

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

**By Christopher T. Baer**

**1905**

- Jan. 1, 1905      Engineering Dept. revised; Louis H. Baker named Assistant Chief Engineer; Edward Brinton Temple (1871-1949) Assistant to Chief Engineer. (MB)
- Jan. 1, 1905      Enola Branch, new freight line from Marysville to near Lemoyne opens; York Haven & Rowenna opens between Wago Jct. and Shocks Mills, including 2209-foot, 28-span brick (stone??) arch Shocks Mills Bridge across the Susquehanna River; portion lying west of west end of Enola Yard becomes part of Middle Division and remainder part of Philadelphia Division; Northern Central retains ownership of two main tracks through Enola Yard. (Val, AR, C&C)
- Jan. 1, 1905      Vandalia Railroad formed by merger of Terre Haute & Indianapolis Railroad, St. Louis, Vandalia & Terre Haute Railroad, Terre Haute & Logansport Railway, Logansport & Toledo Railway and Indianapolis & Vincennes Railroad under agreement of Dec. 29, 1904; Benjamin McKeen is General Manager; F. T. Hatch is Chief Engineer; W. C. Arp is Superintendent of Motive Power. (Church, MB)
- Jan. 1, 1905      Lines west of Indianapolis consolidated into Vandalia Railroad Company; Vincennes Division created from Indianapolis & Vincennes Railroad; separate Indianapolis Terminal Division created from Vandalia and PCC&StL Railway property separate from I&V with M.W. Mansfield as Superintendent of both at Indianapolis (I&V was merged into Vandalia and detached from PCC&StL); Vandalia Railroad consists of St. Louis Division with W. C. Downing as Superintendent at Terre Haute; Michigan Division (Terre Haute to Butler and South Bend) with Isaac W. Geer as Superintendent at Logansport; Vincennes Division; and Peoria Division (Terre Haute & Peoria Railroad) with F. H. Worthington as Superintendent at Terre Haute; Samuel Church Scott (1854- ) is appointed Assistant to the Pres. (MB, AR, PRRBio, )
- Jan. 1, 1905      Vandalia Railroad joins the Voluntary Relief Dept. and Employes Saving Fund of Lines West. (MB)

- Jan. 1, 1905 Northern Central Railway leases Grain Elevator No. 2 at Calvert Station to the Central Elevator Company of Baltimore City. (AR)
- Jan. 1, 1905 Blandburg Water Company incorporated in Pa. (PaCorps)
- Jan. 1, 1905 William C. Loree, formerly General Superintendent of the B&O's Pittsburgh System, named General Superintendent of the Wheeling System. (AR)
- Jan. 1, 1905 Michigan Central Railroad begins operating the Detroit, Toledo & Milwaukee Railroad between Homer and Allegan. (AR - Meints has DT&M leased jointly to MC and LS&MS)
- Jan. 1, 1905 *New York Times* publishes first issue from its new building on Times Square; to publicize the event, it throws the first New Year's Eve party, which becomes a New York tradition. (NYT)
- Jan. 2, 1905 Vandalia Railroad organized; James McCrea, Pres.; F.T. Hatch, Chief Engineer. (Church)
- Jan. 2, 1905 PCC&StL and Vandalia Railroad cancel lease and traffic contract with St. Louis, Vandalia & Terre Haute Railroad of Feb. 10, 1868; PCC&StL receives \$541,600 in Vandalia Railroad stock in return for betterments. (Church)
- Jan. 2, 1905 Harlan & Hollingsworth Corporation incorporated in Delaware as a subsidiary of the Bethlehem Steel Corporation to take over the business of the Harlan & Hollingsworth Company, shipbuilders and car builders of Wilmington, Del. (BethStl)
- Jan. 3, 1905 Arrangements made for PRR to take 10,000 shares of New Haven. (NYT)
- Jan. 3, 1905 William H. Baldwin (1863-1905), Pres. of LIRR and benefactor of African American higher education, dies of intestinal cancer at his home in Locust Valley, N.Y.; flags of LIRR ferries are flown at half-staff, and stations are draped in black (MB, NYT, Seyfried)
- Jan. 3, 1905 Two-day blizzard cripples transportation in New York City area, particularly on Long Island. (NYT)
- Jan. 3, 1905 Weems Steamboat Company of Baltimore City, Chester River Steamboat Company of Baltimore City, and Queen Anne's Railroad Company acquired by a syndicate for purpose of control in interest of PRR; the Weems sisters receive \$1.03 million for the properties and 10 steamboats. (Holly has this as closing date at which properties transferred or date of re-enrollment of vessels - BC&A MB says in 12/1904!)
- Jan. 4, 1905 Despite blizzard, funeral of William H. Baldwin is held at his home in Locust

Valley, N.Y.; special train brings Pres. Cassatt and other officials; body then taken on Baldwin's private car No. 2000 to Long Island City and ferried to New Haven at Port Morris for interment at Flower Hill Cemetery near Boston. (NYT)

- Jan. 4, 1905 A.J. Cassatt elected a director of the New Haven Railroad. (NYT, AR)
- Jan. 4, 1905 Glen Water Supply Company incorporated in Pa. to operate in Logan Township, Blair County; Greenfield Water Supply Company incorporated to operate in Allegheny Township. (MB)
- Jan. 4, 1905 Dayton, Lebanon & Cincinnati Railroad enters receivership; C.A. Alderman and W.E. Moore appointed receivers. (Church, C&C)
- Jan. 4, 1905 Blue Knob Water Supply Company incorporated in Pa. to operate in Juniata Township, Blair County. (MB)
- Jan. 4, 1905 NYC&HR Board authorizes the purchase of 46,941 shares of preferred stock of the Rutland Railroad, or 50.7% of the total stock, and almost all the stock of the St. Lawrence & Adirondack Railway. (AR)
- Jan. 5, 1905 Pres. Roosevelt holds a White House conference with Sen. Stephen B. Elkins on freight rates. (TRPapers)
- Jan. 6, 1905 PRR denies rumors that it plans to seek control of the New Haven. (NYT)
- Jan. 7, 1905 General Manager W. W. Atterbury meets with a committee of Brotherhood of Railroad Trainmen; offers to pay brakemen at firemen's wage when called on to act as firemen, but not the combined pay of brakemen and firemen demanded by the union. (RyW)
- Jan. 1905 Pliny Fisk of Harvey Fisk & Sons, bankers, agrees to finance the Hudson & Manhattan Railroad.
- Jan. 9, 1905 Hudson Companies incorporated as holding and construction company to build New York & Jersey Railroad, Hudson & Manhattan Railroad and other companies in the McAdoo system in return for their stocks; it is also to build office buildings over the H&M's New York terminals. (NYState, Moody's, Walker)
- Jan. 9, 1905 Cincinnati & Muskingum Valley Railroad Board authorizes a coal marshalling yard at Roseville. (MB)
- Jan. 9, 1905 PCC&StL Railway Board authorizes Lines West General Manager George L. Peck to proceed with renumbering all freight cars in blocks by ownership and class; cancels authorization for a passenger station at Lazearville, W.Va. on

the Wheeling Branch. (MB)

- Jan. 9, 1905 Pres. Roosevelt confers with Rep. John J. Esch (1861-1941) of Wisc. and Rep. Charles Elroy Townsend (1856-1924) of Mich. on railroad rates. (TRPapers)
- Jan. 10, 1905 Camden ordinance extends the time limit for elevating the West Jersey & Seashore Railroad tracks within the city. (MB)
- Jan. 10, 1905 *Pittsburgh Times*, a Republican paper once owned by ex-Sen. and city boss Christopher L. Magee (1848-1901), charges that A. J. Cassatt, Henry Clay Frick and John D. Archbold of Standard Oil bought a Senate seat for Philander C. Knox to get him out of the Attorney-Generalship by taking up a note for \$500,000 owed by Sen. Matt Quay to estate of Henry W. Oliver. (NYT)
- Jan. 11, 1905 PRR Board appoints special committee to consider question of removing 35-year maximum age for new employees; grants \$3,300 to establish YMCA branches at Jersey City and South Amboy. (MB)
- Jan. 11, 1905 Public memorial service for William H. Baldwin held at the Church of the Messiah in New York; Booker T. Washington, whose Tuskegee Institute had been supported by Baldwin, is among those delivering Bible readings; all PRR offices and shops close at noon, and all LIRR trains stopped for two minutes at 4:00 PM. (NYT)
- Jan. 11, 1905 J. Pierpont Morgan and party travel from New York to Washington on a special train to attend a fund-raising banquet held by the American Institute of Architects in support of funding the new American Academy at Rome; guests include Pres. Roosevelt, Henry James, Augustus Saint-Gaudens, A. J. Cassatt, Stanford White, Charles F. McKim, Nicholas Murray Butler of Columbia University, and Senators Nelson Aldrich and Henry Cabot Lodge; both Morgan and Henry Walters each pledge \$100,000 to the \$1 million fund drive. (Strouse)
- Jan. 12, 1905 Pres. Samuel Spencer of Southern Railway begins industry testimony against the Quarles-Cooper Bill, that would permit the ICC to fix rates, before the House Committee on Interstate & Foreign Commerce; Pres. Cassatt and VP Samuel Rea meet with Pres. Roosevelt at the White House to discuss the rate question. (NYT)
- Jan. 1905 Postal Telegraph Company is stringing 6,000 miles of wire on New York and Maryland Divisions to replace those being removed by Western Union Telegraph Company. (NYT)
- Jan. 13, 1905 William Frederick Potter (1855-1905) elected Pres. & General Manager of LIRR; A.J. Cassatt elected a director, replacing William H. Baldwin, deceased. (AR, MB)

- Jan. 13, 1905 LIRR Board calls for general fare increase; since 1898 number of passengers has increased by 6.5 million with decrease in ability; road in summer is taxed beyond ability and in other eight months loses from .044 cents to .05 cents per mile. (MB)
- Jan. 13, 1905 PRR resumes pulling down Western Union Telegraph Company poles and wires on New York Division. (NYT)
- Jan. 13, 1905 Pennsylvania Company Executive Committee authorizes a further appropriation for the second track between Yellow Creek and Steubenville. (MB)
- Jan. 14, 1905 J. K. Geddes appointed receiver of Ohio River & Western Railway. (Church)
- Jan. 14, 1905 Pres. Roosevelt confers with William Howard Taft and Rep. William Peters Hepburn (1833-1916) of Iowa on railroad rates. (TRPapers)
- Jan. 15, 1905 Official opening date of Enola Yard, although no trains are received or dispatched. (PaNews)
- Jan. 1905 PRR sells its \$700,000 bonds and 40% stock interest in the Washington, Alexandria & Mount Vernon Railway streetcar line to Clarence P. King, Henry H. Pearson, Jr., Frederick H. Treat, and Howard Green of Philadelphia rather than bear the cost of state-mandated improvements. (Merriken)
- Jan. 16, 1905 LIRR leases portion of Jamaica & South Shore Railroad between Rockaway Jct. and Springfield Jct. for one year. (MB)
- Jan. 16, 1905 Abandoned Newtown & Flushing Railroad (“White Line”) right of way conveyed to Stuyvesant Real Estate Company by Charles M. Reynolds. (Val, C&C)
- Jan. 16, 1905 Third and fourth tracks opens between the north end of Falls Yard and New Cumberland on Northern Central Railway. (AR)
- Jan. 16, 1905 First eastbound train leaves “DY” Tower at Enola Yard; locomotive No. 2100 (2106?) with a solid coal train. (PaNews)
- Jan. 17, 1905 Bethlehem Steel Corporation formally organized; Charles M. Schwab is elected both Pres. and Chairman; he quickly modernizes the steel subsidiary’s organization along the lines he learned at Carnegie Steel and moves into structural steel, for which there is an increasing demand for use in steel-framed tall buildings and bridges. (Warren)
- Jan. 18, 1905 Fairview (Enola) Yard opens with full force of men; not fully completed until

1906. (Cupper, Snyder)

- Jan. 18, 1905 Trainmen vote to strike PRR over issue of extra pay for assisting firemen by vote of 8,365 to 611. (NYT)
- Jan. 19, 1905 Pres. Cassatt arrives in Washington from a conference of railroad leaders in New York, bringing a draft of a rate bill to the Senate. (NYT)
- Jan. 19, 1905 Blair Gap Water Supply Company incorporated in Pa. by merger of Greenfield Water Supply Company, Blue Knob Water Supply Company and Glen Water Supply Company; supplies water to PRR at Altoona, Tyrone, Ducansville and Hollidaysburg. (MB)
- Jan. 20, 1905 National officials of Brotherhood of Railroad Trainmen meet for three hours with General Manager W.W. Atterbury without reaching settlement. (NYT)
- Jan. 20, 1905 Susquehanna Coal Company purchases the 59<sup>th</sup> Street, Chicago, coal yards of Boyd, Stickney & Co. (MB)
- Jan. 21, 1905 Another three-hour session between BRT officials and W.W. Atterbury produces hope of a settlement without a strike. (NYT)
- Jan. 21, 1905 PRR System acquires trackage rights over Chicago Junction Railway between 49th Street on PCC&StL to junction with PFW&C (4 miles).
- Jan. 23, 1905 Brotherhood of Railroad Trainmen accepts settlement with PRR; brakemen will continue to assist firemen at wage proposed by W.W. Atterbury, but with several changes; in return, PRR agrees to increase wages of conductors and trainmen in Jersey City-Newark area to standard rate for New York Harbor. (NYT, RyW)
- Jan. 23, 1905 PRR Road Committee designates the new Fairview Yard as "Enola"; authorizes completing double track between Tunnelton and Saltsburg on the West Penn Division. (MB)
- Jan. 23, 1905 Vandalia Railroad Executive Committee authorizes new passenger and freight stations at Peoria; agrees to endorse the notes of the Vandalia Mineral Company to the extent of \$250,000 in order to receive the traffic from 15,000 acres of coal lands in St. Clair and Madison Counties bound for St. Louis; contracts with the Vandalia Mineral Company, the Lumaghi Coal Company, Louis F. Lumaghi and Joseph D. Lumaghi; the Lumaghis are to purchase the mineral rights on 10,000 acres for \$250,000; the Vandalia Mineral Company is to convey the land to the Lumaghi Coal Company for mining, and the Vandalia Railroad is to build the spur tracks. (MB)
- Jan. 23, 1905 Terminal Railroad Company renamed Indiana Harbor Belt Railroad Company

of Illinois. (Howat - verify GrnBk)

- Jan. 24, 1905 Brigantine Transportation Company incorporated as reorganization of Philadelphia & Brigantine Railroad. (NJCorp -same date consolidated into North Atlantic City Railroad)
- Jan. 24, 1905 Ohio River & Western Railway leaves receivership without foreclosure. (Church)
- Jan. 24, 1905 American Locomotive Company announces the purchase of the entire capital stock of the Rogers Locomotive Works at Paterson, primarily to eliminate a potential competitor; the plant is closed in 1913 and partly dismantled in 1915; several buildings are later restored as the Paterson Museum. (NYT, Moody's, Steinbrenner)
- Jan. 24, 1905 Noted Philadelphia mechanical engineer and manufacturer and PB&W director William Sellers (1824-1905) dies. (MB)
- Jan. 25, 1905 Fairview Yard renamed Enola Yard to match nearest station and post office; PRR Board advances \$50,000 to organize a land company to develop a town at Enola for employees. (Cupper, MB)
- Jan. 25, 1905 PRR grants trackage rights to Western New York & Pennsylvania Railway between Warren and Irvineton, Pa. (Val)
- Jan. 25, 1905 PRR agrees with the Erie & Pittsburgh Railroad to accept \$2.5 million in special guaranteed betterment stock for improvements made since 1870. (MB)
- Jan. 25, 1905 Worst blizzard since 1888 snarls traffic in Northeast Corridor; formed by the combination of a storm of the Lakes with another coming up the coast; 70 MPH winds and 10 inches of snow at New York; LIRR shuts down in mid-afternoon; *Florida Special* arrives in Jersey City 3 hours late; ice interferes with ferries; NYC is worst hit; last train leaves Grand Central Station at 4:00 PM; eastbound *Empire State Express* is annulled at Albany, and the eastbound *Twentieth Century Limited* is snowbound at Irvington; Bergen Hill Cuts of both PRR and CNJ are choked with snowdrifts; a PRR locomotive freezes to the rails. (NYT)
- Jan. 26, 1905 BC&A stockholders approve guarantee of bonds of MD&V. (MB)
- Jan. 27, 1905 Pennsylvania Steel Freight Car Trust organizes with capital of \$10 million. (MB)
- Jan. 27, 1905 Stuyvesant Real Estate Company conveys all land for Sunnyside Yard to Pennsylvania, New York & Long Island Railroad. (Seyfried - verify)

- Jan. 27, 1905 Queen Anne's Railroad sold at foreclosure to Henry P. Scott and Nicholas P. Bond in two lots, one in Del. and one in Md. (Val)
- Jan. 28, 1905 New York-Washington traffic restored to normal after blizzard. (NYT)
- Jan. 28, 1905 Separate Maryland, Delaware & Virginia Railway Companies incorporated in Maryland and Delaware as reorganization of Queen Anne's Railroad. (Val)
- Jan. 28, 1905 Weems Steamboat Company of Baltimore City directors and stockholders approve the sale of assets to the Maryland, Delaware & Virginia Railway for \$1,030,946; all 6,000 Weems shares now owned by Scott & Co. (MB)
- Jan. 28, 1905 Chester River Steamboat Company of Baltimore City stockholders approve the sale of all property to John T. Gibbs of the Maryland, Delaware & Virginia Railway for \$180,573. (MB)
- Jan. 28, 1905 Jervis Langdon (1905-2004), future railroad executive and Penn Central trustee and Pres., born at Elmira, N.Y.; son of Jervis Langdon (1875-1952) and Eleanor Lee Sayles Langdon (1878-1960?); he is the great-grandson of Jervis Langdon (1809-1870), who founded the family fortune, and great-nephew of Mark Twain. (Grant, WhosWho, findagrave)
- Jan. 29, 1905 Departure time of Chicago-Plymouth local No. 48 changed from 4:10 PM to 2:05 PM, ending service permitting a full business day in Chicago. (tt)
- Jan. 30, 1905 Maryland, Delaware & Virginia Railway Companies of Md. and Del. consolidated as reorganization of Queen Anne's Railroad Company; last independent railroad on Eastern Shore comes under PRR control; stock owned and bonds guaranteed by Baltimore, Chesapeake & Atlantic Railway; PRR discontinues summer Lewes-Cape May ferry, which competes with its own all-rail route; reorganization is effective Feb. 1; MD&V placed under same officers as BC&A, which owns all common and one half preferred stock of MD&V. (AR, Val, C&C)
- Jan. 30, 1905 Pennsylvania Company Executive Committee authorizes the extension of the outside dock at Ashtabula by 1,100 feet for a new ore dock. (MB)
- Jan. 30, 1905 Lines West Executive Committee changes the name of "Breckenridge Station" to "Valcourt" on the Wolf Creek Branch; "New Castle Jct." to "Fayne" on the Richmond Division. (MB)
- Jan. 30, 1905 PCC&StL Railway Executive Committee authorizes a new station at Washington, Pa.; extending telephone lines from Steubenville to Dennison; authorizes purchasing the Hickory Coal Branch near Burgettstown, Pa., from the Pittsburgh & Eastern Coal Company, part of which is already built. (MB)



- Jan. 30, 1905 In *Swift & Co. v. U.S.*, U.S. Supreme Court upholds the lower court injunction in the government prosecution of the "beef trust" under the Sherman Act. (EAH, 196 US 375)
- Jan. 30, 1905 Pres. Roosevelt, in speech at Philadelphia's Union League, calls for business leaders to support railroad regulation; travels to and from Philadelphia in special PRR train. (NYT)
- Jan. 31, 1905 William H. Newman becomes Pres. of the Michigan Central Railroad, replacing Henry B. Ledyard, promoted to Chairman, succeeding Chauncey M. Depew; Newman also becomes Pres. of the CCC&StL Railway, replacing Melville E. Ingalls, promoted to Chairman. (AR)
- Jan. 31, 1905 U.S. House Interstate Commerce Committee reports the Esch-Townsend Bill giving the ICC strict control of rates. (Martin)
- Jan. 31, 1905 James Hazen Hyde (1876-1959), a millionaire playboy, VP of the Equitable Life Assurance Association, and son of its conservative founder Henry Baldwin Hyde (1834-1899), throws an extremely extravagant all-night fancy dress party at Sherry's restaurant with decorations by society architect Whitney Warren meant to evoke the palace and gardens of Versailles at the time of Marie Antoinette; it draws much criticism and throws a spotlight on his spendthrift ways, undermining confidence in the company. (Buley)
- Feb. 1, 1905 A.L. Langdon (1846- ) named to new post of Traffic Manager of the LIRR; Superintendent of Telegraph L.S. Wells also named to new post of Electrical Superintendent. (MB, PRRBio)
- Feb. 1, 1905 Maryland, Delaware & Virginia Railway absorbs Chester River Steamboat Company of Baltimore City, which becomes its Chester River Line (to Crumpton), and Weems Steamboat Company of Baltimore City, which becomes its Patuxent (to Bristol), Potomac (to Washington) and Rappahannock River (Fredericksburg & Norfolk) Lines; A.J. Benjamin of BC&A named Superintendent of Railway and Freight & Passenger Agent; T.A. Joynes Superintendent of Steamboat Lines; Willard Thomson Vice Pres. & General Manager. (AR - note this was sale of assets, not merger)
- Feb. 1, 1905 Comptroller Robert W. Downing retires at age 70 and is replaced by Max Riebenack (1844-1910). (MB)
- Feb. 1, 1905 LIRR revises fare and service structure, because although the number of passengers has increased by 6.5 million since 1898, earnings during 8 months of the year have decreased, and the company is losing 0.5-4 mills per passenger-mile; discontinues 500-mile book tickets sold at 2 cents per mile and replaces it with 2 cent summer excursion tickets to east end; limits commuter zone tickets to points west of Patchogue, Port Jefferson and

Medford; eliminates the 12-trip ticket and increases the cost of the 20-trip to 2.2 cents per mile; increases race track special tickets to 50 cents; increases commuter fares by 20% to be similar to PRR's at Philadelphia but higher than any other New York railroad; increase Jamaica rapid transit fare from 10 cents to 15 cents; are to discontinue the James Slip ferry and places another boat on Annex run to (Wall Street?) to give 15 minute headways during peak hours only; maintains five boats on 34th Street ferry for maximum 4 minute headway. (MB)

- Feb. 1, 1905 H.W. Kapp, Superintendent of Baltimore Division (NC), also named General Agent at Baltimore, replacing George C. Wilkins, retired; Wilkins remains Pres. of Union Railroad Company of Baltimore. (AR, MB)
- Feb. 1, 1905 Pittsburgh, Chartiers & Youghiogheny Railway agrees for Ohio Connecting Railway to build a parallel track on its right of way between "DJ" Tower (Duff Jct.) and Lewis Run Jct. and between Rosslyn Connection and Junction No. 1, to be operated as one double-tracked railroad, effective June 5, 1905. (Church, C&C has Rosslyn-Jct. No. 1 in 1910!!)
- Feb. 1, 1905 Industrial Water Supply Company, Munster Water Supply Company incorporated in Pa. (MB)
- Feb. 1, 1906 Clifford S. Sims (1868-1935) resigns as General Manager of the B&O and is replaced by Thomas Fitzgerald; part of the removal of former PRR officers from the B&O. (AR)
- Feb. 1, 1905 NYC&HR leases the New York & Ottawa Railway. (AR)
- Feb. 2, 1905 New York City Board of Rapid Transit Commissioners grants New York & Jersey Railroad ("Hudson Tubes") franchise to extend from Christopher Street up 6th Avenue to 33rd Street with a branch running crosstown on 9th Street to 4th Avenue to intersect IRT subway. (NYState, H&M)
- Feb. 2, 1905 PFW&C Consulting Engineer James Clinton Speer (1828-1905) dies at Miami. (MB)
- Feb. 2, 1905 Banker George F. Baker elected to the Board of the NYC&HR, replacing William Bliss. (GrnBk)
- Feb. 3, 1905 Pres. Cassatt gives a press interview stating the PRR's position in favor of reasonable federal regulation of rates with right of appeal to the courts. (NYT)
- Feb. 3, 1905 Drill runners on Long Island end of East River Tunnels strike; broken in a few days. (NYT)
- Feb. 4, 1905 Pres. A. J. Cassatt and Samuel Spencer of Southern Railway meet with Pres.

