

**PRR CHRONOLOGY**  
**1900**

**March 2005 Edition**

- Jan. 1, 1900** Pension Dept. established with mandatory retirement age of 70; VRD rules also modified creating a surplus relief fund for superannuation payments and authorizing payment at half-rate after 52 weeks of disability; "Company Relief" and superannuation payments discontinued. (MB)
- Jan. 1, 1900** PRR begins operation of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) under agreement of Nov. 22, 1899.
- Jan. 1, 1900** Pennsylvania Company begins direct operation of Cleveland & Marietta Railway under agreement of Oct. 30, 1900; becomes Marietta Division of Cleveland, Akron & Cincinnati Railway.
- Jan. 1, 1900** John A. Anderson, Superintendent of VRD, retires at age 70 after 51 years service; replaced by Holmes D. Ely; Chief Conveyancer George W.I. Ball retires at 70 after 37 years service; position abolished and replaced by Benjamin W. Carskaddon as Assistant Real Estate Agent; Charles Carroll appointed Superintendent of Jersey City Ferries replacing Robert Bloomburg, deceased. (MB)
- Jan. 1, 1900** J.G. Rodgers names Superintendent of NYP&N, replacing R.H. Nicholson, resigned. (MB)
- Jan. 1, 1900** Dawson station renamed Syberton on Cambria & Clearfield Division. (MB)
- Jan. 1, 1900** West Virginia Central & Pittsburgh Railway acquires control of Davis Coal & Coke Company; company, founded by Henry Gassaway Davis (-), holds large acreage in northern West Virginia.
- Jan. 2, 1900** Belington & Northern Railroad incorporated in W.Va to build from Charleston to Morgantown. (Church)
- Jan. 5, 1900** PRR and NYC&HR agree to purchase equal amount of Chesapeake & Ohio stock up to 150,000 shares each at 35; VP John P. Green given additional \$3.59 million to effect purchase (Wheeler); MB? says 125,000 each for \$4.1 million; NYC&HR buys equal amount.
- Jan. 6, 1900** Melville E. Ingalls states he will resign as Pres. of "Big Four" as well as

**C&O; after "Big Four" Board meeting same day, W.K. Vanderbilt and J.P. Morgan induce him to stay as Pres. of "Big Four", but A.J. Cassatt will nominate his successor at C&O. (NYT)**

- Jan. 10, 1900** PRR Board approves track elevation of PFW&C and Steubenville Extension in connection with new Pittsburgh Union Station; approves elimination of grade crossings in Coatesville, Pa. (MB)
- Jan. 12, 1900** *New York Times* reports that William K. Vanderbilt will use "Community of Interest" to end long-standing system of rate differentials against New York. (NYT)
- Jan. 1900** NYC&HR buys 100,000 shares of Big Four (CCC&StL) or over 20% of total.
- Jan. 18, 1900** Association of the Freight Traffic Officers of the Pennsylvania System organized, embracing both Lines East and Lines West. (AFTO)
- Jan. 18, 1900** Col. Theo A. Bingham of Office of Public Buildings & Grounds reports in favor of removing PRR station from the Mall, denying it the use of part of Garfield Park, and in favor of realizing original L'Enfant Plan; holds Washington will never be a commercial metropolis and needs few railroad facilities at its center, which he conceives of a purely ceremonial space. (Moore)
- Jan. 18, 1900** PCC&StL agrees with City of Richmond, Ind., for rebuilding passenger station. (Church)
- Jan. 18, 1900** Tidewater Bituminous Steam Coal Traffic Association adopts rates for 1900 season, changing previous balance to favor PRR over Pocahontas roads; believed related to "Community of Interest" control of Pocahontas roads by PRR. (Lambie)
- Jan. 23, 1900** Gen. I.J. Wistar writes to PRR Road Committee informing them that he has suspended all repairs to the Pennsylvania Canal, preparatory to abandonment; loss for 1899 was \$28,548. (MB)
- Jan. 23, 1900** Fairport & Youngstown Railway incorporated in Ohio by PRR interests to build from Eagleville on Ashtabula line to Fairport Harbor; takes place of Fairport & Youngstown Railroad. (Church)
- Jan. 24, 1900** PRR Board authorizes extension of Cush Creek Branch to property of Glenwood Coal Company near Burnside; extension of Cats Run and Middle Run Branches on Monongahela Division. (MB)
- Jan. 25, 1900** PRR gives VP John P. Green \$5.6 million, which is paid to Kuhn, Loeb &

Co. to buy B&O stock. (Wheeler)

- Jan. 1900** PRR increases holdings of B&O to 40% interest in B&O. (?)
- Feb. 1, 1900** PRR agrees to purchase majority of stock of Erie & Western Transportation Company at par 50 by exchange of own shares valued at 65; E&W ("Anchor Line") owns 17 vessels and terminals at Chicago, Erie, Buffalo and Philadelphia. ( , NYT)
- Feb. 1, 1900** PRR VP Sutherland M. Prevost elected a director of B&O; first PRR representative. (AR)
- Feb. 1, 1900** GR&I, Michigan Central Railroad and Pere Marquette Railroad agree to enlarge and improve Grand Rapids Union Station. (Church)
- Feb. 1, 1900** Planters Hotel Company leases Mackinac Island Hotel. (Church)
- Feb. 1, 1900** At Board meeting in offices of J.P. Morgan & Co., George W. Stevens replaces Melville E. Ingalls as Pres. of C&O. (AR, NYT)
- Feb. 1, 1900** Boston & Albany electrifies its Riverside-Newton Lower Falls shuttle. (Humphrey)
- Feb. 2, 1900** Wall Street rumors report that PRR has secured control of Western New York & Pennsylvania Railway by purchases of \$15 million, mostly from Dutch and German stockholders in Amsterdam, Berlin and Leipsic; \$5 million is in voting trust controlled by Pres. S.G. DeCoursey, George E. Bartol and Nicholas Thouron, which will expire in Apr. 1900; plan, which calls for merger of WNY&P and Allegheny Valley Railroad, is later rejected by WNY&P. (NYT)
- Feb. 6, 1900** PRR begins purchasing stock of N&W through Kuhn, Loeb & Co.; by May 1900 buys about 30% of total for \$13.5 million.
- Feb. 6, 1900** District of Columbia Commissioners make first report to McMillan Committee on status of PRR tracks in D.C. (Moore)
- Feb. 10, 1900** PRR Board authorizes extension of Porter Run Branch about 0.5 miles to new No. 6 Colliery of Barnes & Tucker. (MB)
- Feb. 12, 1900** Lines West Executive Committee authorizes further expansion of Conway Yard, including large turntable to take Class H4 and H6 locomotives.
- Feb. 13, 1900** PRR VP Sutherland M. Prevost elected to B&O Executive Committee.
- Feb. 1900** PRR begins buying stock of Norfolk & Western Railway; by May 1900

has 30% acquired for \$17.9 million; later increased to 39%.

