

**PRR CHRONOLOGY**  
**1916**

**June 2004 Edition**

- Jan. 1, 1916**            **PRR System acquires trackage rights over Wabash Railway between Ecorse Jct. and Delray and between Delray Jct and Junction Avenue, Detroit; also over Pere Marquette Railway between Alexis Jct. and Carleton, between Delray Jct. and junction with West Belt Branch, and between Junction Avenue, Detroit, and Oak, Mich., all under agreement of Aug. 8, 1921. (C&C)**
- Jan. 1, 1916**            **Vandalia Railroad agrees for use of NYC Union Station at Toledo. (Church)**
- Jan. 3, 1916**            **New system of uniform train numbers adopted on New Jersey Grand Division, PB&W; #100s for New York-Washington, #200s for New York-Philadelphia; #400s for Philadelphia-Washington, etc.; previously, same numbers were used on many different divisions for different trains. (Guide)**
- Jan. 3, 1916**            **New station opens at Canton, Ohio. (LW tt)**
- Jan. 3, 1916**            **Gen. Grenville M. Dodge (1831-1916), builder of Union Pacific, Texas & Pacific and other western railroads, dies at Council Bluffs, Iowa. (RAG)**
- Jan. 6, 1916**            **Paulsboro Branch of WJ&S (1.01 mi.) opens from Paulsboro to factory of I.P. Thomas & Son Company. (AR)**
- Jan. 9, 1916**            ***Federal Express* discontinued because of freight congestion on New Haven R.R. (PassDept)**
- Jan. 12, 1916**            **Special Committee on New York Real Estate reports: unable to sell property because of tracks underneath; now recommends building a hotel between 32nd & 33rd Streets with a loft building at rear between hotel and Gimbels which can be converted to hotel annex later; notes with subways and New York Connecting Railroad to be opened in 1917 is imperative to begin development; notes NYC and New Haven have spent \$10 million developing air rights at Grand Central; Board authorizes \$6.5 million for hotel to be designed by McKim, Mead & White. (MB)**
- Jan. 14, 1916**            **Frank N. Barksdale ( -1916), PRR Advertising Agent at**

- Philadelphia, dies at 61. (RAG)**
- Jan. 15, 1916**      **Edward F. Brooks ( -1916), former General Superintendent of PB&W, dies at home at Lansdowne at age 68. (RAG)**
- Jan. 1916**            **Newton station renamed Blissville on Allegheny Division.**
- Jan. 17, 1916**      **Sleeping car line established between New York and Williamsport.**
- Jan. 21, 1916**      **Third annual reunion of Retired Men's Association of the Pennsylvania Railroad (pensioners) held at the West Philadelphia YMCA. (RAG)**
- Jan. 24, 1916**      **Indianapolis City Council sings agreement for track elevation between Pennsylvania Street & Davidson Street. (Church)**
- Jan. 26, 1916**      **PRR Board authorizes construction of Coatesville Branch from Pomeroy to works of Midvale Steel & Ordnance Company in Coatesville; authorizes construction of connection to IRT 7th Avenue Subway at Penn Station. (MB)**
- Jan. 28, 1916**      **PRR announces it must again embargo freight bound for New England because of congestion and fog in New York harbor; 25,000 cars for points east of Trenton backed up on line. (RAG)**
- Feb. 1, 1916**        **District of Columbia outlaws public drinking cups and towels; Union Station installs water fountains; also replaces arc lamps with incandescent. (AR)**
- Feb. 1, 1916**        **Jurisdiction of Clarence B. Heiserman, General Counsel of Lines West, extended over Vandalia Line, replacing J.G. Williams, retired. (RAG)**
- Feb. 2, 1916**        **PFW&C withdraws trackage rights of Pere Marquette Railway between Clarke Jct. and 16th Street. (Church)**
- Feb. 4, 1916**        **South track of new Cumberland Valley concrete arch bridge over Susquehanna River between Harrisburg and Lemoyne placed in service; concrete was poured over old bridge piers. (RAG)**
- Feb. 5, 1916**        **Last PRR horse-drawn cabs retired at major city stations in face of competition from private automobile taxicabs. (Mutual - AR says 12/31/15)**
- Feb. 14, 1916**      **Columbus City Council signs agreement with Toledo, Columbus & Ohio River Railroad to eliminate grade crossings at Fields Avenue**

