

PRR CHRONOLOGY
1910

March 2005 Edition

- Jan. 1, 1910** **Dr. F. N. Pease appointed Chemist.**
- Jan. 1, 1910** **PRR makes general increase in officers' salaries.**
- Jan. 1, 1910** **Western Maryland Railway receivership ends with nominal Gould interest intact.**
- Jan. 2, 1910** **PRR grants trackage rights between Coryville and Larabee to Pittsburgh, Sharon & Northern Railroad. (MB)**
- Jan. 3, 1910** **Pres. McCrea, Charles S. Mellen of New Haven, Robert Lovett of UP, George F. Baer of Reading, W.W. Finley of Southern Railway, and W.C. Brown of NYC&HR meet with Pres. Taft at White House on further ICC regulation; meeting arranged by J.P. Morgan in own trip to Washington on Dec. 31; Taft expects to send his message to Congress on Jan. 7; railroad presidents oppose proposals to give ICC control of railroad security issues, permit shippers to choose routings, and prevent railroads from making further purchases of stocks of other railroads. (NYT)**
- Jan. 5, 1910** **VP Samuel Rea rejects proposal from William Pustau & Co. for advertising kiosk in Penn Station; policy is to have no advertising displays. (SR)**
- Jan. 6, 1910** **B&O opens new Susquehanna River Bridge at Havre-de-Grace; use of PRR detour between Perryville and Oakington ends and temporary connections removed. (AR)**
- Jan. 6, 1910** **B&O Chicago Terminal Railroad buys all property of Chicago Terminal Transfer Railroad, giving B&O direct control of its Chicago terminals. (B&O AR)**
- c. Jan. 1910** **L&N extends *South Atlantic Limited* to Chicago via PRR; runs via Cincinnati, Etowah, Atlanta and Macon. (verfiy Guide)**
- Jan. 10, 1910** **PRR special committee approves wording of Cassatt memorial tablet and dedicatory tablets in Vestibule of Penn Station. (MB)**
- Jan. 11, 1910** **Hamilton McKown Twombly (-1910), director of NYC&HR, Erie**

- Railroad and many other Morgan roads and leading Vanderbilt family figure in "Community of Interest" movement, dies. (AR)
- Jan. 12, 1910** PRR Board authorizes manual block system between New Castle and Stoneboro, Pa.; appoints committee to arrange for disposal of surplus real estate at Penn Station. (MB)
- Jan. 14, 1910** Western Maryland Railway signs agreement with P&LE for exchange of through business at Connellsville, once WM completes its extension from Cumberland. (RRH)
- Jan. 15, 1910** Daniel Willard (1861-1942) elected Pres. of B&O, replacing Oscar G. Murray, who is kicked upstairs as Chairman; gives B&O first truly independent management since Garrett regime. (B&O AR)
- Jan. 15, 1910** James C. Johnson appointed Superintendent of Telegraph, replacing J.B. Fisher, promoted; J.B. Fisher named Superintendent of New York Division (or Manhattan Div. check); A.J. Whitney, Jr. named Superintendent of Maryland Division, replacing W.N. Bannard; E.B. John named Superintendent of Delaware Division, replacing Whitney; N.W. Smith named Superintendent of Central Division, replacing C.T. Dabney, transferred. (AR)
- Jan. 1910** Economic expansion peaks; two-year contraction begins. (NBER)
- Jan. 17, 1910** Road Committee recommends that Board refer question of extra fare for Penn Station to Pres. McCrea for decision. (MB)
- Jan. 20, 1910** Northern Central appoints committee to negotiate better relations with PRR. (MB)
- Jan. 22, 1910** Local Chairmen's Association for the Chicago Switching District (BRT) begins bargaining with Managers' Committee; PRR not a party to negotiations.
- Jan. 23, 1910** *New York Times* reports that LIRR will extend electrification to Port Washington and Long Beach during 1910, to Oyster Bay and Huntington in 1911 and to Farmingdale and Babylon in 1912. (NYT)
- Jan. 1910** Oliver station renamed Cochran; Cochran renamed South Duquesne.
- Jan. 26, 1910** PRR Board approves Pres. McCrea's purchase of 123,408 shares of N&W common at 99.9 (MB)

- Feb. 1, 1910** Free shop school for apprentices established at Altoona to teach math and engineering to apprentices in cooperation with Engineering Extension Dept. of Penn State College; later extended to Harrisburg, Philadelphia, and Wilmington and other shops under a Supervisor of Apprentices in the Motive Power Dept.
- Feb. 10, 1910** Managers' Committee representing 13 railroads in Chicago Switching District (excluding PRR) offers to arbitrate dispute with Brotherhood of Railroad Trainmen.
- Feb. 13, 1910** F.R. Kratz of New Jersey Live Stock Exchange charges PRR with collusion with the Allertons of Chicago (the "Beef Trust"), who lease stockyards on PRR, to restrict shipments to these eastern yards in favor of beef slaughtered in Chicago; says shipments of livestock to yards in Jersey City, Philadelphia, Baltimore and Pittsburgh have decreased 90% since 1900. (NYT)
- Feb. 13, 1910** PRR announces it now has 324 all-steel passenger cars in service: 245 coaches, 21 combines, 10 diners, 29 baggage cars, 18 postal cars and one office car. (PR)
- Feb. 14, 1910** PRR acquires 25,000 shares of New Haven through J.P. Morgan & Co.; Adams Express Company also acquires 25,000 shares to bring joint PRR/Adams holdings equal to NYC/American Express holdings.
- Feb. 14, 1910** Andrew Carnegie and guests are thrown from their seats when his private car *Olivet* is sideswiped by train No. 15 while standing outside Pittsburgh Union Station prior to being placed on the rear of a train to Chicago. (NYT)
- Feb. 1910** Fleming Summit Loop Cutoff of Cherry Tree & Dixonville Railroad opens; shortens distance by 1.61 miles. (Val, RyAgeGaz)
- Feb. 19, 1910** Philadelphia Rapid Transit Company fires 173 union men in attempt to break Amalgamated Association of Street & Electric Railroad Employees; union begins one of bloodiest strikes in Philadelphia history; streetcars and strikebreakers attacked. (Phila.)
- Feb. 21, 1909** PT&T Board arranges to pay O'Rourke Engineering Construction Company for completion of Hudson River tunnels. (MB)
- Feb. 22, 1910** ICC denies railroads' request for rate increase to meet wage increases. (NYC&HR AR)