- Feb. 21, 1900** Pennsylvania Company, Chicago, Rock Island & Pacific Railroad, Michigan Central Railroad, and Chicago Junction Railway sign agreement to subscribe equal amounts to Calumet Western Railway as joint terminal line between 106th Street on PFW&C and Hegewisch Jct. in Calumet industrial district east of Chicago; to be built and operated by Pennsylvania Company. (Church)
- Feb. 21, 1900** New York City awards subway contract no. 1 covering a line from City Hall up 4th Avenue, 42nd Street and Broadway to August Belmont, Jr. (1853- ), John B. McDonald, et al. (Hood, RTinNYC)
- Feb. 22, 1900** Pittsburgh & Kenova RPO extended to Pittsburgh, Kenova & Cincinnati RPO. (Kay)
- Feb. 24, 1900** Erie & Western Transportation Company Pres. Frank J. Firth issues circular to stockholders for assent to PRR purchase terms by Mar. 20. (NYT)
- Feb. 26, 1900** PRR announces it will begin locating its own line to Buffalo shortly; also announces award of contract for double tracking and elevating the Waverly & Passaic Branch and the grading of a new double track passenger line between Harrison Jct. and the Hackensack River. (NYT)
- Feb. 28, 1900** Erie & Western Transportation Company assumes direct operation of "Western States Line" on Erie Canal; Canal & Lake Steamboat Company becomes inactive subsidiary.
- Feb. 28, 1900** PRR Board authorizes sale of 4,000 shares of Piedmont & Cumberland Railway, their exchange for shares of West Virginia Central & Pittsburgh Railway, or sale of both; authorizes sale of \$3 million Cleveland & Pittsburgh General Mortgage bonds to Speyer & Co. (MB)
- Early 1900** Rapid Transit Subway Construction Company incorporated by August Belmont, John B. McDonald, Walter G. Oakman, et al. to build subway under contract no. 1. (Hood, RTinNYC)
- Mar. 1, 1900** PRR begins purchases of Norfolk & Western common stock.
- Mar. 1, 1900** Pennsylvania & Buffalo Connecting Railroad incorporated in Pa. to build Pa. portion of line from Wilcox on P&E via Bradford, Little Valley, Collins and Hamburg to Buffalo and using trackage rights over the Erie Bradford-Little Valley, and Collins-Hamburg; would cost \$5 million and have better grades than Western New York & Pennsylvania Railway. (MB)

- Mar. 1, 1900** PRR Dining Car Dept. assumes operation of station restaurants at Jersey City, Baltimore and Washington after failure of old lessee William T. Bothwell.
- Mar. 3, 1900** Seaboard Air Line \_\_ secures incorporation of Richmond & Washington Air Line Railway to parallel RF&P. (Mordecai)
- Mar. 13, 1900** LIRR Pres. Baldwin reports that New York & Long Island Terminal Railroad has withdrawn application for franchise; still want tunnel to Manhattan, but not coupled to Atlantic Avenue law. (MB)
- Mar. 13, 1900** Terhune Coal & Mining Company incorporated in Indiana; acquired 1,302 acres of coal lands and mineral rights in Greene and Sullivan Counties. (Church)
- Mar. 13, 1900** Charles H. Coster ( - 1900), Morgan partner and the firm's chief expert on railroad reorganization, dies. (C&O AR)
- Mar. 14, 1900** Fort Wayne, Terre Haute & Southwestern Railroad (Carbon-Bridgeton) sold at foreclosure to Chicago & South Eastern Railway for \$30,000. (Church)
- Mar. 14, 1900** Currency Act fixes gold content of the dollar, officially placing U.S. on the international gold standard; marks the end of the Currency Question in national politics. (EAH)
- Mar. 15, 1900** Butzbach station on Sunbury Division abandoned; Plymouth Ferry station moved 0.6 miles closer to Wilkes-Barre, and new station established at Buttonwood.
- Mar. 16, 1900** Charter of Canal & Lake Steamboat Company expires.
- Mar. 18, 1900** Delaware River Iron Ship Building & Engine Works delivers passenger steamer *Pennsylvania* to NYP&N. (AR)
- Mar. 24, 1900** PRR awards first contract for building bulkhead, dredging and filling for Greenville Yard on south side of Jersey City. (NYT)
- Mar. 24, 1900** PRR announces that its new Buffalo line, the Pennsylvania & Buffalo Connecting Railroad (when inc.?), will run from Wilcox, Pa., through Bradford and Lafayette; at Lafayette is will cross the gorge of the Kinzua Creek on a viaduct nearly 500 feet high and over 3,000 feet long. (NYT)
- Mar. 28, 1900** PRR Board authorizes second track Youngwood-Everson on Monongahela Division; extension of Alexandria Branch from Crab Tree

to New Alexandria on Pittsburgh Division, and enlargement of 28th Street roundhouse to serve Lines West locomotives at Pittsburgh. (MB)

- Mar. 28, 1900** C&O Board reorganized to reflect PRR and NYC&HR control; directors Samuel Spencer, George T. Bliss, W.S. Horn and Charles D. Dickey resign and are replaced by Samuel Rea, S.M. Prevost and N. Parker Shortridge of the PRR and Horace J. Hayen (of NYC&HR?); H. McK. Twombly of NYC&HR elected to replace Morgan partner Charles H. Coster, deceased. (AR)
- Mar. 30, 1900** Pres. Cassatt refuses to either confirm or deny rumors that PRR is about to acquire N&W. (NYT)
- Apr. 1, 1900** *New York Times* makes first public report of PRR's purchase of 200,000 shares of N&W in open market. (NYT)
- Apr. 1, 1900** Carnegie Company incorporated as holding company for all Carnegie properties. (HistPitts)
- Apr. 2, 1900** VP L.F. Loree orders four track system between Allegheny and Rochester, Pa., operated like New York Division with passenger trains on outside tracks. (CE)
- Apr. 2, 1900** Residents of Cresson, Pa., petition PRR to relocate station to within town limits. (MB)
- Apr. 4, 1900** *New York Times* reports that William K. Vanderbilt has acquired control of the Reading and that LV and Erie are to be merged into the Reading; reports that Vanderbilt and J.P. Morgan are to have personal meeting in London on Apr. 6 or 7. (NYT)
- Apr. 5, 1900** Newark & Marion Railway incorporated in New York. (C&C)
- Apr. 9, 1900** PRR Road Committee authorizes sale of steam propeller *Uncle Abe*. (MB)
- Apr. 9, 1900** Western Washington Railroad incorporated in Pa. to build from Houston to McConnells Mills in Washington County coal fields. (Church)
- Apr. 9, 1900** Morrisdale Mines & McCartney RPO established. (Kay)
- Apr. 9, 1900** NYP&N takes delivery of tug *Delmar*. (AR)
- Apr. 10, 1900** James McMillan of Committee on District of Columbia makes first report to Congress on track elevation and new station for PRR in D.C.; current facilities are inadequate to traffic, particularly growing through traffic to South, and block important streets; issued had been agitated for 10 years,

but PRR had considered elevated structures impracticable, and authorities opposed sinking tracks; plan calls for occupying part of Garfield Park to eliminate "dead-man's curve" at western tunnel portal at K Street; depot is to remain on Mall, but elevated and of a more monumental character. (Moore)