**& Second Avenue. (Church)**

- Feb. 16, 1916** PRR System acquires trackage rights over Erie Railroad between Southport Yard and Chemung Jct.; grants Erie trackage rights between Chemung Jct. and "FR" Tower, Watkins. (Val - may replace earlier agreement)
- Feb. 17, 1916** O.P. and M.J. Van Sweringen, Cleveland real estate developers, agree to purchase New York, Chicago & St. Louis (Nickel Plate) from NYC, which fears antitrust prosecution, for \$8.5 million; begins Van Sweringens' involvement with main line railroading. (Wheeler)
- Feb. 18, 1916** Bethlehem Steel Corporation announces it has purchased all stock of Pennsylvania Steel Company of Pennsylvania, including last 27% owned by PRR and 11% owned by Reading Company and 38% owned by W.H. Donner. (NYT, Wheeler)
- Feb. 21, 1916** Pennsylvania Company contracts with Pere Marquette Railroad Company for trackage rights between Alexis Jct. and Carleton, Mich., and at Detroit for use in projected extension between Toledo and Detroit. (C&C)
- Feb. 21, 1916** Germans launch big offensive on the French fortress at Verdun.
- Feb. 23, 1916** PRR Board authorizes \$100,000 for purchasing right of way for Pennsylvania & Newark Railroad between Colonia and Dayton, N.J. (MB)
- Feb. 24, 1916** PRR makes first payment under new Pennsylvania Workmen's Compensation Act to widow of W.F. Bush, killed by a locomotive on way to work at Altoona Shops; \$100 funeral expenses plus \$21.48 per month until Nov. 13, 1921. (RAG)
- Feb. 26, 1916** PRR embargoes all freight for Philadelphia except perishables and government orders. (RAG)
- Feb. 28, 1916** Rochester, New York & Pennsylvania Railroad and Pennsylvania & Rochester Railroad merged into Western New York & Pennsylvania Railway under agreement of Oct. 5, 1914. (Val)
- Early 1916** Canton Company of Baltimore opens Canton ore pier; operated by Cottman Company. (Schlerf)
- Mar. 1, 1916** New organization in Transportation Dept. of Lines West: Arthur Burr Starr (1848- ) promoted from General Superintendent of

**Freight Transportation to Special Assistant to Fourth VP; J.W. Roberts to Superintendent of Freight Transportation (SW Sys?) and S.M. Rankin to Superintendent of Passenger Transportation; General Superintendents of Freight and Passenger Transportation abolished (?) (RAG, )**

- Mar. 1, 1916** U.S. railroads report total shortage of 19,000 cars because of press of war business. (Hines)
- Mar. 2, 1916** Resident VP at Chicago A.M. Schoyer outlines progress on Union Station in speech to Chicago Real Estate Board. (RAG)
- Mar. 3, 1916** PRR lifts general embargo on freight to Philadelphia. (RAG)
- Mar. 7, 1916** PRR lifts embargo on 30 of 34 freight stations in Philadelphia. (RAG)
- Mar. 8, 1916** Albert John County appointed to new post of VP in Charge of Accounting. (MB)
- Mar. 9, 1916** Mexican revolutionary Pancho Villa raids Columbus, N.M., killing 17 Americans. (EAH)
- Mar. 1916** Baltimore shippers petition ICC to permit MD&V and BC&A to continue to operate Chesapeake Bay steamboat lines. (MB)
- Mar. 15, 1916** Electrified lines of LIRR paralyzed for first time by combination of ice storm and high winds; whipsawing of ice coated transmission lines shatters insulators and creates short circuits; by 10:30 AM all service halted except between Penn Station and Jamaica; that service fails at 2:00 PM; all service restored by 4:30; one train stalled on Jamaica Bay trestle has to be rescued by steam locomotive; three others stranded in Flushing Meadows. (RAG)
- Mar. 15, 1916** Industrial Corporation of Baltimore City declines to meet PRR's price of \$2 million for Chesapeake Bay steamboat operation as earnings do not justify price; preferred stockholders of MD&V have filed for foreclosure, which PRR interests will oppose. (MB)
- Mar. 15, 1916** Pres. Wilson orders U.S. Army under John J. "Black Jack" Pershing to cross into Mexico in pursuit of Pancho Villa. (EAH)
- Mar. 17, 1916** Committee consisting of ICC Commissioner E.E. Clark and railroad presidents is organized at Grand Central Terminal to deal with war traffic congestion; Executive Committee includes Samuel Rea, A.H. Smith of NYC, Howard Elliott of New Haven, and Daniel

**Willard of B&O. (NYT)**

- Mar. 19, 1916**      **John F. Miller (1830-1916), former VP of Cleveland, Akron & Columbus Railway, dies at Richmond, Ind. (RAG)**
- Mar. 20, 1916**      **Pres. Rea makes report on Hotel Pennsylvania at New York; have made contracts with McKim, Mead & White, architects, and George A. Fuller Company, building contractors; will develop entire lot with a service building between the hotel and Gimbels; upon completion have arranged to lease for 21 years to Franklin J. Machett, he to provide \$500,000 to furnish building and \$250,000 for working capital. (MB)**
- Mar. 20, 1916**      **Assistant to VP in Charge of Traffic Joseph L. Richardson (1867-1916) dies at Media. (RAG)**
- Mar. 22, 1916**      **Great Lakes Transit Corporation incorporated to assume operation of railroad fleets of Anchor Line, Western Transit Company, Mutual Transit Company, Erie Railroad Lake Line, (and Northern Steamship Co.? - or is this already part of Mutual Transit?)**
- Mar. 23, 1916**      **BC&A committee recommends disposal of Chesapeake Bay boats except for Claiborne ferry and Piankatank River Line; Board agrees to seek extension of deadline for sale to Jan. 1, 1917. (MB)**
- Mar. 24, 1916**      **New York Consolidated Railway Company issues quit claim for rights of former Brooklyn & Rockaway Beach Railroad between Jefferson Street and East New York (2.77 miles). (Val)**
- Mar. 1916**          **PRR changes official designation from "dining car" to "restaurant car." (Guide)**
- Mar. 26, 1916**      **New York Division holds first safety rally at State Street Theatre in Trenton for 2,000 employees; includes stereopticon slide lecture and two safety movies, one from Brooklyn Rapid Transit Company. (RAG)**
- Mar. 29, 1916**      **PRR provides additional \$1.25 million for Hotel Pennsylvania. (MB)**
- Mar. 29, 1916**      **Four operating Brotherhoods present demand for 8-hour day for 10 hours pay to railroads. (LC)**
- Apr. 1, 1916**        **Great Lakes Transit Corporation begins operating former Anchor Line ships and routes; James Carey Evans resigns as Pres. & General Manager of Erie & Western Transportation Company to**