- Feb. 22, 1910** **University of Pennsylvania awards Samuel Rea honorary degree of Doctor of Science for his work on Penn Station. (SR)**
- Feb. 23, 1910** **PRR Board approves agreement negotiated by VP W.W. Atterbury to move 1893 exhibit to University of Pennsylvania instead of Smithsonian; gives Penn two years to prepare a permanent home for it. (MB)**
- Feb. 23, 1910** **State mounted police restore order in Philadelphia, but Philadelphia Rapid Transit Company, supported by Republican machine, refuses to arbitrate dispute. (Phila.)**
- Feb. 1910** **Hickory station renamed West Hickory on Allegheny Division.**
- Mar. 1, 1910** **PB&W begins operating Delaware Railroad under agreement of Feb. 24, 1910. (Val)**
- Mar. 1, 1910** **J.M. Chesbrough named General Passenger Agent of PCC&StL (or SW Sys), replacing Elias A. Ford.**
- Mar. 1, 1910** **PRR advertises special one-way "Colonists' excursion fare" to Far West and Canada through Apr. 15; also a "Homeseekers" excursion fare, round trip to South and Far West on first and third Tuesdays of each month through end of year. (LW tt)**
- Mar. 1, 1910** **PB&W agrees to operate Catonsville Short Line Railroad for freight service only under trackage rights; had been independently operated since Jan. 1, 1898. (Val)**
- Mar. 1, 1910** **Linesville Accommodation train on Erie & Pittsburgh Branch derailed near Rock Point Park and tumbles down embankment into the Beaver River; three killed. (NYT)**
- Mar. 1, 1910** **Warren & Wetmore submit revised plans for Grand Central Terminal meeting objections of New Haven Railroad and showing building as actually built; elevated road restored, although only on west side as far north as 45th Street; also add turning loop for New Haven trains on upper level and buy block fronting on 42nd Street between Depew Place and Lexington Avenue, later site of Commodore Hotel. (Nevins)**
- Mar. 1910** **C&O purchases stock in Hocking Valley Railway held by Erie, B&O, LS&MS and PCC&StL, giving it sole control and access to Lake Erie.**
- Mar. 5, 1910** **Philadelphia Central Labor Union calls general strike in support of**

- streetcar workers; about 146,000 walk out in first week. (Phila.)
- Mar. 7, 1910** **Road Committee adopts plan for improving line between Broad Street Station and 32nd Street. (MB)**
- Mar. 9, 1910** **PRR Board confirms resolution of Mar. 18, 1903, re enlarging Broad Street Station and building a freight station between 20th & 21st Street; authorizes loan of model of New York tunnels to City Planning Exposition at Berlin in May and June; appoints committee to negotiate with committee appointed by Northern Central on closer operating relations. (MB)**
- Mar. 9, 1910** **LS&MS Executive Committee authorizes purchase of Toledo & Ohio Central Railway from Hocking Valley Railway and joint purchase with C&O of Kanawha & Michigan Railway; gives NYC system access to coal fields in southeastern Ohio and W.Va. for fuel and connection with Virginian Railway. (Wheeler)**
- Mar. 14, 1910** **Bedford Railroad connected through to Brookes Mills. (Snyder)**
- Mar. 16, 1910** **NYC&HR extends electric service from Wakefield to North White Plains on Harlem Division. (AR, Condit)**
- Mar. 18, 1910** **State arbitrators award Brotherhood of Railroad Trainmen switchmen at Chicago a 2-cent increase but deny time-and-a-half for overtime.**
- Mar. 21, 1910** **Whyel Branch opens; 1.01 mile mine branch near Yukon on Pittsburgh Division. (AR, Val)**
- Mar. 21, 1910** **Class H6 locomotives begin operating on Crissman Branch of Altoona Division after heavier rail installed. (Snyder)**
- Mar. 21, 1910** **Second package local put on between Altoona and "HM" via Hollidaysburg. (Snyder)**
- Mar. 21, 1910** **City of Baltimore leases Light Street Wharf to Maryland, Delaware & Virginia Railway for 50 years from Mar. 1, 1910. (AR)**
- Mar. 22, 1910** **Federal arbitrators award Switchmen's Union in Chicago Switching District a 3-cent increase.**
- Mar. 27, 1910** **Central Labor Union calls off Philadelphia general strike after Pennsylvania Federation of Labor declines to sanction statewide strike. (Phila.)**

- Mar. 29, 1910** PT&T contracts with Brunswick-Balke-Collender Company for settees in waiting rooms and sideboards in restaurant and lunch room of Penn Station. (MB)
- Mar. 31, 1910** PB&W passenger and freight steamboat *Chincoteague* makes last run between Franklin City and Chincoteague and is sold. (AR)
- Mar. 31, 1910** Dundale Branch opens between New Alexandria and Dundale (1.92 miles) on Pittsburgh Division. (Val)
- Apr. 1, 1910** Pres. McCrea submits proposal of architect Ernest R. Graham and Gimbel Bros. to develop parcel east of Penn Station to Committee on New York Real Estate. (MB)
- Apr. 1, 1910** PRR institutes general 6% wage increase for all employees earning under \$300 per month on Lines East & West. (LC) train crews switched from trip to mileage basis. (BLE - verify)
- Apr. 1, 1910** Motor tug *Broadwater* and two barges begin freight service between Franklin City and Chincoteague; passenger service discontinued. (AR)
- Apr. 1, 1910** Dayton, Lebanon & Cincinnati Railroad & Terminal Company begins revenue passenger service between Hempstead and Dayton, Ohio. (Guide)
- Apr. 1, 1910** United Mine Workers begin strike of bituminous coal miners in Westmoreland County gas coal field. (Snyder)
- Apr. 4, 1910** Amendment to Safety Appliance Act requires railroads to provide ladders, handholds and running boards on rolling stock.
- Apr. 7, 1910** Allegheny Valley Railway Company merged into PRR under agreement of Feb. 15, 1906. (Val)
- Apr. 8, 1910** Walhonding Coal Company leases 2,138 acres in Noble County, Ohio, to Cambridge Collieries Company. (Church)
- Apr. 9, 1910** PT&T contracts with John Williams, Inc., for newstands and cigar stands at Penn Station. (MB)
- Apr. 11, 1910** Delaware & Schuylkill Market Company dissolved, having sold its property to the Dock Street Market Company in 1908. (MB)
- Apr. 13, 1910** PRR Board authorizes a committee headed by J.C. Mengel, Master Mechanic, to visit England, Germany and France to investigate