- Apr. 11, 1900** PRR Board authorizes new alignment at Pomeroy on Philadelphia Division; extension of four-track system between Port Royal and Bixler; moving engine terminal from Kensington to Frankford Jct. and enlarging Frankford Jct. Yard; purchase of terminal property on Lake Erie near Lackawanna, N.Y. (MB)
- Apr. 23, 1900** Pennsylvania Canal opens for what will be last season; company announces there will be no boating above Watsonstown on the West Branch. (AR)
- Apr. 23, 1900** Western New York & Pennsylvania Railway Board recommends acceptance of second PRR offer of \$9 (18%) per share for stock and \$300 (30%) for Income bonds; second offer made after Pennsylvania & Buffalo Connecting Railroad found impracticable. (NYT)
- Apr. 25, 1900** Pres. Cassatt reports on proposed purchase of Western New York & Pennsylvania Railway; PRR had been planning its own line to Buffalo, the Pennsylvania & Buffalo Connecting Railroad; to build portion in Pennsylvania; in meantime, Cassatt begins negotiations with Pres. Samuel G. DeCoursey of WNY&P; WNY&P has large capital and most of its lines lose money and stock has no value; Cassatt believes that the PRR's new line would so damage the WNY&P that the PRR might be forced to take it over anyway; therefore, Cassatt recommends and the Board approves the purchase of the WNY&P's stock and income bonds for up to \$6 million. (MB)
- Apr. 25, 1900** PRR Board approves purchase of Western New York & Pennsylvania; refuses petition to reinstate Upton station. (MB)
- Apr. 30, 1900** Bay Street-West 13th Street ferry makes last run at New York; Bay Street Station razed to expand freight piers; West 13th Street Station converted to freight. (AR)
- Apr. 30, 1900** West Jersey & Seashore Railroad acquires property and franchises of Delaware River Railroad under agreement of Apr. 27, 1900. (Val)
- Apr. 30, 1900** Keister Branch of Pittsburgh, Virginia & Charleston Railway opens between Keister Jct. on Redstone Branch south of Waltersburg and Keister Coal Works (1.40 miles). (Val)

- May 1, 1900** Charles M. Pratt and Lewis Cass Ledyard of LIRR voting trust write to Pres. Cassatt with offer to sell up to 140,000 shares of LIRR at par 50, deliverable by July.
- May 1, 1900** PRR buys a second block of 100,000 shares of B&O for \$8.7 million.
- May 1, 1900** Wabash Railroad and Terre Haute & Logansport Railway agree for joint station at Lakeville, Ind. (Church)
- May 3, 1900** Pres. Cassatt accepts offer of Pratt Syndicate for LIRR stock; presents to special meeting of Road Committee; notes had been considering purchase for some time; presents to directors primarily as a means to gain access to industrial areas of Brooklyn; Penn Station scheme not yet made known to Board; Cassatt had originally proposed joint ownership with NYC&HR, and they suggested that New Haven join also; however Cassatt purchases sole control. ( )
- May 3, 1900** Pres. Cassatt requests four seats on N&W Board; later in year increased to six of eleven. (Wheeler)
- May 5, 1900** PRR Board approves LIRR purchase; authorizes sale of West Virginia & Pennsylvania Railroad to B&O for \$41,300; subscribes \$25,000 to Pan-American Exposition in Buffalo; approves modification to NY&LB operating contract lifting restrictions on number of trains CNJ may operate in connection with its Sandy Hook Route steamers. (MB)
- May 5, 1900** PRR leases operation of Winfield Railroad to Winfield Mineral Company.
- May 9, 1900** Pres. Cassatt reports to Board on purchases of other railroads under "community of interest" plan; since beginning of year have purchased 200,000 shares of B&O for \$17.1 million; 125,000 shares C&O for \$4.1 million; 150,000 shares N&W common and 110,000 shares N&W preferred for \$13.5 million or total of \$34.7 million; Board authorizes PRR borrowing \$20 million for one year at 4%. (MB)
- May 9, 1900** New PRR organization: est. Freight Traffic Manager (? check cards)
- May 10, 1900** Indiana Supreme Court confirms 1897 judgement of lower court that Eel River Railroad had forfeited its charter by making lease to Wabash Railway, a competing line. (Church)
- May 11, 1900** PRR denies rumors that it proposes to borrow \$15 million for one year from a group of New York banks to finance acquisitions of LIRR, B&O, C&O, N&W and Erie & Western Transportation Company. (NYT)
- May 12, 1900** American Bridge Company incorporated in New Jersey as merger of 24



leading bridge companies, including A. & P. Roberts Company.

- May 14, 1900** United States Mortgage & Trust Company, agent for LIRR voting trust, makes first official public announcement of agreement for sale of all its stock to PRR. (NYT)
- May 14, 1900** James McMillan of Committee on District of Columbia makes first report to Congress on eliminating grade crossings and building a new depot for the B&O at Delaware Avenue & C Street, Washington. (Moore)
- May 1900** LIRR Pres. Baldwin lets option on Newbold Lawrence Estate on west side of 6th Avenue between 33rd & 34th Streets lapse as price of \$1.6 million is too high; was to have been site of LIRR underground terminal; two weeks later site was sold to Morgenthau Syndicate for \$2 million and became site of Saks department store. (ASCE)
- May 1900** Burnside Branch of Cambria & Clearfield Railroad opens from junction west of McGees to Glenwood Mine No. 10 (1.55 miles). Val)
- May 18, 1900** New York Connecting Railroad signs bridge contract with Pennsylvania Steel Company and O.W. Barnes. (C&C)
- May 19, 1900** PRR denies rumors it is planning to absorb CB&Q. (NYT)
- May 20, 1900** New Cumberland Branch of PCC&StL extended from Kenilworth to Chester, W.Va. (AR - tt has pass service 5/27)
- May 21, 1900** Kuhn, Loeb & Co. transfers 150,000 shares of N&W common to PRR; purchased for \$5.2 million; additional 78,300 shares purchased in 1901. (Wheeler)
- May 21, 1900** PRR purchases 100,000 shares B&O preferred from Kuhn, Loeb & Co. for \$8.7 million, giving it 20% ownership. (Wheeler)
- May 21, 1900** PRR first enters purchase of 125,000 shares C&O for \$4.09 million on books, though begun earlier. (Wheeler)
- May 21, 1900** Alfred P. Boller named Pres. & Chief Engineer of New York Connecting Railroad, replacing Oliver W. Barnes. (CE)
- May 21, 1900** PRR Road Committee denies petition to reestablish station at Eagle on Philadelphia Division. (MB)
- May 22, 1900** *Philadelphia Evening Telegraph* reports that PRR has purchased 66,000 shares of LV at 32-1/2 through Chemical National Bank of New York; PRR refuses to confirm or deny. (NYT)

- May 22, 1900**      **Wheeling Bridge & Terminal Railway sold at foreclosure to Simon Siegman for Pennsylvania Company for \$1,515,000. (Church)**
- May 23, 1900**      **PRR Board establishes retention policy for annual and quarterly reports of departments to Board; are to be retained for only six years with permanent copies kept in departments. (MB)**
- May 23, 1900**      **PRR Board votes to establish a transfer office in New York and have PRR listed on New York Stock Exchange; one quarter of the stock is owned in New York and share is increasing as most sales of British stock now go to New Yorkers. (MB)**
- May 23, 1900**      **PRR Board authorizes addition of four floors to west wing of Broad Street Station Office Building. (MB)**
- May 25, 1900**      **Holmes D. Ely (1845-1900), Superintendent of VRD, dies suddenly at Jersey City after 39 years of service. (RRG)**
- May 26, 1900**      **Western New York & Pennsylvania Railway voting on sales to PRR closes. (NYT)**
- May 26, 1900**      **Last run of revenue passenger trains on low grade line between Kenwood Jct. and Wampum Jct. via Rock Point on Erie & Ashtabula Division; later restored without local stops.**
- May 27, 1900**      **Wheeling Bridge & Terminal Railway sold at foreclosure; purchased by PRR. (to keep out of hands of Gould?)**
- May 27, 1900**      **Sleeping car line reestablished between Washington/Philadelphia and Buffalo via Emporium; last operated in 1876. (NYT reports as Phil & Washington Spc. prob. "Wash. Exp. & "Buffalo Day/Nite Exp."; also add new train for Pitts. & Cleveland)**
- May 27, 1900**      **Sleeping car line reestablished between Louisville and Detroit, now running via Logansport and Wabash Rail\_\_ instead of via Indianapolis.**
- May 28, 1900**      **Compagnie du Chemins de Fer de Paris a Orleans opens world's first electrified urban railroad terminal, the Gare du Quai d'Orsay in Paris; extension into center of city from outlying Gare d'Austerlitz is mostly cut and cover along the Seine; uses 550 volt DC third rail; station is steel and glass arch shed open to tracks below, which serves as inspiration for Penn Station Concourse; exterior is designed as beaux arts masonry curtain wall by architect Victor Laloux; system designed by French subsidiary of General Electric Company (Compagnie Francaise Thomson-Houston, S.A.); locomotives manufactured by GE with running gear by Alco; based**

in part on 1895 B&O electrification at Baltimore. (LeFigaro, Balso, Condit, ASCE)

