church)
- Mar. 4, 1901 B&O announces that it has bought stock control of the Cleveland, Lorain & Wheeling Railway, running from Bellaire to Lorain with a branch to Cleveland, primarily for the coal traffic. (NYT, Moodys)
- Mar. 5, 1901 Oliver W. Barnes for the New York Connecting Railroad signs a second construction contract with the Pennsylvania Steel Company. (C&C)
- Mar. 5, 1901 Former Baltimore, Chesapeake & Atlantic Railway Pres. John E. Searles fails and makes an assignment with debts over \$1 million; he also resigns as Pres. of the American Cotton Company; he is later able to rebuild part of his fortune. (NYT)
- Mar. 5, 1901 Pennsylvania Company Executive Committee authorizes beginning a new bridge over the Allegheny River and elevating the track between Exchange Alley and the river; expending \$100,000 on Conway Yard. (MB)

- Mar. 5, 1901 PCC&StL Railway Executive Committee authorizes building the Duff Branch between the PCC&StL and the Pittsburgh, Chartiers & Youghiogheny Railway; new tracks, engine house and coaling station at Sheridan, Pa.; remodeling the Little Miami yard at Xenia; 3rd & 4th track between Fulton Street and Chicago & North Western Crossing at Chicago; at Louisville are to create a Kentucky corporation called the Falls City Terminal Railway to operate the Byrne Track as built and to extend it and build a 2nd main track in 14th Street from Maple Street to Kentucky Street, and to acquire all PRR property in Louisville, including the stocks of the Louisville Bridge Company and Pennsylvania Land Company, if desirable. (MB)
- Mar. 6, 1901 Joseph N. Pew's nephew Robert C. Pew (1862-1925) leaves Beaumont, Tex., having purchased 5 large leases near Spindletop for the Sun Oil Company; the Pews believe that they can manufacture a superior gas oil from Texas crude and market it along the Atlantic Coast; Sun's largest customer already is the United Gas Improvement Company of Philadelphia, a holding company for municipal gas works. (Giebelhaus)
- Mar. 1901 Gould's Pittsburgh-Toledo Syndicate purchases the charter of Pittsburgh & Mansfield Railroad from Curran and Hussey, giving him a franchise to build into Pittsburgh. (Wheeler)
- Mar. 8, 1901 Senate adopts a resolution of Sen. James McMillan (1838-1902) authorizing the Senate Committee on the District of Columbia to develop a comprehensive plan for the parks in the District and to employ expert planners and landscape architects. (Moore)
- Mar. 9, 1901 *New York Times* reports that PRR is to lease the Chesapeake & Ohio Railway at minimum 3% dividend per year to be increased as earnings permit. (NYT)
- Mar. 9, 1901 Delaware & Hudson Company buys the charter of the Continental Trust & Finance Company of Philadelphia, originally the Susquehanna Improvement Company of 1871 with a "Tom Scott" type broad charter for \$27,500; it is renamed the Hudson Coal Company as the D&H's mining subsidiary; it permits the D&H to hold coal lands beyond the quantity permitted by its original charter. (35 ICC 220, Moodys)
- Mar. 11, 1901 Syndicate headed by ex-Sen. Lemuel E. Miller of Cape May acquires Cape May, Delaware Bay & Sewells Point Railroad for \$90,000; same group built Cape May ocean pier and operated a steamboat to Lewes last year. (RyW)
- Mar. 11, 1901 Chicago & South Eastern Railway Board authorizes extensions from Muncie to Decatur and from Brazil to Sullivan. (Church)
- Mar. 11, 1901 Andrew Carnegie sells all his steel interests to J. Pierpont Morgan for inclusion in United States Steel Corporation for \$492 million. (HistPitts -

verify)

- Mar. 11, 1901 Armour Car Lines incorporated in N.J. to operate Armour & Company's refrigerator car fleet; it is the largest private car fleet in the U.S.. (NJCorps, Moodys, Weld)
- Mar. 12, 1901 PRR stockholders' meeting approves increase of capital stock and division of directors into four classes, each serving four-year terms, as per Pennsylvania act of Feb. 9, 1901. (AR)
- Mar. 12, 1901 Tri-District convention of the United Mine Workers of America convenes at Hazleton to demand a new contract when the 1900 settlement expires on Apr. 1; the operators unilaterally extend the 1900 wage increase to Apr. 1, 1902 and hear local grievances but refuse to recognize or bargain with the UMW. (Cornell)
- Mar. 13, 1901 PRR Board drops its plan to merge the various branch lines into the Philadelphia & Trenton Railroad; instead all branch line companies are to be merged into the Connecting Railway. (MB)
- Mar 13, 1901 Washington, Alexandria & Mt. Vernon Railway agrees to provide lights on the Long Bridge. (MB)
- Mar. 13, 1901 PRR Board authorizes extension of Peters Creek Branch to lands of Crescent Coal Company on Monongahela Division. (MB)
- Mar. 13, 1901 Erie Railroad Board approves the purchase of 32,000 shares of the Lehigh Valley Railroad at 30. (Wheeler)
- Mar. 1901 Maryland Court of Appeals rules in favor of the state; it is not obligated to accept a lump sum payment of \$1.5 million to cancel the existing annuity for \$90,000 from Northern Central Railway under the act of 1850. (RRGaz)
- Mar. 14, 1901 New York City Mayor Robert A. Van Wyck vetoes the Atlantic Avenue Improvement Bill, calling it a giveaway to the LIRR; it obligates the city to pay half the cost or \$1.25 million. (NYT)
- Mar. 15, 1901 Williamsburg Jct. station on Altoona Division renamed Morrisons Cove Jct. (MB)
- Mar. 15, 1901 Toledo & Chicago Railroad Company incorporated in Ohio to build part of a line for the Wabash Railroad. (ICC)
- Mar. 1901 PRR has begun widening the Chinese Wall to the northward between 20th & 21st Streets; "B" Tower at 21st Street is to be moved to the west side of the street. (RyW)

- Mar. 1901 Queen Anne's Railroad has failed to reach agreement with the Lewes Transportation Company for the use of the Lewes pier. (RyW)
- Mar. 1901 PRR awards contract for the arched train shed of Pittsburgh Union Station to the American Bridge Company. (RyW)
- Mar. 1901 Joint, four-track PFW&C-LS&MS bridge opens over Calumet River east of Chicago. (RyW)
- Mar. 1901 After many delays, the gasoline railcar built by the Atlas Engine Works of Indianapolis (formerly the Indianapolis Car Company) is tested on the PRR, although still unfinished; it is intended to operate between Indianapolis and Martinsville at a special low fare to compete with electric lines. (LgnsprtDlyPharos, Wallis)
- Mar. 1901 American Car & Foundry Company's Terre Haute Works turns out 200 Class UC 40-ton ore dump cars for Lines West. (Keystone)
- Mar. 1901 George Walbridge Perkins (1862-1920), formerly VP of the New York Life Insurance Company and a director of the City Bank of New York, becomes a partner in J.P. Morgan & Co.; Perkins is on good terms with Republican Party leaders and is attuned to the emerging need for good public and political relations; he becomes known as Morgan's "Secretary of State." (Strouse)
- Mar. 16, 1901 Cincinnati Northern Railroad terminates contract to operate over CCC&StL Railway between Franklin and Middletown, severing its connection with the Cincinnati, Lebanon & Northern Railway; withdraws its trains from CL&N between Hageman and Cincinnati. (AR)
- Mar. 16, 1901 Coal operator and railroad director Ario Pardee, Jr. (1839-1901) dies at his home at Cheltenham Hills, north of Philadelphia. (Foulke&Foulke)
- Mar. 18, 1901 Cleveland passes an ordinance for compromising the question of the Lake front with the Cleveland & Pittsburgh Railroad; city is to acquire land from the C&P for widening the mouth of the Cuyahoga River. (MB)
- Mar. 19, 1901 Marcus A. Hanna informs Pres. Cassatt that he and his son have persuaded the Pittsburgh Coal Company Board not to sign the Gould contract. (Wheeler)
- Mar. 19, 1901 McMillan Commission meets representatives of American Institute of Architects and agrees to their proposition to employ architect Daniel H. Burnham (1846-1912), and landscape architect Frederick Law Olmsted, Jr. (1870-1957), as experts; Burnham and Olmsted then add architect Charles F. McKim (1847-1909) and sculptor Augustus Saint-Gaudens (1848-1907). (Rept)

- Mar. 19, 1901 PRR finally destroys its 5,878 worthless shares of the Southern Railway Security Company. (MB)
- Mar. 19, 1901 American Can Company incorporated in N.J. as a merger of most can-making establishments by the Moore-Reid Syndicate. (NJCorps, Scott)
- Mar. 20, 1901 New York State Senate passes the Atlantic Avenue Improvement Bill, 31-6. (NYT)
- Mar. 20, 1901 PCC&StL Railway authorizes the following improvements on the Little Miami Railroad: a new freight house at Broadway, additional tracks between Rendcomb Jct. and Russellville, and an interlocking at Russellville. (MB)
- Mar. 20, 1901 Fort Wayne & Detroit Railroad Company incorporated in Indiana to build part of a line for the Wabash Railroad to replace the old Eel River line. (ICC)
- Mar. 21, 1901 Charles P. Clark (1836-1901), former Pres. of the New Haven, dies at Nice, France, of Brights disease. (AR, RRGaz, NYT)
- Mar. 22, 1901 Pennsylvania passes law authorizing railroads to merge connecting lines in which they hold 66% interest. (AR)
- Mar. 22, 1901 Terre Haute & Logansport Railway Board authorizes extension from Rockville to Terre Haute. (Church)
- Mar. 22, 1901 Everson Water Company incorporated in Pa. (MB)
- Mar. 22, 1901 *Haverford* leaves New York, beginning International Navigation Company's Red Star Line service to Queenstown, Southampton and Antwerp; the Southampton-Antwerp leg is freight-only. (NYT)
- Mar. 23, 1901 Logansport *Daily Pharos* reports that the Pennsylvania Company will be a bidder for the Eel River Railroad at the upcoming foreclosure sale. (DlyPhros)
- Mar. 24, 1901 Daniel H. Burnham travels from Washington to Philadelphia, where he meets with Pres. A. J. Cassatt. (Moore)
- Mar. 25, 1901 Ordinance to permit Wabash-Pittsburgh Terminal Railway to cross Monongahela River introduced in Pittsburgh City Council; PRR and P&LE use all possible means to block it. (Wheeler)
- Mar. 25, 1901 Pennsylvania Canal Company Board approves abandonment of last canal operations between Columbia and Nanticoke. (AR)
- Mar. 25, 1901 Lines West Executive Committee authorizes a new yard at South Sharon.

(MB)

- Mar. 25, 1901 Architect Charles F. McKim accepts Daniel H. Burnham's invitation to serve on the United States Senate Park Commission. (Moore)
- Mar. 25, 1901 United Mine Workers Pres. John Mitchell meets with Sen. Marcus A. Hanna in New York and asks him to convey an offer to the coal operators that if they agree to recognize local UMW grievance committees and postpone the question of a general bargaining session to next year, a strike can be averted; Hanna and Morgan partner George W. Perkins brief J. Pierpont Morgan, who asks Erie Pres. Eben B. Thomas to meet with Mitchell and Hanna next day. (Cornell)
- Mar. 26, 1901 PRR stockholders finally vote to accept Pennsylvania Constitution of 1874 as necessary to take advantage of a new state law permitting increases of capital stock; particularly the 16th & 17th articles; vote to increase stock by \$100 million. (AR, NYT)
- Mar. 26, 1901 PRR begins surveying for double tracking Philadelphia & Erie Railroad between Lock Haven and Keating to handle NYC traffic. (WEJ)
- Mar. 26, 1901 Daniel H. Burnham stops in Pittsburgh while returning to Chicago on the PRR; inspects the new PRR Union Station. (Moore)
- Mar. 26, 1901 Susquehanna & Clearfield Railroad, West Branch Valley Railroad and Canoe Creek Railroad merged into Beech Creek Extension Railroad. (AR)
- Mar. 26, 1901 In a meeting with Sen. Marcus A. Hanna and United Mine Workers Pres. John Mitchell, Erie Pres. Eben B. Thomas agrees that the Erie will meet local grievance committees; Hanna later secures the same pledge from the Reading and PRR, ending the threat of a strike this year; however, harassment of union men by local mine bosses on the one hand, and wildcat strikes at individual mine convince the UMW that the operators can't be trusted, and the operators that the UMW cannot discipline its men and means to take control of the mines. (Cornell)
- Mar. 27, 1901 New York Assembly passes the Atlantic Avenue Improvement Bill, 106-36. (NYT)
- Mar. 27, 1901 PRR Board authorizes offering one third of new issue of \$100 million stock to old stockholders at 60 or 20% above par, offer to expire on June 15. (MB)
- Mar. 27, 1901 PRR Board approves plan for West Philadelphia improvements; new line from 34th Street Tunnel, new West Philadelphia Station at 32nd & Market, the so-called "New York-Pittsburgh Subway" tunnel at Mantua, and the eastbound Schuylkill Division duck-under at 52nd Street. (MB)

- Mar. 27, 1901 PRR Board authorizes construction of Dry Fork Branch of Cleveland & Pittsburgh from Portland on the River Division to Bloomfield and Smithfield Summit to tap a coal region; enlargement of Kinsman Yard at Cleveland. (MB)
- Mar. 27, 1901 PRR signs agreement with the Lehigh Valley Railroad covering elevation of the Waverly & Passaic Branch on the east side of Newark, N.J. (MB)
- Mar. 27, 1901 James J. Hill and Charles E. Perkins begin meetings in Boston looking to a purchase of the CB&Q by the Northern Pacific Railway. (Klein)
- Mar. 29, 1901 Temperanceville, N.J., station, renamed South Glassboro on the West Jersey & Seashore Railroad. (MB)
- Mar. 30, 1901 Benjamin F. Newcomer (1827-1901), Pres. of Baltimore & Potomac, Chairman of Executive Committee of Northern Central Railway and a founder of the Atlantic Coast Line, dies of a stroke. (MB, RRGaz)
- Mar. 30, 1901 PRR ferry *Chicago* delivered from Burlee Dry Dock Company for the Cortlandt Street run. (RRGaz, RyW)
- Mar. 30, 1901 Susquehanna & Clearfield Railroad, Canoe Creek Railroad, and West Branch Valley Railroad merged to form Beech Creek Extension Railroad, part of NYC&HR system. (GrnBk)
- Mar. 30, 1901 James Carey Evans (1809-1901), Great Lakes steamboat pioneer and founder of the Anchor Line, dies at Buffalo. (RyW)
- Mar. 30, 1901 The press breaks the story of the Northern Pacific Railway's purchase of the CB&Q, throwing E. H. Harriman into a rage; Harriman then decides on the bold plan of outflanking James J. Hill by buying control of the Northern Pacific on the open market and thus securing control of the CB&Q indirectly. (Klein)
- Apr. 1, 1901 Baltimore, Chesapeake & Atlantic Railway purchases Wheeler Transportation Line from executors of Wheeler Estate for \$79,000; Estate had tried to sell business for \$200,000; includes vessels *Easton*, *Chesapeake* and *Minnie Wheeler* and wharves; at same time, BC&A buys Pier 5 Light Street, formerly used by Wheeler Line. (MB - see above)
- Apr. 1, 1901 PRR, B&O, Norfolk & Western Railway and Chesapeake & Ohio Railway advance bituminous coal rates by 10%. (RyW)
- Apr. 1, 1901 David S. Gray (1829-1921), General Agent at Columbus, retires after 37 years service; Henry W. Thornton named Superintendent of Marietta Division,

- replacing L. Ohliger, transferred. (RRGaz)
- Apr. 1, 1901 Lines West adopts a new Book of Rules. (MB)
- Apr. 1, 1901 Pennsylvania Company leases Docks 22 & 23 at Cleveland to the Northern Steamship Company; leases the Rock Point Hotel to J.F. Winkler for two years. (MB)
- Apr. 1, 1901 Union Coal Company, a lessee of the Mineral Railroad & Mining Company, subleases a tract in Mount Carmel Township to the Greenough Red Ash Coal Company. (MB)
- Apr. 1, 1901 New York & North Shore Railway abandons the incline to the Brooklyn Rapid Transit Grant Avenue (city line) station on the Jamaica Elevated. (Seyfried)
- Apr. 1, 1901 United States Steel Corporation files amended articles of incorporation increasing its stock from \$3,000 to \$1.1 billion in 5,500,000 shares of common stock and 5,500,000 shares of preferred, making it the first billion-dollar corporation; also issues \$303,450,000 in 5% bonds for a total capitalization of \$1.4 billion; by some calculations, over 50% of this represents promoters' profits or "water"; from this date, the company begins accruing interest on its bonds and dividends on its preferred stock; on this date, United States Steel Corporation agrees to acquire the stocks of the American Bridge Company and Lake Superior Consolidated Iron Mines from J.P. Morgan & Co.; the stocks of the acquired companies are deposited with the United States Trust Company as collateral for a \$304 million bond issue; the Morgan Syndicate also announces the directors and officers of the new corporation, including Charles Michael Schwab (1862-1939) as Pres., although they have not been officially elected yet. (AR, NYT, Wilgus, Warren)
- Apr. 1, 1901 George A. Fuller Company incorporated in N.J. to succeed the business founded by the late George A. Fuller (1851-1900); pioneer in the construction of steel-framed buildings, that will include Penn Station. (Moody)
- Apr. 1, 1901 Pennsylvania Steel Company purchases the Spanish-American Iron Company from the Rockefeller interests; it owns 17,000 acres of ore deposits, the Daiquiri Mines, in the Caney District of Cuba; ore is imported to Sparrow's Point. (BethSteel)
- Apr. 2, 1901 United States Steel Corporation makes an offer to acquire the American Bridge Company and Lake Superior Consolidated Iron Mines and announces that it has acquired all of John D. Rockefeller's interest in the Lake Superior Consolidated Iron Mines and all the non-Carnegie stock in the Oliver Mining Company and the Pittsburgh Steamship Company. (Wilgus)
- Apr. 3, 1901 Northumberland & Nanticoke Railroad incorporated in Pa. to build from

Northumberland to West Nanticoke; not built. (MB)

- Apr. 3, 1901 New York & Port Chester Railroad incorporated in N.Y. to build a line parallel to the New Haven from Port Morris to the Connecticut state line; it occupies a route similar to that of the moribund New York, Westchester & Boston Railway of 1872. (NYState)
- Apr. 3, 1901 Pittsburgh, Toledo & Western Railroad incorporated in Ohio as portion of Wabash Railroad's Pittsburgh line. (ICC)
- Apr. 3, 1901 George F. Baer (1842-1914), a lawyer of Reading who has long been J. Pierpont Morgan's confidential legal representative in eastern Pennsylvania, is named Pres. of all three Reading companies, succeeding Joseph S. Harris; Baer's elevation is a reward for devising the complicated legal arrangements of the Reading reorganization and circumventing the 1874 Pennsylvania constitutional prohibition of railroads owning coal companies. (AR)
- Apr. 3, 1901 NYC&HR re-equips *Lake Shore Limited* with new cars named for Shakespearean characters. (NYT)
- Apr. 4, 1901 Bill introduced in New York Senate to grant PRR a 50-year franchise to transfer passengers in cars to South Brooklyn and thence to New England. (NYT - note is Raines bill for North River Bridge) (NYT)
- Apr. 4, 1901 J. Pierpont Morgan leaves New York on the White Star Line's *Teutonic* on his annual European tour, leaving Robert Bacon (1860-1919) in charge at the New York office; at about the same time, Jacob Schiff of Kuhn, Loeb & Co. secretly begins buying Northern Pacific Railway stock for E.H. Harriman and the Union Pacific; the purchases are disguised by a rising market. (Saterlee, Klein)
- Apr. 6, 1901 Pennsylvania Company Executive Committee authorizes a wye connection with the Ohio Connecting Railway in Allegheny. (MB)
- Apr. 6, 1901 PCC&StL Railway Executive Committee authorizes proceeding with grade changes at Dunkirk, Hartford City and Upland on the Logansport Division. (MB)
- Apr. 6, 1901 Pittsburgh, Ohio Valley & Cincinnati Railroad Board approves the location of a branch 5.5 miles up Pipe Creek to coal deposits. (MB)
- Apr. 6, 1901 United States Senate Park Commission (McMillan Commission) holds its first meeting; Daniel H. Burnham insists on a trip to Europe to examine parks and city plans. (Moore)
- Apr. 6, 1901 Conductor Sapp of the *Nellie Bly* is arraigned for manslaughter following a

coroner's inquest. (TrntnTimes)

- Apr. 8, 1901 New York Gov. Benjamin B. Odell signs the supplement to the Atlantic Avenue Improvement Act over Mayor Robert A. Van Wyck's veto; city is to pay one-half the cost of \$2.5 million. (NYT, AR)
- Apr. 8, 1901 Summit Branch Coal Company sold at foreclosure to John C. Wilson. (MB)
- Apr. 8, 1901 United States Steel Corporation announces its management: Charles M. Schwab (1862-1939) of the Carnegie interests is Pres.; Elbert H. Gary (1846-1927), a corporation lawyer, is Chairman of the Executive Committee, which also includes Percival Roberts (1857-1943), Pres. of the American Bridge Company, Charles Steele of J.P. Morgan & Co., and Edmund C. Converse of the National Tube Company; the Finance Committee is headed by Robert Bacon of J.P. Morgan & Co. and includes H. H. Rogers of Standard Oil, Norman B. Ream of Chicago, Elbert H. Gary and P.A.B. Widener of the American Steel & Wire Company; other directors include Clement A. Griscom, Francis H. Peabody, Marshall Field, Daniel G. Reid, John D. Rockefeller and Abram S. Hewitt. (Wilgus, Cotter)
- Apr. 9, 1901 New Castle & Beaver Valley Railroad Board authorizes a new yard at Mahoningtown and a coaling plant at Lawrence Jct. (MB)
- Apr. 10, 1901 PRR Board authorizes extension of Monongahela & Washington to Shafts #3 & 4 of J.W. Ellsworth; realignment Larimer-Stewart and Shady Side-Ben Venue. (MB)
- Apr. 11, 1901 Stockholders ratify complete abandonment of Pennsylvania Canal Company canals; locks are stripped of iron for salvage; section between Clarks Ferry and Middletown remains watered to supply Pennsylvania Steel Company and other industries. (AR)
- Apr. 11, 1901 Little Kanawha Railroad (Parkersburg-Palestine, W.Va.) enters receivership. (C&FC)
- Apr. 11, 1901 Body of the late New Haven Pres. Charles Peter Clark is returned to New York on the *Deutschland*; the body is received on Clark's private car, which is draped in evergreen boughs and riding on the train ferry *Maryland*, by which it is taken to Harlem River yards and on to Boston. (NYT)
- Apr. 12, 1901 LIRR Board agrees to take PRR's interest in Brooklyn, New York & Jersey City Terminal Railway. (ASCE)
- Apr. 12, 1901 LIRR Board appoints a conference committee with the Brooklyn Rapid Transit Company and the Rapid Transit Subway Construction Company re tunnel matters; abolishes post of Traffic Manager and names H.M. Smith General