- become Pres. of Great Lakes Transit Corporation. (MB)
- Apr. 1, 1916** ICC deadline for PRR disposal of Eastern Shore steamboat lines passes; ICC grants last minute extension on appeal of shippers. (RAG - when - see below)
- Apr. 7, 1916** Assistant General Counsel Parker B. Prince (1851-1916) dies at home at Cynwyd. (RAG)
- Apr. 10, 1916** F.L. Campbell (1858-1916), Superintendent of Michigan Division of Vandalia Railroad, dies at Logansport. (RAG)
- Apr. 11, 1916** Olean, Bradford & Warren Railroad (Olean-Empire Tanning Company, 1.11 miles) merged into Western New York & Pennsylvania Railway under agreement of Apr. 14, 1915. (Val)
- Apr. 1916.** George B. Harley appointed Publicity Agent of PRR. (Guide)
- Apr. 17, 1916** New station with high-level platform opens at Wilkinsburg, Pa. (CE)
- Apr. 17, 1916** Baltimore, Chesapeake & Atlantic Railway sells steamers *Enoch Pratt* and *Helen*. (AR)
- Apr. 1916** PRR posts signs at most important stations on Lines East announcing it will offer free course in telegraphy and employ any who successfully complete it. (Lee)
- Apr. 25, 1916** Pres. Rea testifies in suit brought by Dick Brothers & Co. against PRR control of LIRR. (NYT)
- Apr. 26, 1916** PRR begins operating workers' passenger trains into Baldwin Locomotive Works from North Eddystone station to serve munitions plants on Baldwin's Eddystone site.
- Apr. 27, 1916** Association of Passenger Traffic Representatives of the Pennsylvania System holds ninth annual meeting, the last of which there is any record; rules that proposal for private office space for use of business travelers on *Broadway Limited* and *St. Louisian* would be a waste of space, as travelers interested in privacy can always book a compartment; the idea is later resurrected for Northeast Corridor trains; also approves placing electric drumheads on rear of *Broadway Limited* and other principal trains. (APR)
- May 1, 1916** Manhattan Division merged into New York Division; Baltimore

**Division (PB&W) created from portion of Maryland Division south of Baltimore; Baltimore Grand Division created to combine the two Baltimore Divisions; Baltimore Division (NC) moved from Central Grand Division to Baltimore Grand Division with Baltimore Division of PB&W (note the two Baltimore Divisions have common superintendents and staffs); Wago Jct. (AR says Marysville)-Enola ceded from Baltimore Division to Philadelphia Division; Media Division abolished and merged into Maryland Division; Philadelphia-Liddonfield and Chestnut Hill Branch ceded from New York Division to Philadelphia Terminal Division; Fish House-Morris ceded from Trenton Division to Camden Terminal Division; Delair-West Haddonfield ceded from Amboy (?) Division to WJ&S. (MB, AR)**

- May 1, 1916**      **New organization in Transportation Dept.: Elisha Lee appointed Assistant to General Manager; Frank L. Sheppard appointed Resident Assistant to VPO at New York; Gamble Latrobe appointed General Superintendent of Baltimore Grand Division; Charles S. Krick appointed General Superintendent of New Jersey Grand Division & WJ&S replacing Sheppard; R.M. Patterson appointed General Agent at \_\_ pending retirement; J.B. Fisher named Superintendent of Freight Transportation, replacing Patterson; H.C. Bixler named Superintendent of Stations & Transfers. (MB, AR)**
- May 1, 1916**      **New organization in Traffic Dept.: Robert C. Wright (1869- ) named to new post of Traffic Manager, which supervises both Passenger, Freight and Coal Depts.; George D. Ogden (1868-1936) named Freight Traffic Manager, replacing Wright; Julien L. Eysmans to General Freight Agent, replacing Ogden; Robert H. Large (1875- ) named to new post of Coal Traffic Manager. (MB, RAG)**
- May 1, 1916**      **Frederick W. Hankins, later PRR Chief of Motive Power, named Master Mechanic of Cumberland Valley Railroad.**
- May 1, 1916**      **Car Record Office at Philadelphia becomes Car Record Dept. under new Superintendent of Car Service T.S. Bell. (AR)**
- May 1, 1916**      **Louisville-New Albany locals cut from hourly to 11 round trips. (memo)**
- May 1, 1916**      **BC&A sells steamboats *Chesapeake, Enoch Pratt, Helen* and *Minnie Wheeler* for scrap. (MB)**
- May 3, 1916**      **Pennsylvania Company and Chicago Warehouse & Terminal Company sign new agreement covering operation of new Polk**