- Spring 1900** William H. Baldwin and Samuel Rea purchase two 25 foot lots on 33rd Street east of Broadway as site for LIRR underground Manhattan terminal; also prepare plans for extending up 7th Avenue to 45th Street. (ASCE)
- Spring 1900** Terre Haute & Logansport Railway opens new yard and station at Bronson & Main Streets in South Bend, Ind. (AR, C&C)
- June 1, 1900** North & West Branch Railway, Pennsylvania Schuylkill Valley Railroad, Sunbury, Hazleton & Wilkes Barre Railway, and Sunbury & Lewistown Railway merged to form Schuylkill & Juniata Railroad under agreement of Apr. 2, 1900. (Val)
- June 2, 1900** Pratt Syndicate signs contract for delivery of 135,851 shares of LIRR stock to PRR @ 50.
- June 3, 1900** Seaboard Air Line Railway completed to Florida; through cars inaugurated between New York and Tampa.
- June 4, 1900** New interchange yard opens at Buttonwood, Pa., south of Wilkes-Barre; jointly owned by PRR and CNJ.
- June 5, 1900** Pennsylvania Company Executive Committee authorizes construction of rest house at Conway.
- June 6, 1900** Samuel Rea, S.M. Prevost, John P. Green and James McCrea elected to N&W Board; W.H. Barnes and N. Parker Shortridge elected later in year. (Lambie)
- June 7, 1900** Wheeling Terminal Railway incorporated in W.Va. as Pennsylvania Company subsidiary; to acquire property of former Wheeling Bridge & Terminal Railway. (Church)
- June 9, 1900** Philadelphia passes ordinance permitting widening the sidewalks around Broad Street Station and constructing a pedestrian bridge over Market Street.
- June 9, 1900** Pres. Cassatt and directors return from inspection tour of Western New York & Pennsylvania Railway, having begun at Butler and returned via Emporium. (NYT)
- June 11, 1900** John P. Green, Charles E. Pugh, S.M. Prevost and C.M. Bunting elected to LIRR Board; Charles M. Pratt resigns as VP. (MB)

- June 11, 1900** Sang Hollow Extension reclassified as main track instead of siding. (C&C - Val has open for traffic this date tho b. in 1896 citing MB)
- June 13, 1900** PRR Board authorizes new station at Allegheny, Pa., and abandonment of old West Penn station there; authorizes construction of a pedestrian bridge over Market Street at Broad Street Station; extension of Masontown & New Salem 1.75 miles to coke works of Fayette Coke Company on Hackney Farm; extension of Monongahela & Washington from Ellsworth to Shafts #3, 4 & 9 of James W. Ellsworth & Co.; extension of Pittsburgh & Eastern from Hooverhurst 3 miles to land of Clearfield & Indiana Coal Company; enlargement of Greenwich coal yard in South Philadelphia; line revisions at Coatesville and Huntingdon. (MB)
- June 14, 1900** Canoe Creek Branch opens between Flowing Spring and Moores Mill on Altoona Division; freight only (Snyder)
- June 1900** Hudson Tunnel Railway submits reorganization plan.
- June 1900** First Class D16b 4-4-0, No. 178, built at Altoona.
- June 1900** Steel manufacturers led by Andrew Carnegie present demand for reduction in rates to trunk line committee; railroads raised rates after steel manufacturers raised prices from \$19 to \$34 per ton; railroads oppose reduction unless price of rails lowered; Carnegie threatens to build own railroad. (NYT - date and details not clear)
- June 18, 1900** Reading Pres. George F. Baer writes to Pres. Cassatt complaining that the CNJ's net passenger earnings are only \$214,000 and it is unable to pay \$800,000 as its share of the North River Bridge; suggests electric cars running through a tunnel under the Hudson River as a cheaper solution. (AJC 2/39)
- June 18, 1900** Fast freight plows into a crowd of 2,700 people trying to board an Ancient Order of United Workmen's excursion to Altoona at the Johnstown station; 2 killed and two others fatally injured. (NYT)
- June 18, 1900** Chicago passes ordinance for elevation of PFW&C between 21st & 55th Streets and Englewood Connecting Rail(way). (Church)
- June 18, 1900** Terminal Railroad Association of St. Louis purchases stock of Granite City & Madison Belt Line Railroad. (Church)
- June 20, 1900** Wheeling Terminal Railway incorporated in Ohio. (Church)

- June 21, 1900** Monongahela & Washington Railroad opens between Monongahela City and Ellsworth, Pa.; operated by PRR. (Val)
- June 25, 1900** Future VP Charles Duncanson Young (1878-1955) joins PRR as summer employee at Columbus Shops while still a student at Cornell. (MB)
- June 26, 1900** Pennsylvania Company Executive Committee orders all Lines West passenger equipment lettered "Pennsylvania Lines"; authorizes enlargement of Steubenville Yard. (MB)
- June 26, 1900** Pittsburgh, Chartiers & Youghiogeny Railway agrees to build track on Neville Island serving plant of American Steel & Wire Company. (Church)
- June 27, 1900** PRR Board approves plans for new Camden passenger terminal; authorizes extension of Hempfield Branch from Herminie up Andrews Run to land of Ocean Coal Company. (MB)
- June 27, 1900** "CN" Interlocking ("COUNTY") placed in service at Millstone Jct.
- July 1, 1900** Spencer Meade appointed Superintendent of VRD, replacing Holmes D. Ely, deceased.
- July 1, 1900** Brooklyn station on Philadelphia Division renamed Lyndell. (Guide)
- July 1, 1900** Terre Haute & Indianapolis Railroad and other lines entering St. Louis from the east form East St. Louis Relay Passenger Station Association for purpose of building a union station near eastern approach to Eads Bridge. (Church)
- July 1, 1900** NYC&HR leases Boston & Albany Railroad for 99 years; lease carried with it 5,000 shares of New Haven. (Wheeler)
- July 1, 1900** After negotiations, Seaboard Air Line \_\_ begins interchanging with RF&P at Hermitage, north of Richmond, and drops threat to build parallel line. (Mordecai)
- July 2, 1900** Henry H. Flagler's Florida East Coast Steamship Company merged with Plant Steamship Company to form Peninsular & Occidental Steamship Company. (Bramson)
- July 4, 1900** Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.
- July 14, 1900** Compagnie du Chemins de Fer de Paris a Orleans holds formal opening of Gare du Quay d'Orsay as part of Exposition Universelle of 1900

(Balso).