- smoke prevention. (MB)
- Apr. 13, 1910** **PRR operates first construction train of six cars from New Jersey through tunnels to Queens Boulevard. (Seyfried)**
- Apr. 13, 1910** **PRR contracts with New York Transportation Company for taxicab service at Penn Station and New York ferries. (MB)**
- Apr. 1910** **Juniata outshops second "odd-DD" No. 3998-3999 with revised equalization system and conterweighted driving wheels; a total of 31 production model DD1's are built in 1910-11, plus the two odd units. (RRMP)**
- Apr. 1910** **PRR issues revised rules barring use of tobacco on duty by employees in stations and on passenger trains. (SG)**
- Apr. 1910** **Philadelphia Rapid Transit Company finally settles with union, ending transit strike. (Phila.)**
- Apr. 18, 1910** **Elevated opens between Frankford Jct. and Kensington replacing Philadelphia & Trenton tracks in Trenton Avenue.**
- Apr. 22, 1910** **LIRR Board observes 75th anniversary with a trip around the western end of the system. (NYT)**
- Apr. 1910** **Marchands station renamed Lowber on Youghiogheny Branch; Roslyn Heights renamed Enfield on New York Division.**
- Apr. 1910** **Western Maryland Railway begins work on Connellsville Extension.**
- Apr. 30, 1910** **PRR stock falls sharply on New York Stock Exchange on word dividend rate will not be increased. (NYT)**
- May 1, 1910** **First Bedford Division freight train operates westbound via Brookes (sp?) Mills. (Snyder)**
- May 1, 1910** **Samuel Moody appointed Passenger Traffic Manager of Lines West, replacing Elias A. Ford, retired at 70.**
- May 2, 1910** **First official inspection trip run between Penn Station and Jamaica with Pres. Ralph Peters. (Seyfried)**
- May 2, 1910** **PRR adopts new average system for computing car demurrage. (Snyder)**

- May 3, 1910** U.S. Circuit Court of Appeals upholds conviction of Standard Oil Company of New York on 40 counts of receiving illegal rates on oil shipped from Olean to New England; fined \$20,000. (NYT)
- May 1910** LIRR sends experimental train between Penn Station and Jamaica. (NYT)
- May 6, 1910** Accident Report Act requires railroads to make full accident reports to ICC.
- May 7, 1910** PT&T leases first floor space on north side of 7th Avenue front of Penn Station to Corn Exchange Bank; authorizes negotiations for leasing Arcade shops. (MB)
- May 14, 1910** Comptroller Max Riebenack (-1910) dies after 47 years of service.
- May 15, 1910** Date for opening LIRR service to Penn Station passes as delivery of steel cars is behind schedule. (NYT)
- May 15, 1910** Seaboard Air Line inaugurates *Seaboard Express* Nos. 32-33 to Birmingham with through observation sleeper from New York; carried in No. 81-84 north of Hamlet, N.C. (Guide)
- May 1910** First DD1 electric locomotives arrive. (Seyfried - must refer to second "odd-DD")
- May 20, 1910** Special train operated from Philadelphia to Penn Station and return for members of Association of Transportation Officers to inspect the project; take lunch in diners parked on Track 2; electric locomotive used only between Bergen Hill Portal and Thompson Avenue in Queens; steam used going around loop and into Sunnyside Yard. (ATO)
- May 24, 1910** Special New Haven subcommittee consisting of Pres. Charles S. Mellen and James McCrea meets with Pres. Brown and William H. Newman of NYC&HR concerning joint PRR-New Haven construction of New York Connecting Railroad; Mellen believes will split New England traffic equally between PRR and NYC&HR but NH participation is necessary or PRR will invade New England on its own; NYC&HR feels PRR will divert over half of traffic now going to Grand Central; McCrea holds New York Connecting will carry mostly through traffic from South and Southwest, while NYC&HR will get most of through travel from Chicago, etc. (BdFl)
- May 24, 1910** New Haven Pres. Charles S. Mellen announces that PRR now owns about 60,000 shares of New Haven, or less than 5%; 50,000 shares

were acquired about 4-5 months ago. (NYT)

- May 24, 1910** **Cleveland & Pittsburgh Railroad and Cleveland, Akron & Columbus Railway sign agreement for joint use of newly-relocated station at Hudson, Ohio. (Church)**
- May 25, 1910** **PRR Board adopts plan for extending westbound receiving yard at Derry. (MB)**
- May 25, 1910** **Daniel H. Burnham presents his plan for new Union Depot to be located at foot of Mall to railroads and Cleveland officials. (CE)**
- May 26, 1910** **A Pittsburgh businessmen's special is first passenger train to operate between Altoona and Bedford via Brookes Mills. (Snyder)**
- May 27, 1910** **Through summer-only service begins between Camden and Ocean City via Somers Point; in later years ran Sundays-only through 1930.**
- May 28, 1910** **Two excursion trains with 1,554 passengers run from Cumberland and Bedford to Altoona via Brookes Mills to Ringling Brothers Circus. (Snyder)**
- May 28, 1910** **Killbuck & Trinway RPO extended to Killbuck & Zanesville RPO. (Kay)**
- May 29, 1910** **Bentonville cutoff, Bentonville to Dublin Jct., Ind., opens on Louisville Division as part of grade reduction through Cambridge City and old line between Bentonville and Cambridge City abandoned.**
- May 29, 1910** **Shuttle passenger service resumes between Frankford Jct. and Kensington in Philadelphia after completion of track elevation begun in 1907. (PR - was service disc. pre-1907?)**
- May 29, 1910** **Bedford & Hollidaysburg Railroad opens for revenue passenger service between Brookes Mills and a point 2.4 miles north of Imler, Pa., completing connection between old Bedford & Bridgeport and Altoona (see 3/14); passenger service inaugurated between Brookes Mills and Imler; through service inaugurated between Altoona and Cumberland. (Snyder, AR, Val)**
- May 29, 1910** **PRR adopts new Book of Rules. (Snyder)**
- May 30, 1910** **Huntingdon & Cumberland RPO split into Huntingdon & Bedford RPO and Altoona & Cumberland RPO. (Kay)**