- Roosevelt at White House on the Esch-Townsend rate bill question; Roosevelt has lunch with Cassatt. (NYT, TRPapers)
- Feb. 5, 1905 "Muckers" who remove debris from tunnels strike S. Pearson & Sons, Ltd. at Long Island City end of East River Tunnels for increase from \$1.80 to \$2.10 per day. (NYT)
- Feb. 5, 1905 New York Connecting Railroad protests terms of franchise granted by Board of Rapid Transit Railroad Commissioners, particularly excessive payments. (MB)
- Feb. 6, 1905 Former Queen Anne's Railroad becomes Railway Division of Maryland, Delaware & Virginia Railway.
- Feb. 6, 1905 Future *Mutual Magazine* editor Thomas C. Hanna (1905-1953) born at Jenkintown, Pa. (ancestry.com)
- Feb. 7, 1905 Mack Brothers Motor Car Company incorporated in Pa. by the three Mack brothers to build highway and railway vehicles at Allentown, Pa. (PaCorps, Kulp)
- Feb. 8, 1905 PRR Board authorizes listing PRR on Berlin, Hamburg and Frankfurt-am-Main stock exchanges; approves spending \$500,000 as its contribution to New York Connecting Railroad. (MB)
- Feb. 9, 1905 Standard Oil VP Henry H. Rogers meets with Pres. Cassatt at his Rittenhouse Square town house; the following morning both travel to New York in Cassatt's private car along with VP Sutherland M. Prevost. (NYT)
- Feb. 9, 1905 Esch-Townsend Bill, which would give ICC power to suspend or set rates, passes the House 326-17; it is similar to the Senate's Quarles Bill of 1903, but would require the ICC to hold hearings before setting rates; it would increase the membership of the ICC to 7 and establish a "Court of Transportation" composed of 5 Circuit Court judges, which would be the only court of appeal from the ICC's decisions; it is later killed in the Senate Commerce Committee. (NYT, Kolko)
- Feb. 10, 1905 Special train with General Manager W. W. Atterbury and Philadelphia Division Superintendent W. B. McCaleb stops in Columbia, Pa., to examine Columbia Yard to find ways to deal with congestion that has tied up 30,000 cars between Philadelphia and Pittsburgh with the worst conditions on the Philadelphia Division. (Keystone)
- Feb. 11, 1905 Edward Winslow (1850-1905), senior partner of Winslow, Lanier & Co., dies in Cairo, Egypt. (NYT, AmScsflMen)

- Feb. 1905 Indiana passes a law permitting cities of over 100,000 people to force railroads to eliminate grade crossings within city limits.
- Feb. 1905 Girard station renamed North Girard on Erie & Ashtabula Division.
- Feb. 13, 1905 Granite Improvement Company Board authorizes a subscription to the Vandalia Mineral Company; \$20,000 is advanced by the Vandalia Railroad. (MB)
- Feb. 13, 1905 PCC&StL Railway Executive Committee authorizes the construction of transfer tracks between the Rosslyn Connection and the entrance to Scully Yard on the Pittsburgh, Chartiers & Youghiogheny Railway right of way to the Ohio Connecting Railway. (MB)
- Feb. 14, 1905 PRR tunnel blast causes sinkhole to develop in Erie Railroad's Weehawken Yard; swallows a number of freight cars, but no one injured. (NYT)
- Feb. 14, 1905 Northern Central Railway Board authorizes the money to complete the four-track system from Wago Jct. to the north end of Falls Yard and complete the work from Yellow Breeches Creek south of New Cumberland to Conodoguinet Creek; approves plan for widening the road at Lemoyne. (MB)
- Feb. 14, 1905 Squabbles begin between Equitable Life Assurance Society Pres. James W. Alexander ( - ) and VP James Hazen Hyde, supported by E. H. Harriman, the National City Bank and Kuhn, Loeb & Co. over mutualization; as a side effect, much dirty laundry is aired in the press, creating doubts about the soundness of the company and its management; Equitable has a very large Board comprised of many business leaders with little actual interest but who give it the air of probity and responsibility; A. J. Cassatt has been a director since 1899 and the Cuylers, father and son, since 1862. (NYT, Buley)
- Feb. 15, 1905 PRR and NYC&HR sign agreement for joint construction and operation of Cherry Tree & Dixonville Railroad; PRR and NYC&HR acquire trackage rights over CT&D effective Feb. 21, 1905, and exclusive operation by PRR ends. (MB, Val, GrnBk)
- Feb. 15, 1905 Robert H. Large (1875-1917) appointed to new post of Coal Freight Agent; subordinate to General Coal Freight Agent. (MB, AR)
- Feb. 15, 1905 Michigan Central Railroad begins operating the St. Joseph, South Bend & Southern Railroad under agreement with the Indiana, Illinois & Iowa Railroad, as well as 1.63 miles between St. Joseph and Benton Harbor. (AR)
- Feb. 15, 1905 Senate resumes hearings on the rate bill. (NYT)
- Feb. 15, 1905 New York & Long Island Traction Company opens trolley line on Rockaway

- Turnpike from Hook Creek Boulevard in Rosedale to Jamaica Jct. on the Long Island Electric Railway at New York Avenue. (Seyfried)
- Feb. 1905 PRR acquires charter of Mountain View Water Company, which proposes to supply water to Steelton, Pa. (MB)
- Feb. 1905 PRR acquires Swatara Water Company in Dauphin County. (MB)
- Feb. 16, 1905 Pres. Roosevelt confers with Charles Elroy Townsend on the Esch-Townsend bill. (TRPapers)
- Feb. 16, 1905 Civil War financier Jay Cooke (1821-1905) dies at "Ogontz," his country house north of Philadelphia, at age 83; he has managed to recoup some of his fortune by investing in a Utah silver mine with aid from Sidney Dillon and Jay Gould. (DAB, RyW, Oberholtzer)
- Feb. 17, 1905 Lehigh & Hudson River Railway engine house at Hudson Yard on PRR near Phillipsburg, N.J., destroyed by fire. (Lee)
- Feb. 17, 1905 Susquehanna Coal Company Board approves the purchase from W.L. Scott & Co. of the coal storage plant at Halsted Street, Chicago, for \$125,000 and the coal storage plant and dock at Erie for \$50,000. (MB)
- Feb. 17, 1905 Elmira, Cortland & Northern Railroad merged into the Lehigh Valley Railway. (ICC)
- Feb. 18, 1905 LIRR agrees with New York & Long Island Traction Company for grade crossing. (MB)
- Feb. 18, 1905 Future newspaperman and *Mutual Magazine* editor Thomas C. Hanna (1905-1953) born at Jenkintown, Pa. (WilliamsportSun-Gaz)
- Feb. 18, 1905 Former Main Line transporter George Bingham (1824-1905) dies at Aspinwall. (PhlInq)
- Feb. 20, 1905 Pennsylvania Company Executive Committee authorizes work to begin depressing the track of the Eastern Division (PFW&C) between Ridge Avenue and Washington Avenue in Allegheny, including the engine terminal and shops. (MB)
- Feb. 20, 1905 Pennsylvania Company signs an agreement for track elevation between Newburg and Cleveland. (MB)
- Feb. 20, 1905 NYC&HR appoints Construction Committee of staff officers to supervise design and construction of Grand Central Terminal. (Wilgus)

- Feb. 20, 1905 NYC&HR assumes operation of Cherry Tree & Dixonville from PRR.
- Feb. 20, 1905 Sykesville Water Supply Company of Winslow Township incorporated to supply water to public in Winslow Township, Jefferson County, Pa. (MB)
- Feb. 21, 1905 Interstate Terminal Construction Company of 1891 dissolved. (MB, SRea)
- Feb. 21, 1905 Cherry Tree & Dixonville Railroad detached from Cambria & Clearfield Division and placed under its own organization. (AR)
- Feb. 23, 1905 PRR signs agreement with Blair Creek Water Supply Company. (MB)
- Feb. 24, 1905 PRR signs agreement with Mountain Springs Water Company for water supply on South Fork Creek. (MB)
- Feb. 24, 1905 PRR Board authorizes construction of yard at McKeesport; modifies the location of a branch on the west bank of the Allegheny River from Freeport to the Armstrong County line; authorizes extending the Bute Run Branch to the coke ovens at New Bitner. (MB)
- Feb. 25, 1905 Lake Erie & Pittsburgh Railway files a change of terminus from Youngstown to Lowellville, Ohio. (C&C)
- Feb. 28, 1905 New York City Board of Rapid Transit Railroad Commissioners releases subway plan calling for system of 165 miles including north-south lines under 1st, 3rd, Lexington, 7th, 8th and 9th Avenues, crosstown lines under 14th, 23rd, 34th and 59th Streets, and three tunnels to Queens and Brooklyn; tries to interest Hudson & Manhattan Railroad and Brooklyn Rapid Transit Company in bidding on routes with little success. (NYT, Hood)
- Feb. 28, 1905 Westmoreland Coal Company purchases control of the Penn Gas Coal Company from D. Herbert Hostetter; the purchase also gives Westmoreland complete control of the jointly-owned Manor Gas Coal Company and the Berwind-Huff lands on Sewickley Creek. (WCCo)
- Feb. 28, 1905 Electric Bond & Share Company (EBASCO) incorporated in N.Y. by Sidney Z. Mitchell (1862-1944) and the General Electric Company for the purpose of holding the stocks and bonds of all the small local power companies acquired by General Electric since its founding in 1892; it is the first big electric utility holding company and provides management services; the integration and interconnection of local power stations is accomplished by a complex pyramiding of operating companies and holding companies; EBASCO controls about a half dozen sub-holding companies, which in turn control operating systems across the country. (Moody's, Beck)
- Early 1905 Cleveland, Akron & Columbus Railway completes relaying main line with 70-lb. steel rail and 85-lb. rail between Akron Jct. and Warwick Jct. (AR)

Mar. 1, 1905 PRR Accounting Dept. practices reorganized. (MB)

Mar. 1, 1905 PRR obtains trackage rights over PCC&StL Railroad between South Side, Pittsburgh and "DU" Tower. (Val)

Mar. 1, 1905 Dayton, Lebanon & Cincinnati Railroad defaults on interest. (C&C)

Mar. 1, 1905 Lewis T. Ford (1862-1907) named Superintendent of Pennsylvania, New York & Long Island Railroad; George B. Beale named Superintendent of Chautauqua Division, replacing Ford; W.L. Cooper named Superintendent of Bedford Division, replacing Beale; Daniel C. Stewart (1862- ) named Superintendent of Telegraph, replacing Andrew Keiser (1861-1933) who replaces Cooper as Assistant Superintendent of Pittsburgh Division; Edward A. Stockton (1859-1927) named Assistant to the Comptroller. (AR)

Mar. 1, 1905 Eden B. Hunt (1868-1949) named Assistant Superintendent of the Voluntary Relief Dept. (VRD). (PRRBio)

Mar. 2, 1905 Squadron A, Pres. Roosevelt's personal escort at his inauguration, departs Jersey City at 11:30 AM. (NYT)

Mar. 3, 1905 Heavy traffic leaves New York for Pres. Roosevelt's second inauguration; by 12:00 midnight, 16 specials leave Jersey City on the PRR; after 12:00 M, one trains leaves in 60 sections; 5 specials leave Jersey City via the CNJ-Reading-B&O route. (NYT)

Mar. 3, 1905 Charter of Essex & Middlesex Turnpike expires. (MB)

Mar. 4, 1905 Pres. A. J. Cassatt selects bid of Norcross Brothers for pink Milford Granite as the exterior masonry for Penn Station. (AJC)

Mar. 4, 1905 Pittsburgh, Chartiers & Youghiogheny Railway changes the name of Resevale station to Presto; Hazeltine to Burdine. (MB)

Mar. 4, 1905 CNJ ceases operation of the Lehigh & Lackawanna Railroad (Bethlehem Jct.-Wind Gap) which becomes part of the Lehigh & New England Railroad system. (AR)

Mar. 4, 1905 Cincinnati, Hamilton & Dayton Railway leases the Pere Marquette Railroad, forming the "Great Central System," retroactive to Mar. 1. (Church, PM AR)

Mar. 4, 1905 Pres. Theodore Roosevelt inaugurated for a second term. (TRPapers)

Mar. 3, 1905 The Agricultural Appropriation Act of 1905 creates the Office of Public Roads in the Dept. of Agriculture to aid state highway efforts; it combines the

Division of Tests of the Bureau of Chemistry with the former Office of Public Road Inquiries; it is headed by Director Logan Waller Page (1870-1918) and is the first permanent federal road agency. (wiki, NARA)

- Mar. 6, 1905 Pennsylvania, New Jersey & New York Railroad contracts for Bergen Hill Tunnels with John Shields Construction Company. (ASCE)
- Mar. 6, 1905 Pennsylvania Company Executive Committee authorizes second track and grade reduction on the Alliance Branch of the Pittsburgh, Youngstown & Ashtabula Railroad from Niles to the junction with the Mahoning Valley Western Railway; also a detour line between Niles and Warren on the east side of the Mahoning River at an 0.3% grade to bypass the grade west of Niles and establish a maximum 0.3% grade between Conway and Ashtabula. (MB)
- Mar. 6, 1905 Pennsylvania Company leases the Rock Point picnic ground to the Rock Point Amusement Company for 10 years, retroactive to Oct. 1, 1904; the Amusement Company is to receive a refund of 5 cents per capita on passengers carried to the park by PRR Lines West. (MB)
- Mar. 6, 1905 PCC&StL Railway Executive Committee authorizes an interlocking plant at Walnut Street, Newark, Ohio; additional tracks in the South Side Yard at Logansport; 3<sup>rd</sup> track between “RS” Tower in Burgettstown and Bulger on the Pittsburgh Division to handle an increasing number of coal trains; 2<sup>nd</sup> track from Woodstock to west of Hagenbaugh on the Indianapolis Division; extending 3<sup>rd</sup> & 4<sup>th</sup> tracks from the Drainage Canal to the Illinois & Michigan Canal at Chicago. (MB)
- Mar. 7, 1905 New York City Mayor George B. McClellan approves the franchise for the New York & Jersey Railroad (“Hudson Tubes”) to extend up 6<sup>th</sup> Avenue to 33<sup>rd</sup> Street and across 9<sup>th</sup> Street to 4<sup>th</sup> Avenue. (NYState)
- Mar. 8, 1905 PRR Board authorizes construction of new station at East Liberty; authorizes \$6 million investment in water supply companies to ensure clean soft water for locomotives; particularly in central and western Pennsylvania, where water naturally rich in minerals or contaminated by acid mine run-off; the move is also a response to the severe drought in 1903, when the railroads had to haul water by train to higher elevations. (MB, Loree)
- Mar. 9, 1905 Clement A. Griscom resigns as director of LIRR; General Superintendent C.L. Addison authorized to perform W.F. Potter’s duties as General Manager during his illness; David C. Green elected director and VP; Samuel Rea named Pres. pro-tem. (MB)
- Mar. 10, 1905 West Jersey & Seashore Railroad Board authorizes the construction of new stations at North Wildwood and Anglesea; replacing light rail between Anglesea Jct. and Anglesea, double-tracking between Anglesea and Holly



- Beach, a wye at Holly Beach, and a new engine house at Atlantic City. (MB)
- Mar. 10, 1905 Masontown & New Salem Railroad (Moser Jct.-Buffington) and Connellsville Central Railroad (Buffington-Low Phos - under construction) merge to form Connellsville & Monongahela Railway under agreement of Mar. 6; controlled by Federal Steel Company (later Carnegie Steel Company) and leased to PRR; Thomas Lynch is the first Pres. (Church, Val, C&C)
- Mar. 11, 1905 Acker Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 Antis Water Supply Company incorporated in Pa. to operate in Antis Township, Blair County. (MB)
- Mar. 11, 1905 Arydale Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 Causandra Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 Calvin Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 Clearview Water Supply Company incorporated in Pa. to supply PRR at Denholm and Narrows. (MB)
- Mar. 11, 1905 Croyle Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 Daree Water Supply Company, Dawson Water Supply Company, Greenmount Water Supply Company, Iroquois Water Supply Company, Ryde Water Supply Company, Souman Water Supply Company, Summerhill Water Supply Company, Valley Point Water Supply Company, Wheatfield Water Supply Company, Whitehall Water Supply Company incorporated in Pa. (MB)
- Mar. 11, 1905 High Ridge Water Supply Company incorporated in Pa. to supply water to PRR at Blairsville, Latrobe, Derry, New Florence and Josephine. (MB)
- Mar. 11, 1905 Longfellow Water Supply Company, Luckett Water Supply Company, Marsh Run Water Supply Company, Nekoda Water Supply Company, Oliver Water Supply Company incorporated in Pa. (MB)
- Mar. 12, 1905 Work suspended on Manhattan side of Tube C of East River Tunnel. (ASCE)
- Mar. 12, 1905 Work on 1st Street Tunnel south of Union Station in Washington causes cracking and sinking of pavements in front of the Library of Congress. (NYT)
- Mar. 13, 1905 PB&W Board authorizes changing the names of the following stations: Chester to Morton Avenue; Lamokin to Tilghman Street; Thurlow to Wilson Street; Bank to Tome or Tome Institute. (MB)

- Mar. 13, 1905 Pennsylvania Company agrees with Clarence Knight to acquire all stock and bonds of Chicago, Indiana & Eastern Railway; deal closed in Mar. 1907. (Church)
- Mar. 13, 1905 Future PRR operating officer Paul W. Triplett (1905-1975) born in West Virginia. (ancestry.com)
- Mar. 14, 1906 Transportation Reform League sues to force Board of Aldermen to take a vote and stop holding up New York Connecting Railroad franchise. (NYT)
- Mar. 14, 1905 Cumberland Valley Railroad acquires the Chambersburg Turnpike Road Company, running from Chambersburg towards Gettysburg. (MB)
- Mar. 14, 1905 Vandalia Mineral Company incorporated in Illinois to secure coal tonnage to Vandalia Railroad. (Church)
- Mar. 15, 1905 Turnbull Murdoch (1869-1927) named General Freight & Passenger Agent of BC&A Railway and MD&V Railway. (MB - PRRBio says for BC&A since 1899?)
- Mar. 15, 1905 Pres. George J. Kobusch of the Philadelphia & Western Railroad, who is also head of the St. Louis Car Company, announces a proposal to build a new elevated and subway line from Upper Darby into Philadelphia, with the possibility of connection with the Philadelphia Belt Railroad. (DeGraw)
- Mar. 1905 Hudson & Manhattan Railway begins work on shaft for the downtown Hudson Tubes at PRR's Pier C on York Street near Exchange Place. (NYT, Jacobs)
- Mar. 1905 Connellsville & Monongahela Railway opens between Buffington Coke Works (Fairbanks) and Low Phos Jct. (3.58 miles) and Low Phos Jct. to Low Phos (2.46 miles). (Val, Church)
- Mar. 1905 W. N. Page, Pres. of the Deepwater Railway and Tidewater Railway, refuses to discontinue work on the Tidewater Railway across Virginia in return for the Norfolk & Western Railway and Chesapeake & Ohio Railway carrying its coal both east and west at rates as low as \$1 per ton. (Lambie)
- Mar. 1905 Erie Railroad begins publishing the *Erie Railroad Employee's Magazine*, the first company-produced employee magazine, with rail publicist Edward Hungerford (1875-1948) as editor; it is renamed the *Erie Railroad Magazine* in June 1916. (OCLC, Trains)
- Mar. 1905 City of Buffalo appoints a committee of 5 businessmen to plan for a Union Station. (RyW)
- Mar. 17, 1905 Mineral Railroad & Mining Company Board approves a lease of part of the

- Isaac Taylor Tract to the Philadelphia & Reading Coal & Iron Company. (MB)
- Mar. 18, 1905 Delegation of anthracite coal miners headed by John Mitchell meets with Pres. Roosevelt at the White House. (TRPapers)
- Mar. 18, 1905 *Street Railway Journal* reports that the New Haven is about to abandon its third rail electrification between Hartford and Bristol, Conn. (StRyJrnl)
- Mar. 20, 1905 Connecting Railway Board authorizes \$15,000 for rearranging interlockings at Zoological Gardens. (MB)
- Mar. 20, 1905 Pennsylvania Company agrees with City of Cleveland to eliminate grade crossings between Alabama Street and city limits. (Church)
- Mar. 20, 1905 Trout Run Water Supply Company incorporated in Pa. (PaCorps)
- Mar. 21, 1905 Flood destroys bridge over mouth of Conestoga Creek at Safe Harbor, Pa., on Columbia & Port Deposit Branch; line closed between Pequea and Washington Boro; PRR uses closure to work on Atglen & Susquehanna Branch. (AR)
- Mar. 21, 1905 PCC&StL Railway Executive Committee authorizes the purchase of the "Rat Row" property in Cincinnati between Front Street and the Ohio River from Ludlow Street to Broadway for expanding the team tracks and for the Louisville & Nashville Railroad bridge approach. (MB)
- Mar. 22, 1905 Court orders Board of Aldermen to vote on New York Connecting Railroad franchise. (NYT)
- Mar. 23, 1905 Washington Southern Railway opens double track between Ox Road and Lorton, Va. (AR)
- Mar. 24, 1905 LIRR changes fiscal year from July-June to Jan.-Dec. (MB)
- Mar. 25, 1905 Pennsylvania, New York & Long Island Railroad makes first contract for granite for exterior of Penn Station with Norcross Brothers Company; later assigned to Milford Stone Company. (MB)
- Mar. 25, 1905 Board of Engineers approves revised plans and specifications for eastern portion of Penn Station; George Gibbs reports that a 1/8" scale plan of the track level is almost completed, and they will soon be ready to fix column locations. (AJC 32/47)
- Mar. 27, 1905 Mahoning Valley Western Railway (B&O) opens between Newton Falls and Ravenna, Ohio. (B&O Val)

- Mar. 27, 1905 Vandalia Mineral Company organized; makes agreement with Louis F. and Joseph D. Lumaghi and Lumaghi Coal Company to purchase from them 10,000 acres of coal rights in St. Clair and Madison Counties; includes an exchange of land to simplify the boundary between the Lumaghi Coal Company and the Vandalia Mineral Company; lands to be worked by Lumaghi Coal Company; Vandalia Railroad to carry all output, plus that from 6,177 acres owned by Lumaghi Coal Company. (Church, MB)
- Mar. 29, 1905 PRR Board authorizes \$100 million 10-year, 3½% Convertible Gold bonds to be underwritten by J.P. Morgan & Co. and Kuhn, Loeb & Co.; extension of Bute Run Branch to new coke ovens at New Bitner. (MB)
- Mar. 29, 1905 Kuhn, Loeb & Co. and J.P. Morgan & Co. announce they have arranged to underwrite an issue of \$100 million 3½% PRR Convertible bonds; \$50 million authorized now and \$50 million authorized in Mar. 1903 but not yet issued; stockholders are to be allowed to subscribe up to one third of their present holdings; Kuhn, Loeb-Morgan alliance is the result of the decline of Speyer & Co., which previously handled PRR issues and the first significant issue on which Morgan and Kuhn, Loeb cooperate. (NYT, Carosso, Collins)
- Mar. 30, 1905 Pres. A. J. Cassatt, Henry Clay Frick and Elbert H. Gary initial a memo of understanding between PRR and United States Steel Corporation; PRR agrees not to expand its controlled steel works (Cambria and Pennsylvania Steel Companies) and U.S. Steel agrees not to expand its network of railroads serving the Pittsburgh District without giving notice; U.S. Steel will make connection with Wabash-Pittsburgh Terminal Railway but not carry out the traffic provisions of the 1901 Carnegie agreement. (Wheeler)
- Mar. 30, 1905 Long Island Consolidated Electrical Companies incorporated as holding company for all LIRR trolley lines in Queens and Nassau Counties, including Ocean Electric Railway, Northport Traction Company, Nassau County Railway, Huntington Railroad, Jamaica & South Shore Railroad, Glen Cove Railroad, and Babylon Railroad. (MB)
- Mar. 30, 1905 LIRR agrees with the Brooklyn Heights Railroad, lessee of the Prospect Park & Coney Island Railroad, to interchange freight cars at Parkville Jct. (NYState)
- Mar. 30, 1905 Allegheny City passes an ordinance for a new passenger station on Lines West at Federal Street. (MB)
- Mar. 30, 1905 Clearfield Southern Railroad, Pittsburgh & Eastern Railroad, and Curwensville & Bower Railroad merged into Beech Creek Extension Railroad. (AR - date of agreement)
- Apr. 1, 1905 Pres. William G. McAdoo reassures the Jersey City Board of Trade that the