**Street Freight Station. (Church)**

- May 4, 1916**                    **Hours of Service Act amended.**
- May 7, 1916**                    **Union Station Company renamed Chicago Union Station Company. (C&C - see 1915)**
- May 8, 1916**                    **William Harreld Moore (1916- ), later VP of Southern Railway and Pres. & CEO of Penn Central Transportation Company, born at Hazard, Ky. (PR)**
- May 1916**                        **Pres. Samuel Rea has spoken with DL&W Pres. William H. Truesdale proposing that PRR, DL&W and LV purchase and divide the Nickel Plate; however, Rea believes NYC also wants to dispose of Lake Erie & Western, which is of little value, as part of the same package. (SR 101/38)**
- May 10, 1916**                    **PRR Board authorizes new yard at Sharpsburg on Allegheny Division; authorizes completion of four-track system from Waverly jumpover to Passaic River through Newark, N.J. (MB)**
- May 1916**                        **NYC discontinues trackage rights over PRR between Amsbury and Irvona, Pa. (NYC AR)**
- May 15, 1916**                    **Frank C. Hoff appointed Assistant to the General Manager of Lines East. (AR)**
- May 16, 1916**                    **PRR acquires trackage rights over Chesapeake & Curtis Bay Railroad at Wagners Point, Md. (0.49 mile), an industrial line on south side of Baltimore Harbor built 1915 by United States Asphalt Refining Company; jointly operated with Western Maryland Railway; reached by car float. (Wheeler)**
- May 17, 1916**                    **W.W. Atterbury elected President of American Railway Association.**
- May 18, 1916**                    **Railroads organize a National Conference Committee of Railways to bargain on 8-hour day. (LC)**
- May 23, 1916**                    **Joseph Ramsey, Jr., agrees to sell all stock of Lorain, Ashland & Southern Railroad to Pennsylvania Company for \$2.4 million. (Church).**
- May 24, 1916**                    **PRR Board authorizes fitting 267 MP54 cars (or P54?) with axle generators and water coolers for branch line passenger service.**



- May 28, 1916** Uniform passenger train numbers adopted on Lines East west of Philadelphia and on Lines West. (Guide)
- May 28, 1916** *The Pittsburger*, No. 61, inaugurated as Philadelphia-Pittsburgh local. (Guide)
- May 28, 1916** Schedule of Paoli locals cut by seven minutes because of electrification. (RAG)
- May 28, 1916** East Brady Tunnel opens on Allegheny Division, avoiding old track around Bradys Bend. (CE)
- May 28, 1916** PRR begins detouring 20 Western Maryland trains over Green Spring Branch to permit rebuilding of B&P Tunnel; new wye connection built with new Western Maryland alignment at Kirk west of Green Spring Jct.; temporary block stations also built on Green Spring Branch; 8 non-first class PRR freights also detoured between Fulton and Union Station via WM and Green Spring Branch. (this part may have been later, see 1917)
- May 28, 1916** PRR closes agency at New Albany, Ind., and ends through ticketing and routing of baggage to main line points; Louisville-New Albany locals cut to operate from 14th Street, Louisville. (PRR memo)
- May 29, 1916** Lewes & Baltimore RPO cut to Lewes & Love Point RPO. (Kay)
- June 1, 1916** Bargaining on 8-hour day question begins in New York; railroads refuse to grant 8-hour day at 10 hours pay. (LC)
- June 1, 1916** Pennsylvania Company assumes control of Lorain, Ashland & Southern Railroad.
- June 1, 1916** WNY&P acquires trackage rights over Michigan Central Railroad between Grand Trunk connection near west end of International Bridge and Bridgeburg, Ont. (Val)
- June 1, 1916** Louisville-New Albany locals cut from 11 to 4 rush-hour round trips. (PRR memo)
- June 1, 1916** Great Lakes Transit Corporation begins operating former Anchor Line steamers *Tionesta*, *Octorara* and *Juniata* in summer service between Buffalo and Duluth; season ends Sep. 21. (Guide)
- June 5, 1916** Pennsylvania Company and Toledo, Columbus & Ohio River Railroad agree with N&W to establish a new interchange at an enlarged Joyce Avenue Yard at Columbus. (Church)

- June 8, 1916** Ocean Electric Railway extension opens from Rockaway Park to Neponsit.
- June 8, 1916** Town celebration marks completion of track elevation through Wilkinsburg, Pa. (CE)
- June 10, 1916** Rank and file of Brotherhoods approve demand for 8-hour day and pass strike vote. (LC)
- June 13, 1916** Fire destroys Canton Grain Elevator No. 3; PRR uses Western Maryland elevator temporarily. (AR, RAG)
- June 14, 1916** PRR Board authorizes construction of Essington Branch from 36th Street along Schuylkill River to "ARSENAL", then along Junction Railroad and PB&W to 67th Street, thence along Delaware River to Tinicum and Essington before rejoining PB&W main; to serve new waterfront industries. (MB)
- June 15, 1916** BC&A charters gasoline boat *Evadna* from Charles Hopkins. (MB)
- June 1916** Work begins on new Louisville Bridge.
- June 22, 1916** LIRR grants trackage rights to New York Consolidated Railroad Company between Chestnut Street Jct. on Flatbush Avenue line to Rockaway Park. (Val)
- June 24, 1918** Germans launch new attack on Verdun.
- June 25, 1916** PRR and LV inaugurate *Lehigh-Pennsylvania Express*, through day passenger train between Phillipsburg, N.J., and Pittsburgh via Mt. Carmel, Sunbury, Lock Haven and Tyrone; introduced on initiative of Pres. Samuel Rea to serve businessmen, including officers of Bethlehem Steel, traveling to Pittsburgh and western Pennsylvania properties acquired with Pennsylvania Steel Company. (Guide, SR 101/1)
- June 28, 1916** Chicago & Illinois Western Railroad grants PCC&StL trackage rights between Western Avenue & Marshall Boulevard and Brighton Park; PCC&StL obtains trackage rights on C&IW between Marshall Boulevard and Willow Springs. (Church)
- June 30, 1916** Pennsylvania Company deeds Marginal Railroad and Rochester, Beaver Falls & Western Railway to PFW&C. (Church)
- June 30, 1916** Wellsburg & State Line Railroad deeds property to PCC&StL. (Church)