- July 14, 1900** PRR contracts to operate Western New York & Pennsylvania and Allegheny Valley Railways effective Aug. 1; Mahoningtown-Oil City line to be operated by Pennsylvania Company. (Church)
- July 16, 1900** PRR Road Committee reports on plan of North River Bridge Company to construct a bridge over the Hudson at 23rd Street, New York City, with a union depot to be used by all lines terminating in New Jersey; estimate cost at \$90-100 million. (MB)
- July 16, 1900** Pres. Cassatt writes to J.P. Morgan proposing joint PRR-NYC&HR purchase of Monon. (Wheeler)
- July 16, 1900** PCC&StL Railway, Central Ohio Railroad and B&O grant Cleveland, Akron & Columbus Railway use of part of Columbus & Newark Division tracks at Columbus. (Church)
- July 17, 1900** Samuel Rea replaces C.M. Bunting as LIRR director; LIRR adopts new bylaws and regular PRR officers elected to all posts, making it a de facto Grand Division of the PRR. (MB)
- July 17, 1900** De Witt Clinton Haskin (1824-1900), promoter of first Hudson River rail tunnel, dies at Buffalo. (NYT)
- July 18, 1900** Pres. Cassatt leaves Haverford for New York, where he sails for Europe on summer vacation; private car No. 60 is attached to "special steamer train" leaving Philadelphia at 7:00 AM. (AJC)
- July 21, 1900** Dayton Union Station opens; Elzner & Anderson of Cincinnati, architects. (Church, C&C)
- July 21, 1900** Tourist Bureau circle tour of Canada leaves Philadelphia for Niagara Falls, Montreal, Quebec and Sanguenay, returning via D&H.
- July 23, 1900** Pennsylvania Company Executive Committee authorizes enlargement of Mosier Yard, extension of Salineville Railroad 1,500 feet to new coal mine. (MB)
- July 26, 1900** Cincinnati & Muskingum Valley Railroad agrees to build spur to proposed new station of Cleveland, Akron & Columbus Railway at Trinway, Ohio. (Church)
- July 27, 1900** Springfield (Ohio) & Richmond RPO cut to Xenia & Richmond RPO. (Kay)

- Aug. 1, 1900** PRR leases Allegheny Valley Railway under agreement of July 14, 1900. (Val)
- Aug. 1, 1900** PRR leases Western New York & Pennsylvania Railway for one year under agreement of July 14; extended from year to year. (Corp Hist)
- Aug. 1, 1900** Former Western New York & Pennsylvania and Allegheny Valley lines become Buffalo & Allegheny Grand Division of PRR with George W. Creighton as General Superintendent; Pittsburgh Division (WNY&P) abolished; Mahoningtown-Oil City line of WNY&Pa operated by Pennsylvania Company as part of Erie & Ashtabula Division in Lines West; balance of Pittsburgh Division renamed Chautauqua Division; (get bounds of Buffalo and Allegheny Divs.) Charles B. Price from General Superintendent of Allegheny Valley to Superintendent of River Division. ( , NYT)
- Aug. 1, 1900** W.H. Myers appointed General Superintendent of Philadelphia & Erie Grand Division, replacing G.W. Creighton.
- Aug. 1, 1900** Walhonding Coal Company grants mining lease to Wills Creek Coal Company. (Church)
- Aug. 11, 1900** Second Tourist Bureau Canadian circle tour departs Philadelphia.
- Aug. 1900** New Debrosses Street ferry house with copper front opens for double-deck boats; completed in May 1901.
- Aug. 1900** Cardington Branch of Philadelphia & Delaware County Railroad opens between Fernwood and Millbourne Mills near Upper Darby. (Val)
- Aug. 1900** Local officers recommend adding hump to Conway Yard.
- Aug. 15, 1900** Head-on collision at Pierson, Mich., on GR&I kills eight. (Shaw)
- Aug. 19, 1900** Last trip of passenger service between Ashtabula Station and Harbor station on Erie & Ashtabula Division. (tt)
- Aug. 22, 1900** Irvona & Cresson RPO established. (Kay)
- Sep. 1, 1900** Secretary of War approves new PFW&C bridge over Allegheny River at Pittsburgh. (Church)
- Sep. 1 1900** Pres. Cassatt has gone to Paris and London with Robert Pitcairn and B&O officials to develop European export markets for American coal. (NYT)

- Sep. 4, 1900** Ashland & Wooster Railway deeds its partly-constructed railroad between Apple Creek Jct. to West Lebanon, Ohio (9.42 miles) to Cleveland, Akron & Columbus Railway; CA&C then completes it to coal fields. (Church)
- Sep. 8, 1900** *Catskill Express* makes last run between \_\_\_ and Philadelphia.
- Sep. 12, 1900** PRR Board agrees to guarantee North River Bridge Company 200,000 cars per year at \$4 per car as its share of traffic to union depot in New York as requested by Bridge Company; agreement is contingent upon all railroads joining plan, and most are unwilling to do so; only Reading has made any response, and that is negative; plan calls for LIRR to come in tunnel to point under North River Bridge terminal; Gustav Lindenthal hopes to have bridge built by a syndicate that includes PRR and the Vanderbilts with financing by Mercantile Trust Company and Kuhn, Loeb & Co. (MB, AJC 2/39, 32/23)
- Sep. 12, 1900** PRR Board authorizes automatic block signals Philadelphia-Paoli; four-track system between Port Perry and Birmingham on Monongahela Division. (MB)
- Sep. 12, 1900** LIRR inaugurates express commuter train to Huntington, making run from Long Island City in 1:00. (NYT)
- Sep. 13? 1900** LIRR adopts PRR form of organization and certain officers. (NYT)
- Sep. 14, 1900** Old LIRR Executive Committee resigns and new Executive Committee appointed, consisting of August Belmont, S.M. Prevost, John P. Green, Charles E. Pugh, Samuel Rea, William H. Baldwin and R. Somers Hayes. (MB)
- Sep. 14, 1900** Pennsylvania Company Executive Committee authorizes preliminary work on track elevation between Pittsburgh station and new Allegheny River bridge; authorizes building joint station with Big Four at Forest, Ohio.
- Sep. 15, 1900** Cleveland, Akron & Columbus Railway agrees with Fox Lake Coal Company to extend its Fox Lake Branch to Lawrence Township, Stark County, in return for guarantee of 50,000 tons per year. (Church)
- Sep. 15, 1900** Pres. Cassatt is now in London, having come over from Paris. (NYT)
- Sep. 17, 1900** Anthracite coal strike begun by United Mine Workers of America for wage increases and union recognition; all miners at PRR mines at Williamstown, who are non-union, refuse to join strike; Lykens Colliery closed, along with Luke Fidler Colliery and Cameron Colliery at



- Shamokin. ( , NYT)
- Sep. 17, 1900 Toledo Railway & Terminal Company incorporated in Ohio to build belt line at Toledo.
- Sep. 19, 1900 \_\_\_ Williams, General Manager of PRR anthracite companies, meets with Pres. I.J. Wistar in Philadelphia on strike situation; Cameron Colliery at Shamokin resumes work. (NYT)
- Sep. 19, 1900 Tidewater Bituminous Steam Coal Traffic Association rejects N&W demand to restore rates of 1899 that were more favorable to Pocahontas roads; eventually agree to raise rates 10 cents across the board. (Lambie)
- Sep. 21, 1900 Pennsylvania Company Executive Committee authorizes extension of roundhouses at Allegheny, Alliance and Chicago (14th Street).
- Sep. 21, 1900 Cincinnati & Muskingum Valley Railroad contracts with Adams Express Company. (Church)
- Sep. 21, 1900 Pres. Cassatt returns from European vacation. (AJC)
- Sep. 1900 Steel manufacturers again present demands for rate cut to Trunk Line Committee after announce reduction in price of rails from \$34 to \$26; railroads are not unanimous in favor of reduction. (NYT)
- Sep. 24, 1900 Massillon & Little Beaver Railroad incorporated in Pa. to build from Cleveland & Pittsburgh Railroad at Little Beaver River to Ohio state line; only a small amount of work done; Ohio company of the same name does not become part of the PRR system. (Church)
- Sep. 25, 1900 Winfield Railroad incorporated in Pa.; runs 0.8 mile from West Winfield to Dennys Mills. (Val)
- Sep. 26, 1900 PRR Board authorizes double track on South Fork Railroad between South Fork and Lovett. (MB)
- Sep. 28, 1900 Robert Pitcairn returns to Pittsburgh from British trip. (NYT)
- Sep. 29, 1900 Last run of Louisville-Detroit sleeper via Logansport and Wabash Rail\_\_.
- Oct. 1, 1900 PRR begins operating Winfield Railroad under lease of Sep. 25, 1900; operation of Winfield Branch of Western Pennsylvania Railroad subleased to Winfield Railroad. (Val)
- Oct. 1, 1900 Webster station on Monongahela Division renamed Donora. (MB)