Hudson & Manhattan Railway downtown tubes are to be a rapid transit subway and not to be used by Public Service trolleys; merchants have feared that local trolley traffic will be funneled to New York, bypassing the downtown Newark Avenue shopping district; ironically, the Tubes will shift the commercial center of Jersey City west to the Heights at Journal Square, leaving Newark Avenue to serve only the poor working class districts along the river until the area is gentrified in the early 21<sup>st</sup> century. (NYT)

- Apr. 1, 1905 Trenton Branch between Morrisville and Fallsington, including Morrisville Yard, transferred from Philadelphia Division to New York Division. (AR)
- Apr. 1, 1905 Alexander C. Shand (1858-1930) appointed Assistant Chief Engineer, replacing Louis H. Barker, assigned to special duties; Principal Assistant Engineer of PRR Grand Division L.R. Zollinger promoted to Engineer of MofW, replacing Shand. (AR, MB)
- Apr. 1, 1905 Passenger fares on Amboy Division reduced about one-third to meet trolley competition. (Boyer)
- Apr. 1, 1905 Pittsburgh, Virginia & Charleston Railway merged into PRR under agreement of Jan. 11, 1905. (Val, MB)
- Apr. 1, 1905 Northern Central Railway begins operating Summit Branch Mining Company's railroad (1.1 miles) near Lykens, Pa., under lease. (Val, AR)
- Apr. 1, 1905 Susquehanna Coal Company leases part of the Chicago property at 59<sup>th</sup> Street to the Keystone Fuel & Mining Company and other properties the O.S. Richardson Coal Company for five years. (MB)
- Apr. 1, 1905 Pennsylvania Company agrees with the Erie & Western Transportation Company and the Mutual Transit Company for the use of the north side of Dock No. 22 at Cleveland; this contract proves unsatisfactory and is revised in 1907; also contracts with the Northern Steamship Company. (MB)
- Apr. 1, 1905 Position of Assistant to the Comptroller of Lines West abolished; John B. Brittain named First Assistant Comptroller and J. W. Orr Second Assistant Comptroller; John Hurst named General Accountant of Lines West, replacing Orr. (MB)
- Apr. 1, 1905 New Haven begins electrification planning.
- Apr. 1, 1905 Bank station renamed Tome Institute on Columbia & Port Deposit Branch.
- Apr. 1, 1905 Pittsburgh & Eastern Railroad (Mahaffey to Cherry Tree) merged into Beech Creek Extension Railroad. (Cards)

- Apr. 1, 1905 J.L. Blackwell & Co. interests George J. Kobusch of St. Louis, Pres. of the St. Louis Car Company, in the Philadelphia & Western Railroad; Blackwell has expended about \$300,000; Kobusch is believed to be working for George J. Gould; he brings in Mackay & Co. and William C. Sheldon & Co. of New York, and they agree to take \$1,660,000 in First Mortgage bonds; VP George Sheldon, a New York banker, is associated with John M. Mack of Philadelphia in schemes to extort money from the Philadelphia Rapid Transit Company by securing rival elevated franchises. (DeGraw Coll)
- Apr. 1, 1905 Phillips Sheet & Tin Plate Company incorporated in W.Va. by James R. Phillips ( -1905) and John Charles Williams (1876-1936) to operate a tinplate mill at Clarksburg, W.Va. (Moody, Pietranton)
- Apr. 2, 1905 William F. Potter (1855-1905), Pres. of LIRR, dies at New York after a four-week illness after only three months in office. (MB)
- Apr. 2, 1905 S. Pearson & Son, Inc., begins sinking steel caisson shafts at Manhattan end of East River Tunnels. (SRea)
- Apr. 4, 1905 Harry K. Thaw (1871-1947), black sheep youngest son of William Thaw, marries chorus girl and model Evelyn Nesbit (1884-1967); the couple moves to Pittsburgh to live with Thaw's mother; however, Thaw remains obsessed with Stanford White and has engaged detectives to shadow the architect in the hope of discovering some morals offense that can be prosecuted by anti-vice and anti-sex crusader Anthony Comstock (1844-1915). (wiki, Broderick)
- Apr. 5, 1905 Ralph Peters (1853-1923) transferred from General Superintendent, Southwest System of Lines West to be President & General Manager of LIRR, replacing William F. Potter, deceased. (MB)
- Apr. 5, 1905 Judge Gary writes to Pres. Cassatt informing him United States Steel Corporation committee has approved understanding and George J. Gould has consented to the arrangement. (Wheeler)
- Apr. 5, 1905 American Railway Association adopts standard rules for the examination of employees, including general health, vision, hearing, and the ability to speak, read, write and cipher to the degree necessary to understand and convey matters pertaining to operating rules. (Loree)
- Apr. 5, 1905 Lines West VP James McCrea calls on the American Railway Association for a committee to prepare standard regulations for the handling of explosives; a committee is appointed headed by McCrea and including Charles B. Dudley. (RRGaz, Loree)
- Apr. 5, 1905 Albert Hall Harris (1861-1931) appointed General Attorney of the NYC&HR. (AR)

- Apr. 6, 1905 Chicago ordinance calls for elevating PFW&C tracks between Stony Island Avenue and Avenue K. (Church)
- Apr. 6, 1905 Pres. Roosevelt addresses the Texas Legislature, including making his case for railroad rate regulation. (TRPapers)
- Apr. 7, 1905 PB&W Board approves projects on construction list, including new interlocking and freight station at Grays Ferry, automatic block signals between Bellevue and Landlith, block system between Wilmington and Harrington, Wilmington Shops, and new Susquehanna River Bridge at Havre-de-Grace. (MB)
- Apr. 7, 1905 Northern Central Railway Board authorizes new station buildings at Brooklandsville and Sherwood on the Baltimore Division. (MB)
- Apr. 7, 1905 Wills Creek Coal Company assigns mining leases from Walhonding Coal Company to Cambridge & Muskingum Valley Coal Company, which is renamed Cambridge Collieries Company. (Church)
- Apr. 7, 1905 Pennsylvania Company Executive Committee authorizes the purchase of the Chicago, Indiana & Eastern Railway (Converse-Muncie) from Charles A. Knight of Chicago for \$700,000 cash. (MB)
- Apr. 7, 1905 Samuel Church Scott (1854- ) named Assistant to the Pres. of the Grand Rapids & Indiana Railway. (PRRBio)
- Apr. 7, 1905 National Docks Railway merged into the Lehigh Valley Railroad Company of New Jersey under an agreement of Mar. 21, 1905. (Baird)
- Apr. 8, 1905 LIRR service to Brooklyn Bridge station via Brooklyn Rapid Transit elevated connection at Flatbush Avenue ends.
- Apr. 9, 1905 New York & Long Island Traction Company opens trolley line on 101<sup>st</sup> Street and Rockaway Turnpike between Drew Street near the Brooklyn city line and Jamaica Jct. at New York Avenue, completing the direct line between Brooklyn and Freeport. (Seyfried)
- Apr. 10, 1905 New York Legislature passes bill taking awarding of New York City franchises from Board of Aldermen and vesting it in Board of Estimate; bill said to be pushed by New York Connecting Railroad, whose franchise is being held up. (NYT)
- Apr. 10, 1905 Pennsylvania Company Executive Committee authorizes building a coal storage yard of 222 car-capacity at Ashtabula. (MB)

- Apr. 10, 1905 Robert E. McCarty (1862-1924) appointed General Manager of Southwest System replacing Ralph Peters, to Pres. of the LIRR; P.A. Bonebrake named Superintendent of Pittsburgh Division (PCC&StL), replacing McCarty; J.W. Coneys named Superintendent of Logansport Division, replacing Bonebrake; Frank J. Kron named Superintendent of the Marietta Division, replacing Coneys. (AR, MB)
- Apr. 10, 1905 St. Clair Coal Railway opens between Collinsville, Ind., and Consolidated Coal Company No. 17 (2.84 miles); operated by Vandalia Railroad under lease of Oct. 3, 1904. (Church, C&C)
- Apr. 10, 1905 ATO reports to General Manager W. W. Atterbury on freight handling on the Norfolk & Western Railway, Chesapeake & Ohio Railway and the Queen & Crescent Route. (ATO)
- Apr. 10, 1905 Pennsylvania Company Executive Committee and Granite Improvement Company Board authorizes purchasing from A. M. Ogle 5,400 acres of the Pan Handle Coal Company property in Indiana, a 60% interest in the Central Coal Company of 800 acres, and 177 acres of the Gamble property for a total of \$473,100. (MB)
- Apr. 10, 1905 PCC&StL Railway Executive Committee authorizes a second track from Bradford to Summit on the Indianapolis Division; 42-stall roundhouse and engine terminal at Dennison; second track between Florence and Wilburforce on the Cincinnati Division; freight running tracks with the B&O from Central City to Outville and from Big Walnut to Summit. (MB)
- Apr. 11, 1905 Katherine Kelso Cassatt Hutchinson (1871-1905), Pres. Cassatt's eldest daughter and wife of James Pemberton Hutchinson, dies at Philadelphia. (NYT, findagrave)
- Apr. 12, 1905 PRR and Northern Central sign agreement for joint use of Enola Yard and Rockville Bridge, retroactive to Jan. 1, 1905; PRR obtains trackage rights over NC between Wago Jct. and Enola Yard, and NC obtains trackage rights over Rockville Bridge to the east end of Marysville Yard, retroactive to Jan. 1. (Val, MB)
- Apr. 12, 1905 PRR Board authorizes the extension of the Coal Pit Run Branch 1.3 miles to the mines of the Cardiff Coal Company. (MB)
- Apr. 12, 1905 Cleveland, Akron & Columbus Railway opens new brick station at Mt. Vernon. (AR)
- Apr. 13, 1905 Clarence A. Knight agrees to sell entire stock of Chicago, Indiana & Eastern Railway to Pennsylvania Company for \$700,000. (Church)



- Apr. 14, 1905 Charles M. Jacobs gives lecture to graduates of General Society of Mechanics & Tradesmen at Carnegie Lyceum in New York on construction of subways. (NYT)
- Apr. 14, 1905 Connellsville Water Supply Company, Otter Water Supply Company, Strode Water Supply Company, Union Water Supply Company of Oneida Township incorporated in Pa. (MB)
- Apr. 14, 1905 Merivale Water Supply Company incorporated in Pa. to operate in Logan Township, Blair County. (MB)
- Apr. 14, 1905 New Haven and Metropolitan Street Railway announce they have signed a traffic agreement; New Haven to make connection at Willis Avenue in the Bronx with the subways the Metropolitan hopes to build under Lexington or 3rd Avenues; the New Haven will attempt to send its trains down the subway to avoid paying charges for NYC&HR Park Avenue line. (NYT)
- Apr. 14, 1905 McCall Ferry Power Company incorporated in Pa. by New York engineer Cary T. Hutchinson ( - ) and the General Electric/Electric Bond & Share interests to build a large hydroelectric dam across the Susquehanna River just south of McCall Ferry at a site later known as Holtwood. (Beck)
- Apr. 15, 1905 PRR places Long Island City electric power generating station in service, supplying the electrification for the LIRR and the Penn Station line. (PaNews)
- Apr. 15, 1905 Work begins on Washington Union Station.
- Apr. 1905 Columbia & Port Deposit closes between Columbia and Safe Harbor through Aug. 1, 1906 (or 12/1905 and later for McCalls Ferry Dam?) to permit construction of Atglen & Susquehanna.
- Apr. 1905 George J. Gould meets with Elbert Gary and Henry Clay Frick of U.S. Steel and agrees not to demand enforcement of 1901 Carnegie contract for steel traffic for Wabash-Pittsburgh Terminal Railway. (Wheeler)
- Apr. 1905 PCC&StL Railway is to straighten the alignment and add a third main track between Burgettstown and Bulger. (RyW)
- Apr. 1905 Future Chief of Motive Power Frederick W. Hankins (1876-1958) transferred from the Allegheny Valley Railway to the Cumberland Valley Railroad as engine house foreman at Chambersburg. (RyLocos&Cars)
- Apr. 1905 New Haven acquires the majority of the stock of the Springfield Street Railway Company. (RyW)
- Apr. 1905 Ohio River & Western Railway leaves receivership without foreclosure after

- friendly parties acquire all of capital stock. (Church)
- Apr. 17, 1905 Lake Erie & Pittsburgh Railway files the location for a branch in Youngstown to connect with the Pittsburgh & Western Railroad. (C&C)
- Apr. 18, 1905 New York Board of Aldermen rejects franchise for New York Connecting Railroad, demanding large annual payments even though road does not occupy any streets. (NYT, ASCE)
- Apr. 18, 1905 Pres. A. J. Cassatt makes statement of support for New Haven using Lexington Avenue Subway from Harlem River, providing it also runs crosstown under 34th Street into Penn Station; urges New York City Board of Rapid Transit Commissioners to reject proposal of Schmidt & Gallatin for a "people mover" under 34th Street in favor of four-track subway. (NYT)
- Apr. 18, 1905 Senate Commerce Committee under Stephen B. Elkins begins taking testimony on the regulation of railroad rates (the Esch-Townsend Bill); first witness is Victor Morawetz (1859-1948) the legal wizard of the Santa Fe; Samuel Spencer of the Morgan interests, with Elkins's encouragement, mobilizes railroad executives to express their opposition to the Roosevelt Administration; the railroads also mount an expensive publicity campaign in tandem with the National Association of Manufacturers. (NYT, TRPapers)
- Apr. 19, 1905 George J. Gould accepts Joseph Ramsey's resignation as Pres. of the Wabash-Pittsburgh Terminal Railway after a long series of disagreements. (Snyder)
- Apr. 1905 Joseph Ramsey resigns as Pres. of Wabash-Pittsburgh Terminal Railway and replaced by Frederic A. Delano (1863-1953), formerly General Manager of CB&Q. (RyW)
- Apr. 20, 1905 Pres. Cassatt and VP Rea appear before New York City Board of Rapid Transit Commissioners to oppose Schmidt & Gallatin Syndicate's plan for crosstown moving platform "people mover" under 34th Street and in favor of granting franchise to Metropolitan Street Railway. (NYT)
- Apr. 20, 1905 PFW&C appoints Thomas Rodd Consulting Engineer, replacing James Clinton Speer, deceased. (MB)
- Apr. 21, 1905 PRR announces it will build 180 freight locomotives at Altoona; are also building two electric locomotives for LIRR. (NYT)
- Apr. 22, 1905 LS&MS agrees to purchase Lake Erie & Pittsburgh Railway from William Kenefick of Kansas City and John B. Carter of Indianapolis for \$1,050,000 and assumption of \$237,000 cost of Lorain terminal tract, effective June 1; LS&MS has an understanding with the Pennsylvania Company for joint control. (Church, MB, C&C)

- Apr. 22, 1905 George J. Gould finally admits that he is behind the Western Pacific Railway. (Klein)
- Apr. 24, 1905 Crosstown tunnels at New York contracted to United Engineering & Contracting Company; rumor was that were to go to New York Contracting & Trucking Company, controlled by Tammany Hall leader Charles F. Murphy, but given to United Engineering, controlled by Sen. Patrick H. McCarren, because Board of Alderman were holding up franchise for New York Connecting Railroad. (NYT)
- Apr. 24, 1905 William H. Newman of the LS&MS writes to Pres. A. J. Cassatt noting that he has completed the purchase of the Lake Erie & Pittsburgh Railway and intends to build it between Lorain and Lowellville; assumes that the Pennsylvania Company will take a half-interest and agree to joint operation; the LS&MS later adopts a new location so that it will run from the Cleveland Short Line at Newburg to near Ravenna. (MB)
- Apr. 25, 1905 LIRR opens 3rd and 4th track on Atlantic Avenue between Woodhaven Jct. and Autumn Avenue.
- Apr. 25, 1905 PFW&C signs an agreement with Allegheny City covering a new passenger station. (MB)
- Apr. 25, 1905 PCC&StL Railway Executive Committee authorizes 5 additional tracks in Scully Yard; team tracks on Rat Row in Cincinnati; second track through Miami City on the Cincinnati Division; track elevation along Kinzie Street from Ada to Fulton Street at Chicago. (MB)
- Apr. 25, 1905 Pere Marquette Railroad, which is controlled by the Cincinnati, Hamilton & Dayton Railway, acquires the Toledo Railway & Terminal Company. (Miller)
- Apr. 26, 1905 PRR Board adopts location of a low-grade freight line between 56th Street on the Main Line near Overbrook and Glen Loch via valley of Darby Creek; begins purchasing real estate. (MB)
- Apr. 26, 1905 Double track opens between Franconia and Lorton on Washington Southern. (AR)
- Apr. 26, 1905 Columbia Chemical Company of Pennsylvania sells Barberton & Southern Railroad jointly to Cleveland, Akron & Columbus Railway, B&O, Erie Railroad, and Northern Ohio Railroad for \$\$64,872; thereafter operated as part of Akron & Barberton Belt Railroad. (Church)
- Apr. 27, 1905 First contract for LIRR Bay Ridge Improvement awarded. (NYState)

- Apr. 27, 1905 Pere Marquette Railroad purchases entire capital stock of Toledo Railway & Terminal Company. (Church)
- Apr. 1905 56 train crews moved from Trenton to new 400-acre yard at Morrisville. (Lee)
- Apr. 28, 1905 Charles F. McKim sends Pres. A. J. Cassatt a framed copy of the rendering of Penn Station. (AJC)
- Apr. 28, 1905 ATO hears another report on fast freight; finds that a special locomotive is needed; experience shows that 30-car trains are best for fast freight with speeds of 24-40 MPH depending upon grades; optimum speed for efficiency is still 11.5 MPH. (ATO)
- Apr. 28, 1905 Tammany Mayor George B. McClellan vetoes bill taking power to award franchises from Board of Aldermen. (NYT)
- Apr. 28, 1905 Gen. Fitzhugh Lee (1835-1905) suffers a stroke while traveling between Boston and Washington on the *Federal Express* while it is on the train ferry *Maryland* en route to Jersey City at about 3:00 AM; train is held for a New York doctor at Jersey City, and PRR Assistant Medical Examiner Dr. Walter W. Watson attends Lee between Broad Street Station and Washington; Lee is taken to Providence Hospital, where he dies at 11:20 PM. (WEJ, NYT)
- Apr. 28, 1905 Summit Branch Mining Company Board authorizes leasing the half mile of track above the breaker at Williamstown to the Northern Central Railway Company. (MB)
- Apr. 28, 1905 Accounts of the Estate of former Pres. Tom Scott are filed with the Recorder of Wills in Philadelphia; the appraised value of the estate has fallen from \$16,527,846 to \$6,585,806, which may be due to the lavish life style of his late widow. (NYT)
- Apr. 29, 1905 Special train carrying Pres. A. J. Cassatt and other officials makes record run from Pittsburgh to Philadelphia in 6:25, 2:15 faster than fastest regular passenger train; party was inspecting Pittsburgh improvements when Cassatt received urgent summons to return. (NYT)
- Apr. 29, 1905 Delegates attending 7<sup>th</sup> International Railway Congress at Washington given tours of Grand Central Terminal and Penn Station projects, plus harbor cruise to view railroad marine terminals. (RyW)
- Spring 1905 First Class MP41 electric MU cars delivered to LIRR; first all-steel mainline passenger cars; George Gibbs design copied from cars of IRT subway.
- May 1, 1905 PRR Board raises VP Samuel Rea's salary from \$23,000 to \$25,000 per year; appoints Thomas W. Hulme (1868-1939) Assistant Real Estate Agent at

Philadelphia. (MB, PRRBio)

- May 1, 1905 Pres. Cassatt agrees to a high General Waiting Room for Penn Station, after Charles F. McKim refuses to bend under pressure from other railroad officers to make the roof level with the rest of the building to save about \$240,000; “I am quite sure that we are going to have a very handsome station ...” (AJC 32/14)
- May 1, 1905 Delegates to the International Railway Congress to be held at Washington are entertained by American members at New York, where they tour Grand Central Terminal, the subway and the PRR tunnels and power house; a luncheon cruise is held on the LIRR steamboat *Sagamore*, which allows the delegates to inspect the railroad facilities on the Jersey City and Hoboken waterfronts. (NYT)
- May 1, 1905 PB&W abandons passenger station stop at Angora, Pa. (MB)
- May 1, 1905 Northern Central Railway Board authorizes interlocking at the north end of Falls Yard; new freight station at Shamokin; track to new colliery off the Scott Branch near Shamokin; extension of pier and hoist at Sodus Point. (MB)
- May 1, 1905 Columbia & Port Deposit Railway Board authorizes widening bridges for double track between Columbia and Shenks Ferry. (MB)
- May 1, 1905 PRR signs agreement with Clearview Water Supply Company for supply of water from Licking Creek. (MB)
- May 1, 1905 PRR secures control of Pennsylvania, Monongahela & Southern Railroad. (Church)
- May 1, 1905 Pennsylvania Company contracts with the Illinois Tunnel Company, the Chicago freight subway, giving it the right to connect with the Union Passenger Station for mail service. (MB)
- May 1, 1905 Doctor J. Terhune of Linton, Ind., agrees to sell all stock of Pan Handle Consolidated Coal Company (incorporated Feb. 11, 1903), owning 3,757 acres of coal rights in Greene and Sullivan Counties, Ind., and 60% of Central Coal & Mining Company to Granite Improvement Company. (Church)
- May 1, 1905? Pan Handle Consolidated Coal Company acquires Jefferson Coal Company. (check ICC card!)
- May 1, 1905 Wabash Railroad advances \$5 million in cash to the Wabash Pittsburgh Terminal Railway in return for notes backed by \$3.8 million in bonds and \$14 million in stock of the Pittsburgh Terminal Railway & Coal Company as collateral; the Wabash Railroad issues \$7 million in 4½% 5-year gold notes;

could not pay the balance of \$5 million due when the notes matured, and the collateral was sold for a loss to the Wabash of \$9.6 million. (ICC)

- May 1, 1905      Detroit Southern Railroad sold at foreclosure. (ICC)
- May 2, 1905      New York Senate passes Elsberg Bill, which takes control of franchises from New York City Board of Aldermen and vests it in Board of Estimate & Apportionment, over Mayor George B. McClellan's veto; bill is backed by PRR to end hold-up of New York Connecting Railroad franchise. (NYT - did not pass Assembly this year)
- May 2, 1905      Delaware Water Company incorporated in Del.; to supply water to Edge Moor Yard and towns of Edge Moor, Christiana, Stanton, Newport, Ogletown and Newark. (MB)
- May 2, 1905      Detroit, Toledo & Ironton Railway incorporated in Michigan as a reorganization of the Detroit Southern Railroad. (ICC)
- May 2, 1905      Mary Dickinson Scott Newbold (1876-1905), daughter of Tom Scott and wife of broker Clement B. Newbold, dies at her home in Jenkintown following an operation. (PubLdgr)
- May 2, 1905      Pennsylvania act creates the State Police Dept., which is supposed to supersede the private Coal & Iron Police; it does not, and the State Police are used to support business interests in labor disputes. (USCmssnIndRel)
- May 3, 1905      PFW&C director and Pres. of the First National Bank Charles E. Speer (1837-1905) dies at Pittsburgh. (MB)
- May 4, 1905      New York Terminal Operating Committee makes report to Pres. Cassatt encompassing full study of station tracks, including layout and track occupancy; LIRR electric trains assigned to four tracks (two in each direction with tail switching) at northernmost side of station; other tracks assigned to PRR through and local trains and LIRR steam trains; capacity estimated at 145 trains per hour or 75 million passengers per year (vs. 109 million peak in World War II); provisional timetable and track assignments made after detailed study of Broad Street, Exchange Place and Long Island City stations, plus terminals of London; Pres. Cassatt studies report overnight and meets with Committee next day. (SRea)
- May 4, 1905      Responding to the attempts by the New York City Board of Aldermen to extort concessions and favors from the PRR tunnel franchise, the New York Legislature passes bill transferring the power to award franchises from the Board of Aldermen to the Board of Estimate & Apportionment over Mayor McClellan's veto; Tammany aldermen sue to have the law overturned; all franchises, including that of New York Connecting Railroad are placed in