- May 31, 1910** Regular local freight service begins between Bedford and Hollidaysburg. (Snyder)
- June 1, 1910** C.M. Bunting appointed Comptroller, replacing Max Riebenack deceased; E.A. Stockton appointed to new post of Deputy Comptroller; Robert H. Large appointed General Coal Freight Agent, replacing J.G. Searles, assigned to special duties for health; drop "through" and "local" designations on two General Freight Agents; F.L. Sheppard named General Superintendent of Pennsylvania Tunnel & Terminal Railroad. (MB)
- June 1, 1910** PT&T contracts with Self-Winding Clock Company for clock system at Penn Station. (MB)
- June 1, 1910** Deadline for LIRR service to Penn Station passes; caused by delays in delivery of MP54 MU cars. (Seyfried)
- June 1, 1910** Norfolk & Portsmouth Belt Line Railroad acquires property of Elizabeth River Railroad (Berkley-Burrell, Va.; 4.61 miles).
- June 1, 1910** PRR makes further slight increases in wages of engine & train forces to meet advances made by NYC&HR. (NYT)
- June 1, 1910** State Line & Southern Railroad incorporated in W.Va. in interest of Buckhannon & Northern Railroad to build from Pa. state line to Rivesville. (Church)
- June 3, 1910** PRR begins operating Harrison & East Newark Connecting Railroad, a small industrial spur in Harrison, N.J. (Val)
- June 4, 1910** Last two tracks and western portion of old head house taken out of service at Grand Central Terminal; 20 tracks now open on upper level of new station. (RRG - see below - StRyJrnl? has last tk of old sta retired 6/21/12?)
- June 5, 1910** Last train leaves old Grand Central Terminal in New York. (Schlichting)
- June 6, 1910** Western railroads withdraw proposed rate increase after meeting with Pres. Taft; in return, government agrees to withdraw injunction and suit to dissolve Western Trunk Line Committee for violating Sherman Antitrust Act, pending passage of new ICC act. (NYT)
- June 7, 1910** Presidents of eastern railroads meet Pres. Taft at White House;

agree to submit request for increase in rates to ICC in line with provisions of bill now pending. (NYT)

- June 13, 1910** Aviator Charles K. Hamilton (1885-1914) flies from Governor's Island, New York, to North Philadelphia and return in stunt sponsored by *New York Times* and *Philadelphia Public Ledger*; three-car press train on PRR paces flight between South Elizabeth and North Philadelphia.
- June 14, 1910** Wildwood & Delaware Bay Short Line Railroad incorporated in New Jersey to build branch to Wildwood in interest of Reading.
- June 15, 1910** PRR gives tour of Penn Station to New York Electrical Society. (NYT)
- June 16, 1910** LIRR extends electric service between Long Island City and Woodhaven Jct.; begins through electrified service between Long Island City and Rockaway Beach; first trains over Glendale Cutoff. (, Seyfried says LIC-Far Rockaway with MU's hauled by locos between LIC and Hunters Point Avenue)
- June 16, 1910** Three circus wagons being carried on the Frank A. Robbins's circus train from Ebensburg to Gallitzin are derailed by striking bridge girders; 10 injured and numerous wild animals escape, including four big cats, an elephant and a hyena. (NYT)
- June 18, 1910** Mann-Elkins Act broadens ICC's ratemaking authority; outlaws long-haul/short-haul discrimination and gives ICC power to change rates on its own initiative and to suspend rate increases pending investigation, placing burden of proof for increases on railroads. (EAH,)
- June 22, 1910** Board formally abandons attempt to complete and publish J. Elfreth Watkins's history of PRR. (MB)
- June 22, 1910** PRR (WNY&P), LV, and Erie secure trackage rights over Buffalo Creek Railroad between Erie Crossing and South Michigan Street. (C&C)
- June 22, 1910** PRR announces that it has in service or on order 1,988 all-steel passenger cars, including 600 Pullman sleeping and parlor cars; 704, including 80 Pullmans, are currently in service. (PR)
- June 22, 1910** New Brunswick Board of Trade files with ICC against proposed increase in PRR commuter fares in New York zone on grounds PRR fares are proportionately higher than other roads; later

- joined by other commuter groups from Metuchen, etc. (NYT)
- June 23, 1910** LIRR begins electrified service between Long Island City and Jamaica. (also opens electric line White Pot Jct-Glendale Jct. (Val - or on 6/16?? - NYT - check contemporary issue)
- June 25, 1910** Former Chief Engineer William H. Brown dies in Belfast, Ireland at age 74.
- June 25, 1910** Olean & Falls Creek RPO restored. (Kay)
- June 1910** Lamberton station renamed Lalor Street on Amboy Division; Perkiomen renamed Oaks on Schuylkill Division.
- June 28, 1910** PRR hosts press tour of Penn Station; notes opening is being delayed by shortage of cars for both PRR and LIRR. (NYT)
- June 28, 1910** T. DeWitt Cuyler elected a director of New York, Ontario & Western Railway, then controlled by the New Haven. (NYT)
- July 1, 1910** PRR appoints Frederic D. McKenney Special Counsel in Washington to monitor ICC and Supreme Court work.
- July 1, 1910** PRR New York zone commuter fare increase scheduled for this date postponed to July 20; overturned by ICC in 1911. (NYT)
- July 1, 1910** Northern Central Railway leases railroad of Lykens Valley Railroad & Coal Company under agreement of June 8, 1910. (Val)
- July 4, 1910** PRR announces it is constructing a new car yard at turntable between 20th & 23rd Streets west of Broad Street Station and increasing number of running tracks between " " Interlocking at 23rd Street and West Philadelphia from two to four and adding an inbound engine and empty car track; to be completed by Dec. 1. (PR)
- July 8, 1910** Special New Haven subcommittee consisting of Pres. Charles S. Mellen and James McCrea reports that New Haven should have half-interest in and be operator of New York Connecting Railroad, despite the fact that NYC&HR feels that this would be an unfriendly act and divert traffic from Grand Central Terminal. (BdFl)
- July 10, 1910** T. DeWitt Cuyler elected a director of New Haven. (NYT - verify)
- July 14, 1910** Northern Central/PRR committee reports to Northern Central