**Summer 1916**                      **Future PRR Chairman James M. Symes (1897-1976) joins PRR as clerk in office of Auditor of Through Freight Traffic of Lines West after graduating from Sewickley High School; father was baggage master on Eastern Division, PFW&C; Symes was recruited specifically for the PRR baseball team, having been a star shortstop in high school. (PaLtd)**

**July 1, 1916**                      **New organization manual.**

**July 1, 1916**                      **Robert Farnham appointed to new post of Assistant Engineer of Bridges & Buildings. (MB)**

**July 1, 1916**                      **Robert M. Patterson, Special Agent (WJ&S?), retires at age 70. (AR)**

**July 1, 1916**                      **British and French launch a new offensive on the Somme; 60,000 British soldiers killed on the first day.**

**July 2, 1916**                      **Pres. Rea issues poster to PRR's 225,000 employees urging them to vote against Brotherhoods' call for a strike. (NYT)**

**July 5, 1916**                      **NYC completes sale of Nickel Plate (NKP) to Van Sweringen brothers for \$8.5 million; they appoint J.J. Bernet of NYC as Pres. (Wheeler, NYC AR)**

**July 6, 1916**                      **Pennsylvania Steel Company properties sold to Bethlehem Steel Company.**

**July 6, 1916**                      **Pennsylvania Company requests franchise for PY&A freight line along the river at New Brighton, Pa.; borough demands in return the PFW&C remove its main line tracks from 5th Avenue; negotiations drag on. (CE)**

**July 7, 1916**                      **Joseph Ramsey (1850-1916), former PRR engineer and official of Gould System, dies at East Orange, N.J. (Rehor)**

**July 11, 1916**                      **Congress passes Shackleton Federal Aid Road Act; first federal aid to states to build and repair highways; makes initial grant of \$75 million in matching funds for state highways to be spent over a five-year period.**

**July 12, 1916**                      **PRR Board authorizes nine-month loan of \$20 million from Kuhn, Loeb & Co. (MB)**

**July 12, 1916**                      **Agreement clarifies status of Pennsylvania Tunnel & Terminal**

**Railroad, New York Bay Railroad, and Pennsylvania & Newark Railroad under 1871 United Companies lease; original lease called for all new railroads built in northern and central New Jersey to be considered as part of one of the United Companies; PRR holds that these companies, which are worth more than the original United Companies, are not covered by the lease, but as a compromise, agrees that will revert to the United New Jersey Railroad & Canal Company if lease is cancelled, but that bonds of new companies will not be affected. (MB)**

- July 1916**                      **Strikes by building trades halt work on Chicago Union Station project for eight months (AR); among early demands are that participating railroads unionize their entire work forces. (RRH)**
- July 17, 1916**                **Cleveland ordinance calls for grade separation of Cleveland & Pittsburgh Railroad between Cedar Avenue and Holton Avenue. (Church)**
- July 20, 1916**                **Pres. Wilson signs Congressional resolution appointing joint committee chaired by Sen. Francis G. Newlands of Nevada and Rep.. William C. Adamson of Georgia Vice Chairman to study the efficiency of existing system of railroad regulation; committee is composed almost entirely of Populist and Progressive critics of the railroad industry from the South and West, including Albert B. Cummins of Iowa and John J. Esch of Wisconsin; committee is to consider the question of federal incorporation and the nationalization of all public utilities, including railroads. (Newlands rept.)**
- July 21, 1916**                ***Federal Express* restored via Poughkeepsie Bridge, New Haven and New London for summer resort season, running north on Fridays and south on Sundays. (Guide) (Lee says rerouted because of polio scare in New York)**
- July 28, 1916**                **Railway Mail Service Pay Act authorizes ICC to set rates for railway mail service.**
- July 30, 1916**                **Massive explosion of munitions being loaded for shipment to Allies at Black Tom terminal of National Docks Railway in Jersey City rocks Greater New York area; eventually held to be the work of German saboteurs.**
- Aug. 9, 1916**                **Railroads ask for federal mediation of 8-hour dispute; Brotherhoods refuse. (LC)**
- Aug. 11, 1916**                **Pennsylvania Company issues first contracts for grading freight**

bypass between West Rochester and Kenwood, Pa. (CE)