- limbo pending resolution of the lawsuit. (NYT, Walker)
- May 4, 1905 LIRR opens spur from Queens to Belmont Park race track; used only during racing seasons; the track is located in Elmont, just west of the New York City line; the track becomes the site of the running of the Belmont Stakes, established in 1867. (Val, wiki)
- May 4, 1905 International Railway Congress begins 10-day convention in Washington; A. J. Cassatt and E. H. Harriman are honorary presidents of American delegation, with Stuyvesant Fish of the Illinois Central as Pres. of Congress; however, delegates are transported from New York by B&O. (NYT, RyW)
- May 4, 1905 Avalon Development Company incorporated in N.J. with offices in Peermont to develop part of Seven Mile Beach. (NJCorps)
- May 4, 1905 William H. Newman elected Pres. of the Michigan Central Railroad, replacing Henry B. Ledyard, promoted to Chairman; increases the integration of the NYC system. (AR)
- May 5, 1905 PRR grants switchmen one relief day every other week.
- May 5, 1905 Train No. 52 hits the wreckage of a derailed freight train at speed; RPO car built to new standard withstands the crash and no postal employees are killed, a common occurrence with the old RPO cars. (PennsyWest)
- May 5, 1905 Youngstown Iron Sheet & Tube Company renamed the Youngstown Sheet & Tube Company. (Moodys)
- May 8, 1905 PRR announces that stockholders have subscribed only 10% of new \$100 million Convertible bond issue; was largest railroad bond offer to date; syndicate of Kuhn, Loeb & Co. and J.P. Morgan & Co. is now obligated to take responsibility for remaining \$90 million; bonds are to refinance \$27.48 million Consolidated 6% bonds and pay for New York improvements; the syndicate holds the bonds through the Panic of 1907 before they can be resold. (NYT, Fortune 1936)
- May 8, 1905 Pennsylvania Company Executive Committee authorizes second track between Sharon and Sharpsville on the Erie & Pittsburgh line. (MB)
- May 8, 1905 Speaking in Denver, Colo., Pres. Roosevelt calls for federal control of corporations. (TRPapers)
- May 9, 1905 Delegates to International Railway Congress visit Washington Union Station, under construction. (RyW)
- May 10, 1905 PRR Board authorizes \$10,000 for survey of new line between Blairsville and

Pitcairn Yard; authorizes enlargement of West Morrisville Yard and new low-grade line between Thorndale and Caln. (MB)

- May 10, 1905 Pres. Roosevelt, speaking before the Iroquois Club at Chicago, calls for the Federal government to empower an executive agency to set maximum railroad rates with the power to have them take effect almost immediately, and to have jurisdiction over private car lines and tracks as well as railroad companies; he grants that the courts will retain the power to overturn confiscatory rulings and is aware that such regulation may do damage without being confiscatory, but that the need for efficient and effective administration must take precedence over the possibility of abuse of powers. (TRPapers, NYT)
- May 11, 1905 First shield completed at east end of north tube of Hudson River Tunnels. (ASCE)
- May 11, 1905 Eastbound PRR freight train narrowly escapes collision with a shifter backing on the main track at 1:38 AM at Lochiel, Pa., south of Harrisburg; fast braking of the freight train with a mixture of hand and air brakes causes the train to buckle, and two cars fall over, fouling the adjacent passenger track just as 2nd No. 19, the eight-car *Cleveland & Cincinnati Express* passes at 60 MPH; the toppling freight cars overturn the passenger locomotive which, with the combine and day coach, roll down the embankment; locomotive boiler explodes; fire from the locomotive sets off multiple explosions of 25 tons of Giant blasting powder (dynamite) in box cars being shipped to H.S. Kerbaugh & Co. at Columbia; six Pullmans *Socrates*, *Raritan*, *Tyrolean*, *Garnet*, *Diamond* and *Paxton*, which remain on the track, take the brunt of the explosion, which turns both trains into flaming wrecks that burn until dawn; many secondary explosions as Pintsch gas tanks on passenger cars send fireballs into each car; 23 killed, 136 injured; many passengers are trapped in the berths of the wooden cars and completely cremated, identifiable only from jewelry; others die later of burns; loss and damages exceed \$600,000; tracks cleared by 12:00 N on May 12; Broadway producer Samuel S. Shubert (1878-1905), the middle brother of the New York theater dynasty, is among those fatally injured; a theater later built in his honor is still a Broadway landmark; also killed is James R. Phillips ( -1905), head of the Phillips Sheet & Tin Plate Company of W.Va.; his death elevates Secretary and Plant Manager Ernest Tener Weir (1875-1957) to the head of the company and sets him on a course to become a power in the steel industry. (NYT, WEJ, Shaw, wiki, Loree, Seely)
- May 11, 1905 Enola Realty Company incorporated in Pa. to build employee's housing in town of Enola. (MB)
- May 11, 1905 New Park & Fawn Grove Railroad incorporated in Pa. to build a short line near Stewartstown. (ICC)



- May 12, 1905 N.Y. Rapid Transit Commission engineers make a twice-amended report to the Board containing their master plan for 19 separate subway routes with a projected cost of \$300 million; includes routes on 1<sup>st</sup>, 3<sup>rd</sup>, 8<sup>th</sup> and 9<sup>th</sup> Avenues, extending the original IRT line north from Grand Central on the East Side and south from Times Square on 7<sup>th</sup> Avenue and crosstown lines on 14<sup>th</sup>, 23<sup>rd</sup>, 34<sup>th</sup> & 59<sup>th</sup> Streets, 3 tunnels to Brooklyn and use of the Manhattan and Williamsburg Bridges; the RTC hopes that many companies will bid for routes to provide competition; instead it drives August Belmont to acquire the Metropolitan Railway street railway network to eliminate the threat of competition from that quarter; the IRT has no intention of diluting its earnings with expensive new projects; the commission then begins formally adopting the routes, one by one. (RTC AR, Hood)
- May 12, 1905 Col. E. T.D. Myers (1830-1905), Pres. of Richmond, Fredericksburg & Potomac Railroad since Nov. 1889 and of Washington Southern Railway since Nov. 1901, dies at Richmond. (AR)
- May 13, 1905 LIRR assigns MU car No. 1000 to operate in work extra service during the day between the north end of the Jamaica Bay Trestle and Hammels; this is the first regular electrical operation on the LIRR. (LIRRInfoBltn)
- May 13, 1905 Demolition of Wilmington, Del., train shed begins. (WEJ)
- May 14, 1905 Cumberland Valley Railroad secures control of Cumberland & Gettysburg Electric Railway (Chambersburg-Waynesboro and branches). (MB)
- May 14, 1905 Delegates to International Railway Congress leave Washington on one of two PRR excursions; "short" excursion of 1,500 miles runs to Altoona, Pittsburgh, and Cleveland, returning via NYC&HR to Boston and back to New York; "long" excursion of 2,600 miles runs to Pittsburgh, Cincinnati, and St. Louis, returning via NYC from Chicago to Boston and New York. (RyW)
- May 14, 1905 Future PRR VP Frank J. McCarthy (1905-1957) born at Indianapolis. (MB)
- May 14, 1905 Atlanta Terminal Company opens Terminal Station in Atlanta, Ga.; used by the Southern Railway, Atlanta & West Point Railroad and Central of Georgia Railway. (AR)
- May 15, 1905 Excavation of shield chambers on New York side of Hudson River Tunnels completed. (ASCE)
- May 15, 1905 Northbound track opens on new alignment between Talbert's and Seminary, Va., on Washington Southern. (AR)
- May 15, 1905 275 delegates to International Railway Congress at Washington feted at Altoona. (Snyder)

- May 15, 1905 NYC&HR inaugurates *Second Empire* No. 41, westbound only between New York and Buffalo on 9:10 schedule, equal in speed and appointments to *Empire State Express*. (NYT, RyW, Guide, CntrlHdlite)
- May 15, 1905 Michigan Central Railroad inaugurates the *Wolverine* No. 8 eastbound between Chicago and Detroit with through library-buffet car to New York. (NYT, CntrlHdlite)
- May 15, 1905 William J. Leake elected Pres. of the Richmond, Fredericksburg & Potomac Railroad, replacing E.T. D. Myers, deceased. (AR)
- May 15, 1905 The Seaboard Company incorporated in N.J. for the purpose of supplying money to the Seaboard Air Line Railway. (Poors)
- May 1905 Work begins on PT&T Bergen Hill Tunnels. (ASCE)
- May 1905 PRR has purchased 400 acres at Morrisville, Pa. (RyW)
- May 1905 Joseph Ramsey purchases property and right-of-way at Lorain, Ohio, from George Rust for "Industrial Railroad" or belt line around South Lorain. (Snyder)
- May 1905 Westinghouse Air Brake Company tests new friction draft gear on 50 steel gondola cars with PRR 2-8-0 No. 264 on Westinghouse Electric Company Interworks Railroad at East Pittsburgh for delegates of International Railway Congress. (WABCO)
- May 16, 1905 Baldwin-Westinghouse exhibits a new experimental electric locomotive used for switching at the Westinghouse plant at East Pittsburgh to delegates of International Railway Congress; 1,300 HP twin-unit box cab C+C uses 6,600 volts a.c.; largest a.c. locomotive and single phase locomotive in the world; first with diamond pantographs instead of trolley poles; demonstrated running light and also hauling 50 steel gondolas; serves as a test bed for later electric locomotives built for the New Haven and PRR. (StRyJrnl)
- May 16, 1905 Isthmian Canal Commission, on the orders of Pres. Roosevelt, announces that it will purchase supplies for the construction of the Panama Canal in foreign markets, drawing the fire of protectionists, including James M. Swank of the American Iron & Steel Association. (TRPapers)
- May 17, 1905 LIRR begins testing its new MP41 electric MU cars between Aqueduct and Hammel on the Rockaway Branch. (NYT)
- May 17, 1905 Coroners Jury finds PRR blameless in the Lochiel explosion. (WEJ)

- May 1905 LIRR begins grade crossing elimination projects between East New York and Bay Ridge and between Manhattan Beach Jct. and Manhattan Beach. (Val)
- May 18, 1905 Samuel Rea, E. H. Harriman, William Rockefeller, James Stillman, Samuel Spencer, Eben B. Thomas, and Hamilton McK. Twombly leave the Northern Pacific Railway Board, which is now governed entirely by the Hill-Morgan interests. (Renz)
- May 18, 1905 National Association of Manufacturers annual convention reverses policy and now opposes further ICC rate regulation; many small businessmen are wary of the Interstate Commerce Law Convention's call for backing Pres. Roosevelt's reform and the prospect of government intrusion into their affairs; many, including NAM Pres. David M. Parry also own railroad stocks. (Kolko, Wiebe)
- May 19, 1905 Work begins on the Bay Ridge Improvement of the LIRR at Parkville. (NYState)
- May 19, 1905 Norfolk & Western Railway purchases the entire property of the Columbus Terminal & Transfer Railroad. (AR)
- May 19, 1905 Roosevelt Administration reverses its decision on having the Isthmian Canal Commission buy in foreign markets and refers the question to the next Congress. (TRPapers)
- May 21, 1905 PRR discontinues sending freight over New Portage Railroad. (Snyder)
- May 21, 1905 L.F. Loree elected Chairman of the Board of the Kansas City Southern Railway. (NYT)
- May 23, 1905 New “\_\_” Tower opens at the south end of Enola Yard. (AR)
- May 23, 1905 Senate Committee concludes hearings on the regulation of railroad rates; testimony fills 5 densely printed volumes. (Rept)
- May 24, 1905 PRR Board authorizes \$356,300 for air brakes for freight cars; authorizes branch from point near Snyder on West Penn line to three miles south of Jacksonville; modifies Merchants Warehouse Company lease of 31st & Chestnut property to permit storage of goods other than hay or straw. (MB)
- May 24, 1905 PRR announces Atglen & Susquehanna will be part of complete low grade freight line between Pittsburgh and New York; suburban service at Philadelphia to be electrified and electrification eventually extended between New York and Washington. (NYT)
- May 24, 1905 Daree Water Supply Company, Merivale Water Supply Company merged into

Tipton Water Company. (MB)

- May 25, 1905 New Jersey shield of north tube of Hudson River Tunnel completed. (ASCE)
- May 27, 1905 Dynamite blast detonated under new PRR Hackensack River passenger bridge under construction at Jersey City at 1:30 AM, damaging but not destroying span; attributed to unions angered by use of non-union labor on job. (NYT, RyW)
- May 27, 1905 Michigan, Ohio & Indiana Railroad incorporated in Michigan. (ICC)
- May 28, 1905 PRR begins running passenger trains through between Jersey City and Washington without change of crews. (WEJ)
- May 28, 1905 Williamsport & Erie RPO and Kane & Harrisburg RPO combined to Harrisburg & Erie RPO. (Kay)
- May 28, 1905 New "R" Tower placed in service at East Pittsburgh. (PRRFAX)
- May 29, 1905 Pennsylvania, New York & Long Island Railroad contracts Crosstown Tunnels to United Engineering & Contracting Company. (ASCE)
- May 29, 1905 PRR announces it will inaugurate 18-hour passenger train between New York and Chicago in response to NYC&HR announcement that eastbound *Twentieth Century Limited* is to be cut to 19:00. (NYT)
- May 29, 1905 Passenger service extended from Wehrum to Black Lick on Ebensburg & Black Lick Branch.
- May 29, 1905 Radnor Townships approves franchise for Radnor Belt Line Street Railway, a PRR company, for tracks in a loop formed by Spring Mill Road, Conestoga Road, Radnor-Chester Road, Matson Ford Road and County Line Road. (MB)
- May 29, 1905 Pennsylvania Company Executive Committee authorizes completing a fifth track between Conway and Rochester, Pa., on the Eastern Division. (MB)
- May 29, 1905 Pennsylvania Company Executive Committee changes the name of "East End," Ohio, to "Laughlin" on the Cleveland & Pittsburgh Division. (MB)
- May 29, 1905 Vandalia Railroad Executive Committee authorizes equipping all 1,251 unequipped cars with air brakes; authorizes interlocking at the crossing of the CCC&StL Railway at Crawfordsville Jct. (MB)
- May 29, 1905 New York grants the Staten Island Rapid Transit Railway (B&O) the use of the new ferry and railroad terminal to be built by the city at St. George. (NYState)

- May 31, 1905 Delaware, Maryland & Virginia Railroad Board authorizes a new coal wharf at Georgetown, Del., and new combined stations at Stockley and Berlin. (MB)
- May 31, 1905 An Equitable Life Assurance Society Board committee headed by Henry Clay Frick submits its report of an internal investigation, showing extravagant advances to agents, large balances kept in favored banks, lack of system in management, etc. (Buley)
- June 1, 1905 Pennsylvania, New York & Long Island Railroad contracts with American Bridge Company for all steelwork for street bridging on Penn Station site. (ASCE)
- June 1, 1905 Pennsylvania Company and LS&MS close the purchase of the Lake Erie & Pittsburgh Railway from William Kenefick and J.B. Carter for \$1.05 million. (C&C)
- June 1, 1905 Wilmington, Del., station employees form baseball club. (WEJ)
- June 1, 1905 Connellsville & Monongahela Railway opens between Brownsville and Low Phos Jct. (8.42 miles); Monongahela Railroad begins operating Connellsville & Monongahela Railway between Buffington (Fairbanks) and Brownsville as sublessee of PRR and opens Dunlaps Creek Branch in Brownsville (0.13 mile) to make connection with C&M Railway. ( , Val, Church)
- June 1, 1905 Monongahela Railroad subleases the Connellsville & Monongahela Railway consisting of 22.22 miles of coal mine branches south of Brownsville, Pa., from the PRR. (C&C)
- June 1, 1905 J. B. Modisette named District Passenger Agent at Cleveland, replacing G. W. Weedon, transferred. (MB)
- June 1, 1905 New Haven Railroad adopts Brown system of discipline. (RyW)
- June 1, 1905 Detroit, Toledo & Ironton Railway takes control of the Ann Arbor Railroad from the Wabash Railroad. (Snyder, Wheeler)
- June 1, 1905 Ingersoll-Rand Company, a maker of pneumatic drills and later a pioneer diesel locomotive builder, incorporated in N.J. as the merger of the Ingersoll-Sergeant Drill Company and the Rand Drill Company; plant at Phillipsburg, N.J. (NJCorps, Moodys)
- June 2, 1905 Equitable Life Assurance Society Board rejects the report of the Frick Committee; Frick, E. H. Harriman and \_\_\_ Bliss resign from the Board and urge James Hazen Hyde to sell his stock to prevent the scandal from tearing the company apart. (Buley)

- June 3, 1905 PRR announces that its 18-hour train will be called *The Pennsylvania Special*. (NYT)
- June 5, 1905 PRR stages test of fast trains; one special runs New York to Pittsburgh in 8:50, and a second runs Pittsburgh to Chicago in 7:13 for total of 16:03. (NYT)
- June 5, 1905 Baltimore Terminal Company incorporated in Md. to build a terminal for the Washington, Baltimore & Annapolis Electric Railway. (Moody's)
- June 6, 1905 PRR runs test train for *Pennsylvania Special*, New York to Chicago in 17:00. (RyW)
- June 6, 1905 Conference of NYC&HR managers agrees to cut time of *Twentieth Century Limited* to 18:00 effective June 18; *Lake Shore Limited* to be cut from 24:00 to 23:00. (NYT)
- June 6, 1905 NYP&N Board authorizes lengthening steamboat *Pennsylvania* by 30 feet and installing new boilers. (MB)
- June 6, 1905 New York & Jersey Railroad (Hudson Tubes) begins construction of a subway under 6<sup>th</sup> Avenue. (ElectricRR)
- June 1905 Joseph Ramsey offers to sell the Buckhannon & Northern Railroad and the Greene County Railroad to the P&LE for \$7.25 million or all the properties of the Little Kanawha Syndicate for \$8.8 million. (Snyder)
- June 1905 PRR learns that NYC&HR is negotiating to buy the properties of the Little Kanawha Syndicate. (Wheeler)
- June 8, 1905 Cleveland, Akron & Columbus Railway agrees with the B&O for a new interlocking at the crossing in Warwick. (MB)
- June 8, 1905 James Hazen Hyde sells his majority stock in the Equitable Life Assurance Society to a syndicate headed by Thomas Fortune Ryan for \$2.5 million on condition the stock be placed in a voting trust; by a peculiarity of its 1859 New York charter, the Equitable must maintain its original stock price and dividend rate, which are \$51,000 and \$3,570 for a company with over \$400 million in assets; many on Wall Street suspect J. Pierpont Morgan with orchestrating the deal from Europe to keep the company and its assets out of the hands of E. H. Harriman. (Buley, Strouse)
- June 9, 1905 PRR runs series of test trains between Pittsburgh and Philadelphia to test high-speed running; Pittsburgh Division covered in 2:22; Middle Division in 2:08 and Philadelphia Division in 1:37; each train of five cars equals weight of new *Pennsylvania Special*; Post Office Dept. announces both *Pennsylvania Special*

- will carry mail, and *New York Special* No. 16 will carry an RPO car. (NYT)
- June 9, 1905 Paul Morton (1857- ) of the Santa Fe Railway is elected the new Chairman and CEO of the Equitable Life Assurance Society; Thomas Fortune Ryan asks his good friend, ex-Pres. Grover Cleveland, to be one of the trustees of his stock to restore confidence in the company. (Buley)
- June 11, 1905 *Pennsylvania Special* Nos. 28-29 restored on 18:00 schedule between New York and Chicago; train is limited to four cars, with diner cut out at Altoona; three cars double-headed over the Mountain; Jersey City-Pittsburgh overnight train No. 29 *Pittsburgh Special* renumbered No. 37. (NYT, RRGaz, Westing, Keystone)
- June 11, 1905 PRR inaugurates *New York Special* No. 16 from Chicago to New York. (NYT - i.e. adds Chi cars to existing Pitts-NY train?)
- June 12, 1905 The first westbound run of the *Pennsylvania Special* is delayed about 25 minutes by a hotbox on the tender east of Mansfield, Ohio; E2 Class 4-4-2 No. 7002 hauls the train between Crestline and Fort Wayne at average 68 MPH in successful effort to recover lost time on June 12; Chicago press reports a world-record speed of 127.1 MPH over three miles from “AY” Tower on the west side of Lima to Elida, but the claim is unsubstantiated and not now accepted, although PRR repeats the claim for publicity purposes many years later; *New York Times* of June 14 notes actual speed does not exceed about 82 MPH; No. 29 arrives in Fort Wayne 8 minutes late and in Chicago 3 minutes early; *Pennsylvania Special* runs via North Philadelphia and Mantua instead of running in and out of Broad Street Station. (NYT, RRGaz, Westing, Trostel/PRR-FAX)
- June 12, 1905 PRR inaugurates a new “St. Louis Mail” leaving New York at 8:00 AM and running through in 25:00, cutting 4:00 off the previous schedule. (RyW)
- June 12, 1905 PRR Road Committee authorizes the construction of a duckunder for suburban trains at the west end of Paoli Yard and extensions to the 46<sup>th</sup> Street roundhouse in West Philadelphia. (MB)
- June 12, 1905 Pennsylvania Company Executive Committee authorizes additional tracks in the Kinsman Street Yard at Cleveland. (MB)
- June 12, 1905 Lines West Executive Committee changes the name of “Westville,” Ohio, to “Magrew” on the Indianapolis Division. (MB)
- June 12, 1905 PCC&StL Railway Executive Committee authorizes buying the right of way for four-tracking between Union Station and East Yard at Richmond, Ind. (MB)

- June 12, 1905 Lines West signs an agreement for enlarging the interlocking at the crossing of the CCC&StL Railway at Anderson, Ind. (MB)
- June 12, 1905 Advisory Committee for scientific and technical exhibits for the Louisiana Purchase Exposition meets at Broad Street Station and issues a special commendation to the PRR for its Locomotive Test Plant, noting especially the work of J. J. Turner, Theodore N. Ely, F. D. Casanave, A. W. Gibbs, Axel Vogt, E. D. Nelson and G. L. Wall. (TestDept)
- June 12, 1905 Reading-CNJ begin their first dining car service with a pool of café cars assigned to New York-Philadelphia trains. (Guide, CNJ AR)
- June 13, 1905 New Jersey shield of south tube of PRR Hudson River Tunnel completed. (ASCE)
- June 13, 1905 S. Pearson & Son, Inc., begins sinking steel caisson shafts at Long Island City end of East River Tunnels. (SRea)
- June 13, 1905 LS&MS operates special test train from Chicago to Buffalo in 7:33 or average speed of 70.5 MPH. (RyW)
- June 14, 1905 PRR Board authorizes construction of duck-under for commuter trains at Paoli; additional erecting shop at Altoona Machine Shops; realignment between Beatty and South West Jct.; authorizes purchase of Pennsylvania, Monongahela & Southern Railroad for \$25,000. (MB)
- June 14, 1905 Dixon Run Land Company incorporated in Pa.; lays out the town of Clymer, Pa., in Indiana County as an independent headquarters town for the Clearfield Bituminous Coal Corporation, Pioneer Coal Company, independent operator Rembrandt Peale, and others. (PaCorps, Stewart)
- June 15, 1905 William H. Baldwin estate deeds former Central Railroad Company of Long Island right of way from Lawrence Street, Flushing, to Creedmoor to Stuyvesant Real Estate Company. (Val)
- June 15, 1905 Baltimore, Chesapeake & Atlantic Railway renews five-year lease of Ocean City Bridge Company. (MB)
- June 15, 1905 Future VP Ethelbert W. Smith (1885-1958) joins PRR as a shop hand at Wilmington Shops. (MB, PRRBio)
- June 15, 1905 New York & Jersey Railroad begins construction of an extension of the Hudson Tubes under 6<sup>th</sup> Avenue to 33<sup>rd</sup> Street. (Walker)
- June 15, 1905 Thomas Fortune Ryan signs a deed of trust vesting the majority of stock of the Equitable Life Assurance Company in ex-Pres. Grover Cleveland, Judge