- Board recommending a long-term lease to PRR.**
- July 14, 1910** **Conductors and trainmen break off negotiations with PRR over demands for 10-hour day. (NYT)**
- July 18, 1910** **Conductors and trainmen resume negotiations with PRR; reduce demands for overtime from 4.04 cents per mile to 3.63 cents; PRR agrees to adopt minimum 10 hour day as per NYC&HR agreement and will keep PRR's higher hourly rate but not 12 hours pay for 10 hours work; strike threat ended. (NYT, Snyder)**
- July 22, 1910** **Buffalo & Williamsport RPO extended to Buffalo & Harrisburg RPO. (Kay)**
- July 24, 1910** **LIRR carries 63,000 people to Rockaway Beach on all lines. (NYT)**
- July 26, 1910** **LIRR begins work on Jamaica station track elevation.**
- July 26, 1910** **Michigan Central Railroad tunnel between Detroit and Windsor opens for passenger service. (Hilton)**
- July 27, 1910** **Keystone Hotel Company dissolved. (MB)**
- July 29, 1910** **LIRR Montauk Cutoff opens at Long Island City; freight connection between freight line between Long Island City and Jamaica (Montauk Division) and carfloat yards lying north of approach to East River tunnels. (Val,)**
- Aug. 1, 1910** **New York Terminal Division created embracing territory between Manhattan Transfer and Sunnyside Yard; C.S. Krick Superintendent; PRR begins operating PT&T as agent. (according to GO becomes eff. 11/27 - 8/1 is date of PRR operating agreement - MB)**
- Aug. 1, 1910** **Penn Station building substantially completed; after Board meeting directors and officers travel to Penn Station on special train; at 3:30 PM Pres. McCrea dedicates Cassatt statue and declares station officially open; party tours station and Sunnyside Yard before return to Philadelphia; building is 789' x 430' overall, covering 7.5 acres; General Waiting Room is 300' x 110' x 150' high; Concourse is 210' x 340'; 21 tracks and 11 high-level platforms, first on PRR, not counting old Camden & Amboy. (NYT, SR)**
- Aug. 1, 1910** **Work begins on New York Connecting Railroad north of 57th Avenue in Queens, beginning full-scale construction.**

- Aug. 1, 1910** PRR Board agrees in principle to lease of Northern Central effective Jan. 1, 1911.
- Aug. 1910** "H" (later "HAROLD") Tower placed in service, controlling Queens approach from LIRR to East River tunnels. (, Seyfried says 1 wk. before 9/8)
- Aug. 4, 1901** VP Samuel Rea writes another letter to the New York PSC and New York Mayor William J. Gaynor urging them to accept proposal of IRT to build 7th Avenue Subway south of 42nd Street passing Penn Station. (NYT)
- Aug. 5, 1910** LIRR leases rooms in third floor and attic of Penn Station. (MB)
- Aug. 7, 1910** *Pennsylvania Special* derails at 75 MPH at Canton, Ohio; no fatalities. (NYT)
- Aug. 10, 1910** New engine terminal on east side of Terre Haute opens on Vandalia Railroad.
- Aug. 14, 1910** Pres. McCrea leaves for vacation in Wales and north of England. (NYT)
- Aug. 15, 1910** PRR begins running regular test trips between Manhattan Transfer and Sunnyside Yard for purpose of training crews and briefing sales personnel from around system on Penn Station and its operation. (SR)
- Aug. 15, 1910** Lambertton station renamed Lalor Street, Trenton, on Amboy Division.
- Aug. 1910** Bramcote station renamed Stowe and Perkiomen renamed Oaks on Schuylkill Division; Frugality renamed Erdon on Cresson Division. (MB - Guide has done in Sept.)
- Aug. 18, 1910** Hudson & Manhattan Railroad opens an entrance at east end of Henderson Street Station at Grove Street, under PRR elevated; city demands that it be closed and use Henderson Street only. (NJEvngJrnl)
- Aug. 24, 1910** Automatic signals replace manual block between "VU" Tower (2nd Street & Virginia Avenue) and "BG" Tower (14th Street & Water Street) in Washington. (AR)
- Aug. 26, 1910** LIRR electrification extended from Valley Stream to Long Beach.

- Aug. 30, 1910** **First two official LIRR inspection trains operate into Penn Station; first train runs to Bergen Hill Portal of Hudson River tunnels in New Jersey, then back to Far Rockaway via Jamaica and returns via Woodhaven; a PRR special brings officers who wish to join LIRR tour at Penn Station; trains to run at rate of two per day through Sep. 2 for employees, officers and guests. (NYT, SR)**
- Sep. 1, 1910** **PRR receives its first and only McKeen gasoline-mechanical rail motor car, No. 4701; tested first on Cresheim and Rocky Hill Branches; McKeen car is invention of William Riley McKeen, Jr., son of former Vandalia Line Pres. William Riley McKeen and brother of PRR VP Benjamin McKeen.**
- Sep. 3, 1910** **Controlled manual block system placed in service between Eldorado and Duncansville.**
- Sep. 6, 1910** **Hudson & Manhattan Railroad opens Grove-Henderson Street Station in Jersey City, including line between Grove Street and Exchange Place with service to both Hudson Terminal and 23rd Street; that afternoon, Jersey City Council passes ordinance permitting Grove Street entrance kiosk under PRR elevated. (NJEvngJrnl)**
- Sep. 7, 1910** **Pres. McCrea leaves for New York on *Adriatic*. (NYT)**
- Sep. 8, 1910** **Pennsylvania Station, New York, opens for LIRR trains at 3:01 AM; 650-volt D.C. electrification extended from Woodside to Penn Station; first train, a newspaper-only local to Port Washington, departs at 3:36 AM. first train arrives 4:34 AM; official train leaves for Jamaica at 9:32 AM; "Tunnel Day" celebrations held in many Long Island villages; also placed in regular service are "F" Tower at Long Island City portal and "C" Tower at 33rd Street tunnel entrance to Penn Station; 196 trains operated in first 24 hours and 35,000 people carried. (NB: press release has 1st at 3:41 and 2nd at 4:41); LIRR operates under temporary trackage rights and charges an extra 14 cents per trip to cover rental fee; only LIRR Concourse is open, causing crowding; in evening, 12-course dinner given in honor of LIRR Pres. Ralph Peters at Garden City Hotel in Garden City. (SR, MB, NYT, Seyfried)**
- Sep. 8, 1910** **LIRR extends electrified service from Valley Stream to Long Beach. (NYT - check contemporary issue - see 8/26!)**
- Sep. 10, 1910** **Morgantown & Dunkard Valley Railroad opens electric interurban railway between Westover and Randall, W.Va.**