- Aug. 11, 1916** Indiana PSC orders PRR to maintain connecting service between New Albany and Ohio Falls, junction with main line near Jeffersonville. (PRR memo)
- Aug. 1916** PRR creates \$100,000 fund for relief of families of 800 employees who are National Guard members and called up for duty against Pancho Villa on the Mexican border; company also arranges to pay VRD dues. (Guide)
- Aug. 1916** Wabash-Pittsburgh Terminal Railway sold at foreclosure.
- Aug. 15, 1916** Pres. Wilson issues ultimatum in pending railroad strike calling for granting 8-hour day and submitting all other questions to a presidential commission. (NYT)
- Aug. 17, 1916** Railroads reject Pres. Wilson's ultimatum; in the afternoon, Wilson outlines his plan to 640 union leaders who march en masse down Pennsylvania Avenue to the White House; they also fail to approve it. (NYT)
- Aug. 17, 1916** Pres. Wilson calls labor-management conference in Washington to propose settlement of 8-hour dispute; suggests accept 8-hour day and mediate the question of overtime; Brotherhoods accept, but railroads reject plan. (NYT)
- Aug. 18, 1916** Pres. Wilson holds second meeting in White House with 31 leading railroad presidents; Wilson hints at possible nationalization, but railroad leaders still oppose 8-hour day. (Stover)
- Aug. 21, 1916** Pres. Wilson holds third meeting with railroad leaders in White House on a 100-degree day; managers feel Wilson is acting like a schoolmaster with schoolboys; when they still refuse 8-hour day, the sanctimonious Wilson walks out muttering, "I pray God to forgive you, I never can." (Stover - verify)
- Aug. 26, 1916** Morgantown & Wheeling Railway enters receivership.
- Aug. 27, 1916** Pres. Rea issues statement on behalf of railroad presidents expressing their determination not to yield, as wage awards since 1911 have far outstripped rate increases and railroad construction has practically stopped. (NYT)
- Aug. 29, 1916** Congress passes Army Appropriation Act creating Council of National Defense to coordinate industries needed for defense;

- Daniel Willard named to Advisory Commission representing railroads. (Stover)**
- Aug. 29, 1916**      **Pres. Wilson appears before Congress to ask for passage of a law establishing the 8-hour day for operating Brotherhoods. (Stover)**
- Aug. 31, 1916**      **Senate Committee on Interstate Commerce under Sen. Francis G. Newlands of Nevada begins hearings on threat of nationwide strike for 8-hour day; Elisha Lee appears as Chairman of the National Conference Committee of Managers; A.B. Garretson, Chairman of Brotherhoods' Conference Committee refuses to call off strike; management gives tentative acceptance of settlement providing it is linked to a rate increase. (Newlands Rept, NYT)**
- Aug. 31, 1916**      **PCC&StL contracts with George A. Fuller Company for new engine terminal at Spruce Street, Columbus, Ohio. (CE)**
- Summer 1916**      **Remainder of Mount Gretna Narrow Gauge Railway abandoned between Mount Gretna and Rifle Range, near Cornwall, Pa. (cards have 7/11/15!!)**
- Sep. 1, 1916**      **PRR cancels lease of Kinzua Branch between Gates and Morrison to Kinzua Valley Chemical Company as disallowed by Pennsylvania Public Service Commission.**
- Sep. 3, 1916**      **Pres. Wilson signs Adamson Act, drafted by Rep. William C. Adamson, passed to avert threatened nationwide rail strike by operating brotherhoods called for Sep. 4; establishes 8-hour/100-mile day and maximum of 16 hours of continuous service for railroad operating employees effective Jan. 1, 1917, but without time-and-a-half for overtime sought by Brotherhoods; railroads refuse to accept act and appeal to courts. (LC, Stover)**
- Sep. 5, 1916**      **Pres. Samuel Rea, having returned from a western trip, suggests a through train between New York and San Francisco twice a week, running through in 72:00. (SR 101/1)**
- Sep. 7, 1916**      **Congress passes Workmen's Compensation Act covering federal employees.**
- Sep. 7, 1916**      **Congress establishes U.S. Shipping Board and Emergency Fleet Corporation to start crash program of building merchant vessels.**
- Sep. 1916**      **Canal Dover, Ohio station renamed Dover. (Guide)**
- Sep. 15, 1916**      **PB&W secures trackage rights over bridge and track connection**

with Reading at Chester, Pa. (0.16 mile) under agreement of April 28, 1927. (C&C)

- Sep. 15, 1916      Columbia & Port Deposit Railway, Philadelphia & Baltimore Central Railroad, and Elkton & Middletown Railroad Company of Cecil County merged into PB&W under agreement of Apr. 3, 1916. (C&C)
- Sep. 1916          British deploy tanks for the first time in the Battle of the Somme.
- Sep. 27, 1916      PRR Board appropriates \$1.5 million to acquire property for large new freight yard between Waverly and Newark Bay Bridge; authorizes replacing all arch-bar trucks on tenders of passenger locomotives.
- Sep. 30, 1916      Headquarters of Renovo Division moved from Renovo to Erie.
- Oct. 1, 1916        *Federal Express* makes last southbound run with end of summer resort season; not restored until Hell Gate Bridge opened. (Guide)
- Oct. 1, 1916        Blasdell-Oil City ceded from Buffalo Division to Allegheny Division; Oil City-Irvineton and Warren-Olean ceded from Allegheny Division to Buffalo Division.
- Oct. 11, 1916      PRR Board authorizes new eastbound receiving yard at West Morrisville and enlargement of Meadows Yard; approves extension of Turtle Creek Branch from Burnt Cabin Summit to Saltsburg.
- Oct. 11, 1916      PRR special committee reports that Pittsburgh Coal Company, Archibald McCrea and Percy C. Madeira, all big soft coal operators, have declined to purchase Susquehanna Coal Company; investment bankers underwriting the sale have chosen Brown Brothers & Co. to represent them, and they have chosen Samuel D. Warriner, (ex-?) Pres. of Lehigh Coal & Navigation Company as their expert; bankers are not prepared to offer the amount fixed by Robert V. Norris in his evaluation of property; are negotiating with Delaware & Hudson Company, who are willing to offer \$7.5-8 million for coal properties only; also trying to interest LC&N. (MB)
- Oct. 12, 1916      New Johnstown, Pa., station dedicated; designed by Kenneth Murchison; westbound shelter not yet completed; project also includes track elevation for six miles through Johnstown area. (CE)