- Oct. 1, 1900** Theodore F. Brown named to new post of Assistant Auditor of Union Line to cope with increased through billings from Pacific coast.
- Oct. 3, 1900** LIRR Pres. Baldwin reports that Board of Rapid Transit Commissioners has approved Flatbush Avenue-Lower Manhattan tunnel; LIRR charters steamboat *Shinnecock* to Joy Steamship Company for winter. (MB)
- Oct. 3, 1900** Oil City & New Castle RPO changed to Oil City & Mahoningtown RPO. (Kay)
- Oct. 3, 1900** Lucas County Court of Common Pleas upholds right of Manufacturers Railway to occupy Water Street and a right of way through Riverside Park in Toledo. (Church)
- Oct. 11, 1900** Four-day 10th International Conference of the Railroad Department of the YMCA held at the PRR YMCA building in West Philadelphia. (Wilson)
- Oct. 15, 1900** Special excursion to Atlantic City held for delegates to YMCA conference.
- Oct. 18, 1900** NYC&HR opens interior renovations at Grand Central Depot to design of Chief Engineer William J. Wilgus (1865-1949) and Philadelphia architect Samuel Huckel, Jr. (1858-1917); trainshed reconfigured to 19 tracks; single large waiting room created by extending into train shed. (NYT, )
- Oct. 20, 1900** Uriah Hunt Painter (1837-1900), director and former Pres. of NYP&N, dies at age 63. (MB, PhlInq)
- Oct. 21, 1900** LIRR Pres. William H. Baldwin announces that PRR will build East River tunnels on one or more of three routes to bring LIRR into Manhattan; exact choice will depend on Board of Rapid Transit Commissioners' plans for subway tunnels to Brooklyn; notes that Pres. Cassatt has given the matter close attention since his return from Europe and Chief Engineer William H. Brown is preparing plans; also notes that Paul K. Ames, receiver of Long Beach Improvement Company, is to develop Long Beach as a resort equal to Atlantic City, for which LIRR will provide rapid transportation from New York, similar to that provided by PRR between Philadelphia and Atlantic City. (NYT)
- Oct. 23, 1900** U.S. Army Corps of Engineers holds public hearing on New York Connecting Railroad and Hell Gate Bridge; bridge, designed by Alfred E. Boller, is a cantilever with 800 foot clear span 135 feet above the water; railroad is to have loops serving the Long Island waterfront. (NYT)
- Oct. 23, 1900** Toledo & Ohio Central Extension Railroad reorganized as Marietta, Columbus & Cleveland Railroad. (Church)

- Oct. 24, 1900** PRR Board authorizes realignments at Colonia-Metuchen, Deans-Monmouth Jct., through Bristol and Torresdale-Holmesburg Jct. on New York Division; realignment between Trenton and Morrisville, including new Delaware River Bridge; extension of Madera Branch 1.9 miles to land of Betz Coal Mining Company near Belsena. (MB)
- Oct. 24, 1900** Midway & Oakdale Railway incorporated in Pa. to build from Midway on PCC&StL north and east to Oakdale on PCC&StL. (Church)
- Oct. 25, 1900** Anthracite coal strike ends; Republican leaders pressure coal companies into granting concessions short of union recognition to avoid coal famine in election season.
- Oct. 29, 1900** Pres. Cassatt meets with Pres. William H. Baldwin of the LIRR, Charles M. Jacobs, his tunnel expert, and August Belmont and Walter Oakman (?-1922) of the IRT's Subway Construction Company regarding the LIRR's tunnel to 33rd Street. (AJC 32/1)
- Oct. 29, 1900** Sharon & Butler Railroad incorporated in Pa. in interest of Sharon Steel Company to build from company lands near Hickory on Erie Railroad to Browns School House on Bessemer & Lake Erie Railroad. (Church)
- Oct. 30, 1900** Pennsylvania Company leases operation of Cleveland & Marietta Railway retroactive to Jan. 1, 1900. (Church)
- Oct. 31, 1900** Wheeling Bridge & Terminal Railway (or Wheeling Term Ry?) grants joint use of its Wheeling freight house to Wheeling & Lake Erie Railroad, Cleveland & Pittsburgh Railroad and Cleveland, Lorain & Wheeling Railway. (Church)
- Oct. 31, 1900** Planters Hotel Company agrees to buy half the stock of the Mackinac Island Hotel Company. (Church)
- Oct. 31, 1900** Tiffin & Northwestern Railroad grants quit claim covering old Mansfield, Coldwater & Lake Michigan Railroad right of way between West Unity in Williams County and Michigan state line to Lake Michigan & Southeastern Railroad. (Church)
- Fall 1900** J.P. Morgan meets with Clement A. Griscom of International Navigation Company, Bernard Nadal Baker of Atlantic Transport Company, and others on forming a combination of Atlantic shipping interest based on those two companies. (Flayhart)
- Nov. 1, 1900** New eastbound classification yard east of Juniata Scales at Altoona opens for eastbound coal traffic.

- Nov. 1, 1900** Lines West Voluntary Relief Dept. extended to GR&I, Cincinnati & Muskingum Valley, Cincinnati, Lebanon & Northern, Waynesburg & Washington, Terre Haute & Logansport and Wheeling Terminal Railway.
- Nov. 1, 1900** Lines West Pension Dept. created effective Jan. 1, 1901; no one over 35 to be employed after that date without permission of Board.
- Nov. 2, 1900** Pres. Cassatt meets with John D. Crimmins of City Trust Company of New York, representing Metropolitan Street Railway interests; Crimmins urges LIRR to locate its terminal between 32nd & 33rd Streets east of 4th Avenue instead of at 42nd Street. (AJC 32/1)
- Nov. 1900** Coal Lick Run Branch of South-West Pennsylvania Railway extended 6.73 miles to Ache Jct. (Val)
- Nov. 1900** Shamrock Branch of South-West Pennsylvania Railway opens from Shamrock Jct. south of Buffington to Shamrock Coke Works (1.32 miles). (Val)
- Nov. 1900** Pennsylvania Canal Company announces that it will make no further repairs to the canals. (AR)
- Nov. 10, 1900** NYC&HR leases Boston & Albany Railroad; in deference to New England sensibilities, remains nominally independent with headquarters in Boston and equipment lettered for "Boston & Albany". (Humphrey)
- Nov. 12, 1900** Chicago, Indiana & Eastern Railway files for extension from Muncie to Richmond and Cincinnati. (Church)
- Nov. 16, 1900** Philadelphia & Crisfield RPO extended to Philadelphia & Cape Charles RPO. (Kay)
- Nov. 17, 1900** PRR announces it will apply to Legislature for authority to increase its capital stock from \$151.7 million to \$201.7 million. (NYT)
- Nov. 19, 1900** PRR Vice President John P. Green joins Sutherland M. Prevost on B&O Board. (Wheeler)
- Nov. 20, 1900** Andrews Run Branch of South-West Pennsylvania Railway opens between Herminie and Ocean Coal Company's works at Oceanco (1.71 miles). (Val)
- Nov. 20, 1900** Pennsylvania Company Executive Committee authorizes extension of Manufacturers Railway at Toledo down Water Street to connection with Wheeling & Lake Erie; authorized combining station at Upper Sandusky

with that of Hocking Valley Railroad. (MB)