- Passenger Agent and W.J. Rose General Freight Agent. (MB)
- Apr. 12, 1901 Reading men elected to CNJ Board, and George F. Baer elected Pres., replacing J. Rogers Maxwell. (RyW)
- Apr. 13, 1901 Tiffin & Northwestern Railroad deeds old right of way of Mansfield, Coldwater & Lake Michigan Railroad from Fostoria to western line of Portage Township, Wood County, Ohio, to William D. Marks, Trustee. (Church)
- Apr. 14, 1901 New drawbridge opens across Chesapeake & Delaware Canal on Delaware Division. (WEJ)
- Apr. 15, 1901 PRR signs agreement for track elevation at Harrison, N.J. (MB)
- Apr. 15, 1901 PRR begins elevating tracks through Newark, N.J. (AR)
- Apr. 15, 1901 Winter-only *New York & Florida Limited* makes last run via Southern Railway route; replaced by *Southern's Palm Limited* for 1902 season. (Guide, RyW)
- Apr. 15, 1901 A Morgan-United States Steel slate of directors for The Carnegie Company is elected in Pittsburgh, and the old Carnegie directors resign next day. (NYT)
- Apr. 1901 Atlantic City Railroad replaces 70-lb. rail with 80-lb. rail between Winslow Jct. and Tuckahoe. (RyW)
- Apr. 1901 PRR contracts for second track between Lock Haven and Keating, to be done in fall. (RRGaz)
- Apr. 1901 Because of construction of the new Union Station, all summer excursion trains from Pittsburgh will load outside in the station yard. (RRGaz)
- Apr. 1901 Michigan Railroad Commission orders GR&I to reduce fares to 2½ cents per mile, as its earnings have increased to put it in that class; GR&I refuses and is sued by the state. (RRGaz)
- Apr. 1901 PRR extends its New York-Louisville sleeping car to Nashville via the Louisville & Nashville Railroad. (RyW)
- Apr. 1901 No. 446 is the first of 24 Class F3 2-6-0's fast freight locomotives delivered from the Baldwin Locomotive Works. (Lovell)
- Apr. 16, 1901 PCC&StL Railway Executive Committee authorizes extending freight facilities for the produce business at Indianapolis. (MB)
- Apr. 16, 1901 Charles M. Schwab is formally elected a director and Pres. of the United States Steel Corporation; Henry Clay Frick is elected a director. (Warren)

- Apr. 16, 1901 Bethlehem Steel Company fires efficiency engineer Frederick Winslow Taylor, who has been designing their new piece work system according to his principles, because of his dictatorial behavior and antagonizing the workers. (Kanigel)
- Apr. 17, 1901 PRR buys 40,000 additional B&O voting trust preferred certificates and 167,600 common for \$13.4 million. (Wheeler)
- Apr. 18, 1901 Oliver Realty Company incorporated in Missouri in interest of Wiggins Ferry Company. (Church)
- Apr. 18, 1901 Press announces the Adams Express Company Pres. A. C. Weir, American Express Company Pres. James G. Fargo, and Francis Lynde Stetson of J.P. Morgan & Co. have been elected directors of the United States Express Company; their election follows the PRR's sale of the B&O's \$2 million in United States Express Company stock to the Adams Express Company and American Express Company; Adams and American Express now each have 10% of United States Express and now bleed it of its routes; Adams soon wins back half of the contract to carry government funds. (NYT, PrmsestoPay, Harlow, Grossman)
- Apr. 19, 1901 PCC&StL Railway Executive Committee authorizes a change of grade between Haydon and Unionville (9.18 miles) on the Indianapolis Division. (MB)
- Apr. 22, 1901 Missouri Pacific Railway authorizes the issue of \$30 million in stock for the purchase of the Denver & Rio Grande Railroad. (NYT)
- Apr. 23, 1901 ATO reviews samples of proposed summer uniforms for conductors and trainmen; resolves to have one uniform all year. (ATO)
- Apr. 23, 1901 New York Legislature passes bill for an approach to the New York & New Jersey Bridge Company's bridge along West Street. (RRGaz)
- Apr. 23, 1901 Erie Railroad agrees to become tenant at Akron Union Passenger Depot. (Church)
- Apr. 23, 1901 John P. Green replaces N. Parker Shortridge on Chesapeake & Ohio Railway Board. (AR)
- Apr. 23, 1901 Tiffin & Northwestern Railroad issues quit claim to Lake Michigan & Southeastern Railroad for old right of way of Mansfield, Coldwater & Lake Michigan Railroad between Napoleon and West Unity. (Church)
- Apr. 23, 1901 Oliver Realty Company renamed Lorenzo Realty Company. (Church)

- Apr. 23, 1901 Frederick D. Underwood (1849-1942), Second VP & General Manager of the B&O, who is being forced out by the PRR, is elected director and Pres. of the Erie Railroad with the support of James J. Hill, effective May 1; Erie Pres. Eben B. Thomas is pushed upstairs to the post of Chairman. (NYT)
- Apr. 24, 1901 Pres. Cassatt returns from Mexico; PRR issues statement that PRR has no interest in the New York & New Jersey Bridge Company. (RyW)
- Apr. 24, 1901 Cleveland, Akron & Columbus Railway Board authorizes extending the branch from Apple Creek station to the mines in Paint Township using the old grade of the Ashland & Wooster Railway. (MB)
- Apr. 24, 1901 Toledo & Michigan Terminal Railway incorporated in Ohio to build from Toledo towards Monroe, Mich. (Church)
- Apr. 24, 1901 American Railway Association adopts standard rules for the detouring of trains over other railroads. (Loree)
- Apr. 25, 1901 Toledo & Michigan Terminal Railway organized; E. J. Fraser, Pres. (C&C)
- Apr. 25, 1901 State of Indiana issues certificate for construction of Terre Haute & Logansport Railway from Rockville to intersect Terre Haute & Indianapolis Railroad near Terre Haute; not built. (Church)
- Apr. 25, 1901 Northern Pacific Railway share hits 105 on secret buying by E. H. Harriman and Kuhn, Loeb & Co. (Strouse)
- Apr. 26, 1901 Pres. Cassatt writes to New Haven Pres. John M. Hall proposing that they join in purchasing the New York Connecting Railroad; New Haven is to move all through trains over this line with own locomotives. (AJC)
- Apr. 26, 1901 West Jersey & Seashore Railroad Board approves the plan of the Atlantic City & Chelsea Improvement Company to divide the former Sea View Hotel Company property into building lots, as they are unable to build a hotel as planned. (MB)
- Apr. 26, 1901 Bernard Nadal Baker in London completes the purchase of the Britain-U.S. portions of the Leyland line from John R. Ellerman; however, Ellerman successfully demands to be paid in cash and that all other Leyland stockholders be offered the same terms; purchase costs over \$11 million instead of projected \$3.5 million; J.S. Morgan & Co. agrees to raise the sterling portion of the payment, thus making the House of Morgan a major player in the merger; the stock of the Leyland line is divided equally among the International Navigation Company, the Atlantic Transport Company and J.P. Morgan & Co. (Navin, Strouse)

- Apr. 27, 1901 Mont Alto Railroad sold at foreclosure to Thomas B. Kennedy of the Cumberland Valley Railroad for \$75,000. (Val, RRGaz)
- Apr. 28, 1901 Telegraph pioneer James Douglas Reid (1819-1901) dies at New York. (RRGaz)
- Apr. 29, 1901 PRR Chief Engineer William H. Brown issues a statement denying that the PRR has any interest in the North River Bridge scheme and calling it unfeasible. (NYT)
- Apr. 29, 1901 Reading officers elected to Board of Seacoast Railroad, and old Board resigns; Theodore Voorhees elected Pres.; Reading has purchased stock control to secure its traffic. (MB, AR)
- Apr. 29, 1901 PW&B Board authorizes change of alignment between Grubbs Landing and Bellevue, Del. (MB)
- Apr. 29, 1901 Pennsylvania Steel Company (N.J.) incorporated to act as a holding company for the Pennsylvania Steel Company (Pa.), the Maryland Steel Company of Baltimore County, and their subsidiaries; new stock issued for improvements and taken by the PRR and Reading Company, who want sources of rail supply independent of the United States Steel Corporation to prevent price gouging. (NJCorp, BethSteel, Wheeler)
- Apr. 30, 1901 Freight service begins over new portion of Petersburg Branch between Mt. Etna and Petersburg by empty cars for quarries worked by Middle Division crews. (Snyder)
- Apr. 30, 1901 Ocean Street Passenger Railway incorporated in N.J. to build trolley line at Cape May. (NJCorp)
- Apr. 30, 1901 George C. Wilkins named Pres. of Union Railroad Company of Baltimore, replacing Benjamin F. Newcomer, deceased. (MB)
- Apr. 30, 1901 First three-million share day on New York Stock Exchange, in part driven by E. H. Harriman's takeover bid for the Northern Pacific Railway. (Wyckoff)
- Spring 1901 J. Pierpont Morgan, P.A.B. Widener and Clement A. Griscom join Bernard Nadal Baker in London and begin negotiating with William J. Pirrie, head of the Belfast shipbuilding firm of Harland & Wolff, for purchase of the White Star Line. (Navin, Strouse)
- Spring 1901 Cleveland, Akron & Columbus Railway relays Hudson-Columbus with 70-lb. rail. (RyW)

- May 1, 1901 PRR declares a regular 2.5% semiannual dividend, down from 3% paid in last half. (NYT)
- May 1, 1901 Gould directors seated on Board of Wheeling & Lake Erie after Pittsburgh-Toledo Syndicate acquires control; Joseph Ramsey, Jr. elected Pres. (RRGaz, Wheeler)
- May 1, 1901 PW&B completes second track on Shellpot Branch. (AR, RRGaz)
- May 1, 1901 Union Line opens off-line office at Detroit. (MB)
- May 1, 1901 NYC&HR bans baggagemen from allowing persons from placing private chairs in baggage cars on commuter trains on Hudson and Harlem Lines; chairs are to be owned by company and rented at \$10 a year. (RRGaz)
- May 1, 1901 Northern Pacific Railway and Great Northern Railway make a public offer for the stock of the CB&Q at 200. (Renz)
- May 1, 1901 Frederick D. Underwood brings his protégé Daniel Willard (1861-1942) to the Erie Railroad as VP in Charge of Operations. (Vrooman)
- May 1, 1901 Announcement is made of a new shipbuilding combination, promoted by the Wall Street law firm of Alexander & Green; the plan is to combine a number of shipyard, including the Newport News Shipbuilding & Dry Dock Company, and Lewis Nixon's Crescent Shipyard at Elizabethport, N.J.; the Cramp yard in Philadelphia opts out; participating figures include John W. Young (1844-1924), son of Brigham Young, and Henry E. Huntington (1850-1927) of Newport News, financing is supposed to come from the Harriman-National City Bank interests. (Dewing)
- May 2, 1901 Sun Company incorporated in N.J. with a capital of \$1 million; the Pew family and their associates own 55% and the United Gas Improvement Company 45%. (Giebelhaus)
- May 2, 1901 United States Pipe Line is completed from Wilkes-Barre to Marcus Hook, the first completely independent pipeline from the Oil Region to the Delaware River; it had decided to avoid the blockading tactics of the DL&W by staying in Pennsylvania and using the General Pipeline Law. (Johnson)
- May 3, 1901 Jacob Schiff informs James J. Hill that he and E. H. Harriman have about 40% of the Northern Pacific Railway and hopes to get him to abandon the House of Morgan and come in with them; Hill refuses and goes to Morgan's, where they discover that much of Harriman's stock is preferred stock that has no voting rights and could be retired by the Board. (Strouse, Klein)
- May 4, 1901 E. H. Harriman is in bed with a cold, but he orders Jacob Schiff to buy another

40,000 shares of Northern Pacific common to clinch control; however, Schiff is at his synagogue and declines to buy, supposedly from religious prohibitions against working on the Sabbath; he may also have had second thoughts about making a successful coup against Morgan. (Klein, Strouse)

- May 4, 1901 J. Pierpont Morgan, relaxing at the spa town of Aix-les-Bains, receives a cablegram from New York informing him of Harriman's raid on the Northern Pacific Railway; he immediately orders his partners to buy 150,000 shares of NP common. (Strouse)
- May 5, 1901 PRR and Erie Railroad inaugurate new through line between Buffalo, St. Louis and Nashville for World's Fair traffic; uses Erie east of Akron and PRR line between Akron, Columbus and points south and west; cars are carried on regular trains west of Columbus; trains are *Pan-American Express* and *Buffalo Express* eastbound, and *St. Louis Express* and *Nashville Express* westbound; PRR also establishes a new fast train from Cleveland to Pittsburgh. (tt)
- May 5, 1901 CCC&StL Railway establishes *Rainbow Special* from Indianapolis to Buffalo for World's Fair traffic. (RyW)
- May 5, 1901 J. Pierpont Morgan's cable from London arrives at New York, ordering Robert Bacon to buy as much Northern Pacific common as necessary to deny the road to Harriman. (Klein)
- May 6, 1901 Pres. A. J. Cassatt writes Pres. Frank J. Firth of Anchor Line re a scheme of Berwind to establish a fleet of ocean colliers to export 1.5 million tons of coal a year to France, Italy, and perhaps South America. (AJC)
- c. May 6, 1901 Pres. Cassatt, Hamilton McKown Twombly and George J. Gould hold meetings in New York office of J.P. Morgan & Co.; Gould discusses possible sale of Wabash-Pittsburgh Terminal Railway to PRR and portion of Wabash Railroad between Toledo and St. Louis to NYC&HR; Trunk Lines to agree not to build further west, and western lines not to come further east. (AJC, Wheeler)
- May 6, 1901 E. H. Harriman's and Robert Bacon's buying campaigns drives the stock of the Northern Pacific Railway up 17½ in one day. (Klein, Renz)
- May 7, 1901 Hamilton McK Twombly informs Pres. A. J. Cassatt that George J. Gould may purchase the DL&W. (AJC)
- May 7, 1901 Frederick Leyland & Company, Ltd. shareholders agree to sale of the Leyland Line to J. Pierpont Morgan negotiated by Pres. John R. Ellerman on Apr. 26; Ellerman is to retain the Portuguese, Belgian and Mediterranean routes on promise to refrain from competing in the American market for 14 years. (Flayhart)

- May 7, 1901 Northern Pacific Railway common stock is cornered, with Hill and J.P. Morgan & Co. having all they need for control; the price rises to 160; speculators had not realized that Harriman and Hill were buying for control and were caught short and unable to buy at any price; they thus begin dumping their other stocks to cover their sales; among those suffering large losses is the architect Stanford White, who ends up \$700,000 in debt. (Klein, Strouse, Renz, Broderick)
- May 7, 1901 Prospectus issued for the formation of the United States Shipbuilding Company, a horizontal combination in the shipbuilding industry being promoted by John W. Young (1844-1924), one of the many sons of Mormon leader Brigham Young (1801-1877), marine architect Lewis Nixon (1861-1940) and Col. John James McCook (1845-1911), a lawyer with Alexander & Green and youngest of the “fighting McCook” brothers of Civil War fame; unfortunately, it is issued on the same day as the Northern Pacific corner, and the project lapses; as a result, the Newport News Shipbuilding & Dry Dock Company and the Huntington-Harriman interests drop out. (Dewing)
- May 8, 1901 Pennsylvania Company Executive Committee authorizes completing double track, Bucyrus to Dunkirk and Grovertown to Bourbon, which will complete double-tracking between Crestline and Fort Wayne. (MB)
- May 8, 1901 PCC&StL Railway Executive Committee authorizes rearranging the yard and moving the engine terminal at Washington, Pa., at the junction of the Chartiers Railway and Waynesburg & Washington Railroad. (MB)
- May 8, 1901 Traction entrepreneur Arthur E. Appleyard (1867-1949) and associates agree to purchase all the stock of the Dayton, Lebanon & Cincinnati Railroad from the estate of Henry Lewis; Appleyard intends to expand the line to run from Cincinnati to Dayton. (Church, Hauck)
- May 8, 1901 Rogers Locomotive Works incorporated in N.J. by Elliott C. Smith and Francis R. Holran, who have outbid the International Power Company, owners of the Rhode Island Locomotive Works, for the property of the old Rogers Locomotive & Machine Works at Paterson. (NJCorps, Steinbrenner)
- May 9, 1901 Northern Pacific corner on New York Stock Exchange ends in a panic as E. H. Harriman almost succeeds in his plan to acquire the Burlington indirectly by buying control of the Northern Pacific on the open market right under the nose of James J. Hill, head of the Northern Pacific and Great Northern; price of NP bid up to 1000; Robert Bacon and Harriman then agree to let the shorts settle at 150, and the panic ends with Northern Pacific closing at 325; however, Harriman falls short of absolute control; Harriman has more total stock, but Hill has more common and is in a position to retire Harriman’s \$41 million in preferred; record 3.336 million shares traded on the exchange is not matched

- until 1925. (Klein, Renz, Wyckoff)
- May 9, 1901 Pres. A. J. Cassatt writes to VP Samuel Rea to make sure that August Belmont makes 34th Street an express stop on the IRT subway so as to serve new LIRR tunnel; is not done, and 33rd Street becomes a local stop only. (AJC)
- May 9, 1901 Joseph Ramsey, Jr., elected Pres. of Wheeling & Lake Erie Railroad. (Snyder)
- May 10, 1901 Samuel Rea and James McCrea elected B&O directors, replacing James J. Hill and Norman B. Ream, giving PRR four seats. Pres. A. J. Cassatt feels the PRR must take a more active role in B&O management; are to change B&O bylaws and organization to equal those of PRR and put L.F. Loree in charge. (AJC, NYT, Wheeler)
- May 10, 1901 Morgan and Kuhn, Loeb & Co. allow short holders of Northern Pacific to settle at 150, ending panic. (Wyckoff)
- May 11, 1901 Beech Creek Extension Railroad leased to the NYC&HR. (AR)
- May 12, 1901 West Jersey & Seashore Railroad places automatic block signals in service between Camden and Atlantic City on the main line. (C&C)
- May 14, 1901 Queen Anne's Railroad Pres. William H. Bosley explains a plan for a line of steamships between Lewes and New York; committee recommends the company purchase the Rehoboth Casino and lease the Hotel Bolingly at Queenstown to develop an excursion business. (MB)
- May 14, 1901 New electro-pneumatic interlocking placed in service at "UN" Tower (?) at east end of Gallitzin tunnel. (AR)
- May 14, 1901 S[ydney] Pemberton Hutchinson (1861-1929), Assistant General Agent at New York, resigns to join Phelps, Dodge & Co.; he is later VP of the El Paso & Southwestern Railroad, Superintendent of the Pittsburgh Division of the B&O, and General Superintendent of the Michigan Central Railroad; in 1910 he becomes Pres. of the Westmoreland Coal Company, of which his family have been directors for three generations. (RyW, Clnl&RevFmlsPa, WCCo)
- May 15, 1901 Illinois Northern Railway incorporated in Ill.; subsidiary of International Harvester Company; constructs a switching line in the Chicago area; later owned 12% each by Pennsylvania Company and NYC, 25% by CB&Q and 51% by Santa Fe. (ICC, Compt)
- May 1901 PRR plans to build the so-called New York-Pittsburgh Subway at Mantua Jct. in West Philadelphia, burrowing under the freight leg of the wye to permit passenger trains to run direct between the Philadelphia and New York Divisions without running into Broad Street Station and back; plan is to take

through trains off the Trenton Cut-off; there are now 4 through passenger trains and some locals on the Trenton Cut-off, and two round trips of fast mail trains have just been added. (RyW)

- May 1901 C.E. Burr, formerly Inspector of Detectives of Lines West, named first Superintendent of Police for Lines West. (RyW)
- May 1901 First Class E2 4-4-2 passenger locomotive, WJ&S No. 65, built at Altoona; designed for fast passenger service between New York and Philadelphia (surely Phila.-Atlantic City?!). (AltoMirror, RRGaz)
- May 1901 New ferry station at Debrosses Street completed. (AR)
- May 1901 PRR has completed long-distance telephone circuits for all Middle Division, half of Philadelphia Division, and parts of Pittsburgh Division; is to be complete system between Philadelphia and Pittsburgh. (RRGaz)
- May 1901 United States Pipe Line Company, now a subsidiary of the Pure Oil Company, begins piping oil to a new terminal at Marcus Hook, Pa., having been shut out of New Jersey by court injunction. (Williamson/Daum)
- May 16, 1901 Jacob Schiff writes J. Pierpont Morgan a conciliatory letter and pledging cooperation, noting he was trying to protect the Union Pacific's access to the East and not take the management of the Northern Pacific Railway away from Morgan. (Strouse)
- May 17, 1901 At the request of the PW&B, which owns all of its securities, the Baltimore & Delaware Bay Railroad extinguishes its \$375,000 in bonds, upon which no interest has ever been paid. (MB)
- May 18, 1901 Black Lick Branch opens between Vintondale and Dilltown. (Val)
- May 18, 1901 The Hill-Morgan group finally ends its purchases with possession of 52.5% of Northern Pacific Railway common. (Strouse)
- May 18, 1901 James J. Hill writes to George Stephen, Lord Mount Stephen (1829-1921) of the Canadian Pacific Railway of his determination to unite the Great Northern, Northern Pacific and CB&Q; he claims that in 5 years it will have a larger income for dividends than the PRR and NYC&HR combined. (Strouse)
- May 19, 1901 VP James Wood sends Pres. Cassatt a memo outlining six possible ways of striking back at George J. Gould, including cutting off his interchange traffic, kicking Western Union Telegraph Company off the PRR, and extending the Eel River Railroad to Toledo and Detroit to form a rival St. Louis-Toledo line. (Wheeler)