- Sep. 1910** New York PSC advertises for bids to build proposed Triborough Subway; no bids to build whole line.
- Sep. 1910** Pine Beach station renamed River Bank; Island Heights Jct. renamed Island Heights Jct. - Pine Beach on Amboy Division.
- Sep. 1910** 42nd Street block of old Grand Central Depot head house demolished.
- Sep. 14, 1910** PT&T signs permanent trackage rights agreement with LIRR for use of Penn Station. (MB)
- Sep. 15, 1910** Pres. McCrea and W.H. Newman of NYC&HR arrive in New York on White Star liner *Adriatic*. (NYT)
- Sep. 15, 1910** Michigan Central Railroad tunnel between Detroit and Windsor opens for freight service. (Hilton)
- Sep. 19, 1910** PRR Board gives name of Manhattan Transfer to engine-change point in Newark Meadows, which can be reached only by train. (MB)
- Sep. 22, 1910** PRR runs special train of Pullmans from western gateways from Pittsburgh to New York, carrying passenger traffic officers of its western and southern connecting lines for guided tour of Penn Station.
- Sep. 23, 1910** Foreign line traffic officers tour Penn Station, with lunch at the Waldorf Hotel.
- Sep. 26, 1910** In an apparent political move to embarrass ex-Pres. Roosevelt before fall elections, press makes public a letter from John S. Devine, a PRR stockholder, to Pres. McCrea asking whether it is true that Pres. Cassatt had personally paid \$140,000 owed by Roosevelt to the PRR and Pullman Company for transportation. (NYT)
- Sep. 26, 1910** Road Committee adopts name "Manhattan Transfer" for steam-to-electric change station in Meadows east of Harrison. (MB)
- Sep. 28, 1910** Gimbel Brothers department store opens on west side of 6th Avenue between 32nd and 33rd Street, one block from Macy's, which becomes its traditional rival. (NYT)
- Sep. 30, 1910** Double track opens between Montrose and Salt Creek, Ill., on St.

Louis Division.

- Oct. 5, 1910** LIRR Pres. Ralph Peters writes to New York Mayor William J. Gaynor in favor of building future subways as extensions of IRT and against building the competitive Triborough Subway on the East Side. (NYT)
- Oct. 10, 1910** *Portland Express*, Nos. 41-42, night train between Grand Central and Portland, inaugurated by New Haven and Boston & Maine. (via Lowell?); replaces summer-only day train of same name.
- Oct. 12, 1910** PRR approves proposed lease of Northern Central effective Jan. 1, 1911; delayed by litigation brought by minority NC stockholders. (MB)
- Oct. 12, 1910** Pres. McCrea testifies before ICC in favor of rate increase to cover recent wage increases. (NYT)
- Oct. 15, 1910** PRR System acquires trackage rights over Pittsburgh, Chartiers & Youghiogeny between Lewis Jct. and Carnegie.
- Oct. 16, 1910** Detroit River Tunnel Company (NYC) routes all traffic through new tunnel between Detroit and Windsor, ending car ferry on Michigan Central-Canada Southern route. (Hilton)
- Oct. 24, 1910** First lot of new, all-steel P54 suburban coaches delivered; seat 82; assigned to local service out of Penn Station. (PR)
- Oct. 26, 1910** PRR makes public new fare schedules with 10-cent surcharge on local passengers using Penn Station; old rates retained on route via ferries or Hudson Tubes. (NYT)
- Oct. 27, 1910** New York PSC receives 23 bids to build subways using city's credit, having received none to build them with private capital. (Hood)
- Oct. 29, 1910** Samuel Rea writes to George Gibbs refusing to put seats in General Waiting Room of Penn Station, even though Penn Station now has fewer seats than the old station at Jersey City. (SR)
- Fall 1910** PRR commissions study of safety in shops by experts of a large casualty company; begin with two; by 1912, 66 shops investigated; leads to improves safeguards, such as machinery covers, and appointment of local Safety Committees, and later to railroad safety campaigns in Pennsylvania public schools. (NYT)

- Nov. 1, 1910** *Palmetto Limited* inaugurated by Atlantic Coast Line with through cars between New York and St. Petersburg. (Guide)
- Nov. 2, 1910** Hudson & Manhattan Railroad runs first (non-revenue) trip between Hudson Terminal and 33rd Street via Exchange Place.
- Nov. 4, 1910** PRR signs new trackage rights agreement with Lewisburg, Milton & Watsonstown Passenger Railway Company for trolley service over PRR between Montandon and Mifflinburg, effective Dec. 1.
- Nov. 4, 1910** Industrial Railroad and Lorain & Ashland Railroad merged to form Lorain, Ashland & Southern Railroad. (Church)
- Nov. 8, 1910** Democrats take control of Congress for first time since 1894; have a minority of ten in the Senate, but enough support from Progressive Republicans to have working control. (EAH)
- Nov. 10, 1910** Hudson & Manhattan Tubes open from 23rd Street to 33rd Street and 6th Avenue with intermediate station at 28th Street; also opens Henderson Street Yard and repair shop adjoining PRR main line in Jersey City.
- Nov. 13, 1910** PRR announces plan to extend Hudson Tubes to Newark and offer joint ticketing for commuters. (NYT)
- Nov. 17, 1910** Buckhannon & Northern Railroad, suspended since 1903, approves location of its State Line Extension from B&O at Rivesville Jct. to W.Va. state line. (Church)
- Nov. 17, 1910** Louisville Bridge Company conveys its interest in Byrne Track on Arbegust Avenue and properties between 14th & 18th Streets, Louisville, to Pennsylvania Terminal Railway. (Church)
- Nov. 18, 1910** PRR holds final inspection of Penn Station improvement for 200 officers and agents of Lines West; completes employee training program. (Pr, NYT)
- Nov. 18, 1910** Reading complains to PRR that it has stolen its "Every Hour on the Hour" slogan for its New York-Philadelphia "Clockers." (JMCC 32/184)
- Nov. 18, 1910** William G. McAdoo bids to spend \$50 million for equipment for Triborough Subway if city will build track; three lines are to run on east side from Battery to the Bronx with branches from 10th Street up Broadway to Hudson & Manhattan at 33rd Street and from Hudson Terminal to Brooklyn; McAdoo starts bidding war

with IRT. (Hood)