- Nov. 22, 1900** Washington & Alexandria Turnpike Company deeds its roadbed to the county and to the Washington Southern Railway; Washington Southern deeds its half of the turnpike and railroad right-of-way along its St. Asaph Street Branch to City of Alexandria. (MB)
- Nov. 23, 1900** Courts confirm annulment of Wabash lease of Eel River Rail(road).
- Nov. 25, 1900** *Pittsburgh Special*, No. 24, inaugurated as fast overnight run between Chicago and Pittsburgh. (tt.)
- Nov. 25, 1900** Passenger service inaugurated on \_\_\_ Branch between Bridgeville and Bishop, Pa. on PCC&StL. (tt)
- Nov. 25, 1900** New "CP" Interlocking placed in service at Larimer on Pittsburgh Division.
- Nov. 26, 1900** Pennsylvania Equipment Trust organizes with capital of \$10 million. (MB)
- Nov. 26, 1900** A.E. Reed, Superintendent of Altoona Divison, dies. (Snyder)
- Nov. 27, 1900** Pennsylvania Company agrees with Hetherington Brothers to extend its Salineville Branch to their coal lands in Carroll County, Ohio. (Church)
- Nov. 28, 1900** VP Samuel Rea informs Board that he has sold PRR's stock in West Virginia & Pennsylvania Rail(road?) to B&O for \$41,300. (MB)
- Dec. 1, 1900** PRR establishes transfer office at 8 Cedar Street in New York under an Assistant Secretary and is listed on the New York Stock Exchange; hitherto only listed on Philadelphia Exchange. (MB, NYT)
- Dec. 4, 1900** New Grand Rapids station opens; designed by Daniel Burnham.
- Dec. 7, 1900** Horace J. Hayden, director of C&O (what else?) dies. (AR)
- Dec. 8, 1900** Last coal dispatched from Nanticoke on Pennsylvania Canal.
- Dec. 9, 1900** New Red Star Line steamship *Vaderland* leaves Southampton on maiden voyage, filling in for damaged American liner *St. Paul*. (Flayhart)
- Dec. 10, 1900** Pennsylvania Company executive Committee authorizes second track at Toledo between Ash Street and Walbridge. (MB)
- Dec. 10, 1900** Southern Indiana Railway agrees to use Terre Haute Union Station.

(Church)

- Dec. 1900** Andrew Carnegie meets with Pres. Cassatt at Broad Street Station to protest PRR raising its rate by 1.5 mills per ton and ending rebates; Carnegie threatens to back George J. Gould in building new railroad into Pittsburgh. (Wheeler)
- Dec. 11, 1900** Pennsylvania Canal closes for the season, Columbia-Nanticoke and Northumberland-Watsontown; does not reopen in 1901; heavier locomotives and cars permit railroads to outperform 200-ton canals. (AR)
- Dec. 11, 1900** Samuel R. Callaway of NYC&HR elected director of C&O, replacing Horace J. Hayden, deceased. (AR)
- Dec. 12, 1900** PRR Board authorizes retirement of the approximately 28,000 20-ton freight cars now on Lines East at rate of 2,500 per year for seven years and their replacement with 40-ton and 50-ton cars. (MB)
- Dec. 12, 1900** PRR Board authorizes extension of Ebensburg & Black Lick Railroad from Vintondale to Social Hall; extension of Scalp Level Railroad from Scalp Level to Shade Creek; realignment at Duncannon. (MB)
- Dec. 12, 1900** Wabash Railroad agrees to operate Eel River Railroad for Receiver Richard Ruddell, retroactive to Dec. 1, 1900. (Church)
- Dec. 14, 1900** Majority report of House Committee on District of Columbia favors keeping PRR station on Mall; claims business interests, traveling public and most public opinion favor present location. (Moore)
- Dec. 14, 1900** Pennsylvania & Buffalo Connecting Railroad Company dissolved, as not needed since PRR leased Western New York & Pennsylvania Railway. (MB)
- Dec. 15, 1900** Minority report of House Committee on District of Columbia opposes any gift to PRR of public lands on Mall or Garfield Park and supports removal of station from the Mall and restoration of L'Enfant Plan. (Moore)
- Dec. 15, 1900** PRR establishes connection with Northern Susquehanna Railroad at Sinnemahoning, Pa. (MB)
- Dec. 15, 1900** A.C. Shand named Superintendent of Altoona Division, replacing A.E. Reed, deceased. (Snyder)
- Dec. 16, 1900** National Civic Federation founded to promote cooperative solutions to social problems and industrial conflict.

- Dec. 1900** Economic downturn ends and 21-month expansion begins. (NBER)
- Dec. 1900** Rainey Branch of South-West Pennsylvania Railway opens from Rainey Jct. near South Uniontown to Revere Coke Works (2.44 miles). (Val)
- Dec. 1900** Trunk Line committee reports unanimously in favor of reduction in steel rate to take effect in Jan. 1901. (NYT)
- Dec. 18, 1900** U.S. Senate spends all day debating bill to permit PRR to elevate its tracks and station across the Mall; most opposed on grounds will destroy plan to beautify the Mall. (NYT)
- Dec. 24, 1900** *New York Times* reports that A.J. Cassatt will resign as Pres. in favor of S.M. Prevost on Lines East and James McCrea on Lines West and take new post of Chairman of Executive Committee. (NYT)
- Dec. 24, 1900** PRR Road Committee hears report from Second VP \_\_ regarding the use of company property at Altoona on 7th Street between Howard and Chestnut Streets as a public park. (MB)
- Dec. 26, 1900** PRR Board votes to increase capital stock to \$251.7 million. (MB)
- Dec. 26, 1900** PCC&StL, Pittsburgh, Chartiers & Youghiogheny Railway, Pittsburgh & Lake Erie Railroad, and Pittsburgh & Ohio Valley Railway (controlled by American Steel & Wire Company) agree for PC&Y to build an industrial track on Neville Island in Ohio River. (Church)
- Dec. 28, 1900** PRR establishes interchange with Reading at Newberry Jct. west of Williamsport.
- Dec. 28, 1900** Chicago, Indiana & Eastern Railway opens between Matthews and Muncie, completing line from Converse. (Church)
- Dec. 31, 1900** Monongahela Railroad incorporated; owned 50/50 by PRR and P&LE to develop the coal fields of the Mon Valley under the "Community of Interest" program; acquires Brownsville Jct.-Brownsville, Adah Run-Cats Run, Cats Run Branch, Middle Run Branch and unfinished righth-of-way Brownsville to Adah Run from Pittsburgh, Virginia & Charleston Railway for \$395,000. (note: Church says transfer of PRR lines under 11/22/01 agreement)
- 1900** PRR issues \$22.2 million in new stock, including \$2.65 million to purchase stock of Erie & Western Transportation Company and \$6.6 million to buy stocks of companies merged into Schuylkill & Juniata Railroad.