- May 20, 1901 Daniel H. Burnham meets with Pres. Cassatt in Philadelphia and receives the commission to design a new PRR station for Washington, which is conceived as a simple replacement for the existing station on the Mall. (Moore)
- May 20, 1901 Road Committee renames Paulton, Pa., West Apollo on Western Pennsylvania Division. (MB)
- May 20, 1901 PCC&StL Railway Executive Committee authorized building an interlocking at Pendleton, Ohio, on the Cincinnati Division. (MB)
- May 20, 1901 International Association of Machinists begins its first general strike, demanding the 9-hour day; the IAM becomes one of the most militant of the Shop Craft unions. (DeptofLabor)
- May 21, 1901 Pres. Cassatt meets William K. Vanderbilt and Hamilton McK. Twombly at Grand Central Station; first such meeting since 1899; discuss joint action against George J. Gould. (NYT, Wheeler)
- May 21, 1901 New York City approves the extension of the subway tunnel from City Hall to Flatbush Avenue, Brooklyn. (LIRR AR)
- May 22, 1901 PRR Board approves track elevation of West Penn through Allegheny, Pa. (MB)
- May 22, 1901 Jacob Schiff testifies to U.S. Industrial Commission in New York and explains the "Community of Interest." (RyW)
- May 22, 1901 John Riley's locomotive was standing at Altoona Station when word came of a runaway freight train of 56 cars coming down the East Slope from Gallitzin; Riley ran forward, sanding tracks to slow train, then coupled to the runaway at speed and slowed its descent, although rammed two standing locomotives at Altoona before stopping; Riley is awarded \$500 and a watch worth \$100 by General Manager J. B. Hutchinson at a ceremony at the Logan House on Nov. 11. (RyW, Snyder)
- May 22, 1901 International Association of Car Workers organized at Buffalo by a group of AF of L local unions; it becomes the American Federation of Railway Workers in 1911. (BurLabStats)
- May 23, 1901 PRR signs a formal agreement for the joint control of the Chesapeake & Ohio Railway for 10 years; to give each other first option if stock is sold; each to name four directors and jointly to name president; John P. Green elected Chairman of Finance Committee; the NYC&HR does not sign the agreement until Dec. 1901, and then only under PRR pressure, as it believes the agreement is not enforceable. (MB, Wheeler)
- May 23, 1901 Pres. A. J. Cassatt rejects August Belmont's suggestion that LIRR give up its

plan to build an uptown tunnel and have it built by his Rapid Transit Subway Construction Company; Cassatt wants LIRR to have its own tunnel, preferably terminating under 42nd Street in front of Grand Central Station. (AJC)

- May 23, 1901 Detroit & Lima Northern Railway sold at foreclosure. (ICC)
- May 23, 1901 Cincinnati, Portsmouth & Virginia Railroad stockholders approve the sale of the company to the Norfolk & Western Railway, effective June 30. (RRGaz)
- May 1901 PRR adopts new type of 70-foot Pullman parlor car for Jersey City-Philadelphia service. (WEJ)
- May 24, 1901 Lines West Executive Committee reauthorizes building an interchange yard at Freedom, Pa., originally authorized in Aug. 1898 but not built.(MB)
- May 25, 1901 Trainmasters' office moved into Logan House at Altoona. (Snyder)
- May 25, 1901 Detroit Southern Railroad incorporated in Michigan as the reorganization of the Detroit & Lima Northern Railway. (ICC)
- May 27, 1901 Two fast trains each way with buffet parlor cars established between Philadelphia and Wilkes-Barre via Pottsville and Hazleton on 5:15 schedule; PRR begins active competition with Reading-Lehigh Valley route via Allentown. (RyW, PassDept)
- May 27, 1901 Through passenger service begins on Petersburg Branch between Hollidaysburg and Huntingdon; first passenger service between Petersburg and Mt. Etna, Pa. (Snyder)
- May 27, 1901 Richmond, Fredericksburg & Potomac Railroad discontinues its local passenger train between Ashland and Quantico. (AR)
- May 28, 1901 PRR signs memo of understanding with August Belmont; PRR and LIRR are to organize a company to build a tunnel to 33rd Street to pressure owners of 42nd Street tunnel franchise (New York & Queens County Railway? or New York & Long Island Railroad?) into selling to Belmont at a reasonable price; Belmont will turn the 42nd Street property over to the LIRR once he gets the franchise; LIRR will then build to 42nd Street and make connection with the IRT subway at Grand Central Station. (AJC 32/1)
- May 28, 1901 PW&B Board authorizes change of line at Claymont, Del.; committee reports on sale of Baltimore & Delaware Bay Railroad and Smyrna & Delaware Bay Railroad securities to the Delaware Railroad. (MB)
- May 28, 1901 Massillon Coal Mining Company incorporated in Ohio by the Dan R. Hanna interests for the purpose of consolidating a number of small coal companies in the Massillon Coal Field. (Consol)

- May 29, 1901 PRR signs agreement for track elevation through Latrobe, Pa. (MB)
- May 29, 1901 PCC&StL Railway Executive Committee authorizes construction of a new station at Richmond, Ind., instead of rebuilding the old one; to be designed by Daniel Burnham & Co. (MB)
- May 29, 1901 Clement A. Griscom leaves New York for London on the *St. Paul*; has spoken to J. Pierpont Morgan before leaving. (NYT)
- May 30, 1901 Future Comptroller Ralph C. Miller joins PRR as Assistant Engineer on Pittsburgh Division. (MB)
- May 30, 1901 Joseph Wharton and Robert P. Linderman sell a controlling interest in the Bethlehem Steel Company to Charles M. Schwab on his own account, although Schwab is Pres. of the rival United States Steel Corporation; Schwab then puts the stock in trust with J.P. Morgan & Co., but later repurchases it in 1904; Bethlehem has practically been driven out of the rail business by the Pittsburgh and Midwestern companies, but is strong in armor plate and heavy ordnance. (Warren)
- May 31, 1901 Harriman, Hill, Jacob Schiff and Henry Bacon of J.P. Morgan & Co. meet at the Metropolitan Club and negotiate a truce; Morgan is to name the Northern Pacific Board, but traffic is to be coordinated with Harriman Lines; control of Burlington to be vested in new holding company, the Northern Securities Company with control split between the Morgan and Harriman interests. (Klein)
- May 31, 1901 Class E2 4-4-2 No. 1983 runs train No. 21 from Jersey City to Philadelphia in 2:03 with one stop. (RRGaz)
- May 31, 1901 Toledo & Chicago Railroad and Fort Wayne & Detroit Railroad sold to the Wabash Railroad. (ICC)
- June 1, 1901 PRR forces the resignation of B&O President John K. Cowen (1844-1904) and replaces him with Leonor F. Loree (1858-1940), then Fourth VP of Lines West on the supposed ground that the company should be run by an operating man, not a lawyer (much less one with strong ties to the Garrett family); Cowan is named General Counsel but suffers a mental and physical breakdown; Loree introduces PRR methods on the B&O and begins a crash modernization program; Second VP & General Manager Frederick D. Underwood (1849-1942) and Assistant General Manager Daniel Willard (1861-1942) have also been forced to resign; George L. Potter (1856-1925), General Manager of Lines West, appointed General Manager of B&O; Superintendent of Telegraph-Lines West Arthur Hale (1859-1939) appointed Assistant General Manager; L.G. Haas, Superintendent of Erie & Ashtabula Division, named Assistant to General Manager; accountant J.T. Leary and transportation

inspector T.J. Foley also transferred from Lines West; Loree also introduces the same clerical innovations and office automation that he has begun on Lines West, and uses the savings to raise clerical salaries by almost 30%; the Garretts had been particularly parsimonious when it came to employee salaries since under their regime, the company's "wealth" had been largely a magician's illusion; while Pres. Murray had raised the salaries of traffic officers to a national scale (the B&O needed traffic above all), it is left to Loree to bring the salaries of operating, engineering and maintenance employees up to national standards; nonetheless, for B&O loyalists, the next few years amount to enemy occupation. (B&O AR, RRGaz, RyW, Wheeler, Hungerford)

- June 1, 1901 Oliver T. Boyd (1878-1926) placed in charge of the special excursion department for a period of two years; Henry A. Jaggard (1865-1936) named Special Agent of the Transportation Dept. at Broad Street Station. (PRRBio)
- June 1, 1901 Robert H. Newbern (1866-1934) appointed Assistant Superintendent of the Insurance Dept. (PRRBio)
- June 1, 1901 James J. Turner (1853-1928) promoted from VP & General Manager of the Vandalia Line to director and Fourth VP of Lines West, replacing L.F. Loree; George L. Peck to General Manager of Lines West, replacing George L. Potter; Ralph Peters (1853-1923) to General Superintendent of Southwest System, replacing Peck; James A. McCrea (1875-1923) to Superintendent of Cincinnati Division, replacing Peters. (MB, AR)
- June 1, 1901 Effective date of PW&B sale of its stock of the Baltimore & Delaware Bay Railroad and Smyrna & Delaware Bay Railroad to the Delaware Railroad; includes the Nicholson Branch. (AR)
- June 1, 1901 Paulton station renamed West Apollo on Western Pennsylvania Division. (MB)
- June 1, 1901 Property of the former Ohio Southern Railroad sold to the Detroit Southern Railroad. (ICC)
- June 3, 1901 Pres. Cassatt writes to August Belmont demanding that LIRR and not Belmont build the 42nd Street tunnel; calls for a new conference. (AJC 32/1)
- June 3, 1901 North Branch Canal rewatered between Danville and Northumberland to permit owners to remove stranded boats.
- June 3, 1901 William Henry Newman (1847-1918) elected Pres. of NYC&HR replacing Samuel R. Callaway, resigned to be Pres. of American Locomotive Company. (RRGaz, AR)
- June 5, 1901 Pennsylvania Company, PRR and WNY&P agree to build Wolf Creek Branch

from Leesburg to Redmond, Pa. (MB, Church)

- June 5, 1901 Pennsylvania Company Executive Committee authorizes a new passenger and freight station at Euclid Avenue, Cleveland. (MB)
- June 5, 1901 State Line & Indiana City Railway merged into the South Chicago & Southern Railroad under an agreement of the same date; it is only filed in Indiana, and the property and franchise of the SL&IC is not finally deeded to the SC&S until Mar. 1, 1904; the Pennsylvania Company continues as operating agent for the SC&S, SL&IC and Calumet River Railway. (C&C)
- June 5, 1901 Pennsylvania Company Finance Committee authorizes purchasing 70,000 shares of preferred stock of the Pennsylvania Steel Company for \$8.05 million. (MB)
- June 5, 1901 N. Parker Shortridge elected to the Board of the Norfolk & Western Railway, replacing George Coppell, deceased, giving the PRR six seats. (AR)
- June 5, 1901 Daniel G. Reid and William H. Moore of the Moore-Reid Syndicate that has engineered a number of combinations in the steel and tin plate industry in the Midwest, elected to the Board of the Chicago, Rock Island & Pacific Railway; it is the culmination of a nine-month stock-buying campaign financed in part from the profits on the sale of their steel companies to the United States Steel Corporation; the Moore-Reid interests now become a big factor in the railroad industry. (Hayes)
- June 6, 1901 Pres. Cassatt orders VP Samuel Rea to investigate question of underground railroads in Broad and Market Streets in Philadelphia and whether the franchises are for steam or trolley operation. (AJC)
- June 6, 1901 PRR purchases 100,000 shares preferred and 97,351 shares common of Pennsylvania Steel Company (N.J.) through Drexel & Co. for \$8.05 million, giving it about 70% control; is bulk of new issue of stock; vested in Pennsylvania Company; done to give PRR a bargaining chip in any future contest with United States Steel Corporation both to force U.S. Steel to cancel its contract with George J. Gould, and also to guarantee a secure supply of rails outside of U.S. Steel. (Wheeler)
- June 6, 1901 PRR begins purchase of stock of Cambria Steel Company at Johnstown on behalf of Pennsylvania Company through Drexel & Co. for \$11.5 million; total investment in Cambria reaches \$4.85 million or over 50%; done for same reason as Pennsylvania Steel Company purchase; total investment in steel companies is \$19.55 million. (Wheeler)
- June 6, 1901 PFW&C acquires trackage rights over Calumet Western Railway, which opens between the south end of the Cummings Branch at 106th Street, Chicago, to the Calumet River Railway north of Hegewisch; Pennsylvania Company, Rock

- Island, Michigan Central and Chicago Junction Railway sign new agreement to operate Calumet Western Railway as a joint terminal instead of by Pennsylvania Company. (C&C, Church)
- June 6, 1901 Pennsylvania Company, Chicago, Rock Island & Pacific Railway, Michigan Central Railroad, and Chicago Junction Railway agree for joint use of Calumet Western Railway. (Church)
- June 6, 1901 Terminal Railroad Company grants Pennsylvania Company and PCC&StL the use of its tracks in Chicago. (Church)
- June 6, 1901 Pennsylvania Company obtains joint use of Chicago Junction Railway between Calumet Park and Chappell on the Terminal Railroad and between Calumet Park and the State Line & Indiana City Railway. (Church)
- June 6, 1901 South Chicago & Southern Railroad, Michigan Central Railroad, and Chicago Junction Railway agree for joint use of South Chicago & Southern Railroad between Hegewisch Jct. and Calumet Park and for joint use of Calumet River Railway. (Church)
- June 6, 1901 Pennsylvania Company acquires joint use of East Chicago Belt Railroad. (Church)
- June 6, 1901 PCC&StL acquires trackage rights over Indiana Harbor Belt Railroad between Burnham, Ill., and East Chicago, Ind. (C&C)
- June 6, 1901 Lord Mount Stephen cables James J. Hill that he has seen J. Pierpont Morgan in London and that Morgan wants the unification of the Great Northern and Northern Pacific to proceed. (Strouse)
- June 6, 1901 George W. Bentley (1822-1901), a former official of the New London Northern, New Jersey Southern and Tampa Bay & Key West Railroads, is found dead of a self-inflicted gunshot wound to the head on the grave of a favorite daughter in a Norwich, Conn., cemetery; as photos and mementos of the daughter are found in his pockets, it is believed that he killed himself in a fit of despondency sometime during the night. (NYT)
- June 7, 1901 Thomas B. Hamilton (1865-1939) named Superintendent of the Erie & Ashtabula Division, replacing L.G. Haas, resigned to B&O. (AR)
- June 7, 1901 Bituminous coal strike begins in the West Virginia coal fields. (C&O AR)
- June 8, 1901 PRR denies that it has purchased either the Wabash Railroad or the Wheeling & Lake Erie Railroad. (NYT)
- June 8, 1901 Bala, Haverford & Villa Nova Passenger Railway incorporated in Pa. to build from Bala (City Line & 54th Street) to Villanova via Montgomery Avenue and

- Spring Mill Road, with extension on City Line Avenue and Belmont Avenue to West Manayunk; Lyman D. Gilbert, Pres.; PRR organizes the company to occupy routes and keep streetcars out of the Main Line suburbs. (MB)
- June 8, 1901 Overbrook, Wayne & Paoli Passenger Railway incorporated in Pa. to build subway or elevated streetcar line from City Line Avenue to Paoli; controlled by PRR to hold franchise and prevent competition with Paoli Local; Lyman D. Gilbert, Pres. (MB)
- June 8, 1901 Philadelphia, Bryn Mawr & Paoli Street Railway incorporated in Pa. to build in Lancaster Avenue from City Avenue to Paoli; dummy company to block actual trolley competition. (MB)
- June 8, 1901 While P.A.B. Widener and William L. Elkins are traveling to London, the Market Street Elevated Passenger Railway is incorporated in Pa.; one of 13 franchises covering every desirable route in Philadelphia awarded to John M. Mack (1852-1915), a paving contractor, in an act of revenge by political boss Matt Quay; the P.A.B. Widener-William L. Elkins group controlling the streetcar system has failed to back Quay's bid to be U.S. Senator in 1899-1900; the Mack-Foederer Syndicate is backed by New York capital, including August Belmont. (SEPTA, TuckerColl, Cheape)
- June 8, 1901 Broad Street Subway Passenger Railway incorporated in Pa. by the Mack-Foederer Sydicate. (SEPTA)
- June 8, 1901 Frankford Elevated Passenger Railway incorporated in Pa. by the Mack-Foederer Sydicate. (SEPTA)
- June 8, 1901 Germantown Avenue Elevated Passenger Railway incorporated in Pa. by the Mack-Foederer Sydicate. (SEPTA)
- June 8, 1901 Passyunk Avenue Elevated Passenger Railway incorporated in Pa. by the Mack-Foederer Sydicate. (SEPTA)
- June 8, 1901 Ridge Avenue Elevated Passenger Railway incorporated in Pa. by the Mack-Foederer Sydicate. (SEPTA)
- June 9, 1901 Daniel H. Burnham and partner Ernest R. Graham meet with Pres. A. J. Cassatt, VP Charles E. Pugh, Chief Engineer William H. Brown and Chief of Motive Power Theodore N. Ely at Philadelphia; Burnham presents over 100 sketches for the proposed Washington station; Burnham tries to get Cassatt to move the station to the south off the Mall in line with the proposed master plan for the capital's parks. (Moore)
- June 9, 1901 Michigan Central Railroad establishes the *Pan American Flyer* between Chicago and Buffalo for World's Fair business. (RyW)

- June 10, 1901 PRR sells a 30% interest in Pennsylvania Steel Company to Reading Iron Company, subsidiary of Reading Company, at cost for \$3.45 million; PRR retains 55% worth \$10.5 million. (Wheeler)
- June 10, 1901 Pennsylvania Company contracts for second track between Bucyrus and Upper Sandusky. (RRGaz)
- June 10, 1901 Cleveland, Akron & Columbus Railway Board authorizes beginning construction of South Akron Yard. (MB)
- June 10, 1901 Eel River Railroad Co. (Logansport to Butler, Ind.) sold at foreclosure under the decree in *State of Indiana v. Eel River Railroad Company* for \$1 million to William W. Crapo, Elijah Smith and Daniel L. Quirk, purchasing committee of stockholders appointed Dec. 26, 1900. (MB, Church, C&C)
- June 10, 1901 A. H. Sanford named Engineer, M of W, Eastern Division, replacing James A. McCrea, transferred; W. B. Wood to Engineer, M of W, Cleveland & Pittsburgh Division, replacing T. B. Hamilton, promoted; Horace E. Newcomet to Engineer, M of W, Indianapolis & Vincennes Division, replacing Frank H. Worthington, promoted. (MB)
- June 10, 1901 Benjamin McKeen (1864-1947) promoted from Superintendent of the Peoria Division to Superintendent of the St. Louis Division of the Vandalia Line, replacing F. T. Hatch to Superintendent of the Peoria Division, replacing McKeen. (PRRBio, PocketList)
- June 10, 1901 American Locomotive Company (ALCO) incorporated in N.Y. to acquire the stock of the Schenectady Locomotive Works, the Richmond Locomotive Works, the Manchester Locomotive Works, and the New Jersey Locomotive Company, plus the property of the Brooks Locomotive Works, the Pittsburgh Locomotive & Car Works, the Rhode Island Locomotive Works (owned by the International Power Company), and the Dickson Manufacturing Company; the merger is engineered by a syndicate led by bankers Harvey Fisk & Sons and William C. Sheldon & Co. to create a more formidable competitor for the Baldwin Locomotive Works, the first serious competitor Baldwin has had in 40 years; rather than come to price-fixing or market share agreements with Baldwin, ALCO engages in a bidding war for jobs, in part to generate the income needed to service its consolidation debt; the PRR remains loyal to Baldwin, which gets almost all PRR outside orders. (Moody's, Steinbrenner, Brown)
- June 11, 1901 PRR officials reveal purchase of Pennsylvania Steel Company. (NYT)
- June 11, 1901 Berkshire Street Railway Company incorporated in Mass.; controlled by the New Haven. (Moody's)
- June 12, 1901 VP John P. Green refuses to confirm or deny rumors regarding PRR purchase

of Pennsylvania Steel Company but does deny that PRR has control; also denies PRR has any designs on the Santa Fe. (NYT, RyW)

- June 12, 1901 Automatic pneumatic block signal system placed in service between Camden and Atlantic City via Winslow Jct.
- June 12, 1901 PRR Board agrees to merge the Trenton Cut-Off Railroad. (MB - verify C&C)
- June 12, 1901 District of Columbia Commissioners approve PRR grade crossing elimination plan; to be a two-track tunnel between 11th & 2nd Streets, S.E., and an elevated station on old site. (RRGaz)
- June 12, 1901 PRR Board authorizes double track between Lock Haven and Keating on P&E. (MB)
- June 12, 1901 Avalon & Glenfield Street Railway incorporated in Pa. to build between Ben Avon borough and Aleppo Township. (MB)
- June 12, 1901 Baden Street Railway incorporated in Pa. to build within borough of Baden; organized by Peoples Electric Street Railway. (MB)
- June 12, 1901 Harmony Street Railway incorporated in Pa. in interest of Peoples Electric Street Railway to build from Baden to Harmony Township. (MB)
- June 12, 1901 Leet Township Street Railway incorporated in Pa. in interest of Peoples Electric Street Railway Company to build between Sewickley and Leet Township. (MB)
- June 12, 1901 Sewickley & Osborne Street Railway incorporated in Pa. in interest of Peoples Electric Street Railway Company to build two miles from borough of Aleppo through boroughs of Osborne and Sewickley. (MB)
- June 13, 1901 North Branch Canal drained for last time.
- June 13, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission, plus McKim's secretary Charles Moore, leave for Europe on the *Deutschland*. (Moore)
- June 14, 1901 Work begins on Wabash-Pittsburgh Terminal Railway controlled by George J. Gould and supported by Andrew Carnegie; connects with the Wheeling & Lake Erie at Jewett, Ohio, giving the Gould system of roads access to the Pittsburgh market.
- June 14, 1901 Atlantic City Railroad absorbs Camden County Railroad, Ocean City Railroad, and Seacoast Railroad under agreement of May 24, 1901. (Val)
- June 15, 1901 PRR abandons freight station at 13th Street and Hudson River in New York