Morgan J. O'Brien, and George Westinghouse as voting trustees; the trustees then choose a new Board from among the policyholders, mutualizing the company in an indirect way, because it could not be done in a direct manner under New York law. (Prout)

- June 15, 1905      Montgomery Smith (1862- ) named Assistant Purchasing Agent. (PRRBio)
- June 1905          LIRR inaugurates the *Block Island Express* leaving Long Island City at 10:42 AM for Amagansett, running non-stop west of Babylon. (Keystone - verify - how get to Block Is.??)
- June 1905          PRR is to double-track the Princeton Branch to handle athletic specials. (RyW)
- June 1905          PRR has contracted for a new engine house and shop at Grays Ferry to replace the old one. (RyW)
- June 16, 1905      Foundry No. 1 of South Altoona Foundries placed in operation.
- June 16, 1905      CNJ ferry *Red Bank* makes last run on the "Royal Blue" ferry route between Jersey City and Whitehall Street at South Ferry, after the CNJ and B&O are evicted by the city for the purpose of building a new ferry house for the Staten Island Ferry; this eliminates the B&O's advantage of direct connection with all four New York elevated lines. (NYT)
- June 17, 1905      Joseph Ramsey of the Little Kanawha Syndicate signs memo of agreement to sell all properties, including Greene County Railroad, to W.H. Newman of NYC&HR and J.M. Schoonmaker of P&LE at cost plus 6%; includes Little Kanawha Railroad, paper charters between eastern Ohio and Monongahela Valley to connect W&LE with West Virginia Central, and 100,000 acres of coal lands; Syndicate had spent \$718 million on coal lands and construction of railroads; NYC&HR offers one-half interest to PRR. (Church, Wheeler)
- June 18, 1905      NYC&HR cuts time of *Twentieth Century Limited* from 20:00 to 18:00 to match PRR cut on *Pennsylvania Special*; PRR had heard rumors NYC&HR was planning cut to 19:00, so PRR countered with cut to 18:00, and NYC&HR forced to follow; PRR train was only four cars with fifth car from Washington added at Harrisburg to faster time over mountain; NYC&HR initial trip is buffet-lounge, 2 sleepers and an observation car, with a diner run between Albany and Syracuse; offers a tailor, stenographer, barber, manicurist and fresh and salt-water baths; train bypasses Buffalo via the Gardenville Cut Off; first trip from New York is sold out with no intermediate passengers between New York and Chicago. (NYT, RRGaz)
- June 19, 1905      Toledo, Walhonding Valley & Ohio Railroad obtains use of about two miles of the Cleveland, Akron & Columbus Railway to reach Milo Yard between St. Clair & Cleveland Avenues just north of Columbus and for interchange of

traffic with the Sandusky line; CA&C obtains joint use of the TWV&O for interchange. (MB, Church)

- June 19, 1905 Cumberland Valley Railroad Pres. Thomas B. Kennedy (1827-1905) dies at Chambersburg. (BioAnnalsFrnklnCo)
- June 19, 1905 August Belmont announces that he has purchased control of the New York & Long Island Traction Company; to be jointly-owned by the Interborough Rapid Transit Company and the LIRR; the IRT is to operate the New York & Queens County Railway and the LIRR th New York & Long Island Traction Company. (Seyfried)
- June 20, 1905 LIRR and Interborough Rapid Transit Company (IRT subway) agree for Long Island Consolidated Electrical Companies to acquire from August Belmont & Co. one half the stock of the New York & Long Island Traction Company operating in Queens and Nassau Counties for \$744,382. (MB)
- June 20, 1905 New York Gov. Frank W. Higgins (1856-1907) convenes a special session of the Legislature to deal with the crisis at the Equitable Life Assurance Association. (NYT, Carosso)
- June 21, 1905 Pennsylvania, New York & Long Island Railroad contracts with New York Contracting Company - Pennsylvania Terminal for all excavation and masonry work for cut-and-cover tracks for about 500 feet east of 7th Avenue and for excavation and street viaducts between 7th & 10th Avenues. (ASCE)
- June 21, 1905 *Twentieth Century Limited* hits an open switch at 60 MPH at Mentor, Ohio; 14 passengers and 5 crew killed; Pres. William H. Newman cancels the train, but just for one day. (NYT)
- June 21, 1905 Pere Marquette Railroad gains control of the Toledo Railway & Terminal Company. (MichRRs)
- June 21, 1905 New York State Superintendent of Insurance Hendricks publishes a preliminary report on the troubles at the Equitable Life Assurance Society; his recommendations include elimination of "Wall Street control." (NYT, Carosso)
- June 22, 1905 Bankers agree to underwrite George J. Gould's Western Pacific Railway providing the Denver & Rio Grande Railroad and the Rio Grande Western Railway guarantee its bonds. (113 ICC 75)
- June 23, 1905 PRR and B&O agree to take half-interest in the Little Kanawha Syndicate over Pres. Cassatt's objections; Cassatt does not want the Syndicate's coal lands, as they simply compete with existing mines on PRR and B&O. (Wheeler)

- June 24, 1905 Toledo Railway & Terminal Company sells the Toledo Riverside Railway to the Great Central Dock Company, a subsidiary of the Cincinnati, Hamilton & Dayton Railway. (Church)
- June 25, 1905 Air pressure first applied to New York shield of north tube of Hudson River Tunnel. (ASCE)
- June 25, 1905 PRR and Tuckerton Railroad establish a second round trip No. 478-479 with parlor car between Camden and Beach Haven. (Brinckmann)
- June 25, 1905 CNJ ferry *Red Bank* makes first crossing on the new uptown ferry from Jersey City to 23<sup>rd</sup> Street; single-slip terminal adjoins those of the DL&W and Erie Railroad to the north, all three of which are designed in a uniform style by Kenneth M. Murchison. (NYT, NautGaz, AR)
- June 26, 1905 PRR Road Committee adopts a new alignment for the Darby Creek Low Grade Line between 56<sup>th</sup> Street and Glen Loch; authorizes survey of the Franklin & Parkers Landing Railroad. (MB)
- June 26, 1905 PRR and Grand Trunk Railway of Canada inaugurate new summer-only sleeping car line between Pittsburgh and Muskoka Wharf, Ont., on Georgian Bay via Oil City and Buffalo. (Guide)
- June 26, 1905 PCC&StL Railway Executive Committee authorizes rearranging Bradford Yard. (MB)
- June 27, 1905 Industrial Workers of the World (IWW) formed at Chicago at a convention of 200 socialists, anarchists and radical unionists opposed to the AFL; hopes to achieve total victory for the working class by uniting all workers into "One Big Union" and seizing control of industry and the state, establishing worker control of industry and abolishing the wage system; the "Wobblies" have their best success among unskilled and migratory workers in the West and in the textile industry; membership peaks at about 100,000 in 1923. (wiki)
- June 1905 Excavations for cross-town tunnels begins east of 7th Avenue.
- June 29, 1905 PRR Board approves revision of location of Darby Creek Low Grade Line; authorizes extension of the freight yard from 52nd Street west to Woodbine Ave., with a connection to the Darby Creek Low Grade Line; authorizes extension of eastbound receiving yard at Hollidaysburg. (MB)
- June 29, 1905 Air pressure first applied to New Jersey shield of north tube of Hudson River Tunnel. (ASCE)
- June 29, 1905 Montauk Steamboat Company, Limited, begins new service with steamer *Montauk* between Montauk and Block Island, connecting with new fast train

from New York. (Seyfried - AR says is with new boat *Wyandotte* and also establishes a direct Greenport-Block Island run - note *Montauk* is the former *Queen Caroline* of the MD&V - Burgess - verify Ziel)

- June 29, 1905 Philadelphia & Western Railroad contracts for a line from 63<sup>rd</sup> Street in West Philadelphia to Bryn Mawr. (PSTC)
- June 30, 1905 Stockbridge & Pittsfield Railroad and West Stockbridge Railroad merged into Berkshire Railroad under an agreement of June 7. (NHCorp)
- mid-1905 New Haven Pres. Charles S. Mellen announces it will electrify its main line between New York and Stamford, Conn. with Westinghouse 25-cycle, 11,000-volt AC; the first of its type. (Condit - verify NYT)
- July 1, 1905 LIRR opens its Marine Repair Shops at Whitestone. (Keystone)
- July 1, 1905 PRR begins operating Brookville Railway as agent. (MB)
- July 1, 1905 Northern Central Railway obtains trackage rights over Cumberland Valley Railroad bridge between Lemoyne and Harrisburg under agreement of June 8, 1905. (Val)
- July 1, 1905 Lykens Valley Coal Company defaults on interest on bonds, all of which are owned by the Summit Branch Mining Company. (MB)
- July 1, 1905 "Seashore House" opens as Philadelphia PRR YMCA vacation facility on Bay at Ocean City, N.J. (Wilson)
- July 1, 1905 Federal grand jury at Chicago indicts the major meat-packing companies and 16 of their directors and officers for antitrust violations. (NYT)
- July 2, 1905 Atlanta & Birmingham Air Line Railway (Seaboard Air Line) extended from Atlanta to Birmingham and new sleeping car line established between Jersey City and Birmingham. (Poors, PassDept)
- July 3, 1905 Pennsylvania Company Executive Committee authorizes a new station at French Point, Economy, Pa., on land of the Liberty Land Company; also a new engine terminal at Mansfield, Ohio. (MB)
- July 3, 1905 Lorain & Ashland Railroad incorporated in Ohio by the Ramsey interests; to be extended to Zanesville as a link with the Little Kanawha Syndicate lines as an alternative route in case of a complete break with George J. Gould. (Church, Snyder)
- July 3, 1905 Cincinnati & Muskingum Valley Railroad Board authorizes a new station at Clarksville. (MB)

- July 3, 1905 Vandalia Railroad Executive Committee authorizes building a track to the proposed coal-washing plant of the Lumaghi Coal Company near Collinsville and increasing its loan to the Lumaghi Coal Company from \$250,000 to \$260,000; grade-separating the crossing of the CCC&StL Railway at Marshall Crossing, Ill.; completing the interlocking of the crossing of the Illinois Central Railroad at Kenney, Ill., begun by the receiver of the Terre Haute & Indianapolis Railroad; surveying for a second track between Indianapolis and Farrington. (MB)
- July 5, 1905 Mahoning Valley Western Railway opens between Newton Falls and Niles, Ohio. (B&O Val)
- July 6, 1905 Work begins on the Manhattan side of Tube B of East River Tunnel. (ASCE)
- July 7, 1905 LIRR Board authorizes dissolution of Metropolitan Ferry Company, having paid off mortgage bonds. (MB)
- July 7, 1905 LIRR Executive Committee authorizes fencing the old Central Railroad Company of Long Island right of way between Creedmoor and Flushing as a possible trolley right of way; the 1879 deed from Egisto P. Fabbri only conveyed the franchise, and the company is now to acquire the real estate from his heirs. (MB)
- July 7, 1905 Pres. Roosevelt travels by special train from Oyster Bay to Ocean Grove, N.J., and return to address the National Education Association. (TRPapers)
- July 8, 1905 Air pressure first applied to New Jersey shield of south tube of Hudson River Tunnel. (ASCE)
- July 9, 1905 Premature dynamite blast kills eight men on H.S. Kerbaugh & Co. grading project at New Cumberland, Pa. (NYT)
- July 10, 1905 PCC&StL Railway Executive Committee authorizes a new suburban station at Torrance Road near Cincinnati on the Cincinnati Division. (MB)
- July 10, 1905 NYC appoints William J. Wilgus Chairman of the Advisory Board of Engineers of the proposed Detroit River Tunnel between Detroit and Windsor, Ont. (Tennant)
- July 12, 1905 Radnor Belt Line Street Railway agrees with Radnor Township not to lay any tracks for 50 years, and Township agrees not to grant rights to another company on same streets; serves dual purpose of protecting PRR's Paoli Local traffic and keeping the city riff-raff out of Radnor. (MB)
- July 12, 1905 Brookville, Pa., sawmill of Graham & Cook closes, ending traffic on the

- Brookville Railway; PRR keeps line open with occasional franchise runs for two years. (Kline 12)
- July 13, 1905 Granite Improvement Company, owning 9,000 acres in Greene and Sullivan Counties, Ind., and Vandalia Coal Company, owning 10,000 acres in Vigo, Parke, Clay, Greene, Sullivan and Knox Counties, agree with Vandalia Railroad to ship all coal over the PRR System. (Church)
- July 14, 1905 Degnon Engineering & Construction Company begins sinking the Long Island City shaft of the New York & Long Island Railroad's "Belmont Tunnel" under the East River at 42nd Street; the shaft of the old tunnel, on which work had been suspended in 1892 has been abandoned and filled; William Barclay Parsons is consulting engineer; line is originally built as a trolley subway, but later becomes the Flushing Line of the IRT subway. (ElectricRR, Hood, )
- July 14, 1905 New York City Board of Estimate & Apportionment approves franchises for a host of new subway lines embraced in the Board of Rapid Transit Commissioners' master plan, including routes under 3<sup>rd</sup>, Lexington, 7<sup>th</sup> & 8<sup>th</sup> Avenues, 4<sup>th</sup> Avenue and Eastern Parkway in Brooklyn, and various loop routes between Brooklyn and Manhattan. (RTC AR, Walker)
- July 15, 1905 *Pennsylvania Special* No. 28 rams a derailed freight car fouling the track one mile west of Port Royal, Pa., at 5:07 AM; No. 28 stays on track and only one person is injured (the engineer who jumped), but the accident shows the negative consequences of very fast running. (NYT)
- July 15, 1905 Ohio Connecting Railway opens extension of its Duff Branch from Duff Jct. to connection with the Rosslyn connection of PCC&StL Railway at Lewis Run Jct. (3.19 miles), including Scully Yard; is operated as a joint double track line with the Pittsburgh, Chartiers & Youghiogheny Railway under agreement of Feb. 1, 1905; Scully Yard opens with 22.65 miles of track and a capacity of 2,600 cars; eastbound 8-track receiving yard, hump, 16-track classification yard and 4-track departure yard; westbound flat 10-track receiving yard and 17-track classification yard; 11-track car repair yard and 12-stall roundhouse "SY" Interlocking & Block Office on the second floor of the yard office; new interlocking opens at Rosslyn. (Church, Keystone - C&C has opens 6/5/05?)
- July 1905 Reacting to the disastrous explosion at Lochiel, the PRR issues new rules for the handling of explosives in transit and begins using its influence to have them form the basis of a national standard. (RRGaz)
- July 1905 PRR has made plans for a double-track freight belt line around Baltimore from Stemmers Run to Gwynns Falls. (RyW)
- July? 1905 PRR asks for bids on a new 4-track line between the Beattys and the east end of Donohoe Tunnel, and between the west end of Donohoe Tunnel and South

West Jct. (RyW)

- July 17, 1905 5-car test train of LIRR MP41 MU cars hits 57 MPH on tests between Jamaica and Springfield. (NYT)
- July 17, 1905 Lines West Executive Committee changes the name of “Portland” to “Rayland” on the Cleveland & Pittsburgh Division. (MB)
- July 17, 1905 Fire guts Louisville Union Station head house causing \$300,000 in damages; train shed is saved and there is no interruption of service. (RyW)
- July 18, 1905 LIRR holds first road test of MP41 MU cars between Woodhaven Jct. and Flatbush Avenue, making two round trips; a horse is electrocuted by third rail at the Shaw Avenue grade crossing. (NYT)
- July 18, 1905 International Mercantile Marine Company releases its much-delayed annual report for 1905, revealing a loss of \$1.14 million, compared to a large profit in 1904. (NYT)
- July 19, 1905 LIRR makes first test run of Class MP41MU cars to Rockaway Park. (NYT)
- July 20, 1905 New York House and Senate appoint a joint committee chaired by State Senator William W. Armstrong (1864-1944) to investigate irregularities in the life insurance industry. (Buley)
- July 21, 1905 PRR grants trackage rights to the Traverse City, Leelanau & Manistique Railroad on a connecting track at Traverse City. (ICC)
- July 24, 1905 PRR contractor begins night blasting on its crosstown tunnels at 32<sup>nd</sup> Street & Madison Avenue; next day, Alfred Gwynne Vanderbilt (1877-1915), who lives in the nearby Warrington Apartment House, files a complaint that it is disturbing his sleep. (NYT)
- July 24, 1905 *Railway World* runs an article on the PRR taking the lead in favoring college graduates for new management hires. (RyW)
- July 25, 1905 PRR begins construction of Duquesne Way Elevated in Pittsburgh to take freight tracks off Liberty Avenue. (HistPitts)
- July 26, 1905 LIRR inaugurates electric service (600-volt d.c. 3rd rail) between Flatbush Avenue, Brooklyn, and Rockaway Park via Woodhaven Jct. with three 7-car MU trainsets making a total of 12 round trips; also marks opening of subway section of Atlantic Avenue Improvement between Flatbush Avenue and Bedford Avenue; electrification cuts 14 minutes from Flatbush Ave.-Far Rockaway running time; as only room for four short trains in Flatbush Avenue Station, tunnel service is limited to Rockaway MU trains. (NYT, Seyfried)

- July 28, 1905 Southbound track opens on new alignment between Seminary and Talbert's, Va., on Washington Southern. (AR)
- July 28, 1905 VP Samuel Rea writes to Norfolk & Western Pres. L.E. Johnson that the Deepwater Railway may be another Nickel Plate scheme designed to force either the N&W or Chesapeake & Ohio Railway to buy it. (Lambie)
- July 31, 1905 Pittsburgh & Kenova RPO cut back to Pittsburg & Wheeling RPO, ending through run with B&O. (Kay)
- July 31, 1905 Pennsylvania Company Executive Committee authorizes the purchase of Blocks 6 & 7 on Whiskey Island, Cleveland, from the Republic Iron & Steel Company. (MB)
- July 31, 1905 Cincinnati & Muskingum Valley Railroad agrees with the B&O for an interlocking ("SR" Tower) at the crossing at Sabina. (MB)
- Aug. 1, 1905 Headquarters of Western Pennsylvania Division moved from Federal Street, Allegheny City, depot to western annex of Pennsylvania Company Building at 10th Street & Penn Avenue, Pittsburgh. (AR)
- Aug. 1, 1905 Susquehanna Coal Company begins receiving all the output of Philadelphia & Reading Coal & Iron Company's Silver Creek and Ellangowen Collieries under contract of July 12. (Rdg)
- Aug. 1, 1905 Third VP Sutherland M. Prevost leaves work on the advice of his doctors and leaves Philadelphia for rest and recuperation at Bar Harbor and Newport. (PubLdgr)
- Aug. 2, 1905 Thomaston Tramway Company, later the Connecticut Company, incorporated in Conn. as a street railway holding company for the New Haven. (Moody's)
- Aug. 7, 1905 Fire that begins on the ferry *Hopatcong* destroys the Hoboken Terminal of the DL&W. (Scull)
- Aug. 9, 1905 The Armstrong Committee appoints Charles Evans Hughes (1862-1948), a corporation lawyer who has completed a successful investigation of New York City gas rates, as its chief counsel. (NYT, Carosso)
- Aug. 11, 1905 Speaking at the Chautauqua Assembly, Pres. Roosevelt says that the next regular session of Congress will be devoted to railroad regulation. (TRPapers)
- Aug. 14, 1905 Pittsburgh & Cross Creek Railroad incorporated in Pa. to build from Avella to Studa and link mines of Washington County Coal Company with Wabash-Pittsburgh Terminal Railway; controlled by Washington County Coal



Company. (MB)

- Summer 1905 PRR begins surveys for extending the low-grade freight line from Glen Loch to Overbrook via the valley of Darby Creek. (CE)
- Aug. 1905 PRR abandons paying men by check after about 35 years and resumes paying in cash; the use of checks was to make Superintendents more personally acquainted with their men, but now there are too many employees. (RyW)
- Aug. 1905 Courts award PRR \$100,000 in damages vs. the City of Chicago for property destroyed in the 1894 Pullman Strike; verdict is to be appealed. (RyW)
- Aug. 1905 PRR contracts to enlarge Harrisburg Shops. (RyW)
- Aug. 1905 PRR completes first experimental electric No. 10001, Class AA1 at Juniata from Westinghouse design; B+B wheel arrangement with 1,400 HP and a direct gear drive; electrical components installed by Westinghouse at East Pittsburgh, which provides them free of charge. ( , Bezilla, Keyser has b. or delivered 11/17/1905)
- Aug. 1905 PB&W begins installation of block system between Wilmington and Harrington on the Delaware Division. (RyW)
- Aug. 1905 Possum Glory Branch of Cherry Tree & Dixonville Railroad opens between Possum Glory Jct. (Wandin) and Possum Glory. (Val)
- Aug. 1905 Reading announce that it is considering electrifying its suburban service at Philadelphia, something that is not accomplished until the 1930s. (RyW)
- Aug. 1905 LS&MS has approved a new lake front Union Station at Cleveland. (RyW)
- Aug. 1905 Indiana law bars selling cigarettes on trains. (RyW)
- Aug. 1905 First McKeen gasoline railcar with a mechanical transmission, designed by William Riley McKeen (1869-1946), Superintendent of Motive Power for the Union Pacific Railroad, placed in service; the McKeen car has a knife-edge nose and rounded rear, with porthole windows, making it look somewhat like an inverted ship's hull. (Rhine/NRHS - RyW says gasoline railcar service began mid-Apr. between Grand Island and St. Paul, Neb.)
- Aug. 17, 1905 George Gibbs submits revised plans of Concourse for Penn Station, calling for a separate Exit Concourse below the boarding Concourse. (AJC)
- Aug. 18, 1905 ATO hears a report of a joint committee on signaling headed by Alexander Holley Rudd, Assistant Signal Engineer of Lines East, and Frank Rhea, Engineer-MofW of the Logansport Division; switch signals should be different

semaphores; recommends upper quadrant semaphores instead of lower quadrant; recommends the use of red, green and amber as now used, and eliminating white for clear signals; organization of Lines East to be revised so that the Signal Engineer reports to the General Manager as on Lines West. (ATO)

- Aug. 19, 1905 PRR tunnel blast at 1<sup>st</sup> Avenue & 34<sup>th</sup> Street sends a 5-lb. rock soaring into the air and down through the roof of a nearby tenement, narrowly missing a sleeping 13-year old boy. (NYT)
- Aug. 20, 1905 New four-story divisional office building opens at Wilmington, Del., adjoining new station site. (AR, WEJ)
- Aug. 20, 1905 New Haven opens new station and completes track elevation through Bridgeport, Conn. (RRH)
- Aug. 23, 1905 Canada & Michigan Bridge & Tunnel Company and Michigan & Canada Bridge & Tunnel Company merge to form Detroit River Tunnel Company; to build a tunnel for the Michigan Central Railroad between Detroit and Windsor, Ont. (GrnBk)
- Aug. 25, 1905 Headings of south tube of New York & Jersey Railroad Company (PATH uptown line) meet the old bulkhead of the Hudson Tunnel Railway's Morton Street shaft, completing the second tunnel. (H&M, Jacobs - ElectricRR has 9/29?)
- Aug. 26, 1905 PRR announces it is in market for 140,000 tons of steel rails, its largest order to date. (NYT)
- Aug. 26, 1905 Allegheny Mountain Water Company, Beaverdale Water Company, Causandra Water Supply Company, Croyle Water Supply Company, Dawson Water Supply Company, Everson Water Company, Luckett Water Supply Company, Onnalinda Water Company, Otter Water Supply Company, Souman Water Supply Company, Summerhill Water Supply Company merged into Mountain Springs Water Supply Company. (MB)
- Aug. 26, 1905 Union Water Supply Company of Oneida Township, Whitehall Water Supply Company merged into Trout Run Water Supply Company. (MB)
- Aug. 27, 1905 Manhattan shield of south tube of Hudson River Tunnel completed. (ASCE)
- Aug. 30, 1905 LIRR inaugurates electric traction from Woodhaven Jct. to Jamaica, offering Flatbush Avenue-Jamaica MU service. (MB)
- Aug. 31, 1905 LIRR grants the New York & Long Island Railroad (Belmont Tunnel) an easement under its property at Long Island City. (MB)