- ca. 1900**      **George Gibbs becomes Chief Engineer of European Westinghouse companies. (G&H - verify)**
- 1900**      **Construction begins in a small way on New York Connecting Railroad; no work on a large scale until 1910. (C&C)**
- 1900**      **Separate two-track passenger line with automatic block signals opens across meadows between East Newark Jct. and Hackensack River, Jersey City.**
- 1900**      **PRR begins extending New York Bay Railroad to Greenville.**
- 1900**      **Philadelphia & Camden Ferry Company sells ferry *Suffolk County*. (AR)**
- 1900**      **West Jersey & Seashore Railroad acquires Delaware River Railroad (Woodbury-Penns Grove).**
- 1900**      **Stone retaining wall completed on Filbert Street Extension between 21st Street and Schuylkill River.**
- 1900**      **West Philadelphia grain warehouse razed.**
- 1900**      **Schuylkill River Branch Extension opens from Girard Point Branch near Penrose Avenue to 11th Street opposite League Island (1.49 mi.) in South Philadelphia. (Val, AR)**
- 1900**      **New agreement grants Reading access to piers and industries along Delaware Avenue from Callowhill Street to Packer Avenue, but switching must be performed by PRR locomotives. (CE)**
- 1900**      **Bryn Mawr station remodeled and canopies extended.**
- 1900**      **Fourth track opens between Gap and Gordonville on Philadelphia Division.**
- 1900**      **Fourth track opens between Parkesburg and Atglen on Philadelphia Division; completes four-track system between Philadelphia and Conestoga Bridge, except for Coatesville Bridge, which opens in 1904.**
- 1900**      **Four-track stone arch bridge opens over Brandywine Creek at Coatesville.**
- 1900**      **Old Lancaster, Pa., station remodeled.**
- 1900**      **New stone station opens at Elizabethtown, Pa.; part of new double-track alignment, which completes double track between Dillerville and**



**Middletown.**

- 1900 Columbia Yard enlarged.**
- 1900 Tangascootac Branch extended 3.25 miles to 3.59 miles from Queens Run, Pa. (Val)**
- 1900 New two-track westbound line opens between Barree and Spruce Creek, including new Spruce Creek Tunnel; completes four-track system between Mill Creek and Spruce Creek.**
- 1900 Fourth track opens between Tyrone and Tyrone Forge on Middle Division.**
- 1900 Old First Presbyterian Church at Altoona fixed up as employee library, which is removed from the Logan House.**
- 1900 Crissman Branch opens from point west of Canoe Creek Jct. to terminus (1.25 miles) on Middle Division. (Val)**
- 1900 Clapper Branch opens from junction with Canoe Creek Branch to terminus (0.76 miles) on Middle Division. (Val)**
- 1900 Fourth track opens between Kittanning Point and Bennington, completing four-track system between Altoona and Lilly.**
- 1900 Automatic block signals installed, Altoona to Gallitzin.**
- 1900 Pennsylvania & North Western Railroad begins operating Millersburg Railroad (Anita-Schaller's Coal Mines) without agreement. (C&C - says ca. 1900 - is same date that opens)**
- 1900 Porter Run Branch of Cambria & Clearfield Railroad extended 0.76 mile. (Val)**
- 1900 Eureka Branch No. 37 of Scalp Level Railroad from Paint Creek Branch to coal mines. (Val)**
- 1900 Alexandria Branch extended from Crabtree to New Alexandria. (3.57 mi.) on Pittsburgh Division. (Val)**
- 1900 Third track opens between Shafton and Larimer and fourth track between Manor and Larimer, completing four-track system between Manor and Shafton and Irwin and Larimer.**
- 1900 New alignment opens through Irwin, Pa., with new station.**

- 1900**                    **New station opens at Pitcairn.**
- 1900**                    **Four-track system completed between Jersey City and Harrisburg with exceptions of bridges over Passaic, Raritan, Delaware, and Schuylkill River, Brandywine at Coatesville, and Conestoga east of Lancaster; two separate two-track routes between Dillerville and Royalton via Elizabethtown and via Columbia.**
- 1900**                    **Eureka No. 37 Branch of Scalp Level Railroad opens (1.45 miles).**
- 1900**                    **Fairbanks Branch, 1.5 miles east of Saltsburg on Western Pennsylvania Railroad and part of original main line, abandoned. (Val)**
- 1900**                    **Second track completed on South-West Pennsylvania Railway between Foxton and Alverton (5.16 miles).**
- 1900**                    **Ruffsdale Branch of South-West Pennsylvania Railway opens from Ruffsdale to terminus (1.24 miles). (Val)**
- 1900**                    **Four-track system completed between Thomson and Homestead Yard on Monongahela Division.**
- 1900**                    **Second track completed between Foxtown and Alverton and between Lucyville and West Brownsville Jct. on Monongahela Division, completing double track from Pittsburgh to West Brownsville Jct.**
- 1900**                    **Coal Lick Run Branch opens between Uniontown (?) and Huron (11.72 mi.) (possibly 11/1900)**
- 1900**                    **Buffington Branch opens from Ache Jct. to Buffington (Fairbank) on Monongahela Division. (or 1902?)**
- 1900**                    **Moser Run Branch opens between Moser Run Jct. and Edenborn on Monongahela Division. (acquired by Monongahela Railroad in 1900)**
- 1900**                    **Andrews Run Branch opens between Herminie and Ocean Coal Company (Oceanco) on Monongahela Division.**
- 1900**                    **Hempfield Branch extended 2.31 miles (from Andrews Run Jct. to ?) on Monongahela Division.**
- c. 1900**                **Indian Run Branch of Allegheny Valley Railway (1.20 miles) opens at New Kensington, Pa. (Val)**
- 1900**                    **Four-track system completed between Allegheny and Rochester on Lines**

**West.**

- 1900** Interlocking placed in service at Englewood, Chicago, by Rock Island.
- 1900** Double-tracking completed between Pittsburgh and Columbus.
- 1900** Second track completed between Everson and Youngwood on Monongahela Division.
- 1900-?** Youngwood hump yard built on Monongahela Division for coke region traffic.
- 1900** Bellaire, Zanesville & Cincinnati Railway lays third rail for standard gauge between Bellaire and Shadyside. (Church)
- 1900** Belding Hall Branch of GR&I opens between Pellston and Bogardus, Mich. (3.96 miles).
- 1900** Widdicomb Extension of Manistee Branch of GR&I built (3.17 miles) to open timber lands.
- 1900** Slocum's Grove Branch of Muskegon, Grand Rapids & Indiana Railroad opens between Ravenna and Slocum's Grove (3.83 miles).
- Early 1900** PRR and Swift Refrigeration Company establish line of refrigerator cars for fruits and vegetables.
- 1900** New York & North Shore Railway opens trolley line between Flushing and Jamaica. (when control by LIRR?)
- 1900** Class G4 4-6-0 introduced.
- 1900** PRR buys 40 Class H6 2-8-0's from Baldwin.
- 1900** August Belmont syndicate buys New York & Long Island Railroad with charter for tunnel between Long Island City and 42nd Street. (Seyfried - Hood says early 1902 - yes in 1900 was controlled by Col. John J. McCook who offered it to PRR but rejected because price too high; acq. by Belmont after 1901 - LIRR then got charter for LI Extension RR in 1901 see AJC)
- 1900** Total investment in U.S. railroads exceeds \$10 billion for first time. (AAR)
- Early? 1901** PRR acquires B&O shares held by James J. Hill and Norman B. Ream of Chicago.

**Late 1900**      **Chicago & South Eastern Railroad opens between Anderson and Muncie, Ind., and connection with other railroads at Muncie. (Church - after Oct)**

**by 1901**      **PRR acquires Pittsburgh Provision Company owning stock yards on Herr's Island.**