- Oct. 13, 1916**                    **General Motors Corporation incorporated.**
- Oct. 16, 1916**                    **Michigan Central Railroad inaugurates *Motor City Special* as all-first class Detroit-Chicago train. (Sanders)**
- Oct. 18, 1916**                    **United New Jersey Railroad & Canal Company stockholders consent to agreement excluding Pennsylvania Tunnel & Terminal Railroad from 1871 lease. (MB)**
- Oct. 24, 1916**                    **Manor Real Estate & Trust Company contracts for demolition of Mountain House and Annex at Cresson.**
- Oct. 24, 1916**                    **French begin Second Battle of Verdun, breaking through the German lines.**
- Oct. 25, 1916**                    **PRR Board directs management to test constitutionality of Adamson Act in courts.**
- Oct. 28, 1916**                    **Former Chief of Motive Power Theodore N. Ely (1846-1916) dies at Bryn Mawr. ( , NCAB has 10/29)**
- Fall 1916**                         **PRR begins work on new freight yard between 52nd and 56th Streets after delays from opposition of residents of Overbrook Park to smoke and noise nuisance; to enlarge 52nd Street Yard to 3,050 cars.**
- Nov. 1, 1916**                    **U.S. railroads report car shortage of 115,000; up from 19,000 in March.**
- Nov. 7, 1916**                    **Pres. Wilson reelected by narrow margin on slogan "he kept us out of war"; Democrats lose seats but not majorities in both houses of Congress. (EAH)**
- Nov. 8, 1916**                    **PRR Board sets minimum pension payment at \$15 per month.**
- Nov. 8, 1916**                    **Pres. Rea reports on negotiations to lease property opposite Penn Station between 33rd and 34th Streets to the *New York Herald* for an office building; the Associated Advertising Clubs of America has failed to carry out its plans for the lot between 31st and 32nd Streets, and Rea is negotiating with the All-Americas Association to provide \$400,000 towards construction of an office building by PRR. (MB)**
- Nov. 8, 1916**                    **Pres. Rea reports on negotiations with Lehigh Coal & Navigation Company to buy a one-half interest in the Lehigh & New England Railroad and secure its extension from Tamaqua to a connection**



- with the PRR at Pottsville. (Wheeler)
- Nov. 1916**                      **Pennsylvania Company sells half interest in Lorain, Ashland & Southern Railroad to Erie Railroad.**
- Nov. 15, 1916**                **Dow Jones industrial average edges out rail average for first time. (Wyckoff)**
- Nov. 20, 1916**                **Newlands Committee begins hearings on the railroad industry; chief witnesses for the railroads are Julius Kruttschnitt of the Southern Pacific and Robert S. Lovett of the Union Pacific, backed by Alfred P. Thom of Southern Railway, counsel for the railroad executives' committee; railroads adopt position in favor of unified regulation by ICC and end to state regulation. (Newlands Rept, NYT)**
- Nov. 20, 1916**                **Monmouth Jct. & Long Branch RPO cut to Monmouth Jct. & Sea Girt RPO. (Kay)**
- Nov. 21, 1916**                **Dow Jones industrials average hits new high of 110.15, then drops 40% over next months on premature peace rumors. (Wyckoff)**
- Nov. 22, 1916**                **Committee on sale of anthracite coal companies reports to Board; given discretion to arrange sale.**
- Nov. 22, 1916**                **PRR Board approves enlarging Hotel Pennsylvania from 1,000 to 2,000 rooms by adding two 20-story wings at additional cost of \$3.5 million.**
- Nov. 22, 1916**                **Lebanon & Cincinnati RPO discontinued. (Kay)**
- Nov. 26, 1916**                ***Cleveland/Buckeye* inaugurated between New York and Cleveland as first PRR through consist between those points. (SR 47/47)**
- Nov. 27, 1916**                **First IIs 2-10-0 heavy drag freight locomotive completed at Altoona.**
- Dec. 11, 1916**                **Pennsylvania Company and NYC agree for joint use of Youngstown & Ravenna Railroad between Niles Jct. and Boanna and of the Pittsburgh, Youngstown & Ashtabula between Boanna and Lake Erie & Eastern Jct. near Girard for 15 years; avoids having to complete Lake Erie & Pittsburgh Rail\_\_ to Lorain; also agree for joint use of Lake Erie & Eastern Railroad between Struthers and Girard. (Church)**
- Dec. 12, 1916**                **PRR reaches settlement with dissident Northern Central**

stockholders to drop opposition to lease in return for PRR paying \$30,000 court costs.