- City. (AR)
- June 15, 1901 St. Clair, Madison & St. Louis Belt Railroad leaves receivership without foreclosure. (C&C)
- June 1901 PRR completes the purchase of an additional 30,000 shares of Chesapeake & Ohio Railway for a total investment of \$5.57 million. (Wheeler)
- June 1901 West Jersey & Seashore Railroad builds a new station at Wildwood. (Keystone)
- June 1901 PRR begins raising ventilation stack on B&P Tunnel at Wilson Street from 100 feet to 150 feet. (RRGaz)
- June 1901 PRR installs two new 75-foot turntables at Altoona for longer locomotives and builds extension to front of roundhouses. (RRGaz)
- June 1901 PFW&C contracts for second track between Bucyrus and Dunkirk. (RRGaz)
- June 1901 United States Steel Corporation acquires all the stock of the Shelby Steel Tube Company in a separate transaction. (AR)
- June 1901 Charles M. Schwab, Pres. of the new United States Steel Corporation, buys on his own account 160,000 shares of rival Bethlehem Steel Company, which he initially plans to sell to U.S. Steel but later builds into an independent company. (BethStl - see above)
- June 1901 Ontario Lake Superior Company, organized in Canada by the same New York and Philadelphia interests that control the company on the U.S. side of the border, is merged into the Consolidated Lake Superior Company. (Moody's)
- June 16, 1901 New station at Germantown Jct. (North Philadelphia) opens; 136 x 50 feet.(AR)
- June 17 ,1901 Eben B. Thomas (1839-1919) elected to new post of Chairman of the Lehigh Valley Railroad. (AR)
- June 1901 Calumet Western Railway opens between end of PFW&C Cummings Branch at 106th Street and Hegewisch; freight service only; operated jointly by Pennsylvania Company, Rock Island, Michigan Central and Chicago Junction Railway under agreements of June 6, 1901 and June 18, 1901. (C&C)
- June 18, 1901 VP Samuel Rea transmits papers and estimates for North River Bridge to Pres. Cassatt; PRR has decided it can guarantee 200,000 cars per year by 1905; Gustav Lindenthal's estimate is \$90 million; company is to issue \$1 million in stock for control, \$100 million in First Mortgage bonds for construction, and \$50 million in Income bonds for guarantees and miscellaneous expenses;

bridge is to include a trolley line running from Hoboken and the top of the Palisades. (AJC 2/39)

- June 18, 1901 Long Island Extension Railroad incorporated in N.Y. with capital of \$1 million to build a tunnel under East River at 33rd Street to 7th Avenue and then up 7th Avenue to 45th Street; to be operated with rapid transit cars and connected to LIRR's Long Island City terminal by elevators; plan calls for tunnel under 33rd Street to two-track subway-type station 80 feet below grade served by banks of large elevators and another elevator connection to LIRR station in Long Island City; Samuel Rea, Pres.; was a ruse as per agreement with August Belmont. (NYState, MB, RRGaz, AJC 32/23)
- June 18, 1901 Pennsylvania Company, Chicago, Rock Island & Pacific Railway, Michigan Central Railroad, and Chicago Junction Railway sign revised agreement for joint operation of the Calumet Western Railway. (C&C - verify Church)
- June 19, 1901 PRR buys additional 31,300 shares of Chesapeake & Ohio Railway through Kuhn, Loeb & Co. for \$1.48 million; brings total holdings to 26% at total cost of \$5.57 million. (Wheeler)
- June 19, 1901 St. Clair, Madison & St. Louis Belt Railroad leaves receivership without foreclosure. (Church)
- June 19, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission arrive in Paris at 2:00 AM. (Moore)
- June 19, 1901 Flat Top Coal Land Association, owning 238,624 acres of the Pocahontas Field, grants a 60-day option to buy its property for \$10 million to Elbert H. Gary, William Edenborn (both of U.S. Steel) and Isaac T. Mann (1864-1932); the Pocahontas Coal Syndicate buys the 230,000 acres of the Flat Top Coal Land Association and an additional 70,000 acres in W.Va. from W.M. Ritter and W.G.W. Jaeger; Ritter also sells the charter for the Pocahontas Coal & Coke Company. (Lambie)
- June 20, 1901 Future Superintendent Arthur B. Clark (1867-) is transferred from the Baltimore Division to the Pittsburgh Division in charge of track work in the Pittsburgh Yard connected with the construction of the new Union Station, serving through Dec. 15, 1905. (PRRBio)
- June 21, 1901 CNJ Pres. George F. Baer writes to Pres. Cassatt warning that allowing local trolley tracks on the North River Bridge as per plans of Lindenthal and Rea will destroy most of CNJ's suburban traffic; Rea believes that the Bridge will expand suburban growth to the extent that there will be plenty of traffic for both railroads and trolleys; it is worth noting that, because of the way it has to cross the Meadowlands, the PRR has no close-in commuters in N.J., whereas the CNJ carries a large passenger traffic from southern Jersey City and Bayonne that is subject to trolley competition. (AJC 2/39)

- June 21, 1901 Long Island Extension Railroad organized to build a tunnel from Long Island City to 33rd Street & 4th Avenue; Samuel Rea, Pres. (AR, RRGaz)
- June 21, 1901 Jacob Schiff meets George J. Gould with offer to buy him out on behalf of PRR and NYC&HR; Gould demands \$10 million for his Wabash Railroad stock, \$9 million for the W&LE Syndicate and surveys and \$8 million for his Wabash debentures. (Wheeler)
- June 21, 1901 Elbert H. Gary meets with Norfolk & Western Railway officials in New York regarding purchase of Pocahontas coal lands; Gary offers N&W a 1/4 or 1/5 interest; N&W Chairman Kimball declines a minority interest, but suggests N&W can take the entire stock of a new company. (Lambie)
- June 21, 1901 PCC&StL Railway Executive Committee authorizes an interlocking with the B&O at Newark, Ohio. (MB)
- June 21, 1901 Future Norfolk & Western Railway Pres. Nicholas D. Maher (1854-1929) leaves the N&W to be General Superintendent of the Seaboard Air Line Railway; he returns to the N&W in 1903. (RyReview)
- June 22, 1901 Long Island Extension Railroad files map with Board of Rapid Transit Commissioners showing tunnel to 33rd Street & 7th Avenue. (Seyfried)
- June 22, 1901 Last ferry leaves the old Federal Street ferry house in Camden at 12:00 M. (PubLdgr)
- June 22, 1901 Hamilton McK. Twombly, for Vanderbilt interests, questions expediency of buying Gould's stake in Wabash and W&LE but agrees to work with PRR; agrees to split Eel River Railroad 50-50 (not done) and also suggests buying Toledo, St. Louis & Western ("Clover Leaf"). (Wheeler)
- June 22, 1901 The architects of the McMillan Commission leave Paris for Rome. (Moore)
- June 23, 1901 *Brooklyn Eagle* runs a detailed article describing the PRR's plans to enter Brooklyn by controlling the New York Connecting Railroad. (BrklnEgle)
- June 23, 1901 New Camden Terminal and ferry house opens; William H. Cookman, architect; train shed 570' x 252' x 75' high at the lantern with 12 tracks and 7 platforms; 8 tracks are arranged in pairs and 4 as single tracks with platforms on both sides; shed is unusual in having a row of support columns on the center-line instead of a clear span; ferry house measures 450 x 60 with four slips capable of being altered for double-deck boats in the future; river and street fronts are sheathed in copper; old ferry houses at Federal and Market Streets abandoned; the West Jersey & Seashore Railroad office is moved from the southeast corner of Federal Street & Delaware Avenue eastward onto the land of the United New Jersey Railroad & Canal Company on the south side of

- Federal Street; first ferry to arrive is the *Wenonah* at 12:05 AM; first train to arrive is the 12:42 AM Burlington local; first train departing is the 5:00 AM paper train; demolition begins on the remnants of the old terminal. (AR, MB, RyW, PubLdgr, EngrRcrd)
- June 24, 1901 PRR announces it has purchased stock control of Cambria Steel Company; PRR invests a total of \$19.5 million in steel companies. (NYT, Wheeler, RRGaz)
- June 24, 1901 Cumberland Valley & Waynesboro Railroad incorporated in Pa. under articles of June 7 as the reorganization of Mont Alto Railroad; Moorhead C. Kennedy, Pres. (Val, C&C)
- June 24, 1901 Secretary of War approves revised plan of "Upper Bridge" of Toledo Railway & Terminal Company over Maumee River at Toledo. (Church)
- June 24, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission arrive in Rome; McKim visits the remains of Roman Baths of Caracalla, the Basilica of Constantine and the Colosseum that later inspire the design of Penn Station. (Moore, Diehl)
- June 24, 1901 Schenectady Locomotive Works merged into the American Locomotive Company. (Moody's)
- June 25, 1901 LIRR places leased *City of Lawrence* of the Norwich & New York Transportation Company in summer service for the Montauk Steamboat Company, Limited, after sale of the *Montauk* to the Algoma Central & Hudson Bay Railway in Canada. (MB - should be 1902!!)
- June 25, 1901 South Trenton property owners meet to oppose the PRR's improvements, including the straightening of the line through South Trenton and a new Delaware River Bridge. (TrntnTimes)
- June 25, 1901 PRR purchases Baltimore & Delaware Bay Railroad and its subsidiary Smyrna & Delaware Bay Railroad (Bombay Hook, Del.-Chestertown, Md.) from CNJ; PW&B begins operating B&DB under its lease of Delaware Railroad dated May 1, 1897 as part of the Delaware Division. (Val - MB indicates this day PW&B sells interest to Del RR - B&DB MB shows sale before 6/22/01)
- June 26, 1901 PRR Board authorizes extension of Waverly & Passaic Branch (New York Bay RR?) to connect with west end of Meadows Yard; double track Radebaugh-County Home Jct. and enlargement of Youngwood Yard on Monongahela Division; realignment East Pittsburgh-Stewart; grants trackage rights to Buffalo & Susquehanna Railroad between Sinnemahoning and Tyler on the Low Grade Line. (MB)
- June 26, 1901 *New York Times* reports that officials of PRR have been conferring with Kuhn,

Loeb & Co., Mercantile Trust Company and other bankers regarding financing for North River Bridge Company; bankers had rejected first PRR proposal as not providing enough return on investment; Mercantile Trust Company had demanded that PRR guarantee entire interest after Vanderbilts indicate they want no part of a project that would end their monopoly of direct access to Manhattan. (NYT, AJC 2/39)

- June 26, 1901 Pres. A. J. Cassatt receives prospectus of Pocahontas Coal Syndicate of Gary, Edenborn and Mann; notes they have purchased all the lands of the Flat Top Coal Land Association and an additional 70,000 acres in West Virginia from W.M. Ritter and W.G.W. Jaeger, along with the paper N.J. charter of the Pocahontas Coal & Coke Company. (Lambie)
- June 26, 1901 L.F. Loree elected director of Pennsylvania Company. (MB)
- June 27, 1901 George J. Gould refuses Jacob Schiff's offer to buy out his interests in behalf of the PRR and NYC&HR; struggle with PRR intensifies. (Wheeler)
- June 27, 1901 Pres. Cassatt orders James McCrea to tell Gould's Western Union that its telegraph contract won't be renewed and to meet with NYC&HR Pres. William H. Newman to arrange other retaliatory measures against Gould. (Wheeler)
- June 27, 1901 Pennsylvania Company signs a 50-year exclusive traffic agreement with Michigan Central Railroad and NYC&HR to carry their Detroit traffic from Toledo. (MB, Wheeler)
- June 27, 1901 Queen Anne's Railroad begins operating summer-only *Cape May Express* between Queenstown and Lewes with connecting steamer to Cape May.
- June 27, 1901 Railroad Brotherhoods and unions of Pennsylvania hold a general meeting at Harrisburg, to which Pres. A.J. Cassatt, Pres. George F. Baer of the Reading, and Pres. Thomas B. Kennedy of the Cumberland Valley Railroad have been invited. (RyW)
- June 28, 1901 West Jersey & Seashore Railroad Board rejects the Atlantic City Council's proposal for grading Atlantic Avenue. (MB)
- June 28, 1901 Part of roof of Union Tunnel at Baltimore falls in on 2nd No. 78, burying two express cars; trains detoured via B&O tunnel. (RRGaz)
- June 28, 1901 J. Pierpont Morgan, P.A.B. Widener, Clement A. Griscom and Bernard Nadal Baker leave Southampton on the *Deutschland*., having reached preliminary agreement to purchase control of White Star Line for \$32 million in stock and cash, instead of the projected \$24 million, and also purchase of the Dominion Line; also traveling on this trip are William L. Elkins, William K. Vanderbilt, Jr., and J. I. Waterbury; the American millionaires travel from London to Southampton on a private train; Griscom tells the press that it is only an

accident that they are all traveling together and that they are not concocting big shipping deals. (NYT, Navin)

- June 28, 1901 PRR holds its annual three-day weekend press excursion to the Hotel Stockton at Cape May for 150 reporters from Philadelphia, Baltimore and Washington to promote vacation travel. (RyW)
- June 29, 1901 Future Operating Dept. official Norman B. Pitcairn (1881-1948) joins the PRR as a rodman after graduating from Princeton University. (RyAge)
- June 29, 1901 Pennsylvania Company, Hocking Valley Railway, and Toledo Railway & Terminal Company agree for an interlocking at Walbridge. (MB)
- June 30, 1901 Automatic block signals placed in service between Camden and Burlington. (AR)
- June 30, 1901 PRR closes off-line freight office at Hartford, Conn.
- June 30, 1901 Railroad and traction entrepreneur and real estate developer William B. Litchfield (1839-1901) dies at Brooklyn. (RyW)
- June 30, 1901 Detroit Southern Rail__ opens between Leaf and Page, Ohio, replacing trackage rights over the Wabash Railroad; later a branch of the Detroit, Toledo & Ironton Railroad. (Meints)
- July 1, 1901 VP James McCrea informs Pres. Cassatt that he and NYC&HR Pres. Newman prefer no open moves against George J. Gould as merely giving him favorable publicity as an underdog; would be unable to get consent of other lines for a complete boycott, but suggest they both quietly reroute traffic away from Gould lines. (Wheeler)
- July 1, 1901 PRR opens freight office in New Haven.
- July 1, 1901 LIRR assumes operation of New York & Rockaway Beach Railway between New York & Rockaway Beach Jct. and Far Rockaway. (MB, Val)
- July 1, 1901 New York & North Shore Railway (or Long Island Electric Railway) sold to the Hogan Brothers. (Seyfried)
- July 1, 1901 River Front Railroad Board authorizes change of line between Susquehanna and Cumberland Streets; authorizes sale of old track in Beach Street between Aramingo (Canal) Street and Cumberland Street. (MB)
- July 1, 1901 PRR purchases all stock of Pittsburgh Provision Company; agrees with Samuel W. Allerton, operator of stock yards at East Liberty to build new stock yards on Herra Island. (Church)

- July 1, 1901 Steamboat *Virginia*, chartered from the Old Bay Line, begins running between Lewes and Cape May in connection with Queen Anne's Railroad, replacing *J.S. Warden* used in 1900. (CMGS, Burgess)
- July 1, 1901 Midway & Oakdale Railway opens between Midway and mines of Shaw Coal Company (1.53 miles) on Pittsburgh Division of PCC&StL. (Church)
- July 1, 1901 Pennsylvania Canal Company leases 3.84 miles of canal at Steelton to Pennsylvania Steel Company for use as reservoir. (AR)
- July 1, 1901 Charles Miller Sheaffer (1858-1943) named Superintendent of Telegraph of Lines East, replacing Arthur Hale, resigned to join B&O. (AR)
- July 1, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission arrive in Venice. (Moore)
- July 1, 1901 Joseph Ramsey, Jr., elected Pres. of Wabash Railroad. (Snyder)
- July 1, 1901 Charleston & Savannah Railway, Brunswick & Western Railroad, Silver Springs, Ocala & Gulf Railroad, Tampa & Thontosassa Railroad, and Alabama Midland Railway merged into the Savannah, Florida & Gulf Railway, consolidating the various parts of the Plant System. (ICC)
- July 1, 1901 Pittsburgh Steel Company incorporated in Pa., succeeding the Pittsburgh Steel Company, Ltd.; in Oct. 1901, it acquires the property of the Pittsburgh Steel Hoop Company with a plant at Glassport, Pa. (Moody's, Seely)
- July 1, 1901 Amalgamated Association of Iron, Steel & Tin Workers calls a strike in the sheet and hoop mills of the United States Steel Corporation. (Brody)
- July 2, 1901 Jacob Smulliger Rogers (1823-1901), former head of the Rogers Locomotive & Machine Works, dies at New York. (Steinbrenner)
- July 2, 1901 Executive Committee of the United States Steel Corporation denies Pres. Charles M. Schwab to power to direct operations apart from the committee and its Chairman Elbert H. Gary; Schwab begins to disengage from the company. (Warren)
- July 4, 1901 J. Pierpont Morgan and his traveling companions return to New York on the *Deutschland*. (NYT)
- July 4, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission leave Venice for Vienna. (Moore)
- July 5, 1901 Pennsylvania Company Executive Committee authorizes building 4 tracks in the eastbound yard at Kinsman Street, Cleveland; extension of the Greene County Coal Branch 4 miles from the Summit Coal Company to the mines of

- the Midland Coal Company. (MB)
- July 5, 1901 PCC&StL Railway Executive Committee authorizes an interlocking at Leonard Avenue, Columbus, on the Columbus & Newark Division. (MB)
- July 5, 1901 Pennsylvania Land Company leases property at Louisville to PCC&StL. (MB, Church)
- July 1901 Ordinance is before the Philadelphia City Councils approving the expansion of Broad Street Station north of Filbert Street. (RyW)
- July 6, 1901 Future PRR electrical engineer Edwin Hobart Brown (1901-) born at Williamsport; son of George Herbert Brown (1867-1938) and Jane Hobart Brown and grandson of Chief Engineer William Henry Brown (1836-1910); third generation of this family to work for the PRR. (Cnl&RevFmlsPa)
- July 7, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission leave Vienna for Budapest. (Moore)
- July 8, 1901 Largest PRR guided tour yet leaves New York for one-month circuit to San Francisco-Los Angeles-Vancouver and return via Canadian Pacific; 4 sections, 400 people bound for a convention of the Epworth League (a Methodist youth group) at San Francisco; returns Aug. 6 after covering 9,000 miles. (RyW)
- July 8, 1901 Union Tunnel at Baltimore reopens. (RyW)
- July 9, 1901 Pres. Cassatt orders VP Samuel Rea to proceed with acquisition of New York Connecting Railroad from Oliver W. Barnes for \$200,000, although it yet has no property or city franchise. (AJC)
- July 9, 1901 Pres. A. J. Cassatt's Assistant William A. Patton denies rumors that a soft coal combination is to be formed as a result of a meeting of capitalists in J. Pierpont Morgan's office on July 8; representatives of Berwind-White Coal Mining Company, Pittsburgh Coal Company and Castner, Curran & Bullitt also deny rumors. (NYT)
- July 9, 1901 One track reopens through Union Tunnel at Baltimore.
- July 9, 1901 Eugene F. Brady of Altoona patents a shed roof extension for extending roundhouses inward by about 8 feet; has been used at Altoona, Columbia and Pittsburgh, and is to be installed at Harrisburg. (RRGaz)
- July 10, 1901 Pres. A. J. Cassatt leaves Haverford for a European vacation on the 7:00 AM steamer train from Philadelphia; sails on American liner *St. Louis*. (AJC, NYT)
- July 10, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission arrive at Paris on the *Orient Express*, where Daniel H.

Burnham finds a telegram from Pres. A. J. Cassatt waiting; Cassatt asks him to visit the Central Bahnhof at Frankfurt, which Cassatt considers the finest station in the world. (Moore)

- July 10, 1901 Pres. Baldwin informs LIRR Board that the Brooklyn & Rockaway Beach Railroad has appealed the court ruling seeking restoration of the use of the LIRR's track between East New York and Greenpoint, including the portion between Cooper Avenue Jct. and Greenpoint that has been abandoned. (MB)
- July 10, 1901 LIRR Executive Committee authorizes formation of Northport Traction Company. (MB)
- July 10, 1901 NYC&HR Pres. William H. Newman elected a director of C&O, replacing Samuel R. Callaway, resigned. (AR)
- July 11, 1901 N.Y. Supreme Court upholds Brooklyn & Rockaway Beach Railroad in its suit against the New York, Brooklyn & Manhattan Beach Railway to annul the lease of Jan. 29, 1877, by which the NYB&MB has obtained the use of its line between East New York and Cooper Avenue. (NYState)
- July 11, 1901 Northern Central Railway leases the warehouse at the southeast corner of Thames & Bond Streets to the Terminal Warehouse Company of Baltimore City, retroactive to Sep. 1, 1900; also a warehouse on the southeast corner of Monument & Constitution Streets. (MB)
- July 11, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission spend the day at Versailles. (Moore)
- July 12, 1901 PCC&StL grants trackage rights between Batavia Jct. and Cincinnati and use of its Cincinnati station to Cincinnati, Portsmouth & Virginia Railroad (Norfolk & Western system). (MB, Church)
- July 12, 1901 American Contract & Trust Company, dormant since 1886, elects a PRR Board; the intent appears to be to operate it as a real estate company, but it remains a "shell" company until 1926, when it becomes the vehicle for the PRR's diversification into truck, bus and steamship companies. (MB)
- July 12, 1901 Charles F. McKim and Daniel H. Burnham inspect the new Gare du Quai d'Orsay; interestingly, given its influence on Penn Station, McKim's severe neoclassical taste finds the Beaux Arts Gare d'Orsay to be garish and overdone; Penn Station will be quite the opposite. (Moore)
- July 13, 1901 Western New York & Pennsylvania secures trackage rights over Jamestown, Chautauqua Lake & Lake Erie Railway between Mayville, N.Y., and Chautauqua Assembly Grounds with joint use of station for period of five years; the Jamestown, Chautauqua Lake & Lake Erie Railway is given the right to cross the WNY&P. (MB)

- July 13, 1901 Western Washington Railroad Company of West Virginia incorporated to extend Western Washington Railroad of Pa. from state line to mouth of Cross Creek on Ohio River; railroad is not built and company does not become part of PRR system. (Church)
- July 13, 1901 J. T. Blair and E.D. Fulton obtain option on stock of Little Kanawha Railroad. (Church)
- July 14, 1901 At A. J. Cassatt's direction, Daniel H. Burnham alone makes a trip to examine the Central-Bahnhof at Frankfurt, which Cassatt considers the best and most up-to-date railroad terminal and a model for the new Washington station, which is still planned to cross the Mall. (Moore)
- July 14, 1901 Amalgamated Association of Iron & Steel Workers calls a strike against the United States Steel Corporation; first strike called since 1892. (HistPitts)
- July 15, 1901 George T. Smith named General Agent at New York, replacing Oliver J. Geer, relieved. (AR)
- July 15, 1901 Charles F. Nye (1860-) formerly Boston Agent, appointed Eastern Superintendent of the Star Union Line at New York. (PRRBio)
- July 15, 1901 Steel strike is extended to the tin plate mills. (Brody)
- July 1901 LIRR purchases two tracts with over one mile of waterfront on Newtown Creek at Long Island City. (RyW)
- July 1901 West Jersey & Seashore Railroad places the new tugboat *West Jersey* in Maurice River service and retires the old one of the same name. (AR, Keystone)
- July 1901 PRR contracts for two new bridges over the Schuylkill River between Broad Street and West Philadelphia flanking the existing one. (RyW)
- July 1901 PRR is installing electric semaphores on Philadelphia Division. (RyW)
- July 1901 PRR extends coach porter service from New York-Pittsburgh to Chicago and Indianapolis and Washington-Buffalo. (RyW)
- July 1901 PRR Advertising Agent Frank N. Barksdale publishes a laudatory profile of A. J. Cassatt in the July issue of *World's Work* magazine. (RyW)
- July 1901 George H. Daniels of NYC&HR begins publication of monthly *Four-Track News*, a magazine for passengers; becomes *Travel Magazine* in Oct. 1906. (DLC)
- July 1901 B&O acquires 51% of the stock of the Ohio River Railroad, Wheeling to