- Nov. 19, 1910** Boiler of rear helper on westbound freight explodes while starting up grade at 30th Street, Altoona; falling boiler strikes the locomotives of an eastbound Adams Express train, causing it to pile into wrecked freight train; four killed. (NYT)
- Nov. 21, 1910** PB&W Board orders formal abandonment of Nicholson Branch of old Baltimore & Delaware Bay Railroad. (AR)
- Nov. 21, 1910** Louis D. Brandeis, representing shippers groups, testifies at ICC rate hearings that increases are not justified and that railroads could save \$1 million a day through "scientific management" techniques popularized by Frederick Winslow Taylor and the new generation of efficiency engineers; blames railroads' plight on mismanagement. (NYT)
- Nov. 23, 1910** Electric floodlights placed in service at Sunnyside Yard. (Seyfried)
- Nov. 23, 1910** PRR Board authorizes new freight transfer near No. 3 yard at Harrisburg. (MB)
- Nov. 27, 1910** Pennsylvania Station, New York, opens for PRR trains at 12:01 AM; 100,000 view building; Manhattan Transfer station opens; PRR ceases operation of New York cab fleet between ferry terminals and hotels; also placed in regular service are "R" and "Q" Interlockings at Sunnyside Yard, "D" (later "JO") Tower at 32nd Street tunnel entrance to Penn Station, "B" (later "KN") Tower at west end of LIRR platforms, and "A" Tower controlling the western throat of Penn Station; first train to depart is 12:02 AM local No. 375 to Perth Amboy; first arrival is 12:50 AM from Washington; 51 extra sections on PRR and 16 on LIRR required to handle crowds; full weekday schedule calls for total of 116 PRR trains; number of trains running to and from Jersey City cut from 344 to 249. (Guide, NYT, SR)
- Nov. 27, 1910** Portion of Post Office at 8th Avenue placed in service to coincide with opening of Penn Station. (NYT)
- Nov. 27, 1910** Hourly express service established between New York and Philadelphia (the "Clockers"), leaving on the hour between 7:00 AM and 9:00 PM, and between New York and Washington, leaving on the half hour. (NYT - Note RDG used "every hour on the hour" slogan earlier)
- Nov. 27, 1910** PRR permits wooden Pullmans and private cars to operate into

Penn Station on a temporary basis providing they contain no highly flammable fuels and all cooking fires extinguished; theatrical scenery up to 14 feet long will be handled at Penn Station in steel cars with larger pieces handled at Jersey City; all immigrants, Adams Express, and shipments of horses and carriages in passenger trains handled via Jersey City. (SR)

- Nov. 27, 1910** **PRR and LIRR inaugurate hourly shuttle service between Penn Station and Flatbush Avenue, stopping only at East New York and Nostrand Avenue; done to replace Brooklyn Annex ferry; 30-cent fare. (NYT)**
- Nov. 27, 1910** **Washington sleeping cars added to *Pennsylvania Special*.**
- Nov. 27, 1910** **NYC&HR inaugurates *La Salle Street Limited*, No. 7, as 22-hour, westbound-only train between New York and Chicago; *Twentieth Century Limited* reequipped with all-steel cars.**
- Nov. 27, 1910** **Southern Railway inaugurates *Southeastern Limited* between New York, Augusta, Aiken and Jacksonville. (Guide - is? for season, may start 1/19/08?; running time was reduced 11/27/10)**
- Nov. 27, 1910** **Double track opens between Salt Creek and Altamont, Ill., on St. Louis Division.**
- Nov. 28, 1910** **Reading cuts 0:10 from New York (Liberty Street) to Philadelphia schedule to 1:50, which is faster than PRR time to Cortlandt Street; begins advertising, "Fastest Time, No Tunnels, No Smoke." (JMcC 32/184)**
- Nov. 29, 1910** **Brooklyn Annex ferry makes last run and boats then sold.**
- Nov. 29, 1910** **MD&V Railway contracts with Newport News Shipbuilding & Dry Dock Company to rebuild and repair steamboat *Middlesex*. (MB)**
- Nov. 30, 1910** **Jersey City-23rd Street ferry makes last run.**
- Nov. 30, 1910** **Pres. McCrea has private meeting with Pres. Taft at White House. (NYT)**
- Dec. 1, 1910** **Cape Charles Railroad opens between Cape Jct. and Townsend, Va. (AR)**
- Dec. 2, 1910** **Samuel Rea named to New York Chamber of Commerce's Citizens' Committee to investigate subway problem and decide between IRT and W.G. McAdoo's proposals to build additional**

subways. (NYT)

- Dec. 3, 1910** **Cincinnati & Muskingum Valley Railroad files to build branch from Crooksville to Zanesville & Western Railway in Monroe Township (12.67 mi.). (Church)**
- Dec. 4, 1910** **PRR announces that through passenger business at New York is up 15% in first week of Penn Station operation; extra cars added to most long-distance trains; people continue to crowd station as sightseers. (NYT)**
- Dec. 5, 1910** **IRT submits plans to New York PSC for two subways, extending from Grand Central up Lexington Avenue and from Times Square down 7th Avenue to the Battery; agrees to invest \$75 million if city puts up \$53 million; scares off would be investors in McAdoo's plan. (Hood)**
- Dec. 6, 1910** **Citizens' Committee on Subway convenes under chairmanship of Set Low; includes Samuel Rea and William J. Wilgus. (NYT)**
- Dec. 6, 1910** **VP Samuel Rea writes to Municipal Art Society recommending that a new north-south avenue be opened on axis of Penn Station between 7th & 8th Avenues from 23rd to 31st Streets and from 33rd to 42nd Streets to spur development of surrounding area. (SR)**
- Dec. 8, 1910** **B&O Third VP G.L. Potter declines to stand for reelection, removing last of ex-PRR top management. (B&O AR)**
- Dec. 8, 1910** **Rep. Cocks of New York attempts to get appropriation for survey of Fort Pond Bay in Rivers & Harbors Bill; seen as move by PRR, LIRR and International Mercantile Marine interests to revive Austin Corbin's plan of developing Montauk as transatlantic port. (NYT)**
- Dec. 1910** **PRR engages D.H. Burnham & Co. to do architectural studies for new Union Station at Chicago.**
- Dec. 1910** **NYC&HR extends electric service from Yonkers to Glenwood on Hudson Line. (Condit)**
- Dec. 1910** **Delegation of PRR shopmen at Pitcairn call on AFL leaders for help in combating piece work; over next six weeks, organizers for six AFL shop crafts organize almost 10,000 PRR shopmen between Pittsburgh and Altoona. (Conlon)**