- Dec. 13, 1916** PRR Board authorizes enlargement of Greenville Yard, including new yard for covered pier, car repair yard, and additional tracks in westbound yard and float yard; approves plan for Pittsburgh Terminal improvements at cost of \$16 million.
- Dec. 1916** Van Sweringens' form Nickel Plate Securities Corporation.
- Dec. 21, 1916** Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (PCC&StL) incorporated as merger of Pittsburgh, Cincinnati, Chicago & St. Louis Railway, Vandalia Railroad, Pittsburgh, Wheeling & Kentucky Railroad, Anderson Belt Railway, and Chicago, Indiana & Eastern Railway under consolidation agreement of Sep. 28, 1916; takes effect Jan. 1, 1917. (C&C)
- Dec. 27, 1916** PRR Board authorizes extension of Pennsylvania, Monongahela & Southern from Millsboro to Waynesburg.
- Dec. 27, 1916** PRR special committee authorizes sale of Susquehanna Coal Company to Hudson Coal Company (mining subsidiary of Delaware & Hudson) to be paid for in bonds; deal later falls through. (MB)
- Dec. 30, 1916** PCC&StL Railway Company, Vandalia Railroad Company, and others in Southwest System merged to form PCC&StL Railroad Company. (C&C says inc. 12/21 merger eff. 1/1/17)
- 1916** General Manager of Lines East Elisha Lee represents railroads in 8-hour day negotiations.
- 1916** Gustavus E. Payne joins PRR Publicity Bureau.
- 1916** PRR adopts 130# rail as new standard.
- 1916** Brake shoe testing machine installed at Altoona Test Dept.
- 1916** PRR adopts new motto, "Standard Railroad of the World." (Secy)
- 1916** Bureau of Wages & Working Conditions established in office of General Manager.
- 1916** Encouraged by Brotherhoods' success with Adamson Act, AFL begins organizing drive among railroad shop crafts.

- 1916** LIRR accounts for 73% of traffic at Penn Station, 13,224,258 passengers to 4,924,347 on PRR; LIRR traffic has increased from 1,422,909 passengers in 1910, with most growth coming at expense of Long Island City, whose passenger count has fallen from 6,332,878 in 1910 to 1,167,087 in 1916; LIRR traffic to Flatbush Avenue Brooklyn has continued to increase from 13,455,991 in 1910 to 19,666,344 in 1916; area of Penn Station devoted to LIRR has had to be enlarged and remodeled three times in last seven years. (NYT)
- 1916** Class A5s 0-4-0 and B6sb 0-6-0 switching locomotives introduced.
- 1916** PRR designs and builds electric locomotive designed for mountain electrification. (AR - verify)
- 1916** Pennsylvania Terminal Real Estate Company contracts for 2,000 room hotel on 7th Avenue opposite Penn Station; PRR had been unable to interest others in developing the plot.
- Late 1916** PRR suspends work on Pennsylvania & Newark Railroad.
- 1916** Track elevation opens between Spruce Street and Everett Street, Camden, on Atlantic City line. (AR)
- 1916** WJ&S establishes telephone dispatching between Camden and Cape May and on Maurice River, Ocean City, Stone Harbor and Wildwood Branches. (AR)
- 1916** Floor of B&P Tunnel at Baltimore lowered 2.5 feet to increase clearance.
- 1916** New station with post office built on south side of tracks at Haverford on Philadelphia Division. (AR)
- 1916** Automatic block signals completed between Lewistown Jct. and Huntingdon on Middle Division. (AR)
- 1916** Eureka #34 Branch abandoned on Pittsburgh Division.
- 1916** Alexandria Branch extended from Andrico to New Alexandria Coke Company #5 (1.75 miles) on Pittsburgh Division.
- 1916** Yellow Creek Branch extended 2.19 miles on Conemaugh Division.
- 1916** Pioneer Branch of WNY&P reclassified as second main track, Titusville to Pioneer, Pa. (Val)

- 1916** PFW&C abandons 0.57 mile between 6th & 10th Streets in Beaver Falls, Pa. (C&C)
- 1916** Western Allegheny Railroad abandons last section of Snow Hill Branch between Blackburn and Barnhart, Pa.
- 1916** Work begins on New Cumberland & Pittsburgh Railway along south bank of Ohio River.
- 1916** Construction begins on new ore-handling facilities at Erie.
- 1916** Work on Chicago Union Station suspended because of war business. (? AR implies continued til stopped by USRA)
- 1916** Double track completed, Delmar-Cape Charles, Va.
- 1916** Construction of Canton (Ohio) Yard begun.
- 1916** Vandalia Railroad abandons Brazil South Branch, Brazil to Saline City, Ind. (11.8 miles). (C&C)
- 1916** Rose Lake (Ill.) yard enlarged.
- 1916** U.S. automobile production first exceeds 1 million units a year, a tenfold increase in 7 years.
- 1916** On petitions of local residents, ICC reopens case ordering PRR to cease operating steamboats between Baltimore and the Eastern Shore under the Panama Canal Act and grants extensions; no alternate operators had come forward and railroads were unsuccessful in attempts to sell boats. (AR)
- 1916** Maryland, Delaware & Virginia Railway defaults on interest payments; deficiency made up by Baltimore, Chesapeake & Atlantic Railway. (AR)
- c. 1916** Hudson Companies dissolved by distribution of Hudson & Manhattan Railroad stock to stockholders. (Moody's)