Kenova, W.Va., including trackage rights over the PCC&StL Railway from Wheeling to Pittsburgh, from H. H. Rogers and Charles Pratt of the Standard Oil interests for \$5.88 million; also the entire stock of the West Virginia Short Line Railroad between New Martinsville and Clarksburg, plus additional shares of the Ohio River Railroad for a total price of \$7.5 million in 4% notes; the Ohio River Railroad has previously operated in connection with the PRR, but under the Community of Interest, it makes more sense as part of the B&O system, and the PRR agrees to a division of territory whereby it does not extend into West Virginia south of Wheeling. (AR, RRGaz, Moodys, Hungerford)

- July 1901 Cincinnati, Lebanon & Northern Railway begins holding employee picnics at Highland Grove. (Hauck)
- July 1901 Pennsylvania Steel Company (N.J.) acquires a 54.2% interest in the Cornwall Ore Bank Company from the Coleman family of Lebanon; includes a 68% interest in the Cornwall & Lebanon Railroad and the two North Lebanon furnaces. (BethSteel)
- July 16, 1901 Daniel H. Burnham arrives at Berlin. (Moore)
- July 17, 1901 Property of former Fort Wayne, Terre Haute & Southwestern Railroad between Carbon and Bridgeton, Ind., conveyed to Chicago & South Eastern Railway after 1900 foreclosure sale; the portion between Bridgeton and Mansfield is abandoned and never used. (Church, C&C)
- July 17, 1901 J. Pierpont Morgan names a new Northern Pacific Railway Board as per the Arbitration Agreement that settles the NP Corner; vacancies are to be filled by James J. Hill, Edward H. Harriman, William Rockefeller, Hamilton McK. Twombly and Samuel Rea, who are elected on July 26; Rea is elected as being acceptable to both camps. (NYT, Carosso, Renz)
- July 17, 1901 Pittsburgh, Carnegie & Western Railroad incorporated in Pa. by merger of Pittsburgh & Mansfield Railroad (inc. Apr. 23, 1893) and Washington County Railroad (inc. Apr. 17, 1900) in interest of Pittsburgh-Toledo Syndicate. (ICC)
- July 17, 1901 Daniel H. Burnham arrives in London, where he rejoins the rest of the McMillan Commission team. (Moore)
- July 18, 1901 Pres. A. J. Cassatt has a prearranged meeting with Daniel H. Burnham of the McMillan Commission in London, Cassatt tells Daniel H. Burnham, who has done a preliminary study for a new Baltimore & Potomac station south of the Mall, that since his original commission the PRR and B&O are now combined in the "Community of Interest," and he will consent to a joint Union Station north of the Mall in return for government compensation for the increased expense of \$1.5 million to build a tunnel under Capitol Hill to maintain the connection with southern railroads. (Moore, McMillan Rept)

- July 18, 1901 Pennsylvania Company agrees with the CCC&StL Railway (Big Four) and B&O for the interchange of traffic at Tiffin, Ohio. (MB)
- July 19, 1901 First National Bank of the City of New York increases its capital from \$500,000 to \$10 million and its surplus fund from \$5 million to \$10 million; the new stock is sold to J. Pierpont Morgan, James J. Hill, Grant B. Schley, Oliver H. Payne, William H. Moore, Hamilton McKown Twombly, John D. Rockefeller, Henry Clay Frick and Marshall Field. (Logan)
- July 22, 1901 Officials' special train opens Waverly & Passaic Railroad to connection to Meadows Yard, completing freight bypass at Newark; through trains routed over Centre Street track while Market Street Bridge raised. (RRGaz)
- July 22, 1901 Pennsylvania Company Executive Committee authorizes purchasing 450,000 shares of the Cambria Steel Company for \$11.5 million; building interlockings at Homewood, Grandview and Walnut to control third track on the Eastern Division. (MB)
- July 22, 1901 A new Lehigh Valley Transportation Company is incorporated in N.J. to replace the 1882 charter from N.Y., which is to expire in 1902; operates floating equipment on the Great Lakes (the "Lehigh Valley Transportation Line") and purchases the floating equipment used in New York Harbor from the Easton & Amboy Railroad. (ICC, LVCorp)
- July 24, 1901 City of New York contracts for extension of IRT subway from City Hall to LIRR terminal at Flatbush Avenue, Brooklyn. (AR)
- July 26, 1901 Charles F. McKim, Daniel H. Burnham and Frederick Law Olmsted of the McMillan Commission sail for New York on the *Deutschland*. (NYT, Moore)
- July 26, 1901 Future PRR VP John A. Schwab (1901-1962) born. (MB)
- July 31, 1901 Unbuilt Allegheny Connecting Railroad dissolved. (MB)
- July 31, 1901 Tin plate king and former Lines West Superintendent William B. Leeds elected to the Board of the Chicago, Rock Island & Pacific Railway; it is announced that the Reid-Moore Syndicate has obtained stock control; they begin a reckless expansion of the system, attempting to claim transcontinental status and reaping speculators' profits in the process. (Hayes)
- Summer 1901 George J. Gould begins buying stock of the Norfolk & Western Railway; agrees to sell it to PRR if PRR will stop its opposition to his Pittsburgh franchise; A. J. Cassatt buys the N&W stock but continues to oppose Gould. (Snyder)
- Summer 1901 Delaware Railroad relays main line to Delmar with 85-lb. rail. (RyW)

- Aug. 1, 1901 Future Pres. Martin Withington Clement (1881-1966) joins the PRR as a rodman after graduating from Trinity College in Hartford, Conn. (NYT, PRRBio)
- Aug. 1, 1901 Hamilton McK. Twombly, representative of Vanderbilt interests, elected director and member of Executive Committee of Erie Railroad. (AR)
- Aug. 1, 1901 New York & North Shore Railway (or Long Island Electric Railway?) ends through service. (Seyfried)
- Aug. 3, 1901 New York & Stamford Railway incorporated in N.Y.; street railway company controlled by the New Haven. (Moody's)
- Aug. 3, 1901 Grinnell Burt (1822-1901), Pres. of the Lehigh & Hudson River Railway, dies. (RyW)
- Aug. 4, 1901 PRR and Erie Railroad revise World's Fair service from west via Columbus and Akron; *Buffalo Express* renamed *Exposition Express*; adds third *Chautauqua Lake Express* direct to Chautauqua Lake at Jamestown, N.Y.
- Aug. 6, 1901 PCC&StL Railway Executive Committee authorizes the purchase of the Western Washington Railroad near Houstonville; adopts a location for extending the Bridgeville & McDonald Branch up Millers Run; adopts location for three lines to open the Raccoon Creek Coal Field: 1) from near Burgettstown up the Middle Fork of Raccoon Creek to Hickory and then by Little Chartiers Creek to the Western Washington Railroad (10 miles); 2) from near Burgettstown up Burgetts Branch of Raccoon Creek to the branch of Little Chartiers Creek to the Western Washington Railroad (11 miles); 3) from near Burgettstown 5 miles up Raccoon Creek. (MB)
- Aug. 7, 1901 PFW&C Railway Executive Committee approves the following betterments for 1901: double-tracking, Bucyrus-Dunkirk, Grovertown-Etna Green, Grovertown-Wanatah; additional facilities for turning suburban service at Leetsdale. (MB)
- Aug. 7, 1901 Gen. James Scott Negley (1826-1901), former Congressman and founder of the Pittsburgh, Lisbon & Western Railroad, dies at Plainfield, N.J. (CongBio)
- Aug. 8, 1901 PRR representative notes that while NYC&HR has not shown open opposition to North River Bridge Company plan, neither has it been openly favorable. (NYT)
- Aug. 10, 1901 Amalgamated Association of Iron, Steel & Tin Workers attempts to make the steel strike general with little success; growing mechanization means that green strikebreakers can be trained sufficiently in a short time. (Brody)

- Aug. 12, 1901 PRR proposes to Mayor Fleischmann of Cincinnati to pay 65% of the cost of grade crossing elimination. (NYT)
- Aug. 13, 1901 East Granby & Suffield Railroad organized in the interest of the Central New England Railroad to build a loop line to bypass the 313-foot strip of the New Haven-controlled Montagu Farm in East Granby through which the New Haven has long blocked the Central New England from building a line from Tariffville to the gateway at Springfield, Mass. (NYT)
- Aug. 15, 1901 Frank J. Firth, Theodore N. Ely and Leonard C. Hanna, brother of Marcus A. Hanna, elected to the Cambria Iron Company Board to represent the PRR interest. (NYT)
- Aug. 15, 1901 Daniel H. Burnham and Ernest R. Graham visit Pittsburgh to inspect various commissions, including the PRR Union Station. (Moore)
- Aug.? 1901 VP Samuel Rea telegraphs Pres. Cassatt in Europe to investigate the Gare d'Orsay and its electric traction as a possible solution to the New York terminal problem. (Rea - according to AJC files, Cassatt was in Paris in mid-Aug. - telegram not found in AJC's files)
- Aug. 1901 LIRR announces it will install 100-lb. rails between Long Island City and Valley Stream on the Montauk Division. (RRGaz)
- Aug. 1901 Automatic block signals completed between Philadelphia and Paoli. (AR, RRGaz)
- Aug. 1901 Little Muddy Run Branch of Tyrone & Clearfield Railway extended 1.95 miles to Eureka Colliery No. 28. (Val - AR says all 3.08 miles from jct. with Madera Branch)
- Aug. 1901 PRR begins construction of Latrobe-Derry Cutoff. (RyW)
- Aug. 1901 PRR A3 No. 76 (Altoona c/n 2192) or PFW&C H4 No. 240 (Juniata c/n 808) is the 3,000th locomotive built at Altoona. (altoonaworks.info)
- Aug. 1901 Conway Yard placed under its own Assistant Trainmaster.
- Aug. 1901 PCC&StL No. 5 *Cincinnati, Louisville & St. Louis Limited*, leaves Pittsburgh every night with 19 cars in two sections. (RyW)
- Aug. 1901 Grading for a second track between Columbus and Indianapolis is almost completed. (RyW)
- Aug. 1901 PRR is reported as planning to electrify the Xenia-Springfield Branch and Indianapolis & Vincennes Railroad with trolley wire strung alongside the track; are to operate trolleys in local service between Indianapolis and

- Martinsville and between Vincennes and Worthington. (RRGaz, RyW)
- Aug. 1901 NYC&HR Chief Engineer William J. Wilgus engages civil engineer Bion J. Arnold (1861-1942) to prepare plan for electrification for main line trains between Grand Central Station and Mott Haven Yard. (Wilgus, RyW)
- Aug. 16, 1901 Bethlehem Steel Company acquires all the assets of the old Bethlehem Iron Company, which is dissolved. (BethStl)
- Aug. 21, 1901 Chief Engineer William H. Brown and Engineer, Maintenance of Way Joseph T. Richards leave Philadelphia on inspection tour of Main Line as far as Altoona. (RyW)
- Aug. 22, 1901 Philadelphia & Cape Charles RPO combined with steamer post office as Philadelphia & Norfolk RPO. (Kay)
- Aug. 22, 1901 Pennsylvania Company Executive Committee authorizes a new engine house at Dock Jct.; second track at Sharon, Pa. (MB)
- Aug. 22, 1901 PCC&StL Railway Executive Committee authorizes a new 70-foot turntable at Columbus; enlarging the Clinton Street freight house at Chicago; second track between Unionville and Hayden; rearranging and extending yards at Dennison; enlarging engine house and rearranging yard at Sheridan. (MB)
- Aug. 23, 1901 M. K. Salsbury, et al., of Pittsburgh sell Western Washington Railroad to PCC&StL Railway. (Church)
- Aug. 24, 1901 *Railway World* reports that PCC&StL No. 5, the *Cincinnati, Louisville & St. Louis Limited*, which connects from the *Pennsylvania Limited* at Pittsburgh, regularly runs with 19 cars in 2 sections. (RyW)
- Aug. 24, 1901 Major flood in the Lehigh Valley puts the Lehigh Canal out of service. (LC&N AR)
- Aug. 24, 1901 Barberton, Akron & Eastern Railway (No. 1) incorporated in Ohio to build from Barberton via Akron to Pennsylvania state line in Mahoning County; C. D. Crouch, Pres. (Church, C&C)
- Aug. 25, 1901 Norfolk & Western Railway, having acquired the Cincinnati, Portsmouth & Virginia Railroad, withdraws most of its passenger trains from the Cincinnati, Lebanon & Northern Railway between Idlewild and Court Street Station in favor of running over the B&O from East Norwood. (AR)
- Aug. 26, 1901 Former PRR Superintendent J. Pemberton Hutchinson (1843-1901) dies. (ancestry.com)
- Aug. 27, 1901 Northport Traction Company incorporated in N.Y. in the interest of the LIRR

- to build streetcar line from Northport to Northport Harbor. (NYState, NYT)
- Aug. 27, 1901 Charles Michael Schwab (1862-1939), formerly head of Carnegie Steel Company, purchases Bethlehem Steel Company for \$4.03 million. (RRGaz - see above)
- Aug. 28, 1901 Court at Pittsburgh refuses injunction to block George J. Gould's Pittsburgh, Carnegie & Western Railway from crossing the Monongahela River. (RyW)
- Aug. 29, 1901 Cincinnati & Muskingum Valley Railroad Board authorizes branch from Crooksville, Ohio, south to mines of the Hurd Coal Company in Monroe Township. (MB, Church)
- Aug. 29, 1901 Eleven killed in wreck of passenger train near Newark, N.Y., on Elmira & Canandaigua Division. (NYT)
- Aug. 30, 1901 Because of a washout at Tyrone, Nos. 5 & 18 are first main line passenger trains to detour over Petersburg Branch. (Snyder)
- Aug. 31, 1901 David Milne Watt (1843-1901), former Superintendent of Western Pennsylvania Division, dies at Erie. (RyW, ATO)
- Aug. 31, 1901 Last run of a canal boat on the lower Pennsylvania Canal, when Capt. Morris Nagle arrives at Marietta with a boat load of coal from Nanticoke. (Keystone)
- Aug. 31, 1901 American Line liner *Paris*, wrecked in 1899, returns to service rebuilt by Harland & Wolff as *Philadelphia*. (Flayhart)
- Aug. 31, 1901 Consolidated Railway Company incorporated in Connecticut for the purpose of buying street railways in Connecticut and Massachusetts for the New Haven. (Moody's)
- Sep. 1, 1901 B&O begins operating the Ohio River Railroad under lease. (B&O CorpHist)
- Sep. 1, 1901 Ralph Peters appointed to the new post of General Superintendent of the Cincinnati & Muskingum Valley Railroad. (MB)
- Sep. 3, 1901 LIRR deeds Long Island Extension Railroad a right of way at Long Island City. (MB)
- Sep. 3, 1901 Cornelius Vanderbilt III (1873-1942) receives patent No. 681,760 for his Vanderbilt tender with a cylindrical water tank; the first is introduced on an Illinois Central 4-6-0. (Ptnt, Marshall)
- Sep. 4, 1901 PRR operates overnight special train from Washington to Buffalo for government officials attending President's Day at the Pan American Exposition. (RyW)

- Sep. 4, 1901 United States Steel Corporation Pres. Charles M. Schwab rejects a proposal from the Amalgamated Association embodying compromise terms originally floated by J. Pierpont Morgan, that all plants pay union scale but that unionization of additional non-union plants be deferred for several years. (Strouse)
- Sep. 5, 1901 PRR announces that it has contracted for new iron piers between York & Grand Streets in Jersey City for International Navigation Company's Red Star Line; old Grand & Sussex Street piers are to be removed and new pier built at Morris Street and the York Street pier enlarged. (NYT, RyW)
- Sep. 5, 1901 Richmond-Washington Company incorporated in N.J. under articles dated Sep. 3 as a holding company for the purpose of controlling the Washington Southern Railway and Richmond, Fredericksburg & Potomac Railroad (RF&P) in the interest of all the railroads entering Washington from north and south; purchases control of the RF&P from the Atlantic Coast Line and of the Washington Southern from the PRR; done as part of "Community of Interest" and to prevent the construction of a competing line north of Richmond by the Seaboard Air Line Railway; until death of Martin W. Clement in 1966, the Pres. and other officers are supplied by the PRR. (C&C, MB, Harrison)
- Sep. 5, 1901 Pennsylvania Company Executive Committee authorizes the purchase of the Eel River Railroad for \$1.35 million. (MB)
- Sep. 5, 1901 PCC&StL Railway Executive Committee authorizes electrifying the Xenia-Springfield Branch and purchasing 3 motors in order to preempt trolley competition, using wire located to the side of the track or third rail to permit steam operation as well. (MB)
- Sep. 6, 1901 Richmond-Washington Company organized; Samuel Rea elected Pres.; acquires 8,115 shares of Richmond, Fredericksburg & Potomac Railroad voting stock from the Atlantic Coast Line Railroad and 1,357 shares from the PRR at \$175 and 20,000 shares of the Washington Southern Railway from the PRR at \$50; the RF&P assumes the operation of the Washington Southern Railway; traffic facilities for the Richmond to Washington line are granted to the PRR, B&O, Chesapeake & Ohio Railway, ACL, Southern Railway, and Seaboard Air Line Railway; Baltimore & Potomac Railroad grants all lines the use of the Long Bridge over the Potomac and of its Washington, D.C., station. (MB)
- Sep. 6, 1901 Pres. William McKinley (1843-1901) is shot and mortally wounded by anarchist Leon Czolgosz (1873-1901) while greeting crowds at the Pan-American Exposition at Buffalo; McKinley's wounds are not properly dressed, so that he succumbs to infection. (EAH, Trager)
- Sep. 7, 1901 Pres. A. J. Cassatt returns from European vacation on White Star liner *Celtic*;

having looked at European terminals, he has conceived the outlines of a plan for the future Penn Station project; after leaving Paris, had met in London with tunnel expert Charles M. Jacobs, who accompanies him on the *Celtic*. (AJC, NYT, ASCE)

- Sep. 7, 1901 PFW&C bridge over Penn Street, Pittsburgh, completed. (AR)
- Sep. 7, 1901 Logansport & Toledo Railway incorporated in Indiana as reorganization of Eel River Railroad; PRR has purchased stock for \$1.35 million. (Church, Wheeler)
- Sep. 8, 1901 PRR operates 13 specials from Pittsburgh to Cleveland for annual Grand Army of the Republic encampment. (RyW)
- Sep. 8, 1901 Oil companies ship oil tanks from declining McDonald and Washington oil fields on PCC&StL to Texas; also plan to send surplus tank cars and drill rigs. (RyW)
- Sep. 10, 1901 Pennsylvania Company Executive Committee authorizes the purchase of half the stock of the Toledo, Peoria & Western Railway under an Apr. 18, 1894, contract with the St. Louis, Keokuk & Northwestern Railroad; this year, the CB&Q has purchased 5,830 shares and asked the Pennsylvania Company to take half. (MB)
- Sep. 10, 1901 Logansport & Toledo Railway organized at the Lines West office in Pittsburgh; James McCrea, Pres., and a full Lines West slate of officers appointed; operation by Wabash Railroad continues until Dec. 31. (MB, Church, C&C)
- Sep. 10, 1901 PCC&StL obtains use of Chicago Terminal Transfer Railroad between 14th & 39th Streets to reach C&NW at 14th Street. (Church)
- Sep. 11, 1901 PRR Board authorizes extension of South Fork Railroad from Dunlo to Henrietta to reach mines of Henrietta Coal Mining Company; realignment at Clairton on Monongahela Division. (MB)
- Sep. 12, 1901 Chief of Motive Power Theodore N. Ely requests Baldwin Locomotive Works to prepare estimate for electrification and 30 locomotives for a proposed Hudson River Tunnel. (AJC 32/43)
- Sep. 12, 1901 Pennsylvania Company Executive Committee authorizes rearranging tracks at Stark, Ohio; rearranging and enlarging the yard at Fort Wayne, and a new station at Dennison. (MB)
- Sep. 12, 1901 Property of the former Eel River Railroad Company deeded to the Logansport & Toledo Railway Company; controlled by Pennsylvania Company but still operated by Wabash. (C&C)

- Sep. 12, 1901 Logansport & Toledo Railway agrees that Wabash Railroad will operate it until Jan. 1, 1902; passenger trains continue to operate through to Toledo over Wabash. (Church, Sanders)
- Sep. 12, 1901 B&O voting trust expires; stock distributed to PRR. (Wheeler)
- Sep. 12, 1901 B&O announces that holders of its convertible debentures may convert them to common stock at the rate of 10 shares per \$1,000 on 30 days notice, giving PRR an additional 29,600 shares; by the end of 1901, PRR holds over a 40% interest in B&O. (NYT, Wheeler)
- Sep. 1901 Pres. A. J. Cassatt holds a conference with Samuel Rea, William H. Baldwin, Charles M. Jacobs and J. Vipond Davies, at which Cassatt outlines his plan for the New York tunnels and terminal, including a station at 33rd Street & 4th Avenue. (ASCE)
- Sep. 1901 VP Samuel Rea informs his old friend and associate Gustav Lindenthal that the PRR is considering a tunnel under the Hudson and East Rivers in place of the North River Bridge scheme. (AJC 2/39)
- Sep. 14, 1901 Pres. William McKinley (1843-1901) dies of gangrene at 2:15 AM; VP Theodore Roosevelt (1858-1919), vacationing in the Adirondacks, is sworn in after a fast train ride to Buffalo; Roosevelt, a Progressive, had been placed in the vice presidency by party leaders to neutralize him; he now proceeds to overturn some of McKinley's policies and push for curbs on big business. (EAH, Morris)
- Sep. 14, 1901 Steel strike ends in defeat for the Amalgamated Association of Iron, Steel & Tin Workers; 15 union tin plate mills become non-union, and those that remain unionized are the older ones which are soon shut down; the union never recovers. (Brody)
- Sep.? 1901 Schenectady Locomotive Works outshops Class E2X 4-4-2's No. 1986 & 1987; one has since run West Haddonfield to Atlantic City with 12 Pullmans in 0:45. (RyW - 1986 and 1987 are E2 b. Juniata c/n 792, 793 6/1901 Edson)
- Sep. 1901 PRR has just built 4 new dining cars for use on Nos. 21-22 between New York and Chicago. (RyW)
- Sep. 1901 PRR contracts for new covered Pier No. 6 at Canton, Baltimore. (RRGaz)
- Sep. 1901 Extreme congestion of freight cars and car famine begins in Pittsburgh District; *Railroad Gazette* blames on quick rebound from depression. (RRGaz)
- Sep. 1901 PCC&StL Railway adopts the plan of L. F. Loree to have one member of each Division's engineer corps at Pittsburgh, Cincinnati and Indianapolis placed under an Assistant Supervisor until he gains practical experience in

tracklaying. (RyW)