- Aug. 31, 1905 Queens Investing Company agrees to donate land for a new LIRR station at Broadway, Flushing. (MB)
- Aug. 31, 1905 MD&V agrees with Baltimore Transfer Company to haul freight and baggage between its steamboat piers and PRR stations in Baltimore. (MB)
- Aug. 31, 1905 PRR and Reading agree for a footbridge connecting their respective stations at Market Street, Harrisburg. (MB)
- Aug. 31, 1905 Acker Water Supply Company, Iroquois Water Supply Company, Marsh Run Water Supply Company, Oliver Water Supply Company, Wheatfield Water Supply Company merged into Nekoda Water Supply Company. (MB)
- Aug. 31, 1905 Arydale Water Supply Company, Calvin Water Supply Company, Longfellow Water Supply Company, Ryde Water Supply Company, Strode Water Supply Company, Valley Point Water Supply Company merged into Greenmount Water Supply Company. (MB)
- Sep. 1, 1905 Degnon Construction Company begins sinking the Manhattan shaft of the New York & Long Island Railroad's "Belmont Tunnel." (ElectricRR)
- Sep. 1, 1905 Pittsburgh & Lake Erie Railroad purchases all the railroads and coal lands of Gould's Little Kanawha Syndicate for \$8.8 million. (Church, GrnBk)
- Sep. 1, 1905 Mahoning Valley Western Railway (B&O) opens between Ravenna and Cuyahoga Falls, completing the line. (B&O Val)
- Sep. 1, 1905 South Chicago & Southern Railroad agrees with the Chicago Terminal Transfer Company to extend the joint tracks from Clarke Jct. to the LS&MS to accommodate the cars of the Pere Marquette Railroad. (MB)
- Sep. 1, 1905 Ardmore & Llanerch Street Railway extended from Sheldon Avenue & Cricket Lane to a new terminal on Lancaster Avenue in Ardmore. (DeGraw)
- Sep. 2, 1905 Sleeping car line established between Jersey City and Wheeling. (PassDept)
- Sep. 2, 1905 Third VP Sutherland M. Prevost returns to Philadelphia, cutting short his vacation because of illness. (PubLdgr, MB)
- Sep. 4, 1905 Summer-weekend-only *Cresson Special* makes last run between Cresson and Pittsburgh.
- Sep. 5, 1905 Morgantown & Dunkard Valley Railroad incorporated in W.Va. to build an electric railway from Morgantown to Wadestown. (Church)

- Sep. 5, 1905 Hudson & Manhattan Railroad begins construction of the downtown tunnels under the Hudson River to Church Street. (Walker)
- Sep. 6, 1905 Chesapeake & Ohio Railway Board authorizes the purchase of the Western Pocahontas Company, owning 30,000 acres of coal and timber land, for \$250,000 and guaranteeing \$750,000 in bonds. (AR)
- Sep. 6, 1905 Armstrong Committee of the New York Legislature begins hearings on the life insurance industry; however, it also reveals much about the practices of the investment bankers who sit on insurance company boards and direct their investments. (Buley, Carosso)
- Sep. 8, 1905 Track No. 2 opens on new alignment between Roberts Road and Seminary, Va., on Washington Southern. (AR)
- Sep. 9, 1905 Hudson & Manhattan Railway files the location of its main line with the N.J. Secretary of State. (NJCorps)
- Sep. 12, 1905 PRR Road Committee authorizes construction of a new passenger station at Parkesburg, Pa. (MB)
- Sep. 12, 1905 Blair Gap Water Supply Company acquires property of Antis Water Supply Company. (MB)
- Sep. 12, 1905 Connellsville Water Supply Company merged into High Ridge Water Supply Company. (MB)
- Sep. 12, 1905 Lehigh Valley Railroad orders the construction of a freight station and yard at 149<sup>th</sup> Street and the Harlem River in the Bronx, reached only by car float. (MB, AR)
- Sep. 12, 1905 Joseph Ramsey begins a proxy fight with George J. Gould for control of the Wabash Railroad. (Snyder)
- Sep. 13, 1905 Pennsylvania Company obtains trackage rights for hauling empty hopper cars over LS&MS between Cleveland and Ashtabula and between Ashtabula and Erie to relieve imbalances; Pennsylvania Company to furnish engines and crews subject to LS&MS schedule and pilots. (Church)
- Sep. 13, 1905 Hazleton Coal Company dissolved; properties at Beaver Meadow, Hazleton and Westwood pass to Lehigh Valley Coal Company. (LVCorp)
- Sep. 14, 1905 J.P. Morgan & Co. purchases 65,000 shares of the 80,000 shares of the Cincinnati, Hamilton & Dayton Railway for \$12 million from the banking house of H.B. Hollins & Co. on behalf of the Erie Railroad; the CH&D controls the Pere Marquette Railroad and the Chicago, Cincinnati & Louisville

Railroad as constituting the “Great Central Route”; the purchase is made while Erie Pres. Frederick D. Underwood is in Europe, and when he returns, he rejects the sale. (NYT, Carosso, Crist)

- Sep. 15, 1905 Washington Southern Railway opens new double-track line between St. Asaph Jct. and Roberts Road in Alexandria, including a new Alexandria station at Cameron Street; the old connection with the Southern Railway on Henry Street is abandoned between St. Asaph Jct. and Duke Street; the old main on Fayette Street is abandoned for through traffic but retained for about one year to reach the old bulk freight yard until Potomac Yard opens; No. 1 track opens on new alignment between Roberts Road and Seminary, Va. (AR)
- Sep. 15, 1905 Metropolitan Ferry Company (LIRR) dissolved. (MB, Val)
- Sep. 15, 1905 Pennsylvania Company Executive Committee authorizes a westbound freight running track between Lucas and Mansfield, Ohio. (MB)
- Sep. 1905 LIRR opens its first model demonstration farm, "Peace and Plenty," near Wading River to induce farmers to settle the barren parts of Long Island. (Seyfried)
- Sep. 1905 PRR builds second Class AA1 experimental electric locomotives, No. 10002 at Juniata from Westinghouse design; Class AA1, B+B wheel arrangement, 1,240 HP with gearless quill drive; 650 volt d.c.; both No. 10001 and No. 10002 are tested on LIRR but run poorly, oscillating laterally at high speed. ( , Bezilla, Keyser has 9/6/1906)
- Sep. 1905 PRR grants grievance regulations to telegraphers. (Pam)
- Sep. 1905 Pittsburgh, Chartiers & Youghiogheny Railway establishes interchange point with PCC&StL Railway at Scully Yard. (AR)
- Sep. 16, 1905 Frank Durban of Zanesville elected Pres. of the Ann Arbor Railroad, replacing Joseph Ramsey. (Snyder)
- Sep. 18, 1905 Gen. Isaac Jones Wistar (1827-1905), director and former head of the PRR's anthracite coal companies, dies at Claymont, Del. (MB)
- Sep. 19, 1905 PRR Board authorizes construction of westbound hump yard at Altoona; authorizes the construction of the Pittsburgh, Monongahela & Southern Railroad from Crawfords Bend to Rices Landing. (MB)
- Sep. 19, 1905 *Chicago Tribune* prints rumor, citing an unnamed source close to the PRR, that Pres. Cassatt will resign and be succeeded by Samuel Rea. (NYT, WEJ)
- Sep. 19, 1905 Michigan Supreme Court rules that the Pere Marquette Railroad and the

Wabash Railroad are joint owners in common of the double track main line of the Detroit Union Depot & Station Company line between 18½ Street, Detroit, and Delray. (Church)

- Sep. 20, 1905 Allen Jackson Greenough (1905-1974), 14th and last PRR President, born at the Presidio in San Francisco; son of a military family. (WhosWho)
- Sep. 20, 1905 Metropolitan Street Railway (N.Y.) and Public Service Corporation of New Jersey, fearing McAdoo's threat to their respective streetcar monopolies, incorporate the Interstate Tunnel Railway Company of New York to build their own rapid transit tunnel between Chambers Street in Manhattan and Pavonia Avenue in Jersey City; they also incorporate a separate Interstate Tunnel Railway of New Jersey; Public Service is considering a direct line from Newark to the new tunnel. (NYState, NJCorps)
- Sep. 20, 1905 DL&W opens its uptown ferry terminal at 23<sup>rd</sup> Street, with boats from Hoboken Terminal and 14<sup>th</sup> Street, Hoboken. (RREmply)
- Sep. 21, 1905 Manistique, Marquette & Northern Railroad sold at foreclosure to trustees for bondholders, ending ownership by GR&I. (Poors, Cards)
- Sep. 21, 1905 Committee reports to the American Railway Association on standard rules for the handling of explosives, which are adopted in Oct. 1905. (Loree)
- Sep. 24, 1905 Youngstown & Ravenna Railroad completed at 8:30 AM. (Church)
- Sep. 25, 1905 *New York Limited* rear-ends an eastbound local entering Paoli station from the coach yard just before 3:00 PM; five killed and about 20 injured; General Manager W.W. Atterbury's office car No. 30 had just been refurbished and was making a test run to Paoli and back with various officials; the local was delayed in leaving the Paoli yard and crossing the main by the need to turn the office car; the towerman did not have time to reset the switches, and the *Limited*, which normally switched to the express track to pass the local at Paoli is instead switched back onto the local track and into the rear of the local at 45 MPH; the office car is telescoped into the combine ahead; all fatalities are officials, including Atterbury's nephew by marriage, Frank A. Brastow, agent for the Safety Car Heating & Lighting Company and Richard T. Garland, foreman of the West Philadelphia Shops; cars could not be separated and were burned to recover the metal. (PubLdgr, PhilaPress, GRAttbry)
- Sep. 25, 1905 Last offices removed from old Wilmington, Del., station and demolition begins. (WEJ)
- Sep. 25, 1905 PCC&StL Railway Executive Committee authorizes extension of the westbound classification yard east of Cleveland Avenue at Columbus, Ohio; extension of the Arbegust Street Track from 18<sup>th</sup> to 28<sup>th</sup> Street at Louisville.

(MB)

- Sep. 25, 1905 Westinghouse Electric & Manufacturing Company announces that it has closed the contract for 25 electric high-speed passenger locomotives for use by the New Haven between Grand Central and Stamford. (PhilaPress, NYT)
- Sep. 26, 1905 First PRR test train operates over Youngstown & Ravenna Railway. (Church)
- Sep. 27, 1905 PRR Board authorizes construction of receiving and classification yards at Lovett, Pa. (MB)
- Sep. 27, 1905 Pennsylvania Company Board authorizes issue of \$20 million in new stock; to be used to pay off part of \$50 million in 18-month notes falling due on Oct. 1. (MB)
- Sep. 28, 1905 Interstate Tunnel Railway Company of New York applies to the New York Board of Rapid Transit Commissioners for a franchise; no further action. (NYState)
- Sep. 29, 1905 Work in Tube A of East River Tunnel suspended after shield hits sand. (ASCE)
- Sep. 29, 1905 New York & Long Island Terminal Railway dissolved. (MB)
- Sep. 29, 1905 Northern Central Railway Board authorizes the extension of the ore pier at No. 3 Yard at Canton; improvements at "J" Interlocking at Lemoyne. (MB)
- Sep. 29, 1905 Morrison Cove Jct. moved a half mile east and new passenger track placed in service between Frankstown and Williamsburg Jct.; previously passenger trains used track on north side of yard at Hollidaysburg. (Snyder)
- Sep. 30, 1905 Third VP Sutherland Mallet Prevost (1845-1905) dies at his home in Philadelphia of Bright's Disease complicated by heart problems after 40 years of service, four weeks after cutting short a vacation begun in early Aug.; replaced as LIRR, B&O and Chesapeake & Ohio Railway director by John B. Thayer, Jr. (PubLdgr, MB, AR)
- Sep. 30, 1905 LIRR announces it has ordered 75 steel vestibuled coaches, 25 locomotives and 2 steel ferry boats; will be used for two round trips of steel equipment on the lines to Greenport, Oyster Bay and Wading River; the company intends to phase out wooden passenger cars. (NYT)
- Sep. 30, 1905 Vandalia Railroad closes its St. Louis commissary, which is moved to the new main Lines West commissary at Columbus, Ohio; the buildings on Charles Avenue between 20<sup>th</sup> & 21<sup>st</sup> Streets are subleased to the Wabash Railroad for its commissary through Dec. 31, 1908. (MB)

- Fall 1905 Penn Station architect Charles F. McKim is suffering from depression and overwork and takes a vacation in South Carolina. (Broderick)
- Oct. 2, 1905 LIRR electric service extended from Jamaica to Belmont Park, including the spur from the main line to the Belmont Park Racetrack. (NYState, NYT)
- Oct. 2, 1905 PRR signs agreements with Nekoda Water Supply Company for water from Wildcat Creek in Perry County; with Trout Run Water Supply Company for water from Trout Run in Huntingdon County; with Greenmount Water Supply Company for water from Grove Run and Hares Valley Creek in Huntingdon and Mifflin Counties. (MB)
- Oct. 2, 1905 Pres. Roosevelt confers with Sen. Joseph B. Foraker on railroad rebates. (TRPapers)
- Oct. 3, 1905 Dean Water Supply Company, Industrial Water Supply Company, Mountain Crest Water Company, Munster Water Supply Company merged into Mountain Springs Water Company, which is renamed Summit Water Supply Company. (MB)
- Oct. 3, 1905 Wabash Railroad Board extends Pres. Joseph Ramsey's vacation leave indefinitely over Ramsey's protests because of his opposition to George J. Gould. (Snyder)
- Oct. 3, 1905 Pres. Roosevelt discusses the coal situation with United Mine Workers Pres. John Mitchell; the Cabinet discusses railroad rate legislation. (TRPapers)
- Oct. 5, 1905 Samuel Rea promoted to Third VP, John B. Thayer to Fourth VP, taking over full control of the Traffic Dept. from the late Sutherland M. Prevost, and Henry Tatnall to Fifth VP; office of Sixth VP abolished. (AR - MB date is 10/10)
- Oct. 5, 1905 Manhattan Shafts of East River Tunnels completed and shield of Tube D placed under air pressure. (ASCE)
- Oct. 5, 1905 Through the ATO, PRR begins offering a series of courses describing the history and organization of the various departments of the PRR for clerks and junior executives at the PRR YMCA in West Philadelphia. (ATO)
- Oct. 5, 1905 Mountain Springs Water Company renamed Summit Water Supply Company; supplies water to PRR at Lilly, Wilmore, Conemaugh, South Fork, Cresson and Gallitzin and towns of Cresson, Gallitzin, Sidman and vicinity. (MB)
- Oct. 5, 1905 Richmond, Fredericksburg & Potomac Railroad opens double track to its northern terminus at Quantico. (AR)



- Oct. 5, 1905 Pres. Roosevelt confers with Rep. Charles Elroy Townsend on railroad rate legislation. (TRPapers)
- Oct. 6, 1905 Air pressure first applied to New York shield of south tube of Hudson River Tunnel. (ASCE)
- Oct. 6, 1905 PRR announces it will order 1,500 steel passenger cars. (NYT)
- Oct. 6, 1905 Wabash Railroad Board elects Wheeling & Lake Erie Railroad Pres. Frederic A. Delano (1863-1953) Pres. in place of Joseph Ramsey, as a result of Ramsey's showdown with Gould. (NYT, Snyder)
- Oct. 8, 1905 First toll-free highway into Atlantic City opens between Pleasantville and Albany Avenue in Atlantic City; later U.S. Route 40. (Butler)
- Oct. 1905 VP Samuel Rea appointed Chairman of a committee, including General Manager W.W. Atterbury, to study the electrification of all or part of the Philadelphia-Atlantic City line. (RyW)
- Oct. 1905 PRR draws plans for enlarging Broad Street Station; to remove the Adams Express Building at 17<sup>th</sup> Street and extend 6 tracks of the station west to 17<sup>th</sup> Street with umbrella platforms for longer trains. (RyW)
- Oct. 10, 1905 PRR agrees to merge South-West Pennsylvania Railway effective Mar. 31, 1906. (MB, Val)
- Oct. 10, 1905 Henry Tatnall elected a director of PB&W, replacing Sutherland M. Prevost, deceased. (MB)
- Oct. 10, 1905 Railroad financier Henry Harvey Cook (1822-1905) dies at Lenox, Mass. (ancestry.com)
- Oct. 11, 1905 West Jersey & Seashore Railroad files a location map for a branch from Penns Grove to Carney's Point to serve a new Du Pont plant. (MB - when CP Plant b.?)
- Oct. 12, 1905 Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Oct. 12, 1905 Richmond, Fredericksburg & Potomac Railroad completes double track between Richmond and Quantico except for a short piece in Fredericksburg and the Rappahannock River Bridge. (AR)
- Oct. 12, 1905 John B. Thayer elected a director of the Norfolk & Western Railway, replacing Sutherland M. Prevost, deceased; William G. Macdowell of Philadelphia replaces N. Parker Shortridge, who declines reelection. (AR)

- Oct. 14, 1905 Hudson & Manhattan Railway files descriptions of Branches 4, 5, & 6 with the N.J. Secretary of State. (NJCorps)
- Oct. 14, 1905 Demolition of old Wilmington, Del., station completed. (WEJ)
- Oct. 14, 1905 W.E. Moore appointed sole receiver of Dayton, Lebanon & Cincinnati Railroad. (C&C)
- Oct. 1905 PRR has begun a 60-mile water pipeline and several reservoirs. (RyW)
- Oct. 1905 Merchants & Manufacturers Association of Baltimore passes a resolution for a new PRR station worthy of the city. (RyW)
- Oct. 1905 New Haven contracts for 6-tracking the Harlem River Branch. (RyW)
- Oct. 16, 1905 LIRR extends electrification from Jamaica to Springfield Jct. (Atlantic Branch) (NYT, PR, NYState)
- Oct. 16, 1905 Philadelphia passes ordinance covering elevation of Philadelphia & Trenton at Frankford Jct.
- Oct. 16, 1905 Pennsylvania Company agrees with the LS&MS for a joint interlocking at Erie, Pa. (MB)
- Oct. 17, 1905 U.S. Circuit Court for the Eastern District of Virginia rules in favor of the Peoples Steamboat Company to land at 13 private wharves owned by the Weems Line; holds there is no exclusive right to wharves on navigable rivers and that they have a “public highway” function; the Peoples Steamboat Company has ceased to exist in 1903 and the Weems Steamboat Company of Baltimore City at the end of 1904; Henry Williams, former head of the Weems Line appeals, and the verdict is overturned by the U.S. Supreme Court in 1909. (MB, Holly)
- Oct. 17, 1905 Monongalia County Court grants the Morgantown & Dunkard Valley Railroad a franchise to occupy public roads between Morgantown and Wadestown, W.Va. (Church)
- Oct. 18, 1905 PFW&C Railway Executive Committee approves the following betterments for 1905: new stations at Ambridge, Economy and Freedom, Pa. (MB)
- Oct. 18, 1905 Wabash Railroad annual report released, showing that the company has failed to meet fixed charges because of \$2.8 million in increased expenditures. (AR, NYT, RyW)
- Oct. 18, 1905 George J. Gould resigns as Chairman of the Wabash Railroad and is replaced

by Edward T. Jeffrey. (NYT)

- Oct. 19, 1905 Excavations begin on Penn Station site between 7th and 10th Avenues. (ASCE) (verify that this is for yard, not station, where excavation began in 1906)
- Oct. 1905 William G. McAdoo incorporates Hudson Street Railroad Company in New Jersey, threatening to build his own streetcar lines and power plants in New Jersey to compete with Public Service Corporation; the charter is never used and the company dissolved in 1907. ( , NJCorps)
- Oct. 21, 1905 Atlantic City & Shore Railroad (“Shore Fast Line”) incorporated in N.J. to build an electric traction railway between Atlantic City and Ocean City. (NJCorp)
- Oct. 23, 1905 Manhattan shield of Tube B of East River Tunnel placed under air pressure. (ASCE)
- Oct. 23, 1905 Pennsylvania Company Executive Committee authorizes having all Lines West freight cars equipped with air brakes by July 1, 1906, and destroying all old cars without air brakes; to be replaced by 12,160 modern cars. (MB)
- Oct. 23, 1905 Special 3-car train chartered by E.H. Harriman with Alice Roosevelt and other guests leaves Oakland Pier at 3:30 PM on what Harriman hopes will be a record run to the east; Harriman, Roosevelt, Congressman Nicholas Longworth, whom she later marries, and others have just arrived at San Francisco on the Pacific Mail liner *Siberia*, having made a record crossing from Yokohama in 10:10:28; Harriman had bet Robert Goelet \$2,000 that he could set a record and divides his winnings among the officers and crew; Harriman’s special reaches Chicago in 55:00 where best time by regular train is 68:00. (NYT, RyW)
- Oct. 24, 1905 McCall Ferry Power Company breaks ground for what is later known as the Holtwood Dam across the Susquehanna River. (Beck)
- Oct. 25, 1905 PRR Board authorizes \$1 million for westbound classification yard at Hollidaysburg; approves listing PRR on the Basle and Zurich stock exchanges; approves \$309,000 for extending the Monongahela Division from Crawfords Bend to West Brownsville. (MB).
- Oct. 25, 1905 PRR Road Committee changes name of “Benfer” to “Paxtonville.” (MB)
- Oct. 25, 1905 NYP&N steamboat *Pennsylvania* destroys a portion of the Cape Charles dock while trying to dock in a gale. (Lewis)
- Oct. 25, 1905 Irwin & Trauger RPO established. (Kay)

- Oct. 25, 1905 American Railway Association adopts rules for the safe transportation of explosives based on those adopted by the PRR in July. (RRGaz, ARA)
- Oct. 25, 1905 Little Kanawha Syndicate approves transfer of properties to the Pittsburgh & Lake Erie Railroad. (Snyder)
- Oct. 25, 1905 Erie Railroad men elected to the Board of the Pere Marquette Railroad, and Frederick D. Underwood elected Pres. (NYT)
- Oct. 25, 1905 Edward P. Bacon convenes a meeting of the Interstate Commerce Law Convention in Chicago, but fearing the NAM members will pack the meeting, he has armed guards keep them out; the anti-regulation NAM dissidents set up a counter-meeting; Bacon is outmaneuvered and disappears as a factor in rate regulation and the Interstate Commerce Law Convention disintegrates; with the division among shippers, the railroads regain the initiative. (Wiebe, Hoogenboom)
- Oct. 26, 1905 PRR special train similar to *Pennsylvania Special* makes record run from Pittsburgh to Chicago in 7:39; carries VP W.W. Atterbury, Lines West General Manager George L. Peck, and General Superintendent A.M. Schoyer to test safety of high speed. (NYT)
- Oct. 26, 1905 LIRR Board adopts route of the Montauk Cutoff to reach the North Shore Yard at Long Island City and a plan for enlarging the yard. (MB)
- Oct. 26, 1905 NYC&HR places orders for 25,000 freight cars; takes title for largest single order from PRR order for 21,000 cars of last week. (NYT)
- Oct. 26, 1905 Alice Longworth and party arrives at Jersey City on the Erie Railroad at 7:55 PM and crosses on the ferry to 23<sup>rd</sup> Street, having run through in 73:15 from Oakland Pier; train was delayed in the West and did not set a record; Harriman detrains at his country estate at Arden, where he is given a big homecoming welcome by the villagers. (NTY, RyW)
- Oct. 27, 1905 West Jersey & Seashore Railroad Board authorizes the sale of beachfront property opposite the Grant Street Station in Cape May for a recreation pier. (MB)
- Oct. 27, 1905 Augustus W. Hendrix ( -1905), Treasurer of the Northern Central Railway since Oct. 1, 1893, dies after 28 years service. (AR)
- Oct. 27, 1905 Cadillac Automobile Company and the machine shop of Leland & Faulconer merge to form the Cadillac Motor Car Company, incorporated in Mich.; Cadillac quickly emerges as America's prestige car with a reputation of technical excellence. (TheAutomobile, May)