- Dec. 15, 1910** William G. McAdoo lets deadline for countering IRT bid pass; probably because same bankers have invested in both projects; Board of Estimate and Mayor Gaynor remain deadlocked between Triborough and IRT plans. (Hood, Broesamle)
- Dec. 17, 1910** Pennsylvania Terminal Railway agrees to operate PCC&StL's Louisville Branch in Kentucky. (Church)
- Dec. 19, 1910** Chicago City Council considers ordinance that would require all railroads to electrify within a radius of seven miles by Jan. 1, 1913, but does not pass it. (Guide)
- Dec. 20, 1910** Extension of Turtle Creek Branch opens from Export to lands of New York & Cleveland Gas Coal Company (0.8 miles); no passenger service. (, Val)
- Dec. 22, 1910** Monongahela Railroad completes second track between Brownsville and South Brownsville Yard. (AR)
- Dec. 28, 1910** PRR Board orders disposition of New York cab fleet of 82 carriages and 60 horses; no longer needed to carry passengers to and from ferries. (MB)
- Dec. 28, 1910** PRR Board authorizes new issue of \$100 million in stock. (MB)
- Dec. 28, 1910** Citizens' Committee makes report to Mayor Gaynor favoring proposal of Interborough Rapid Transit Company to build new lines against those of W.G. McAdoo of Hudson & Manhattan Railroad;
- Dec. 30, 1910** Vice President Samuel Rea appoints Board of Engineers on Philadelphia Terminal Improvements to study future requirements after city's plan for Benjamin Franklin Parkway prevents expansion of Broad Street Station to the north as originally planned; first studies lean towards enlarging Broad Street and North Philadelphia Stations; also consider separate facilities for through and local service at Broad Street and electrification. (CE)
- Dec. 31, 1910** Total cost of Penn Station project to date is \$112,965,415; cost of station building cannot be calculated exactly, but is around \$20 million. (JMcC 32/33)
- Dec. 31, 1910** PCC&StL sells and assigns all property in Kentucky, including lease of track in 14th Street, Louisville, to Pennsylvania Terminal Railway, retroactive to Mar. 31, 1910. (Church)

- 1910** PRR reports that net income for year is down by \$6.66 million, although gross receipts are up \$31.1 million. (NYT, from AR)
- ca. 1910** Industrial Department created in Traffic Department? with Industrial Agents at Philadelphia, Pittsburgh, and Chicago; mission is to convince potential shippers to locate on PRR.
- 1910** John V.B. Duer leaves LIRR and joins PRR as Foremen of Motormen, training operators of DD1 locomotives. (RyAge)
- 1910** Union painters in West Philadelphia Shops join sympathy strike with streetcar workers.
- 1910** PRR now has 581 all-steel passenger cars; 26% of total.
- 1910** Babylon Railroad (Babylon-Babylon Dock) electrified and extended from Babylon to Amityville.
- 1910** Hudson & Manhattan Railroad begins baggage car service between Hudson Terminal and Exchange Place; not successful. (Fitzherbert - verify)
- 1910** PRR abandons freight station at Pier 16, N.R., New York.
- 1910** Greenville Yard enlarged.
- 1910** Manual block system installed on Flemington Branch.
- 1910** West Jersey & Seashore track elevation opens between Wright Avenue and Spruce Street at Camden.
- 1910** PRR enlarges tie-treating plants at Greenwich and Mount Union. (AR)
- 1910** Second story added to Rosemont Station.
- 1910** New station opens at North Eddystone on Maryland Division. (AR)
- 1910** New telephone line built from Wilmington to Media via Lamokin. (AR)
- 1910** New "PG" Tower opens on Shellpot Branch, replacing one burned. (AR)
- 1910** PRR gives old Susquehanna River Bridge at Havre-de-Grace to five individuals, who convert it into a toll road bridge. (NYT -

verify)

- 1910** **Canton Railroad extended to connection with B&O at Keith Avenue & 16th Street.**
- 1910** **New " " Tower opens at Bowie replacing one burned. (AR)**
- 1910** **PB&W abandons Nicholson Branch between Worton and Nicholson, Md. (Val)**
- 1910** **Double track opens on NYP&N: Loretto-Princess Anne, Tasley-Onley, Eastville-Birds Nest. (AR)**
- 1910** **Fourth track opens between Mineral Point and "AC" Tower on Pittsburgh Division. (AR)**
- 1910** **Yukon Branch extended 0.46 mile on Pittsburgh Division. (Val)**
- 1910** **Westmoreland Branch abandoned, Hunker to terminus (0.46 mile) on Pittsburgh Division. (Val)**
- 1910** **Section of old main line between New Florence and Lockport (4.3 miles) designated New Florence Branch. (Val)**
- 1910** **Duck-under opens at South West Jct. (AR)**
- 1910** **Monongahela Railroad completes 10-stall concrete roundhouse at S.outh Brownsville. (AR)**
- 1910** **Monongahela Railroad suspends work on Republic Yard again because of depression. (AR)**
- 1910** **Double track completed between Emporium and Relay on Buffalo Division. (also in 1911 AR)**
- 1910** **New enginehouse and shop at Conway completed.**
- 1910** **South Akron and Orrville Yards enlarged on Cleveland, Akron & Columbus Railway. (AR)**
- 1910** **Track elevation completed between Scioto River and Central Avenue, Columbus, on Cincinnati Division.**
- 1910** **New freight station completed at Springfield, Ohio.**
- 1910** **First Class E6 4-4-2 passenger locomotive produced at Altoona;**

designed by A.W. Gibbs, A. Vogt, and W.F. Kiesel; production run after 1912 was first regular class to use superheated steam; assigned to fast passenger trains between New York, Philadelphia, and Washington.

- 1910** Class E5 4-4-2 and K2 4-6-2 passenger locomotives introduced.
- 1910** Color-light signals adopted for Pennsylvania Tunnel & Terminal Railroad.
- 1910** PRR begins filling land behind west breakwater at Cleveland for new ore unloading terminal to replace Whiskey Island so that larger ore boats don't have to navigate turns in Cuyahoga River. (Four Hulett ore unloaders placed in service at Cleveland ore dock.(verify NO 1911 - see 1911 below!! - NYT article on Huletts says b. 1912 - who for? unclear if PRR)
- 1910** Double-tracking completed between Logansport and Bradford, Ohio.
- 1910** NYC&HR extends Harlem Division electrification from Wakefield to North White Plains, N.Y.
- c. 1910** Ocean Beach, N.Y., developed as a cottage and bungalow resort on Fire Island; launches run from Bay Shore on LIRR. (Couper)