- Sep. 1901 Pomeroy-Mandelbaum traction syndicate of Akron, Ohio, acquires control of the Mineola, Hempstead & Freeport Traction Company. (Seyfried)
- Sep. 1901 Union Steel Company opens its works at Donora, Pa. (AI&SI)
- Sep. 1901 Studiengesellschaft für Elektrische Schnellbahnen begins three years of tests for high-speed electric traction on a 16 mile test track between Marienfelde and Zossen; 15,000 volt a.c. distribution; powered cars designed to reach 125 MPH; conclude that 81 MPH is maximum desirable for safety and comfort; tests develop that mounting heavy traction motors on trucks lowers the center of gravity of the locomotive and delivers massive lateral thrusts to the track on curves or irregular track; later solved by placing motors above the driving axles. (NYT, StrtRyJrnl, Berlin-ZossenElectRyTests1903, Condit)
- Sep. 16, 1901 Pres. McKinley's six-car PRR funeral train departs Buffalo at 8:57 AM; separate Pullmans are provided for the press, for Congressional dignitaries, for Pres. Roosevelt and his cabinet, and for the McKinley family, with Pullman 8 section-observation lounge *Pacific* fitted with a bier; arrives in Washington at 8:38 PM for a lying-in-state at the White House. (Morris, Withers)
- Sep. 16, 1901 Chesapeake & Ohio Railway Board authorizes the purchase of 4,450 shares of the Richmond-Washington Company, a one-sixth interest, for \$445,000. (AR)
- Sep. 16, 1901 Lehigh Canal restored after flood damage. (LC&N AR)
- Sep. 16, 1901 Detroit & Charlevoix Railroad is completed between Frederic and South Arm[strong?]. (Meints)
- Sep. 17, 1901 Pres. McKinley's funeral train leaves Washington for Canton, Ohio, in three sections; the first with politicians and press, then the funeral train itself, and then a third section for the military. (Withers)
- Sep. 17, 1901 Washington Southern Railway, Chesapeake & Ohio Railway and Southern Railway sign operating contract calling for the construction of Potomac Yard in Arlington, Va., as the main interchange point between North and South.
- Sep. 17, 1901 Barberton, Akron & Eastern Railway organized. (Church)
- Sep. 17, 1901 PCC&StL Railway Executive Committee authorizes moving the station building from Greenfield, Ind., to Milford Center, Ohio. (MB)
- Sep. 18, 1901 Samuel Rea has an interview with George D. Cook, a Baltimore banker, who informs him that the City of Baltimore is determined to sell its stock in the Western Maryland Railroad; Rea declines Cook's offer to sell to PRR for \$6 million, noting its only profitable section is between Shippensburg and Cherry

- Run, where it gets a higher-than-average division from the Reading. (Wheeler)
- Sep. 18, 1901 McKinley funeral train arrives in Canton for the burial service. (Withers)
- Sep. 1901 Second track opens between Bordentown and Florence on Amboy Division.
- Sep. 20, 1901 Western Union Telegraph Company's contract on Lines East expires. (NYT)
- Sep. 20, 1901 Logansport & Toledo Railway Pres. James McCrea reports to his Board that the company will need \$226,500 to repair the section between Logansport and Chili, which has been little used and allowed to deteriorate under the Wabash; includes a new engine house at Butler to replace the one recently burned and rearranging the yards, shops and station area in Logansport; the PRR must also supply standard PRR rolling stock to replace that taken by the Wabash at the time of the lease; in discussions with Joseph Ramsey of the Wabash; McCrea has agreed to allow the Wabash to continue operating the Chili-Butler segment until the end of the year, when its own Fort Wayne-Butler line will be finished. (MB)
- Sep. 21, 1901 Gustav Lindenthal submits his own study for a Hudson River Tunnel to Pres. Cassatt; believes that the river bottom is not solid enough to support a tunnel above a depth of at least 115 feet at the center and may have to be 100 feet deep at the pierhead line; therefore, the grades would be too steep; dismisses schemes put forward by others for building the tunnel as an "underwater bridge" supported on piles going down to bedrock (an idea which is initially incorporated in the PRR's tunnel plan); raises question of tunnel ventilation and inability to serve local traffic with streetcars from Jersey City Heights; still urges PRR to build a union station for all railroads on the west bank of the Hudson under its own control; submits a reduced estimate for fewer tracks on the bridge to serve only the PRR, B&O, Erie and NYO&W and calls for LIRR to run into a basement loop under the bridge terminal. (AJC 2/39)
- Sep. 21, 1901 Akron Terminal Railway incorporated in Ohio to build between Barberton and Akron; C. D. Crouch, Pres. (Church, C&C)
- Sep. 21, 1901 PCC&StL Railway Executive Committee authorizes joining with the B&O for a joint purchase of the Tylerdale Connecting Railway. (MB)
- Sep. 21, 1901 Cleveland & Marietta Railway agrees to acquire Ohio Valley & Junction Railway (Dover-Parral) from Crown Fire Clay Company for \$30,000 and a guarantee of 65% of the Clay Company's traffic at Canal Dover. (MB, Church)
- Sep. 21, 1901 Cincinnati & Muskingum Valley Railroad files for construction of branch from Crooksville south to mines of Hurd Coal Company in Monroe Township, Perry County; not built. (Church)

- Sep. 21, 1901 PCC&StL Railway agrees to purchase the Royal Southern Railway from the Royal Sewer Pipe & Fire Brick Company. (MB)
- Sep. 22, 1901 Reforming lawyer Simon Sterne (1839-1901), who prosecuted the railroads before New York's Hepburn Committee in 1879 and helped Sen. Cullom revise the Interstate Commerce Act, dies of a stroke at his home at New York City. (NYT)
- Sep. 23, 1901 PRR Road Committee approves termination of contract with International Navigation Company. (MB)
- Sep. 23, 1901 Baldwin Locomotive Works submits estimate for electrifying a Hudson River Tunnel at \$3.7 million; reduces the number of electric locomotives from 30 to 18. (AJC 32/43)
- Sep. 23, 1901 Timken Roller Bearing Axle Company of St. Louis purchases a new site in Canton, Ohio, midway between steel suppliers at Pittsburgh and the new automobile factories at Cleveland and Detroit; the Timken enterprise becomes Canton's largest employer. (Heald, May)
- Sep. 24, 1901 Press reports that A. J. Cassatt has issued an ultimatum to George J. Gould to drop his plans to build into Pittsburgh or the PRR will eject the Western Union Telegraph Company from all its lines; Philadelphia insiders call the report "ridiculous"; John P. Green for the PRR and Gould representatives issue denials. (NYT)
- Sep. 24, 1901 PW&B Board approves agreement granting the Richmond, Fredericksburg & Potomac Railroad use of the Long Bridge; changes name of Hepbrun station to Still Pond. (MB)
- Sep. 24, 1901 PRR begins rebuilding 28th Street Yard at Pittsburgh, elevating track for new station. (RyW)
- Sep. 24, 1901 Toledo & Michigan Terminal Railway opens between Ohio Street on Manufacturers Railway and Michigan Central Belt Line (0.69 mile) at Toledo; operated by Pennsylvania Company. (Church)
- Sep. 25, 1901 PRR gives one year notice of terminating all contracts with the International Navigation Company. (MB)
- Sep. 26, 1901 Daniel H. Burnham and Ernest R. Graham meet with Pres. A. J. Cassatt and his staff at Philadelphia and settle the matter of Washington Union Station; Cassatt reasserts that he would not surrender the superior location of the existing station (proximity to the business and hotel district) did the PRR not control the actions of the B&O; Cassatt formally approves the plan, more or less as eventually built, and authorizes Burnham to so inform Sen. McMillan in Washington next day. (Moore)

- Sep. 26, 1901 PRR discontinues seasonal sleeping cars between St. Louis, Louisville and Cincinnati and Mackinaw City. (RyW)
- Sep. 27, 1901 Pres. Cassatt informs Gustav Lindenthal that he will meet to compare Lindenthal's latest estimate of \$46 million for a scaled down North River Bridge once PRR's tunnel studies are done. (AJC 2/39)
- Sep. 27, 1901 Long Island Extension Railroad applies to the New York Rapid Transit Commission for a franchise for a tunnel from the LIRR in Long Island City to 33rd Street & 7th Avenue and then north to 45th Street & 7th Avenue. (NYState)
- Sep. 27, 1901 Mineral Railroad & Mining Company deeds right of way for new Fagley Branch to the Shamokin Valley & Pottsville Railroad. (MB)
- Sep. 27, 1901 Circuit Court of Bond County appoints Henry C. Begole (1857-1921) receiver of the St. Louis, Vandalia & Terre Haute Railroad on suit by dissident small shareholder Edward L. Thomas claiming to represent the Town of Vandalia, over the validity of the preferred stock and income bonds; the court notes that the form of the suit is defective, but appoints the receiver anyway. (AR, Church)
- Sep. 28, 1901 Daniel H. Burnham meets with PRR Chief Engineer William H. Brown and L.F. Loree of the B&O to inspect the site of the proposed Washington Union Station. (Moore)
- Sep. 28, 1901 LIRR agrees with Brooklyn Heights Railroad to operate steam service over the Prospect Park & Coney Island Railroad between the 39th Street ferry and Manhattan Beach via Parkville Jct. during the summer season of 1902. (MB)
- Sep. 30, 1901 George C. Wilkins elected Pres. of Baltimore & Potomac Railroad, replacing Benjamin F. Newcomer, deceased. (MB)
- Sep. 28, 1901 Pennsylvania Company Executive Committee authorizes a combination station at South Sharon, Pa. (MB)
- Sep. 30, 1901 Strike halts operation of Chicago & South Eastern Railway; all employees walk out over unpaid wages. (RyW)
- Fall 1901 Pres. A. J. Cassatt calls meeting of VP Samuel Rea, LIRR Pres. William H. Baldwin, and tunnel engineer J. Vipond Davies, who had designed LIRR's proposed midtown tunnel and was a consultant on the old Hudson Tunnel Railway; presents his ideas for Penn Station; Davies advises that Cassatt's original plan to put the station at 4th Avenue is impractical because of the steep grade required to pass under the East River; station site is then moved to 7th Avenue. (ASCE)

- Oct. 1, 1901 Waiting room of new Pittsburgh Union Station opens; 13-story head house completed in 1902; PRR begins removing the temporary station so it can build the train shed. (AR, RyW)
- Oct. 1, 1901 W. W. Atterbury (1866-1935) appointed General Superintendent of PRR Grand Division, replacing Francis D. Casanave (1843-1911), resigned to become General Superintendent of Motive Power of B&O; R.N. Durborrow appointed Superintendent of Motive Power of PRR Grand Division, replacing Atterbury; Herbert M. Carson (1867-) to Superintendent of Motive Power of Buffalo & Allegheny Grand Division, replacing Durborrow; C.H. Walton, Superintendent of the Chicago Terminal Division, appointed General Agent at Fort Wayne because of poor health. (MB, PRR AR, B&O AR)
- Oct. 1901 PRR offers to buy remaining minority stock of PW&B at 100 through Nov. 30. (RyW)
- Oct. 3, 1901 Victor Talking Machine Company incorporated in N.J. by Eldridge R. Johnson (1867-1945), who had earlier operated a small machine shop in Camden; later merged into the Radio Corporation of America, it becomes one of the major industries in Camden. (NJCorps, Boyer)
- Oct. 4, 1901 PRR offers \$100 per share for 8% of PW&B remaining in private hands. (MB)
- Oct. 4, 1901 PRR begins purchasing additional shares of Norfolk & Western Railway through Kuhn, Loeb & Co.; by Dec. 20, 1901, it has acquired 78,300 shares common for \$4.4 million. (Wheeler)
- Oct. 4, 1901 Allegheny City ordinance calls for grade separation of PRR System lines through city. (Church)
- Oct. 5, 1901 CNJ completes a temporary bridge over the PRR main line at Newark, N.J., preparatory to raising its track to clear the PRR main line after its elevation. (RRGaz)
- Oct. 5, 1901 Strikers on Chicago & South Eastern Railway chain locomotives to track to force payment of back wages. (RyW)
- Oct. 7, 1901 LIRR secures stock control of Long Island Construction Company; used for various construction projects, including Montauk and Port Washington extensions. (MB)
- Oct. 7, 1901 PRR Road Committee authorizes extension of Turtle Creek Branch to Delmont to reach Saltsburg Glass Company; Ninevah, Pa., renamed Seward on Pittsburgh Division. (MB)
- Oct. 7, 1901 Pres. E.T.D. Myers of Richmond, Fredericksburg & Potomac Railroad elected Pres. of Washington Southern Railway, reflecting sale by PRR to Richmond-

- Washington Company; other RF&P officers appointed to WS posts effective Nov. 1. (RRGaz)
- Oct. 7, 1901 Queen Anne's Railroad opens branch from Queenstown to Centreville, Md. (RyW)
- Oct. 9, 1901 PRR Board authorizes completion of track elevation between Norris and Butler Streets in on the Kensington Branch; extension of Turtle Creek Valley Branch from Export to Burnt Cabin Summit; donates lot to PRR Branch of the YMCA of Harrisburg. (MB)
- Oct. 10, 1901 No. 225, first Class P (D16a) 4-4-0, assigned to the Delaware Division, makes first run; to be placed in regular service on Cape Charles passenger expresses ca. Nov. 1. (WEJ)
- Oct. 10, 1901 "GY" Tower placed in service at west end of Altoona on Pittsburgh Division. (CE)
- Oct. 10, 1901 Akron Terminal Railway merged into Barberton, Akron & Eastern Railway (No.1) to form Barberton, Akron & Eastern Railway (No. 2) under articles of Oct. 4; C. D. Crouch, Pres. (Church, C&C)
- Oct. 10, 1901 Wabash Railroad surrenders the operation of the Logansport & Toledo Railway between Logansport and Chili; the L&T begins rebuilding that section with \$225,000 in advances from the Pennsylvania Company. (MB, AR)
- Oct. 10, 1901 Clifford Stanley Sims (1868-1935) named Superintendent of Chicago Terminal Division, replacing C.H. Walton, transferred to General Agent at Fort Wayne; Nettleton Neff named Engineer, M of W of the Chicago Terminal Division, replacing Sims; William D. Wiggins named Engineer, M of W of the Marietta Division. (MB, AR)
- Oct. 10, 1901 Henry Ford (1863-1947) wins the first automobile race held in Michigan at Grosse Pointe in a race car of his own design, beating Alexander Winton (1860-1932) of Cleveland. (May)
- Oct. 11, 1901 Joshua Twing Brooks (1840-1901), Second VP of Lines West and Pres. of the Farmers National Bank of Salem, dies at home at Salem, Ohio, of Bright's Disease after 35 years of service. (AR, MB, RyW)
- Oct. 12, 1901 Tourist Bureau special leaves Washington with delegates to International Conference of American States in Mexico City via St. Louis. (RyW)
- Oct. 13, 1901 Pennsylvania Canal Company deeds canal bed between Clarks Ferry and Columbia to PRR. (RyW)

- Oct. 14, 1901 Pres. A. J. Cassatt notes to LIRR Pres. Baldwin that the first J. Vipond Davies plan for Penn Station places the east front on 6th Avenue and is too expensive. (AJC 32/1)
- Oct. 14, 1901 City of Allegheny passes ordinance for grade separation of the PFW&C tracks from the Allegheny River Bridge to McClure Avenue. (MB)
- Oct. 15, 1901 A Gould-Harriman Board elected on the Denver & Rio Grande Railroad after George J. Gould's Missouri Pacific Railway buys control; the Denver & Rio Grande Railroad later buys control of the Rio Grande Western Railway, extending the Gould System's reach to Salt Lake City. (NYT, 113 ICC 75, Wheeler)
- Oct. 1901 William Gibbs McAdoo (1863-1941), the son of a war-impooverished southern planter who had come to New York to practice law in 1892, tours old the Hudson Tunnel Railway tunnel in company with engineer Charles Mattathias Jacobs; estimate one tube can be completed with two narrow gauge tracks for \$4 million; in his memoirs, McAdoo claims he thought of tunnel scheme independently and then learned of Haskin's tunnel from John Randolph Dos Passos of the old company; however, the old company was still trying to reorganize, and news of its doings still appeared in newspapers. (McAdoo)
- Oct. 1901 LIRR secures control of Long Island Express Company. (MB)
- Oct. 1901 Pullman begins painting cars assigned to PRR Tuscan Red, starting with cars assigned to *Chicago & St. Louis Express* westbound and *Atlantic Express* eastbound; prior to this, Pullmans were all one color with a few exceptions for the Royal Blue Line, the *F.F.V. Limited*, and later the PRR's "Yellow Kid" scheme. (RyW)
- Oct. 1901 Pennsylvania Midland Railroad has settled affairs and secured funds to complete line between Cessna and Hollidaysburg; all graded and few miles of track laid. (RyW)
- Oct. 1901 PRR buys land for freight yard at Ebenezer, outside of Buffalo. (RyW)
- Oct. 1901 B&O secures Daniel H. Burnham as consulting architect for its new Washington station. (RRGaz)
- Oct. 1901 Class E3 4-4-2 passenger locomotive introduced for Pittsburgh Division service.
- Oct. 1901 Baldwin is building 78 2-6-0's for PRR; 24 Class F3 with 30.25 sq. ft. grate area, and 54 Class F3b with 48.93 sq. ft. (RRGaz)
- Oct. 1901 Western Washington Railroad opens between Houston and Westland, Pa., and Plum Run Jct. to Midland Coal Mine No.1 at Palanka; Chartiers Branch to

- Midland Coal Mine No. 2. (Val, Church)
- Oct. 1901 PCC&StL and B&O purchase entire capital stock of Tylerdale Connecting Railroad, opened this year from Tylerdale to Scottdale on B&O; operated by the B&O for the joint use of both railroads. (Church, C&C)
- Oct. 1901 Joseph Ramsey elected Pres. of Little Kanawha Railroad. (Snyder)
- Oct. 16, 1901 PRR announces it has sold to Kuhn, Loeb & Co. \$20 million 3-1/2% trust bonds to reimburse Pennsylvania Company for purchasing control of Pennsylvania Steel Company and Cambria Steel Company earlier in year. (RyW)
- Oct. 16, 1901 Pennsylvania Company reroutes traffic onto the bridge over Penn Street, Pittsburgh. (AR)
- Oct. 16, 1901 Pocahontas Coal & Coke Company incorporated in New Jersey to acquire 295,000 acres of Pocahontas Field coal lands from the Flat Top Coal Land Association for the Norfolk & Western Railway; purchase bonds are guaranteed by Pennsylvania Company and PCC&StL; land is leased to operators who are obliged to ship over N&W, but not worked directly by railroads. (Wheeler, AR)
- Oct. 18, 1901 LIRR Board authorizes disposing of equipment of Prospect Park & Coney Island Railroad. (MB)
- Oct. 19, 1901 Columbus, Kinkora & Springfield Railroad sold at foreclosure to William B. Bratton and William Dulles for the PRR. (C&C, RRGaz)
- Oct. 19, 1901 Queen Anne's Railroad has purchased the Rehoboth Casino. (MB)
- Oct. 19, 1901 Daniel H. Burnham meets with Pres. A. J. Cassatt and Chief Engineer William H. Brown at Philadelphia. (Moore)
- Oct. 20, 1901 Daniel H. Burnham, partner Pierce Anderson, Charles F. McKim, and August Saint-Gaudens visit the site of Washington Union Station. (Moore)
- Oct. 21, 1901 PRR begins work on a direct cutoff through South Trenton and Morrisville with a new 4-track, 18-span stone arch bridge over the Delaware River; the project also requires relocating the jumpover leading to the Trenton Cut-Off; it eliminates the curves required to reach the crossing at the site of the old Trenton-Delaware Bridge. (RyAge/Chi)
- Fall 1901 PRR announces plan for new Cincinnati station to be designed by Daniel H. Burnham; not executed. (CE)
- Oct. 23, 1901 American Railway Association adopts a standard box car with inside

dimensions of 36 x 8.5 x 8 feet high. (ARA)

- Oct. 24, 1901 Pres. H. F. Kenney reports to Baltimore & Delaware Bay Railroad Board that he has sold all of the company's old equipment, including 3 locomotives, 3 passenger cars, 2 freight cars and all materials. (MB)
- Oct. 26, 1901 Last run of joint Erie-PRR Buffalo-Akron- Columbus-St. Louis World's Fair service. (tt)
- Oct. 26, 1901 Harlan & Hollingsworth delivers the Kaighns Point & Philadelphia ferry *Cape May*. (BethStl)
- Oct. 28, 1901 PRR Road Committee approves construction of General Office Annex on property at 1505-1511 Filbert Street north to Cuthbert Street; nine story building designed by Furness, Evans & Co. to be done by Aug. 1, 1902. (MB)
- Oct. 28, 1901 Logansport & Toledo Railway Board agrees for the road to be operated by Volney T. Mallot, Trustee of the Terre Haute & Logansport Railway. (MB)
- Oct. 29, 1901 Pres. A. J. Cassatt confers with Jacobs & Davies regarding plans for tunnels and terminal real estate costs. (AJC 32/1)
- Oct. 29, 1901 Mount Holly power plant destroyed by fire, ending electric service between East Burlington and Mount Holly; it is not rebuilt, and the electric cars are sold. (RRGaz, ETFrancis/Marker)
- Oct. 30, 1901 PRR Board authorizes near doubling of Pennsylvania Company stock by issuing additional \$19 million; authorizes construction of General Office Annex Building at 1505-1511 Filbert Street, across the street from the north side of Broad Street Station. (MB)
- Oct. 31, 1901 Pan-American Exposition at Buffalo closes.
- Oct. 31, 1901 Pennsylvania Canal Company deeds all real estate, including canal bed, between Clarks Ferry and Columbia to PRR for \$240,000, with certain exceptions previously leased to local industries. (AR)
- Oct. 31, 1901 ATO hears a third report on classification yards; calls for separate receiving and classification yards with humps and recommends a separate starting yard. (ATO)
- Oct. 31, 1901 ATO hears report on summer uniforms for conductors and trainmen; have since tested many types of coats; all conductors claim that the present coat is too heavy; a military sack coat would be better than the present double-breasted coat, which is required to be kept buttoned, making access to pockets difficult. (ATO)