- Oct. 1905 Benfer station renamed Paxtonville on Lewistown Division.
- Oct. 28, 1905 Belvoir Water Company merged into Blair Gap Water Supply Company. (MB)
- Oct. 29, 1905 Locomotive No. 2039 (?) blows up in freight service near Deans Pond, N.J.; fireman killed and engineer and brakeman injured, at least one fatally. (NYT)
- Oct. 30, 1905 Cincinnati & Muskingum Valley Railroad authorizes all freight cars equipped with air brakes and automatic couplers. (MB)
- Oct. 30, 1905 PCC&StL Railway Executive Committee orders all freight cars to be equipped with air brakes and automatic couplers, and the rest destroyed; authorizes extending the Burgettstown Branch to the Wabash Coal Company. (MB)
- Oct. 30, 1905 Vandalia Railroad Executive Committee authorizes a new station at Waveland, Ind.; destroying 770 freight cars that are too old for installing air brakes and buying 411 new cars financed by a PRR car trust; there are 12,160 old cars on the entire PRR system. (MB)
- Oct. 31, 1905 Calvin N. Payne ceases operation of Lakeville Branch of Western New York & Pennsylvania Railway. (Val)
- Oct. 31, 1905 Henry Tatnall named Treasurer of the Northern Central Railway, replacing Augustus W. Hendrix, deceased. (AR)
- Nov. 1, 1905 LIRR electric service extended from Belmont Park Jct. to Queens Village. (verify)
- Nov. 1, 1905 Pennsylvania Steel Equipment Improvement Trust organized with capital of \$10 million. (MB)
- Nov. 1, 1905 PRR opens city ticket office at 5th & Market Streets, Wilmington, Del. (WEJ)
- Nov. 1, 1905 Perry Street Yard opens at Trenton, N.J., on Belvidere Division.
- Nov. 1, 1905 Columbia Borough Council passes an ordinance covering construction of the Atglen & Susquehanna Low Grade line through the borough. (Keystone)
- Nov. 1, 1905 Benfer station renamed Paxtonville, Pa., on Philadelphia & Erie.
- Nov. 1, 1905 "WH" ("FURNACE") Tower placed in service at westbound loaded yard hump at Altoona. (Loeb)
- Nov. 1, 1905 PRR publishes the results of the Test Plant operations at the Louisiana Purchase Exposition in an impressive volume of over 700 pages. (TestDept)

- Nov. 1, 1905 PRR issues revised regulations covering the handling of explosives based on the work of the ARA committee. (RRGaz)
- Nov. 1, 1905 Pittsburgh & Lake Erie Railroad purchases Greene County Railroad from Gould's Greene County Railroad Syndicate for \$250,000 under agreement of Sep. 25. (Church)
- Nov. 1, 1905 R. W. Morrison named to the new post of Assistant to the Treasurer of Lines West. (MB)
- Nov. 1, 1905 Western Maryland Railroad acquires West Virginia Central & Pittsburgh Railway and Piedmont & Cumberland Railway, a 150-mile system extending from Cumberland, Md., into the northern W.Va. coal fields. (Williams, WM)
- Nov. 1, 1905 Vandalia Railroad agrees with City of Indianapolis to elevate tracks between West Street & Missouri Street and on Louisiana Street from Kentucky Avenue to Capitol Avenue. (MB, Church)
- Nov. 1, 1905 Alexander B. Coxe (1838-1906), the last active Coxe brother, sells the mining assets of Coxe Brothers & Company, Incorporated, including its 3 ocean-going coal barges, to the Lehigh Valley Railroad for \$18.4 million cash; the sale thwarts an earlier offer from the PRR; the LV also begins operating the Delaware, Susquehanna & Schuylkill Railroad, originally built by Coxe Brothers & Co., after purchasing its entire capital stock; most of the DS&S is abandoned as it parallels existing LV lines in the Hazleton area; Irving A. Stearns (1845-1920), formerly manager of the PRR's anthracite companies and head of the Coxe family firms since 1901, retires; the Tench Coxe Estate retains ownership of the coal lands. (AR, Baird, ICC, Bogen, AIMMPE, HSP/Coxe Pprs)
- Nov. 1, 1905 Fund established by friends of the late William H. Baldwin and chaired by Jacob H. Schiff has thus far raised \$147,744 for Tuskegee Institute in his memory. (RyW)
- Nov. 1, 1905 Chicago & Eastern Illinois Railroad obtains trackage rights over the Cairo, Vincennes & Chicago Railway and the CCC&StL Railway between Pana and Hillsboro, Ill., and for the use of a new double-track line to be constructed by the CCC&StL Railway between Hillsboro and East St. Louis, giving the C&EI a line between Chicago and St. Louis via Pana. (Lyford)
- Nov. 2, 1905 Pres. Roosevelt confers with Shelby M. Cullom and Sen. Jonathan P. Dolliver on railroad rate legislation. (TRPapers)
- Nov. 5, 1905 LIRR underground terminal at Flatbush Avenue, Brooklyn, opens; completes Atlantic Avenue Improvement between Flatbush and Atkins Avenues; all

tracks at Flatbush Avenue moved underground. (C&C gives this date as completion of whole line EXCEPT Flatbush Ave. terminals)

- Nov. 5, 1905 Westbound *Michigan Central Limited* renamed the *Wolverine*; it becomes the premier New York-Chicago train on the Michigan Central route. (Smith)
- Nov. 6, 1905 Manhattan shield of Tube C of East River Tunnel placed under air pressure. (ASCE)
- Nov. 6, 1905 PRR begins new local freight train between Williamsburg Jct. and Williamsburg and to SJ Branch points. (Snyder)
- Nov. 6, 1905 Pittsburgh, Ohio Valley & Cincinnati Railroad grants the Ohio River & Western Railway trackage rights between Powhatan and Wegee; the Pennsylvania Company is to have the option of trackage rights over the OR&W between Powhatan and Point Pleasant in the Captina Creek Valley. (MB)
- Nov. 7, 1905 Pennsylvania Company contracts with the B&O for joint control of the Canton & East Liverpool Railway (Ohio) and Canton & East Liverpool Railroad (Pa.), a proposed but never-built line between Smiths Ferry and Canton. (MB)
- Nov. 7, 1905 New York City Mayor George B. McClellan (1865-1940) narrowly wins reelection defeating publisher William Randolph Hearst (1863-1951) running as an Independent. (Trager)
- Nov. 8, 1905 PRR Board authorizes double-tracking the Linden Branch at Williamsport; authorizes new alignments between Vandyke and Port Royal and between Salina and Avonmore. (MB)
- Nov. 8, 1905 PRR signs agreement with High Ridge Water Supply Company for water from Tub Mill Creek in Westmoreland County. (MB)
- Nov. 9, 1905 Hudson & Manhattan Railway files with the N.J. Secretary of State, abandoning its Branch No. 6 and filing a location for an extension from Jersey City to Newark parallel to the PRR but entirely in a subway. (NJCorps, NYT)
- Nov. 10, 1905 Grand Trunk Milwaukee Car Ferry Company incorporated in Wisconsin by the Detroit, Grand Haven & Milwaukee Railway to operate car ferry between Grand Haven, Mich., and Milwaukee; later used by PRR. (Barnett)
- Nov. 11, 1905 Glen Cove Railroad opens trolley line between Glen Cove Landing and Sea Cliff; controlled by LIRR through Long Island Consolidated Electrical Companies; has single-phase a.c. electrification. (AR, EngrRcrd)
- Nov. 12, 1905 Third and fourth track opens from the north end of Falls Yard to Wago Jct.,

- (completing line between York Haven-Lemoyne) on Northern Central Railway. (AR)
- Nov. 12, 1905 New westbound hump yard opens at Pitcairn.
- Nov. 13, 1905 New Haven sells the stock of the Old Colony Steamboat Company to the New England Navigation Company. (NHCorp)
- Nov. 1905 Committee consisting of Fourth VP Samuel Rea, General Manager W. W. Atterbury, Chief of Motive Power Theodore N. Ely and Alfred W. Gibbs reports in favor of 650-volt d.c. electrification for the line between Camden and Atlantic City via Newfield. (Bezilla - verify SR??)
- Nov. 1905 Architects Furness, Evans & Co. have prepared plans for a new Wilmington, Del., station. (RyW)
- Nov. 1905 PRR is about to complete 6-track main line coaling stations at Denholm and Thorndale, each capable of coaling about 50 eastbound freight trains daily. (RyW)
- Nov. 1905 Newark & Marion Railway opens between Newark and Marion, N.Y.; built and controlled by Syracuse Railroad Construction Company. (ICC)
- Nov. 1905 New shops placed in service at Olean, N.Y., serving the Buffalo, Rochester, Chautauqua, River and Low Grade Divisions; new yard also placed in service. (RyW, AR)
- Nov. 1905 Portland, Ohio, station renamed Rayland on Cleveland & Pittsburgh Division.
- Nov. 1905 Cumberland Valley-Kennedy family interests purchase Chambersburg Land & Improvement Company. (Cards)
- Nov. 1905 Western Maryland Railroad acquires the Georges Creek & Cumberland Railroad. (RyW - verify Poores)
- Nov. 16, 1905 New York Connecting Railroad makes a new franchise application to the Rapid Transit Commission. (NYState)
- Nov. 16, 1905 Samuel Rea appears before New York City Rapid Transit Commission to argue in favor of New York Connecting Railroad franchise and demonstrate impracticality of demands of Board of Alderman, including that the road should be electrified, should charge a 5-cent local fare, and carry vehicular traffic over Hell Gate Bridge. (NYT)
- Nov. 16, 1905 New Haven Pres. Charles S. Mellen confers with Pres. Roosevelt at the White House on railroad rate legislation. (TRPapers)



- Nov. 18, 1905 Lester Claude Daniel Tichy (1905-1981), who will design PRR and LIRR buildings and color schemes, first for Raymond Loewy and then as an independent architect, born. (SSDI)
- Nov. 20, 1905 PRR Road Committee approves elevation of track of the Kensington Branch on Trenton Avenue. (MB)
- Nov. 20, 1905 PCC&StL Railway Executive Committee authorizes second track from “BI” west of Bradford to Horatio on the Logansport Division. (MB)
- Nov. 20, 1905 Central Indiana Railway obtains trackage rights over Vandalia Railroad between Sand Creek and Waveland Jct. (MB, Church)
- Nov. 20, 1905 Vandalia Railroad Executive Committee authorizes removing the track on the Gosport Branch. (MB)
- Nov. 20, 1905 Pres. Roosevelt meets with Secretary of State Elihu Root, Attorney General William H. Moody, former Attorney General Philander C. Knox, Shelby M. Cullom, Charles A. Prouty, Rep. James Robert Mann (1856-1922) of Illinois, and William P. Hepburn of Iowa on railroad rate regulation. (TRPapers)
- Nov. 21, 1905 Philadelphia & Norfolk RPO cut back to Philadelphia & Cape Charles RPO. (Kay)
- Nov. 21, 1905 Future PRR Agricultural Agent Lewis Pinckney East (1905-1984) born in Greene County, Ind.; son of Russell Geckler East (1884-1943) and Lora L. Stryker East (1883-1949). (ancestry.com)
- Nov. 23, 1905 Pres. Cassatt denies rumors that the PRR is planning to take over the Brooklyn Rapid Transit Company. (NYT)
- Nov. 23, 1905 City of Philadelphia passes ordinance covering the portion of the Darby Creek Low Grade Line within city limits. (CE)
- Nov. 24, 1905 New York Connecting Railroad Board approves revised location. (MB)
- Nov. 24, 1905 LIRR Board adopts the location of the Glendale Cutoff between Glendale Jct. and the main line; have agreed with August Belmont to purchase the Long Island Electric Railway for \$1.225 million, half by the Long Island Consolidated Electrical Companies and half by the Interborough Rapid Transit Company. (MB)
- Nov. 25, 1905 New interlocking placed in service at “\_\_” Tower at crossing with LS&MS in Erie. (AR)

- Nov. 25, 1905 Bondholders sign reorganization plan for Dayton, Lebanon & Cincinnati Railroad calling for foreclosure sale. (Church)
- Nov. 26, 1905 Effective this date, PB&W grants Annapolis, Washington & Baltimore Railroad right to operate through service between Baltimore and Annapolis via Odenton, under agreement of Jan. 23, 1906. (MB)
- Nov. 26, 1905 Youngstown & Ravenna Railway opens flying junction connections with the B&O (Mahoning Valley Western Railway) at Niles Jct. and Ravenna, forming new low-grade passenger and freight route established between Pittsburgh and Cleveland via Youngstown; uses trackage rights over Mahoning Valley & Western Railway (B&O) between Niles Jct. and Ravenna; Pennsylvania Company begins operating Youngstown & Ravenna Railway; two passenger round trips established between Pittsburgh and Cleveland via Youngstown with six round trips via Salem. (C&C, PassDept, RyW)
- Nov. 26, 1905 PRR has decided to keep the present schedule of the *Pennsylvania Special* after a poll of riders. (RyW)
- Nov. 26, 1905 Sleeping car line established between Washington and Cleveland via Salem. (PassDept)
- Nov. 26, 1905 PRR establishes a new service between Pittsburgh and Louisville via Indianapolis cutting 3:00 off the old schedule. (RyW - check LW tt)
- Nov. 26, 1905 Reading places an additional 7 New York-Philadelphia trains on a 2:00 schedule. (RyW)
- Nov. 27, 1905 Cambria & Clearfield Railway opens for passenger service between Possum Glory Jct. (Wandin) and Clymer, Pa. (Guide)
- Nov. 27, 1905 Pres. Theodore Roosevelt holds a conference at the White House with Secretary of State Elihu Root, William Howard Taft, James R. Garfield (1865-1950), Charles J. Bonaparte, Philander Knox, ICC Chairman Martin A. Knapp (1843-1923), and other ICC officials; decide on general principles of a power to fix maximum rates on shipper's complaints, but no bill is to be called an administration bill, leaving Roosevelt freedom to maneuver. (Hoogenboom, Kolko)
- Nov. 28, 1905 ATO debates the signal report; a sample two-arm, three-position semaphore has been placed on the roof of the Adams Express Building west of Broad Street Station to be inspected during the lunch hour; adopt green for "proceed" instead of white and yellow over lunar white for "caution"; adopt upper quadrant semaphores instead of lower. (ATO)
- Nov. 29, 1905 LIRR files locations of the Montauk Cutoff and the Glendale Cutoff with

Queens County. (MB)

- Nov. 29, 1905 Atlantic City Railroad files the location of a branch from the crossing of Cape Island Creek along the north shore of the Creek to the lands of the Cape May Real Estate Company (Schellengers Landing). (MB)
- Nov. 29, 1905 Central Passenger Railway files map of extension in Atlantic City. (NJCorp)
- Nov. 28, 1905 Robert S. Reed (1817?-1905), ex-Pres. of the Pennsylvania & North Western Railroad, dies at Philadelphia in his 89<sup>th</sup> year. (PubLdgr)
- Nov. 29, 1905 J.P. Morgan & Co. repurchases the Cincinnati, Hamilton & Dayton Railway and the Pere Marquette Railroad from the Erie Railroad because they have been found to be in terrible shape; Morgan supposedly incurs a \$7-8 million personal loss. (NYT, Carosso, Crist)
- Nov. 30, 1905 Manhattan shield of Tube A of East River Tunnel placed under air pressure. (ASCE)
- Dec. 1, 1905 LIRR electrification extended from Hammel to Far Rockaway on Rockaway Branch.
- Dec. 1, 1905 Charles F. Daly named Passenger Traffic Manager of the NYC&HR, replacing George H. Daniels, named Manager of the General Advertising Dept. (AR)
- Dec. 2, 1905 Army-Navy Game played at Princeton; Pres. Theodore Roosevelt attends and is greeted at the PRR station by Princeton University Pres. Woodrow Wilson. (NYT, Heckscher)
- Dec. 4, 1905 Cincinnati, Hamilton & Dayton Railway and its controlled and leased line, the Pere Marquette Railroad, enter receivership on the application of J.P. Morgan & Co.; the CH&D, which has been profitable heretofore, has been bankrupted by the purchase of the Chicago, Cincinnati & Louisville Railroad and the Toledo Terminal & Railway Company; Judson Harmon is appointed receiver of both roads. (NYT, Church)
- Dec. 4, 1905 First session of the 59<sup>th</sup> Congress convenes. (TRPapers, wiki)
- Dec. 5, 1905 PRR issues order abolishing all forms of free transportation at end of year. (NYT)
- Dec. 5, 1905 Washington Southern Railway approves plan for Potomac Yard, located between the Long Bridge and Alexandria, to serve as main transfer point between northern and southern lines. (AR)
- Dec. 5, 1905 Charles J. Bechdolt (1852-1905), Superintendent of Central Division, dies at

Media, Pa. (AR, ATO)

- Dec. 5, 1905 In his annual message, Pres. Theodore Roosevelt now calls for the ICC to set maximum, not actual, rates, subject to court review; also for the ICC to regulate private car lines. (NYT, Morris, Kolko)
- Dec. 6, 1905 Borough of Sharpsburg signs ordinance covering relocation of PRR tracks. (MB)
- Dec. 6, 1905 Pres. Roosevelt nominates Franklin K. Lane (1864-1921), an anti-railroad Democrat from California to the ICC to replace Joseph W. Fifer, resigned; the Senate refuses to confirm him as this would give Democrats a 3-2 majority on the Commission. (Miller, Hoogenboom)
- Dec. 7, 1905 First coal arrives in Norfolk from Henry H. Rogers's Virginia Railway, carried over the Chesapeake & Ohio Railway to Newport News. (Striplin)
- Dec. 8, 1905 Cambria & Clearfield Railway acquires G.L. Whitehead Coal Company's interest in Trout Run Branch (2.15 miles) at Osceola Mills. (Val)
- Dec. 9, 1905 *Scientific American* publishes Warren & Wetmore's redesign of the Grand Central Terminal head house in a Beaux Arts style; designed as a civic building with all revenue-producing features, including air rights development, office tower, and elevated roads, removed; a large Concourse, precursor of the final design, is added for the first time. (Nevins)
- Dec. 10, 1905 Herman Haupt travels from his home in Washington to New York with a stopover in Philadelphia; Haupt has invested his last money in the National Nutrient Company of Jersey City, which is to manufacture condensed or powdered milk under a patent held by Joseph H. Campbell; the company is badly mismanaged, and Haupt wants the Campbells to buy him out. (Ward)
- Dec. 11, 1905 Malvern passes ordinance covering construction of Darby Creek Low Grade Line. (MB)
- Dec. 11, 1905 LIRR electrification completed from Springfield Jct. to Valley Stream via Locust Manor (Atlantic Branch), beginning electric MU service from Flatbush Avenue; LRR discontinues all steam service at Flatbush Avenue Station. (PR, NYState, LIRRInfoBltn, NYT - no revenue service to Valley Stream until 5/17/06)
- Dec. 11, 1904 PRR-N&W train between Harrisburg and Roanoke named *Shenandoah Special*. (or 1905!!)
- Dec. 11, 1904 Pennsylvania Company Executive Committee authorizes rearranging Dock No. 4 and building a slip for the train ferry at Ashtabula; the ferry is to supply

- the Canadian Pacific Railway with fuel coal from the mines of J.W. Ellsworth & Co. (MB)
- Dec. 11, 1905 Pennsylvania Company Finance Committee authorizes raising the interest on Employe Saving Fund accounts from 3½% to 4%. (MB)
- Dec. 11, 1905 PCC&StL Railway Executive Committee authorizes construction of a rest house at Bradford, Ohio; authorizes presenting the old Madison Hill locomotive *Reuben Wells* to Purdue University, providing they pay the freight. (MB)
- Dec. 11, 1905 Vandalia Railroad Executive Committee authorizes purchasing land at Delaware & South Streets at Indianapolis for a freight house, so the old site can be used to expand Union Station. (MB)
- Dec. 11, 1905 William B. Wood (1876- ) named Superintendent of the Cleveland, Akron & Columbus Railway, replacing R.C. Barnard, resigned. (MB)
- Dec. 12, 1905 Jamaica & South Shore Railroad Board calls for its whole line to be electrified and operated by the LIRR. (MB)
- Dec. 12, 1905 Charles E. Pugh elected Pres. of Maryland, Delaware & Virginia Railway, replacing Sutherland M. Prevost, deceased; MD&V Board orders the discontinuance of meetings of the Weems Steamboat Company of Baltimore City and the Chester River Steamboat Company of Baltimore City, which are now just shell companies. (MB)
- Dec. 12, 1905 Penn Haven & Sunbury RPO cut to Sunbury & Hazleton RPO. (Kay)
- Dec. 13, 1905 PRR Board approves \$5 million in improvements to main line between Philadelphia and Pittsburgh, including change of alignment and four-tracking between Ryde and Mount Union and on the Sang Hollow Branch between Sang Hollow and Bolivar; approves Pres. Cassatt's order limiting free passes to officers, directors and employees. (MB, NYT)
- Dec. 13, 1905 West Jersey & Seashore Railroad Board authorizes the electrification of the line between Camden and Atlantic City via Newfield and also between Newfield and Millville; envisions running cheap electric trains to Atlantic City on 15-minute headways on a 1:20 schedule. (MB, AR)
- Dec. 13, 1905 PB&W Board authorizes construction of interlockings at Principio, Perryville, Susquehanna Draw, Havre-de-Grace, and Oakington as part of new Susquehanna River Bridge and change of line. (MB)
- Dec. 13, 1905 Herman Haupt, having left a meeting with the Campbells who have refused to buy his shares of the National Nutrient Company, suffers a heart attack in

Jersey City while walking to the PRR station to catch a train to Washington.  
(Ward - verify that was in JC, not NY)

- Dec. 14, 1905 Herman Haupt (1817-1905) dies of heart failure in a PRR parlor car between Jersey City and Newark while traveling with his son Lewis M. Haupt to Washington in a wheelchair; last survivor of the founders of the PRR; Haupt is buried in West Laurel Hill Cemetery on Dec. 18; he dies nearly \$15,000 in debt; however, the National Nutrient Company repays his investment between 1914 and 1930 after the Borden Company leases the Campbell patents; a master of organization, Haupt was temperamentally incapable of being an “organization man” and continued to operate like a mid-19th century lone entrepreneur; increasingly marginalized in his last years, he had turned to railing against the international cabal of finance capital and moving towards a socialist position. (Ward, wlaurelhill)
- Dec. 15, 1905 West Jersey & Seashore Railroad grants Atlantic City & Shore Railroad from point near “MEADOWS” Tower west of Atlantic City via Pleasantville to Somers Point for electric service with use of steam launches. (Val, AR)
- Dec. 15, 1905 Parts of new eastbound classification yard at Hollidaysburg placed in service. (Snyder)
- Dec. 15, 1905 Pres. Cassatt issues circular abolishing all free passes and tickets as of Jan. 1, 1906.
- Dec. 15, 1905 Henry A. Worcester named General Superintendent of the Michigan Central Railroad, replacing Sydney Pemberton Hutchinson, resigned. (AR)
- Dec. 1905 PRR begins experimenting with what is billed as the “world’s largest electric locomotive” just delivered by Westinghouse; two units with 6 60-inch drivers developing 1,350 HP. (RyW - check Keyser - must be 10001, which is 1400 HP and 10002 which is 1,240 HP)
- Dec. 1905 PRR announces it has awarded the contract for the West Jersey & Seashore Railroad electrification to the General Electric Company. (Bezilla - verify SR?)
- Dec. 1905 Cambria & Clearfield Railway extends Coal Pit Run Branch by 0.99 mile. (Val)
- Dec.? 1905 Westinghouse Electric & Manufacturing Company delivers the first of 35 Class EP-1 electric locomotives to the New Haven for use at New York; 1,420 HP with a B-B wheel arrangement; have third rail shoes for d.c. power between Grand Central Terminal and Woodlawn Jct.; they suffer from lateral vibration at high speeds which damages the track and catenary, which is too rigid. (Bezilla)

- Dec. 16, 1905 Bradley Jct. & Grant RPO extended to Bradley Jct. & Heilwood RPO. (Kay)
- Dec. 1905 North Bloomfield, Ohio, renamed Lockwood on Erie & Ashtabula Division; Wissahickon Heights, Pa., renamed St. Martins on Chestnut Hill Branch.
- Dec. 17, 1905 Pres. Cassatt and Assistant William A. Patton confer with Senators Boies Penrose, Philander Knox and others on rate bills. (NYT)
- Dec. 17, 1905 Philadelphia's Market Street Subway opens for surface cars between the Schuylkill River and 15<sup>th</sup> Street. (SEPTA)
- Dec. 18, 1905 Sen. Boies Penrose makes statement reversing his previous opposition to rate bills. (NYT)
- Dec. 18, 1905 West Jersey & Seashore Railroad signs agreement with the Central Passenger Railway for a grade crossing in Atlantic City and with the Atlantic City & Shore Railroad for trackage rights between Atlantic City and Somers Point, an overhead crossing near Meadows Tower and terminal facilities at Atlantic City. (MB)
- Dec. 18, 1905 Philadelphia Rapid Transit Company opens the Market Street Subway tracks for surface cars between the Schuylkill River and 15<sup>th</sup> Street for the No. 31 63<sup>rd</sup> & Vine Line. (DeGrawColl)
- Dec. 18, 1905 At 3:00 AM, two Italian night watchmen are trapped by a cave-in at the heading of the East River Tunnel B in Long Island City; they escape drowning by fleeing to an upper chamber in which they are trapped by rising flood waters below; they manage to alert the outside by tapping on an iron pipe leading to the surface. (NYTrib)
- Dec. 19, 1905 The two men trapped in the tunnel heading at Long Island City are rescued at 2:00 PM. (NYtrib)
- Dec. 19, 1905 Pennsylvania & Newark Railroad incorporated in New Jersey for the purpose of continuing the separate low-grade freight line between Morrisville and a point east of Newark on an alignment lying several miles east of the PRR main line. (MB, NJCorps)
- Dec. 19, 1905 Sen. Jonathan P. Dolliver (1858-1910), a Progressive Republican from Iowa introduces S. 2261, the administration's version of the railroad rate bill, after consulting with Elihu Root and others at the White House; the bill lacks provisions for a Commerce Court. (Kolko)
- Dec. 20, 1905 Rebuilt Louisville Union Station reopens.