- Oct. 31, 1901 Pennsylvania Company stockholders approve increasing the capital stock to \$40 million. (MB)
- Fall 1901 PRR and NYC&HR consider purchase of Reading Company; fear Gould might acquire it for its terminals. (Wheeler)
- Nov. 1, 1901 Washington Southern Railway formally transferred from Maryland Division (PW&B/B&P) to Richmond, Fredericksburg & Potomac Railroad operation; RF&P engines and crews begin running through between Richmond and Washington instead of changing at Quantico. (AR, MB, RRGaz , Mordecai)
- Nov. 1, 1901 Richmond, Fredericksburg & Potomac Railroad borrows 5 locomotive from the PW&B to cover local business on the Washington Southern Railway; also 5 additional locomotives from the PRR for general freight service. (AR)
- Nov. 1, 1901 Pennsylvania Company issues \$20 million 3½% 15-year Gold Loan; sold through Kuhn, Loeb & Co. and Speyer & Co. (MB)
- Nov. 1, 1901 Pennsylvania Company agrees with the City of Allegheny for depressing its tracks between Ridge Avenue and Washington Avenue. (MB)
- Nov. 1, 1901 Ninevah station on Pittsburgh Division renamed Seward. (MB)
- Nov. 1, 1901 John B. Snook (1815-1901), architect of the original Grand Central Depot and of the William H. Vanderbilt mansions, dies at Brooklyn. (NYT)
- Nov. 3, 1901 NYC&HR puts on fast New York-Chicago express running through in 24:15; rumor that it would be a transcontinental train via Overland Route is not true. (RyW)
- Nov. 5, 1901 Fusion (reform) candidate Seth Low (1850-1916) elected Mayor of New York, defeating Tammany Democrat Edward Shepard; the defeat destroys the credibility of Tammany boss Richard Croker (1843-1922), and he retires to his native Ireland; the PRR is fortunate that a reform mayor is in office while it is planning its New York Extension, as Tammany Hall would have made extortionate demands. (Trager, Jonnes)
- Nov. 5, 1901 Huntingdon & Hollidaysburg RPO established. (Kay)
- Nov. 7, 1901 PRR agrees with J. Hampton Barnes to purchase all stock of New York Connecting Railroad for \$152,500; is to be used to build an all-rail connection with the New Haven at New York City; includes prior contracts with uncle Oliver W. Barnes. (MB, C&C)
- Nov. 7, 1901 An editorial in the *New York Times* calls attention to the Gare d'Orsay, urging the Vanderbilt Lines to send an engineer to study it as the solution for the problems at Grand Central Station; the PRR's plans have not yet been made

public. (NYT)

- Nov. 8, 1901 Charles M. Jacobs and J. Vipond Davies's office produces a new architectural scheme and estimates for Penn Station; obviously inspired by the Gare d'Orsay, it features three longitudinal steel barrel vaults like a traditional train shed within a perimeter screen of masonry buildings in the Second Empire style similar to the old Grand Central Depot; this train shed is largely open to the tracks below like that of the Gare d'Orsay; there are 22 tracks and 11 low-level platforms, with 2 storage tracks under 33rd Street; the main concourse and waiting rooms are one level below grade; the front half of the building is occupied by a six-story hotel or office building in the form of a hollow square surrounding a large skylight admitting light down to the track level. (ASCE)
- Nov. 8, 1901 PRR officers elected to Board of New York Connecting Railroad. (MB)
- Nov. 8, 1901 LIRR contracts for Atlantic Avenue Improvement between Flatbush Avenue and Atkins Avenue, Brooklyn. (AR)
- Nov. 9, 1901 J. I. Waterbury informs Pres. Cassatt that Hamilton McK. Twombly of the NYC&HR refuses to consent to the North River Bridge scheme but will support a single union station for all railroads on the west side of the Hudson, with consolidated ferries, a scheme that leaves the NYC&HR's dominant position on Manhattan unchallenged. (AJC 2/39)
- Nov. 9, 1901 Lines West Executive Committee authorizes \$3,000 to equip the six cars of train No. 121 on Eastern Division, leaving Pittsburgh at 5:05 PM, with electric light. (MB)
- Nov. 10, 1901 Sen. James McMillan wires Daniel H. Burnham to arrange a meeting with Pres. Cassatt to have the proposed Washington Union Station moved north from C Street to Massachusetts Avenue to avoid passing Massachusetts Avenue under the station in a long tunnel. (Moore)
- Nov. 11, 1901 E. H. Harriman, James J. Hill and George W. Perkins of J.P. Morgan & Co. meet late at night at the Morgan offices to settle the control of the Northern Pacific Railway and CB&Q; they agree to the creation of a new holding company to pool the two roads with Hill's Great Northern Railway, with the Hill and Harriman interests having proportional representation on its board. (Morris)
- Nov. 12, 1901 Sen. McMillan announces that Pres. Cassatt is in favor of removing the PRR station from the Mall in Washington. (NYT)
- Nov. 12, 1901 Pennsylvania Company Executive Committee authorizes building a coal branch 5 miles up Rush Run in Jefferson County, Ohio, on the Cleveland & Pittsburgh Division. (MB)

- Nov. 13, 1901 PRR Board approves abandonment of 40th Street and Zoological Gardens stations in Philadelphia with the next timetable change; extension of Coal Run Branch of Tyrone & Clearfield 2.5 miles to Morgan Run fire clay district; employees object to abandonment of 40th Street because of its proximity to PRR YMCA. (MB, RRGaz)
- Nov. 13, 1901 Northern Securities Company incorporated in N.J. as a holding company to hold 99% of the stock of Northern Pacific Railway and 75% of Great Northern Railway, which in turn control the CB&Q, in the joint interest of Hill and Harriman; the scale of the Hill-Harriman struggle and of the subsequent combination draws the fire of anti-trusters; it prompts Pres. Roosevelt to keep an antitrust passage in the first annual message he is drafting on the same day. (NJCorps, RRGaz, Morris)
- Nov. 13, 1901 Chicago, Indiana & Eastern Railway agrees for joint use of PCC&StL station at Converse, Ind. (Church)
- Nov. 13, 1901 J.P. Morgan & Co. buys E. H. Harriman's Northern Pacific common stock for resale to the Northern Securities Company. (Strouse)
- Nov. 14, 1901 Northern Securities Company organized; James J. Hill elected Pres.; directors are John Stewart Kennedy, D. Willis James, W.P. Clough, E.T. Nichols and George W. Perkins representing the Hill interests, Robert Bacon, George Clark, N. Terhune, George F. Baker and D.S. Lamont representing the Morgan-NP interests, E.H. Harriman, Jacob H. Schiff and James Stillman representing the Union Pacific, and Samuel Rea of the PRR. (Renz)
- Nov. 14, 1901 Little Kanawha Railroad reorganized without foreclosure. (Poors)
- Nov. 14, 1901 Weems Steamboat Company of Baltimore City steamboat *Richmond* destroyed by fire at the dock in Fredericksburg, Va. (Holly)
- Nov. 15, 1901 One-week strike of construction workers interferes with construction of Pittsburgh Union Station. (CE)
- Nov. 15, 1901 Little Kanawha Railroad reorganized without foreclosure sale. (Church)
- Nov. 1901 Passaic River bridge at Kearny Jct. opens, completing Waverly & Passaic freight bypass east of Newark between Waverly and Meadows Yard; eastbound Meadows Yard is raised and enlarged.
- Nov. 1901 Broad Street Station now serves a total of 497 trains a day, 249 outbound and 248 inbound. (RyW)
- Nov. 1901 PRR asking for bids for new 52nd Street Station in West Philadelphia designed by PRR staff architect William H. Cookman; is on three levels with new jumpover bridge for crossing the westbound passenger main over the freight

- yard throat. (RyW)
- Nov. 1901 New factory of Union Switch & Signal Company at Swissvale, Pa., completed. (RRGaz)
- Nov. 1901 PRR approves \$35,000 for YMCA at Pitcairn. (RRGaz - check MB)
- Nov. 1901 In responding to complaints of car shortages in Pittsburgh District, Lines West VP James McCrea notes volume of freight is up 20% from last year, and construction of Pittsburgh Union Station limits numbers of tracks that are open. (RyW)
- Nov. 1901 Cleveland & Marietta Railway buys Ohio Valley & Junction Railway, running 3.5 miles from Canal Dover to Crown Fire Clay Company at Parral, for \$30,000. (AR - check Church - see 9/1901)
- Nov. 1901 PFW&C begins 33 miles of double-tracking west from Upper Sandusky. (RyW)
- Nov. 1901 PRR said to be considering Mora wood from British Guiana for ties; supposed to last 50 years. (WEJ)
- Nov. 1901 New Haven refuses to receive freight via the Poughkeepsie Bridge and demands it all be routed via the Newburgh train ferry. (RyW)
- Nov. 1901 The Sun Company begins construction of a refinery south of Marcus Hook, Pa., an area that was formerly a bathing beach for lower Delaware County; it enjoys deep water for tankers bringing Texas crude, rail connections to the PRR and Reading, and is near pipeline terminals. (Giebelhaus)
- Nov. 16, 1901 PCC&StL Railway Executive Committee adopts a line from Gould Tunnel up McIntyre Creek. (MB)
- Nov. 16, 1901 B&O removes coaches from New York-Washington *Royal Limited*, restoring all-first class status. (Guide)
- Nov. 18, 1901 PRR VP John P. Green joins the B&O Board. (B&O AR)
- Nov. 18, 1901 Edwin J. Berwind, Samuel Rea and Sutherland M. Prevost join the Board of the Consolidated Lake Superior Company, joining fellow Pennsylvanians Harry A. Berwind, John Pitcairn and J.S. Swartz. (NYT)
- Nov. 19, 1901 Pennsylvania Company Executive Committee authorizes second track between Lawrence Jct. and Edenburg, and extending second track between Struthers and Girard on the Pittsburgh, Youngstown & Ashtabula Railway; second track from Bourbon to "OM" Tower at Grovertown, Ind. on the PFW&C; new 75-foot turntable at Allegheny Shops; additional tracks in Outer Yard, Toledo; an

additional McMyler coal unloading machine at Cleveland; and an additional \$48, 700 for Steubenville Yard. (MB)

- Nov. 19, 1901 PCC&StL Railway Executive Committee approves a revised plan for the Richmond, Ind., station costing \$110,400; the old plan costing \$65,600 was not acceptable to the residents; also authorize a new freight house at Richmond; rearranging and enlarging Yard D at Dennison Avenue, Columbus; new station at Lazearville on the Wheeling Branch; connection with the Midway & Oakdale Railroad near Midway, Pa.; extending the roundhouse at Dennison Shops; approves additional funds for 3rd & 4th tracks between PV&C Jct. and Sheridan at Pittsburgh. (MB)
- Nov. 20, 1901 PRR begins work on the Trenton side of the Delaware River for its South Trenton improvements. (TrntnTimes)
- Nov. 21, 1901 First stone laid on the new 4-track, 18-span stone arch bridge over the Delaware River at Trenton; construction will be hampered by periodic floods and ice gorges. (RyAge/Chi)
- Nov. 21, 1901 Pittsburgh, Virginia & Charleston Railway agrees to discontinue all work south of Brownsville in favor of Monongahela Railroad; South-West Pennsylvania Railway does likewise and sells its Moser Run Branch to Monnogahela Railroad. (Church)
- Nov. 22, 1901 PRR, Pittsburgh & Lake Erie Railroad, Pittsburgh, McKeesport & Youghiogheny Railroad, Pittsburgh, Virginia & Charleston Railway and South-West Pennsylvania Railway agree for joint ownership of Monongahela Railroad by PRR and P&LE; Pittsburgh, Virginia & Charleston Railway has deeded to the Monongahela Railroad 30.06 miles of track and partly-built railroad between Brownsville Jct. and Cats Run, and South-West Pennsylvania Railway has deeded its line between Edenborn and Huron and rights to all proposed extensions; the Monongahela Railroad is to proceed with the construction of the line from Brownsville Jct. to the W.Va. state line via Cats Run; each proprietary company is to have trackage rights and name four directors, with a Pres. rotating annually; PRR receives trackage rights between Brownsville Jct. and Brownsville. (MB, Church)
- Nov. 23, 1901 Steamboat *Calvert* launched at Neafie & Levy's yard for the Weems Steamboat Company of Baltimore City. (Holly)
- Nov. 24, 1901 Stations at Zoological Garden and 40th Street on Main Line close because of trolley competition. (SRea)
- Nov. 24, 1901 Southern Railway begins operating *Washington, Richmond & Florida Limited* Nos. 29-30 via Richmond, Fredericksburg & Potomac, Richmond, Danville and Charlotte; carries sleeping cars New York-Charlotte, New York-Jacksonville and Richmond-Birmingham; not successful and withdrawn Nov.

- 2, 1902; also inaugurates *New York & Atlanta Express* Nos. 39-40, combined with *Washington & Chattanooga Limited* Nos. 39-40 north of Lynchburg. (AR, Guide, Mordecai, Harrison)
- Nov. 25, 1901 Traverse City, Leelanau & Manistique Railroad incorporated in Michigan to build from Traverse City to Northport. (Church)
- Nov. 26, 1901 Broadway pier at Cape May used by Lewes-Cape May steamboats, damaged by storm. (CMGS)
- Nov. 26, 1901 PW&B Board approves operating Rosslyn Branch of Washington Southern Railway as agent; authorizes an improved Pier 53 at Washington Avenue. (MB)
- Nov. 26, 1901 Barberton, Akron & Eastern Railway makes construction contract with Belt Line Construction Company of Delaware for road from Wheeling & Lake Erie Railway near Mogadore to connection with Barberton Belt Line Railroad near Barberton. (Church)
- Nov. 26, 1901 ATO meeting set for this date canceled because of the press of business. (ATO)
- Nov. 27, 1901 Main Street Station opens in Richmond, Va., for Chesapeake & Ohio Railway and Seaboard Air Line Railway; C&O also opens a viaduct along the James River creating a low-grade link for coal trains from the Richmond & Alleghany Railroad to the Newport News line; this creates a famous three-level crossing, where the C&O freight line crosses the SAL line south of Main Street Station, which in turn crosses over the Southern Railway's West Point Branch. (C&O AR, RRGaz, Turner)
- Nov. 29, 1901 Pennsylvania Company (?) and the B&O agree for a joint interlocking at Avilla, Ind. (MB)
- Nov. 30, 1901 Pres. Theodore Roosevelt and other dignitaries travel in 3-car special train to attend the Army-Navy Game at Franklin Field in Philadelphia; Roosevelt occupies Pres. Cassatt's private car No. 60; PRR operates 22 other special cars in two trains to the game from Washington. (NYT)
- Nov. 30, 1901 Pittsburgh & Carnegie Railroad property acquired by Pittsburgh, Carnegie & Western Railroad. (ICC)
- Nov. 30, 1901 Henry Ford Company incorporated by William Murphy of Detroit and his associates to manufacture an automobile designed by Henry Ford; Ford proceeds to spend most of his time and the investors' money designing and building a new racing car instead. (May)
- Dec. 1, 1901 Chicago & North Western Railway begins using the Peoria & Pekin Union

Railway under agreement of Nov. 2. (Church)

- Dec. 2, 1901 Joseph Ramsey, George J. Gould, Myron T. Herrick, the St. Louis Union Trust Company, et al., form Little Kanawha Syndicate for purpose of acquiring the Little Kanawha Railroad, then under construction between Parkersburg and Burnsville, W.Va.; 35 investors agree to subscribe a total of \$6 million; plan is to extend it west to join W&LE at Zanesville and east to join West Virginia Central & Pittsburgh Railway at Belington, with a branch up the Tygarts Valley River and Monongahela River to the Pennsylvania state line; purchase also includes 100,000 acres of coal land to give Wabash a source of Lake coal. (Wheeler, Church, Snyder)
- Dec. ? 1901 Switchmen's Union of North America strikes at Pittsburgh; effective only on Allegheny Valley Railroad but adds to congestion. (RRGaz)
- Dec. 2, 1901 Daniel H. Burnham stays overnight at the Bryn Mawr home of his friend Chief of Motive Power Theodore N. Ely prior to traveling to Washington with a PRR delegation next day. (Moore)
- Dec. 3, 1901 Daniel H. Burnham and others travel from Philadelphia to Washington on Pres. A. J. Cassatt's private train, running through in 2:25; join Pres. Cassatt and Chief Engineer William H. Brown in a meeting with Sen. James McMillan and a visit to the Washington Union Station site; PRR consents to moving the station north from C Street to Massachusetts Avenue; the old plan would require passing Massachusetts Avenue under the station in a long tunnel; the principal problem is the grade, since a Massachusetts Avenue location will have to be raised with a large fill. (Moore)
- Dec. 3, 1901 PRR signs agreement with Trenton covering track elevation between Lamberton and Union Streets and Delaware River Bridge. (MB)
- Dec. 3, 1901 Work begins on Atlantic Avenue Improvement to remove LIRR tracks from surface of Atlantic Avenue, Brooklyn, between Flatbush Avenue and East New York. (NYT, RRGaz)
- Dec. 3, 1901 Pres. Theodore Roosevelt, in his first message to Congress, calls for legislation to curb abuses by big business without destroying positive aspects of industrial combinations; demands federal regulation of all firms engaged in interstate commerce; Roosevelt is most concerned with ending rebates. (NYT, EAH, Carosso, Morris)
- Dec. 5, 1901 Stuyvesant Real Estate Company incorporated in New York to procure land needed for Penn Station project; later becomes holder of other PRR real estate in New York State. (MB)
- Dec. 5, 1901 Baltimore, Chesapeake & Atlantic Railway contracts with Harlan & Hollingsworth for steel sidewheeler *Maryland* for Pocomoke River service.

(MB)

- Dec. 5, 1901 U.S. Industrial Commission issues its report. (Cotter)
- Dec. 6, 1901 *Railroad Gazette* publishes description of proposed Long Island Extension Railroad terminal at 33rd Street just east of Broadway; is to be two-track rapid transit type station about 80 feet below surface reached by banks of elevators housed in a relatively small building at 49-51 West 33rd Street. (RRGaz)
- Dec. 6, 1901 Washington Terminal Company incorporated as B&O subsidiary for the purpose of building its new Washington Station; L.F. Loree, Pres. (C&C)
- Dec. 6, 1901 Pennsylvania Company Executive Committee authorizes second track between State Street and the Erie Railroad at Sharon, Pa.; cancels the Feb. 20, 1896, authorization for a second track from Grovertown to Etna Green on the PFW&C, which has not been used. (MB)
- Dec. 6, 1901 PCC&StL Railway Executive Committee authorizes a second track on the Chartiers Railway between Bridgeville and Boyce. (MB)
- Dec. 6, 1901 Future PRR Comptroller Hugh J. Ward (1901-1963) born. (findagrave)
- Dec. 7, 1901 Stuyvesant Real Estate Company organized; Douglas Robinson of Douglas Robinson, Charles S. Brown & Co., a local real estate man who has been acting as front for the PRR, as Pres.; there are no PRR directors so as to hide the true purpose of the company; the Board reports the purchase of 68 parcels for \$2,398,750. (MB)
- Dec. 1901 PRR Dept. of the Philadelphia YMCA publishes the last issue of *Pennsylvania Railroad Men's News*; no employee magazine published again until *Mutual Magazine* in 1915. (Wilson, RyW, WorldCat)
- Dec. 10, 1901 Member of Kuhn, Loeb & Co. discloses that PRR is planning to construct a tunnel rather than the North River Bridge; cost of bridge estimated at \$100 million, and use by PRR alone would not begin to pay interest; PRR then tried to get Erie, DL&W, LV and CNJ to join the project, but they failed to agree; PRR then hired Jacobs & Davies to prepare plan for a tunnel, which they have almost completed. (NYT)
- Dec. 10, 1901 PRR issues contract for new stone arch bridge over the Raritan River at New Brunswick to H.S. Kerbaugh and new single-track tunnel for the westbound track south of the old Allegheny Tunnel at Gallitzin to B.F. Brendlinger; also contracts line relocation at Eddystone. (RRGaz)
- Dec. 10, 1901 Northern Central Railway Board authorizes 0.75 mile of double track between Enola and Marysville; approves money for Fagely Branch and Pier No. 6 at Canton; authorizes transferring the Accounting Dept. from Baltimore to

Philadelphia. (MB)

- Dec. 11, 1901 Pres. A. J. Cassatt announces the New York terminal project; to be a tunnel under the Hudson and East Rivers at 33rd Street; application of Long Island Extension Railroad Company will be withdrawn and new companies formed; most land has been acquired; Douglas Robinson of Stuyvesant Real Estate Company says properties will be transferred to PRR. (NYT)
- Dec. 11, 1901 PRR incorporates Pennsylvania-New York Extension Railroad Company in New York to build tunnels from the N.J. State line to Long Island City and files maps and plans with stations between 7th & 8th Avenue and at 4th Avenue; on same day receives about \$2.5 million worth of real estate from Douglas Robinson. (NYT, AJC 32/23, 32/33, NYState)
- Dec. 11, 1901 Zanesville, Marietta & Parkersburg Railroad incorporated in Ohio in interest of Little Kanawha Syndicate to build from Zanesville to Ohio River near Marietta. (Church)
- Dec. 11, 1901 Shaw Coal Company agrees to sell stock of Midway & Oakdale Railway to PCC&StL Railway. (MB, Church)
- Dec. 11, 1901 Reading Company Board adopts a pension plan granting pensions at 50% of last wage to employees with 50 years' service. (AR)
- Dec. 11, 1901 William R. Hutton (1826-1901), former engineer on Hudson Tunnel Railway, dies. (RRGaz)
- Dec. 12, 1901 PRR Board authorizes the purchase of Chesapeake & Ohio Railway stock up to 50,000 shares. (Wheeler)
- Dec. 12, 1901 PRR denies it will move its corporate headquarters to the new Penn Station, as this is not permitted by Pennsylvania law; says plans for tunnels have been prepared by A. J. Cassatt and William H. Brown. (NYT)
- Dec. 12, 1901 St. Louis, Vandalia & Terre Haute Railroad invited to take a one-seventh interest in the Terminal Railroad Association of St. Louis. (MB)
- Dec. 13, 1901 Samuel Rea and LIRR Pres. William H. Baldwin present a more detailed description of New York tunnel project to the press; are more vague about the new station, but say it will include a large hotel and use very large elevators to move passengers to and from the platforms; will resemble the Gare du Quai d'Orsay but be twice the size; the *Herald* publishes a crude aerial perspective rendering of the Jacobs & Davies plan, which shows a perimeter screen 5½ storeys tall in the Empire style with mansard roofs surrounding a glass-roofed center section; the hotel will be on the west side; the main entrance will be at 32nd Street & 7th Avenue, from which a broad ramp will descend to the waiting room level 18 feet below grade, where a wide gallery will overlook the tracks

another 16 feet down; carriage drives will also descend to the gallery level; certain elements will be carried over to the final design, but the perimeter buildings will be lower, in the Roman revival style, and with no hotel and minimal office space. (NYT, NYHerald)

- Dec. 13, 1901 PRR requests Board of Rapid Transit Commissioners to suspend hearings on Long Island Extension Railroad and consider that of Pennsylvania New York Extension Railroad. (NYState, Seyfried)
- Dec. 14, 1901 Samuel Rea, on behalf of Pennsylvania New York Extension Railroad, authorizes Stuyvesant Real Estate Company to buy all parcels designated by A. J. Cassatt or Samuel Rea between 7th & 10th Avenues and 31st & 34th Streets; PRR will supply money in return for stock. (MB)
- Dec. 14, 1901 Stuyvesant Real Estate Company reports purchase of 37 additional parcels of \$1,104,534. (MB)
- Dec. 14, 1901 New "UJ" Interlocking placed in service at Pitcairn. (CE)
- Dec. 14, 1901 Terre Haute & Indianapolis Railroad director Delos W. Minshall (1828-1901) dies at Terre Haute, eliminating another longtime local member of the Board. (MB)
- Dec. 14, 1901 A major storm from the northwest moves over the Pennsylvania Anthracite Region in the evening, causing severe flooding in the Susquehanna, Schuylkill, Lehigh and Delaware drainage basins; 10 inches of rain fall in 24 hours. (PubLdgr)
- Dec. 14, 1901 Heavy rains hits West Branch and North Branch watersheds; many landslides on Eastern Division of Philadelphia & Erie Grand Division; bridges over Lycoming Creek west of Williamsport and on Sunbury and Lewistown Divisions washed out. (AR)
- Dec. 15, 1901 First remote operation of switches and signals installed at "UJ" Interlocking at Pitcairn. (, US&S)
- Dec. 15, 1901 Sang Hollow Extension transferred from Western Pennsylvania Division to Pittsburgh Division; formerly served as siding into west end of Cambria Steel Company plant opposite Dornock Point; now converted to fourth main track between Johnstown and Bolivar. (AR)
- Dec. 15, 1901 Philadelphia & Erie bridge over Newberry Creek west of Williamsport washes out under a westbound freight train, dropping the locomotive and 9 cars in the stream; the three-man engine crew is drowned; at Ralston, passengers are rescued from a train trapped by a flash flood in Lycoming Creek in boats; flood waters are 4 feet deep on Railroad Street in Pottsville; PRR line is washed out between Rock Glen Jct. and Nescopeck; the PRR is the only

railroad running into Wilkes-Barre, but through Philadelphia-Wilkes-Barre service is cancelled. (PubLdgr)

- Dec. 15, 1901 Heavy rains cause major flooding in the Lehigh Valley, the worst since 1862; flood crest is 20 feet at Mauch Chunk and 32 feet at Easton; washouts on the Lehigh Canal, Lehigh Valley Railroad, CNJ and Belvidere Delaware Railroad; CNJ and LV are cut in the Lehigh River Gorge near Penn Haven; mine mules are drowned in their underground stables near Hazleton. (CNJ AR, LC&N AR, PubLdgr)
- Dec. 15, 1901 ___ opens through trolley service on Northern Boulevard between the 34th Street Ferry and Flushing. (Seyfried)
- Dec. 15, 1901 Union Line leases an off-line office in San Francisco. (MB)
- Dec. 15, 1901 Benjamin Franklin (1830-1901), who organized the PRR's detectives and served for 30 years, as well as heading the Philadelphia office of Pinkerton's National Detective Agency, dies at Philadelphia after a long illness. (PubLdgr)
- Dec. 1901 PRR contracts for new station at 52nd Street, Philadelphia. (RRGaz)
- Dec. 1901 New electro-pneumatic "___" Interlocking placed in service at 21st Street, Pittsburgh. (AR)
- Dec. 1901 Record 7,992 men now employed at Altoona Shops. (RRGaz)
- Dec. 1901 PRR is scrapping the last Cummings passenger locomotives built for the PFW&C in 1875-1880. (RyW)
- Dec. 1901 J. C. Shaffer, Pres. of the new company that has bought out Frank Parmalee in Chicago is to offer cabs as well as omnibuses; has contracted with the PRR to provide a cab service at Chicago Union Passenger Depot equal to that offered by the PRR at Philadelphia. (RyW)
- Dec. 1901 Prince Yoshio Yamamoto of Japan is taking the Special Apprentice Course at Altoona Shops; he intends to take the course for three years, followed by a two-year rotation through the other departments before returning home to help manage the Japanese railways; the Prince, who comes from an old and illustrious samurai family, differs from the other apprentices only in having two servants. (RRGaz)
- Dec. 1901 George Gibbs appointed consulting engineer to Rapid Transit Subway Construction Company. (RRGaz)
- Dec. 1901 Little Kanawha Syndicate acquires majority of stock of Little Kanawha Railroad as assignee under option granted to J.T. Blair and E.D. Fulton on July 13. (Church)

- Dec. 1901 Cincinnati, Lebanon & Northern Railway purchases Court Street property and abandoned Walnut Hills Tunnel extending from near Elsinore Avenue to Bloody Run and tunnel franchise from Cincinnati Northern Railroad for \$237,700. (AR)
- Dec. 16, 1901 New scales at "MD" east of Jones Street, Hollidaysburg, placed in service and scale at Gaysport abandoned. (Snyder)
- Dec. 16, 1901 Committee of Pittsburgh Chamber of Commerce reports on freight congestion; notes all traffic has grown from 40 million tons in 1895 to over 66 million tons in 1900 and about 73 million tons in 1901; steel strike delayed construction of more freight cars; big rush of traffic began just as PRR yards were closed for track elevation; all freight stopped for a few days. (RyW)
- Dec. 16, 1901 Mayor Seth Low appoints Gustav Lindenthal Bridge Commissioner of New York City. (NYT)
- Dec. 16, 1901 Major flood in the Lehigh/Delaware watersheds; crests at 19.75 feet at Trenton. (BucksCoHS:6, RyAge/Chi)
- Dec. 17, 1901 LIRR Pres. William H. Baldwin recommends McKim, Mead & White to VP Samuel Rea for post of consulting architects on Penn Station, claiming they are familiar with railroad station work, which they are not; they are, however, probably the most prestigious firm in New York. (AJC 32/14, McKM&W)
- Dec. 17, 1901 Alfred M. Underhill (1865-1901), Engineer of Maintenance of Way of the Terre Haute & Indianapolis Railroad, dies at Terre Haute. (RyW)
- Dec. 20, 1901 PW&B Road Committee authorizes change of line between Crum Creek and Chester; double-tracking the Delaware Division main line from its junction with the Maryland Division near West Yard to Farnhurst. (MB)
- Dec. 20, 1901 Elizabeth River Railroad incorporated in Va. to build terminal line near Norfolk. (Val)
- Dec. 20, 1901 Pennsylvania Company Executive Committee and PCC&StL Railway Executive Committee authorize the St. Louis, Vandalia & Terre Haute Railroad to take a one-seventh interest in the Terminal Railroad Association of St. Louis; the East St. Louis & Carondelet Railway is to be sold or leased to the TRRA. (MB)
- Dec. 21, 1901 PRR Board authorizes purchase of additional C&O stock up to 50,000. (MB)
- Dec. 21, 1901 Arthur E. Appleyard assumes control of Dayton, Lebanon & Cincinnati Railroad; increases capital stock from \$500,000 to \$2 million; plans to unite it with other railroads, including Ohio River & Western Railway, as part of an

electric interurban system to be called Ohio Union Traction Company.
(Church)

- Dec. 1901 Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 2.33 miles. (Val)
- Dec. 24, 1901 LIRR Board authorizes negotiations with PRR for use of Penn Station in lieu of Long Island Extension Railroad. (MB)
- Dec. 26, 1901 Pres. A. J. Cassatt presents the plan for the New York terminal project to the PRR Board, which approves the plan, including purchases of real estate for station already made; whole project is projected to cost \$36-40 million. (MB)
- Dec. 26, 1901 Pennsylvania Company Executive Committee authorizes a new engine house, coal wharf, turntable and machine shop at Fort Wayne. (MB)
- Dec. 26, 1901 PCC&StL Railway Executive Committee authorizes a new roundhouse and enlarging the shops at Columbus, Ohio. (MB)
- Dec. 26, 1901 Mr. & Mrs. Charles M. Schwab depart for Europe on the *La Savoie*. (Warren)
- Dec. 27, 1901 U.S. Senator Gen. William Joyce Sewell (1835-1901), Pres. of the West Jersey & Seashore Railroad and Philadelphia & Camden Ferry Company and PRR's voice in the U.S. Senate, dies of diabetes and heart disease at his home at Camden at 9:30 AM. (AR, MB, NYT, CongBio)
- Dec. 27, 1901 Grain elevator at 55th Street, Chicago, destroyed by fire. (MB)
- Dec. 27, 1901 Lines West Executive Committee authorizes extension of the Volant (Wolf Creek) Branch of the Western New York & Pennsylvania Railway to Mines 3 & 4 of the Sharon Coal & Limestone Company (2.5 miles). (MB)
- Dec. 28, 1901 National Asphalt Company and Asphalt Company of America enter receivership; future PRR VP Henry Tatnall, then Pres. of the Franklin National Bank, and John M. Mack are appointed receivers; the companies' Collateral Trust certificates have been widely marketed to small investors in the Philadelphia area, who cannot afford to lose their savings; there is an uproar against the promoters in the local press. (Dewing)
- Dec. 29, 1901 Twenty-four hours of steady rain cause new, but less severe, flooding in the Schuylkill River watershed; Schuylkill River crests at 18 feet at Philadelphia. (NYT, PubLdgr, Rdg AR)
- Dec. 30, 1901 Dewey Cutoff of Terre Haute & Logansport Railway opens between Terre Haute East Yard and Dewey on Evansville & Terre Haute Railroad (2.98 miles); permits TH&L trains to run directly to East Yard. (AR)

- Dec. 30, 1901 Manhattan Railway Company inaugurates electric traction on Second Avenue El between South Ferry and 129th Street; first electrification of heavy-rail transit in New York area. (Stokes)
- Dec. 30, 1901 Summit Branch Mining Company incorporated in Pa. as reorganization of Summit Branch Coal Company; Gen. Isaac J. Wistar, Pres. (MB)
- Dec. 30, 1901 Michigan Central Railroad surrenders its special charter and reincorporates under Michigan's General Railroad Law. (AR)
- Dec. 31, 1901 Pres. Samuel Rea writes to the N.Y. Railroad Commission asking them to suspend considering the application of the Long Island Extension Railroad to build a tunnel under the East River, as it has been superseded by a new plan. (NYState)
- Dec. 31, 1905 First approach locking with automatic release installed on interlocking at old No. 3 Tower (present Zoo Jct.) in Philadelphia. (check Mutual signal article!! 1901 or 1905)
- Dec. 31, 1901 Since May, PRR has sold 23,400 shares of B&O common for \$2.5 million and \$2.14 million B&O 4% debentures for \$1.3 million and purchased 44,500 shares of B&O preferred for \$4.2 million. (MB)
- Dec. 31, 1901 Mineral Railroad & Mining Company signs a new sales agency contract with Conyngham & Co., consisting of William L. Conyngham of Wilkes-Barre, Joseph Stickney of New York, Jesse Hilles of Baltimore, and James Boyd of Harrisburg. (MB)
- Dec. 31, 1901 Lease of Northern Central Railway Grain Elevators No. 1 & 3 at Canton expire' new lease made to Central Elevator Company of Baltimore City. (AR)
- Dec. 31, 1901 Agreement signed between Pocahontas Coal Syndicate and Norfolk & Western Railway; N&W to take entire stock of Pocahontas Coal & Coke Company, owning 82% of Pocahontas Coal Field, for \$20 million; Illinois Steel Company, a subsidiary of the United States Steel Corporation, agrees to lease 50,000 acres and develop captive mines to feed its western operations; J.P. Morgan & Co. gets \$500,000 commission; also includes the Iaeger & Southern Railway and the South West Virginia Railroad, controlled by the Pocahontas Coal & Coke Company; will open the western part of the Pocahontas Coal Field, including 27,500 acres now owned by the Berwind-White Coal Mining Company. (Lambie, AR, Wheeler)
- Dec. 31, 1901 LS&MS and Chicago, Rock Island & Pacific Railway abandon their joint passenger terminal at Van Buren Street, Chicago, preparatory to building a new station at La Salle Street; LS&MS begins using Grand Central Station during the construction. (AR)

- Dec. 31, 1901 William B. Leeds elected Pres. of the Chicago, Rock Island & Pacific Railway. (Hayes)
- 1901 Future VP in Charge of Operations John F. Deasy (1882-1953) first joins the PRR as a telegraph operator.
- 1901 Future Chief Engineer-Eastern Region Edward B. Temple (1871-1949) is placed in charge of the Drafting Dept. in Broad Street Station, with the responsibility for masonry bridge plans. (PRRBio)
- 1901 Future VP & General Counsel Clarence B. Heiserman (1862-1946) first joins the PRR system as a solicitor for the PCC&StL Railway at Urbana, Ohio. (MB)
- 1901 E. Rowland Hill joins British Westinghouse Electric & Manufacturing Company to work on the electrification of British railways and the London Underground lines. (G&H)
- 1901 Future PRR Pres. Martin W. Clement (1881-1966) joins the PRR after graduating from Trinity College, Hartford; his first assignment is as a rodman for surveys for the Hudson River Tunnel. (B&K)
- ca. 1901 LIRR provides a private commuter club car *Rockaway* for the members of the Rockaway Hunt Club; a total of three successive cars are provided until 1971. (Keystone)
- 1901 PRR acquires stock control of Southern Pennsylvania Railway & Mining Company.
- 1901 Class H6a 2-8-0 locomotives introduced; 50 ordered from Baldwin.
- 1901 First standard steel-underframe box car adopted (Class XL).
- 1901 PRR and LIRR purchase Brooklyn, New York & Jersey City Terminal Railway Company to control franchise for Brooklyn-Jersey City tunnel.
- 1901 Raritan River Railroad discontinues passenger service on its Sayreville Branch because of trolley competition. (Deibert)
- 1901 Track pans installed west of Florence and east of Browns Mills on Amboy Division.
- 1901 Annex Building opens at 15th & Filbert Street to accommodate growth of PRR's General Offices at Broad Street Station. (PR)
- 1901 New "B" Tower opens at 21st Street on Filbert Street Extension and old tower removed. (AR)

- 1901 Hay warehouse moved from 32nd Street & Market to 31st Street & Chestnut to make room for new West Philadelphia Station. (AR)
- 1901 New freight yard opens at Shackamaxon Street and Delaware River in Philadelphia. (AR)
- 1901 New alignment opens between Rheems and Conowingo, including four-track system at Rheems; last 2.26 miles between Lancaster and Middletown double-tracked. (AR)
- 1901 Chief Engineer William H. Brown notes that of 104 miles of the Philadelphia Division main line between Philadelphia and Harrisburg, all but 4 miles have been changed from their original location. (Loree - may be overstated)
- 1901 PW&B completes fourth track between Paschall and Moore. (AR)
- 1901 PW&B completes second track on Shellpot Branch. (AR)
- 1901 Delaware Railroad completes second track between the C&D Canal and Mount Pleasant and between Ginn and Townsend. (AR, C&C)
- 1901 Sidings extended between Felton and Pine Grove and between Cannon and Seaford on the Delaware Division. (C&C)
- 1901 New stations built at Cordova, Henderson and Chapel and stations at Middletown, Dover and Seaford improved on the Delaware Division. (C&C)
- 1901 85-lb. rail replaces lighter rail between New Castle and Clayton on the Delaware Division. (C&C)
- 1901 Baltimore, Chesapeake & Atlantic Railway sells the steamboat *Easton* to the H.W. Williams Transportation Company for use between South Haven, Mich., and Chicago. (Burgess)
- 1901 Central Elevator Company of Baltimore incorporated; leases grain elevators of Northern Central Railway. (Cards)
- 1901 Third track opens: Iroquois-Bailey and Spruce Creek-Union Furnace; fourth track opens between Warrior Ridge and Barree on Middle Division. (AR)
- 1901 Double track opens between Radebaugh and County Home Jct. on Monongahela Division. (AR, C&C)
- 1901 Double track built at Vandergrift, Saltsburg and Salina (7.21 miles, total) on the Western Pennsylvania Railroad. (C&C)

- 1901 Double track opens between Adah Run and Riverview (5.93 miles) on Monongahela Railroad. (C&C)
- 1901 Monongahela Railroad opens between Adah Run just north of Gates and Riverview, Pa. (5.6 mi.). (AR)
- 1901 Middle Run Branch of Monongahela Railroad opens between Middle Run Jct. just north of Gates and Lambert Works of American Coal & Coke Company. (3.3 mi.). (AR)
- 1901 New inbound freight yard opens at Ebenezer near Buffalo. (AR)
- 1901 New station opens at Olean, N.Y.
- 1901 First section of 4-track elevation opens at Allegheny, Pa. (C&C)
- 1901 Third track opens between Wallace Run and Highland. (AR)
- 1901 Double track opens between Wheatland and Sharon, Pa., on the Erie & Ashtabula Division. (AR)
- 1901 Double track opens on Chartiers Railway between Woodville and Bridgeville, Pa. (2.13 miles). (AR)
- 1901 New engine terminal completed at Sheridan on PCC&StL. (AR)
- 1901 Rebuilt yard and coaling plant opens at Mahoningtown, Pa., on Pittsburgh, Youngstown & Ashtabula Railway. (C&C)
- 1901 Cleveland, Akron & Columbus Railway extends Apple Creek Branch, formerly part of Ashland & Wooster Railway, to coal mines. (AR - check Church!)
- 1901 Dock No. 6 with three ore unloaders opens at Cleveland.
- 1901 Toledo, Walhonding Valley & Ohio Railroad completes second track between LS&MS Crossing, Toledo, and Walbridge (3.7 miles). (AR)
- 1901 Manufacturers Railway opens between Cedar Street and Monroe Street at Toledo. (Church)
- 1901 Double track completed, Dunkirk-Lafayette, Elida-Adams, and Wanatah-Winslow on the Western Division, PFW&C. (AR)
- 1901 GR&I completes new freight yard at West Grand Rapids. (C&C)
- 1901 Bogardus Branch of the GR&I opens between Pellston and Bogardus (4.0

- mile). (Meints - C&C has 1900)
- 1901 Second track completed between Hayden and Unionville, Ohio, (9.22 miles) on the PCC&StL Railway. (C&C)
- 1901 New yard built at Cementville on Louisville Division. (AR)
- 1901 Terre Haute & Logansport Railway builds connecting track with Indiana Northern Railway at South Bend. (C&C)
- 1901 Relay Passenger Station opens in East St. Louis, Ill.; operated by all railroads entering E. St. Louis. (Church, C&C)
- 1901? Robert T. Morrow (1859-1934) appointed Assistant Superintendent of the Pittsburgh Division. (PRRBio)
- 1901 William C. Downing (1865-1953) appointed Superintendent of the Terre Haute & Peoria Railroad. (PBBBio)
- 1901 New Haven electrifies branches between Providence, Bristol and Fall River. (Condit)
- 1901 Weems Steamboat Company of Baltimore City steamer *Richmond* burned; order *Calvert* as a replacement. (MB)
- 1901 Automatic locomotive stokers introduced in U.S. (AAR)
- 1901 Montauk Steamboat Company, Limited, buys the steamboat *Orient*, built in 1896, for \$45,000. (MB)
- 1901 Washington, Potomac & Chesapeake Railroad incorporated in Maryland as the reorganization of the Washington & Potomac Railroad; its right-of-way consists of two disconnected sections, 2 miles in the District of Columbia and 20 miles from Brandywine on the PRR's Popes Creek Branch to Mechanicsville. (Williams)
- 1901 Robert L. Burton of New York buys the Woodmere Land Improvement Company property on the Rockaway peninsula, tears down the Woodmere Pavilion Hotel and converts Woodmere into a restricted cottage resort for the wealthy. (Bellot)
- 1901 Coal town of Wehrum built in Indiana County, Pa. by the Lackawanna Coal & Coke Company. (Stewart)
- 1901 Jefferson Coal Company incorporated in Ohio to operate mines in Jefferson County; jointly owned by the NYC&HR (?) and the M.A. Hanna Company (?). (Consol - date not found)

- 1901 Carnegie's Pittsburgh, Bessemer & Lake Erie Railroad is hauling ore from Conneaut to Bessemer at 40 cents a ton, vs. \$1.25 via the PRR. (Warren)
- 1901 Inland Steel Company buys a 50-acre site on Lake Michigan at Indiana Harbor and begins sheet and bar production; later adds blast furnaces and rail-rolling mills; at the same time, the waterways of Indiana Harbor are improved linking Lake Michigan with Lake George and Wolf Lake. (Warren, Seely, Howat)
- 1901 Cambria Steel Company opens a shop for the manufacture of steel railroad cars at Johnstown, Pa. (Gable)
- 1901 Minnesota surpasses Michigan as the leading iron ore-producing state. (Walker)
- 1901 Brotherhood of Railroad Signalmen of America organized on the PRR at Altoona; by 1908, it becomes the major signalmen's union. (BurLabStats)
- 1901 Moorhead C. Kennedy of the Cumberland Valley Railroad builds "Ragged Edge" as his summer country house on upper Conococheague Creek on the line of the Waynesboro Branch near Chambersburg. (BioAnnals of FrnklnCo., chambersburgpublicopinonline)
- 1901 French Lick Hotel Company, a syndicate of seven investors led by Thomas Taggart (1856-1929), the Mayor of Indianapolis and a national Democratic Party leader, buys the old French Lick Springs Hotel property at French Lick Springs, Ind.; Taggart improves the property and makes it a venue for the political and economic elite; he has the Monon Railroad run a spur direct to the hotel and run daily trains from Chicago; he bottles the local mineral water and markets it nationally as "Pluto Water," popular as a natural laxative. (frenchlick.com)
- 1901 Congress passes the Accident Report Act requiring the ICC to report all accidents involving injury or a loss of \$150 or more. (Aldrich)