- Dec. 20, 1905 Fire caused by painters destroys the new ferry terminal of the DL&W and the adjoining terminal of the CNJ at west 23<sup>rd</sup> Street; the 100-foot DL&W clock tower collapses at 11:00 AM; the ferry stations of the Erie and PRR just to the north escape; both stations are rebuilt to their original plans; the CNJ uses the Erie slips in the interim. (Scull, NYT, NautGaz, AR)
- Dec. 20, 1905 Cincinnati, Hamilton & Dayton Railway and Pere Marquette Railroad stockholders vote to cancel the lease of the Pere Marquette Railroad to the CH&D, over the protests of the PM Boston bondholders' committee chaired by Nathaniel Thayer. (NYT)
- Dec. 1905 Traffic passing over The Hill between Altoona and Johnstown totals 168 movements each way, including helpers running light; 28 passenger trains each way per day and about 5,700 freight cars; tonnage between New York and Pittsburgh has increased 40% and ton-miles 32% in years 1901-1905; most calculations of congestion are based on short trains and small locomotives, but the increasing size and power of cars and locomotives will reduce need for additional relief lines and larger yards; calls for separate freight lines between Altoona and Johnstown and between Blairsville and Pitcairn. (AR, )
- Dec. 22, 1905 Brooklyn Grade Crossing Commission adopts line for relocating the New York, Brooklyn & Manhattan Beach Railway between Avenue M and Neptune Avenue alongside the Brighton Line of the Brooklyn Union Elevated Railroad. (MB)
- Dec. 22, 1905 PRR begins double-tracking the Petersburg Branch between Frankstown and Carlin. (Snyder)
- Dec. 23, 1905 Work stopped in Manhattan side of Tube C of East River Tunnel after shield hits sand; remains shut down for seven weeks so that Tube D can get a lead. (ASCE)
- Dec. 27, 1905 Pennsylvania & Newark Railroad files a map of location from a point on the Delaware River below Trenton to Newark, running parallel to and east of the main line. (NJCorps)
- Dec. 27, 1905 PRR Board authorizes construction of line from West Morrisville Yard to the Delaware River near Moon Island to join Pennsylvania & Newark line across New Jersey. (MB)
- Dec. 27, 1905 PRR signs agreement to merge York Haven & Rowenna Railroad, effective Mar. 31, 1906. (MB, C&C)
- Dec. 27, 1905 PRR resumes sending freight over New Portage Railroad. (Snyder)



- Dec. 28, 1905 Work begins on new westbound freight yard at Hollidaysburg; eastbound yard is done. (Snyder, RyW)
- Dec. 29, 1905 Work suspended in Manhattan side of Tube A of East River Tunnel for 10 months and heading timbered to avoid possibility of breaks. (ASCE)
- Dec. 29, 1905 West Jersey & Seashore Railroad Board authorizes double-tracking the Newfield Branch between Newfield and the drawbridge in Absecon Meadows. (MB)
- Dec. 29, 1905 Pennsylvania Company Executive Committee adopts new rules governing passes on Lines West effective Jan. 1, 1906; abolishes all but exchange passes for officers and employees of other transportation companies and employee passes; also continued half-price tickets to employees of other lines and their families. (MB)
- Dec. 29, 1905 PCC&StL Railway Executive Committee authorizes rebuilding and enlarging the interlocking at North Judson; 3<sup>rd</sup> & 4<sup>th</sup> track between 50<sup>th</sup> Street & 55<sup>th</sup> Street at Chicago. (MB)
- Dec. 29, 1905 *Railway World* reports a plan to organize an American Association of Railway Employees as a union for all African American railroad workers, including Pullman porters and dining car workers on the lines running into New York City; African Americans are barred from all-white craft unions like the railroad Brotherhoods, and the Pullman porters will remain unorganized for decades. (RyW)
- Dec. 30, 1905 PCC&StL Railway agrees to operate Ohio Connecting Railway; the Ohio Connecting Railway transfers to the PCC&StL Railway transfers all of Scully Yard and the single-track main between Lewis Run Jct. and Duff Jct. and the double-track between Duff Jct. and "SQ" Cabin. (MB, Church)
- Dec. 31, 1905 PRR terminates its lease of the Arcade Building, across Market Street from Broad Street Station in Philadelphia. (MB)
- Dec. 31, 1905 Cleveland & Marietta Railway completes equipping all cars with automatic coupler and air brakes; PRR System is to destroy 12,160 old cars that are unsuitable for air brakes. (AR)
- Dec. 31, 1905 Susquehanna Coal Company terminates its 1895 agreement with the Staples Coal Company covering the joint ownership of its coastal tug and barge fleet; sells its 80% interest in the barges *Bala*, *Braddock*, *Darby* and *Sunbury* to the Staples Coal Company; the Staples Coal Company sells its 20% share in the tugs *Paoli* and *Tacony* and the barges *Ardmore*, *Devon*, *Haverford*, *Malvern*, *Oxford*, *Pemberton*, *Radnor*, *Rosemont*, *Strafford*, *Upton*, *Wayne* and *Woodbury* to the PRR. (MB)

- 1905 Speyer & Co. loses its last PRR investment banking business, which is now entirely handled by Kuhn, Loeb & Co. (Wheeler)
- 1905 PRR stock peaks at 74 (142) after recovery from Panic of 1903. (MB)
- 1905 The wider adoption of the block signal system creates a greatly-increased demand for telegraphers, prompting the PRR to establish its own telegraph school; this puts in on a collision course with the Order of Railroad Telegraphers, whose constitution limits the number of students a telegrapher can take in order not to flood the market and drive down wages; since 1903, the PRR has dealt with a conservative Telegraph Dept. committee headed by Lewis K. Marr (1869-1936), who later becomes a member of management. (WWA/USCmssnIndRel - full report implies this committee was recognized in 1905)
- 1905 PRR introduces first locomotive stokers of the Crawford underfeed plunger type on a 2-8-2; invented by General Superintendent of Motive Power of Lines West David F. Crawford. (Marshall, Reed - verify ptnt? not patent until 12/1908)
- 1905 Baldwin Locomotive Works accepts a contract to build 500 large freight locomotives for the PRR, to be delivered at the rate of 20 a week. (Brown)
- 1905 Baldwin Locomotive Works production plateaus at just short of 2,700 locomotives a year; it never reaches these levels again. (Brown)
- 1905 Walschaerts valve gear first adopted by PRR for Class H6b 2-8-0.
- 1905 LIRR completes new ferry terminal at East 34<sup>th</sup> Street. (C&C)
- 1905 LIRR reduces length of Manhattan Beach Branch by 0.97 mile by relocation between Manhattan Beach Jct. and Manhattan Beach. (C&C)
- 1905 LIRR completes third and fourth tracks between Crescent Street and Woodhaven on the leased Atlantic Avenue line of the Nassau Electric Railroad. (C&C - see above)
- 1905 LIRR constructs freight yards at Rockaway Jct. and Bushwick. (C&C)
- 1905 Future PRR Chief Electrical Engineer John Van Buren Duer (1882-1967) joins Gibbs & Hill to work on LIRR electrification. (RyAge)
- 1905 The line of the New York Connecting Railroad on Wards Island is shifted to the north to move it further from the State Hospital, requiring a curve in the line that would interfere with a location for the north span of a suspension or

cantilever bridge; Gustav Lindenthal begins investigating an arch span, which proves to be more economical; tries designs for both a crescent arch and the two-hinged, spandrel-braced arch that is finally built. (ASCE)

- 1905 New livestock pier, 800' x 270', opens at Harsimus Cove. (AR)
- 1905 Stalls of Meadows roundhouse extended for larger locomotives. (AR)
- 1905 Princeton Branch double-tracked and realigned and Lower Yard built at Princeton to accommodate football specials. (AR)
- 1905 Raritan River Railroad opens the South River Branch running for 1.25 miles south along the west bank of the South River to serve additional clay pits. (Deibert)
- 1905 East Trenton Shops open; largest locomotive repair shops east of Altoona. (AR implies are not done til 1906 - Bel-Del book notes car shop opens late summer 1905 - RyW says to open in Sep. 1905; Lambertville Shops phased out and work transferred to East Trenton between 1905 and 1907)
- 1905 Eight stalls added to Camden roundhouse. (AR)
- 1905 Atlantic City Railroad opens Cape May Real Estate Branch (1.05 miles) from Harbor Branch Jct. to fishing docks at Schellenger's Landing at Cape May, N.J. (C&C)
- 1905 West Jersey & Seashore Railroad builds a new launch for Ocean City-Longport service. (AR)
- 1905 New 40-lever interlocking machine and semaphores replace old 32-lever machine and wooden post signals at Hillen Jct. in Baltimore. (AR)
- 1905 Stations built at Sherwood and old station moved to Sparks; new station built at Sparks, and at Rogers with old station converted to freight house, all on Northern Central Railway. (AR)
- 1905 Shelter sheds built at Mount Washington, Ruxton, Lutherville, East Sunbury, and Brady on the Northern Central Railway. (AR)
- 1905 Northern Central Railway begins planning for a belt line around Baltimore to avoid congestion in the tunnels. (AR)
- 1905 Northern Central Railway begins construction of 3<sup>rd</sup> & 4<sup>th</sup> track between Baltimore and Mount Vernon, and between Wago Jct. and Falls Yard. (AR)
- 1905 Block signal system completed, Wilmington to Harrington on Delaware

- Railroad, including 12 telegraph towers. (AR, C&C)
- 1905 Maryland, Delaware & Virginia Railway sells the steamboat *Endeavor* to Newport News interests. (Burgess)
- 1905 NYP&N completes an electric light plant at Cape Charles. (Supt AR)
- 1905 Norfolk & Portsmouth Belt Line Railroad opens Sewells Point Branch from junction with Virginian Railway to transfer bridge (2.44 miles).
- 1905 Norfolk & Portsmouth Belt Line Railroad opens extension down Southern Branch of Elizabeth River (1.73 miles). (Val)
- 1905 Line between Steelton and Harrisburg raised clear of flood level.
- 1905 Cumberland Valley Railroad completes second track Chambersburg-Marion (5.35 miles), and Greencastle-Mason-Dixon (4.6 miles). (C&C)
- 1905 Green Ridge Branch extended 0.04 mile, Fagely Branch 0.01 mile, Lancaster Branch 0.02 mile, all near Shamokin. (AR)
- 1905 New freight station built at Shamokin. (AR)
- 1905 West Nanticoke Branch extended on Sunbury Division. (Val)
- 1905 Northern Central Railway establishes the permissive block system between Williamsport and Elmira and between Chemung Jct. and Canandaigua and changes semaphore signals to 3-position. (AR)
- 1905 New ticket office built at Lake Shore near Sodus Point, N.Y. (AR)
- 1905 Overhead coaling and water station opens at Denholm, where four freight trains in each direction can be fueled simultaneously. (AR)
- 1905 Four-track system opens on canal line at Newport (AR) and between Granville Bridge and Mayes on Middle Division. (see also 1906?)
- 1905 Shoups Run Branch of Huntingdon & Broad Top Mountain Railroad extended 1.1 miles. (Val)
- 1905 Eastbound yard at Hollidaysburg enlarged and work begun on westbound yard for coal empties.
- 1905 Locomotive test plant installed at Altoona in a special building at 16<sup>th</sup> Street; requires a staff of 26. (Loeb, altoonaworks.info, RyW)

- 1905 Altoona Cricket Club builds new clubhouse. (Loeb)
- 1905 East Altoona engine terminal opens; serves as freight division point between Middle and Pittsburgh Divisions; roundhouse is complete circle with 50 stalls. (Loeb - see 5/1904)
- 1905 Double track opens between Allens Jct. and DuBoistown (3.22 miles) on the Williamsport & Linden Branch. (AR, C&C)
- 1905 New 80' x 280' machine shop, 30' x 80' freight house and 50' x 156' timber shed built at Renovo. (C&C)
- 1905 “\_\_” Interlocking built at the east end of Renovo Yard. (C&C)
- 1905 Telegraph block system installed between Emporium and Erie and on Lewisburg & Tyrone Branch. (AR)
- 1905 New yard opens at Ebenezer, N.Y., outside Buffalo. (C&C)
- 1905 PRR and Buffalo & Susquehanna Railway build coal and ore dock on new 2,400 x 200 canal at South Buffalo with one Hulett and two Brown unloaders with a total capacity of 1 million tons a year. (AR)
- 1905 PRR purchases Trout Run Branch (2.12 mi.) (see 12/8) and Jamesville Branch (2.6 mi.) and adds to Tyrone Division.
- 1905 Cambria & Clearfield Railway completes second track between Bradley Jct. and Cherry Tree, Pa.
- 1905 Double track opens between Barnesboro and Tunnel on Cresson (?) Division.
- 1905 Jumpover opens at Ehrenfeld at junction of South Fork Railroad and main line.
- 1905 Beaver Branch extended slightly south of Lloydell on Pittsburgh Division. (Val)
- 1905 Turtle Creek Branch extended slightly on Pittsburgh Division. (Val)
- 1905 Double track opens between Tunnelton and Saltsburg on Western Pennsylvania Division. (AR)
- 1905 Bute Run Branch of South-West Pennsylvania Railway extended 1.48 miles to Bitner Coke Works at New Bitner. (Val)
- 1905 Thompson-Connellsville Coke Company builds 0.87 mile railroad from its works to Lilly Run Branch Jct. on Connellsville & Monongahela Railway. (Church)

- 1905 Tower Hill-Connellsville Coke Company builds 0.6 mile railroad from its works to railroad of Thompson-Connellsville Coke Company.
- 1905 Peters Creek Branch extended on Monongahela Division. (Val)
- 1905 Redstone Branch slightly extended on Monongahela Division. (Val)
- 1905 New classification yard and engine house at Olean completed. (C&C)
- 1905 New classification yard built at Ebenezer, near Buffalo. (C&C)
- 1905 New shops and engine terminal built at Allegheny. (AR)
- 1905 “\_” Interlocking built at Marion Avenue, Allegheny, to control the approach to the new passenger station. (AR)
- 1905 Enlargement of eastbound receiving and classification yards at Conway Yard completed. (AR)
- 1905 Eastbound passenger track built between Baden and Freedom, passing along the south side of Conway Yard. (AR)
- 1905 Fifth track completed between Conway and Rochester. (AR)
- 1905 Third track completed, State Line-East Palestine, Columbiana-Leetonia, “AJ” Alliance-“FD”, “SK” Canton-“KN,” Millbrook “RK”-“BR,” and through Crestline on PFW&C. (AR)
- 1905 Fourth track completed, State Line-East Palestine, Columbiana-Leetonia, “NX” Alliance-“FD,” and Millbrook “RK”-“BR” on the PFW&C. (AR)
- 1905 PCC&StL opens Rosslyn Connection, Lewis Run Jct. to Duff Branch Extension (0.99 mile) for direct connection from the main line to Scully Yard. (C&C - also has 1904)
- 1905 Double track built on the Duff Branch of the Ohio Connecting Railway. (AR)
- 1905 “JU” Interlocking built at Lawrence Jct. (AR)
- 1905 “HF” Interlocking built at Lawrence Jct. to control the wye at Mahoningtown. (AR)
- 1905 Double track completed between Sharon and Sharpsville on the Erie & Ashtabula Division; completes the double-tracking between New Castle and Sharpsville. (AR, C&C)

- 1905 Double track completed between Yellow Creek and Steubenville and between Canal Dover and New Philadelphia on the Cleveland & Pittsburgh Division. (AR)
- 1905 Hump yard completes at Wellsville on the Cleveland & Pittsburgh Division. (AR)
- 1905 Glenn's Run Branch of Cleveland & Pittsburgh Railroad built from Bridge No. 67 north of Martins Ferry to the Florence Mine of the Youghiogeny & Ohio Coal Company. (Church, AR)
- 1905 PRR builds a new freight station at Davenport Street, Cleveland, on high ground; business grows 600% over the next 8 years because of the saving in not going down to the lakefront. (Wheeler)
- 1905 Cleveland, Akron & Columbus Railway completes new coaling station at South Akron, rearranges tracks in Mount Vernon Yard. (MB/AR)
- 1905 Because of expansion of through freight within Lines West, smaller companies are forced to adopt heavier cars. (AR)
- 1905 New passenger station built at Follansbee, W.Va., on the Wheeling Branch. (C&C)
- 1905 New gravity classification yard completed at Cambridge, Ohio, on Marietta Branch. (C&C)
- 1905 Cincinnati & Muskingum Valley Railroad completes rearrangement of Zanesville Yard. (AR)
- 1905 Cincinnati & Muskingum Valley Railroad builds new yard for coal cars at Roseville, Ohio. (AR/MB)
- 1905 Cincinnati & Muskingum Valley Railroad installs a new turntable at Morrow. (MB)
- 1905 Cincinnati & Muskingum Valley Railroad builds new station at Clarksville. (AR)
- 1905 Westbound classification yard at Columbus expanded by 150 cars. (C&C)
- 1905 "\_\_\_" Interlocking installed in the baggage and express building at Xenia station. (Shell)
- 1905 Double track placed in service between Florence and Wilberforce (20 miles)

on Cincinnati Division.

- 1905 GR&I opens Thelma Branch (4.65 miles) running eastwardly from a point 2 miles north of Alba, Mich. (C&C, Meints)
- 1905 GR&I opens Wilkins Branch (1.77 miles) south of Antrim, Mich. (C&C)
- 1905 GR&I opens Bear River Branch (1.43 miles) at Petoskey, Mich. (C&C - Meints has at Formans)
- 1905 GR&I reduces the grade at Sunnyside Hill south of Cadillac from 1% to 0.7%. (C&C)
- 1905 Northport-Manistique, Mich., car ferry revived.
- 1905 Second track built between Bradford and Horatio (5.68 miles) on the Logansport Division of the PCC&StL Railway. (C&C)
- 1905 Manufacturers Railway opens from Monroe Street to east of Pontiac Street at Toledo.
- 1905 Indianapolis Union Railway elevates tracks at 10th Street and Massachusetts Avenue. (Hetherington)
- 1905 Interlocking built at Kenney on the Terre Haute & Peoria Railroad. (C&C)
- 1905 Terre Haute & Peoria Railroad opens new combination station at Paris, Ill. (C&C)
- 1905 Alexander Holley Rudd of Lines East and Frank Rhea of Lines West produce a comprehensive survey of signaling methods as basis for unifying practice across whole PRR system.
- 1905 PRR introduces Class GLa hopper with a rolled steel center sill, as pressed steel center sills have proved troublesome. (Karig)
- 1905 With the arrival of the *Juniata*, the Anchor Line steamboat *China* is sold to the Montreal & Lake Erie Steamship Company and renamed *City of Montreal*. (Heyl)
- 1905? PRR, Erie Railroad, Lehigh Valley Railroad and DL&W each buy a part interest in the Lehigh & Hudson River Railway, previously controlled by the Lehigh Coal & Navigation Company and the CNJ; done to block New Haven Pres. Charles S. Mellen's demand for ownership to have a direct connection with the all the railroads on the west side of the Hudson; instead, the L&HR becomes a joint bridge line, and the interchange with the New Haven is kept at



- Maybrook. (RRH 47 - may be last half of 1904 - verify RRGaz)
- 1905 Lehigh & Hudson River Railway obtains trackage rights over the Sussex Branch of the DL&W between Andover and Port Morris Yard; this allows the DL&W to interchange via the Poughkeepsie Bridge instead of via car floats at New York. (RRH 47 - verify DL&W??)
- 1905 NYC&HR completes the Clearfield Southern Railroad to Irvona with trackage rights over the PRR to Amsbry. (AR)
- c. 1905 Chesapeake & Ohio Railway purchases an interest in the Hocking Valley Railway. (AR)
- 1905 ICC pushes the railroads to refuse to accept cars with defective safety appliances in interchange; by 1910, safety appliance defects have dropped dramatically. (Aldrich)
- 1905 National Association of Manufacturers reverses its stand and comes out against the Esch-Townsend Bill; small shippers are divided with the greatest demand for rate regulation coming from the further Midwest and Plains. (Hoogenboom)
- 1905 Hillside Coal & Coke Company and Clark Brothers Coal Mining Company at Glen Campbell, Pa., sue the PRR before the ICC and in the Pa. courts for discrimination in the distribution of coal cars; Hillside claims \$100,000 in damages. (Stewart - Clark Bros not inc until 1906)
- 1905 Republic Iron & Steel Company builds 400 coke ovens on the Connellsville Central Railroad. (Warren)
- 1905 H.C. Frick Coke Company acquires the Hecla Coke Company for \$2 million. (Warren)
- 1905 Lackawanna Steel Company acquires the Lake Erie Company, owning iron ore reserves in the Gogebic Range. (BethStl)
- ca. 1905 Pacific Fruit Express begins operating between California and the east coast, introducing iceberg lettuce to Philadelphia and other eastern markets. (Mutual - verify White)
- 1905 Plant Investment Company sells the Tampa Bay Hotel to the City of Tampa; it is operated as a hotel until 1933, when it is leased to the University of Tampa. (Turner/Bramson)