

**PRR CHRONOLOGY
1911**

March 2005 Edition

- Jan. 1, 1911** PRR lease of Northern Central Railway fails to take effect; delayed by litigation for over three years.
- Jan. 1, 1911** Northern Central Railway acquires trackage rights over Baltimore & Sparrows Point Railroad from Colgate Creek to Penwood Park. (Val)
- Jan. 1, 1911** Pennsylvania Terminal Railway assumes operation of all PCC&StL lines south of Ohio River Bridge at Louisville under agreement of Dec. 31, 1910; begins joint operation of Louisville Bridge with Louisville Bridge Company; PCC&StL and Pennsylvania Land Company deed all properties in Kentucky to Pennsylvania Terminal Railway. (Church)
- Jan. 1, 1911** Engineer of Branch Lines Joseph U. Crawford named Consulting Engineer pending retirement and office abolished; office of Principal Assistant Engineer of Branch Lines abolished and incumbent Horace C. Booz named Assistant Chief Engineer. (MB)
- Jan. 4, 1911** LIRR holds first Board meeting in new offices in Penn Station; unveils complete set of presidential portraits; authorizes purchase of Sag Harbor dock, previously leases, from Maidstone Dock & Improvement Company. (MB)
- Jan. 5, 1911** Railway Automatic Safety Appliance Company begins three days of tests of automatic train stop near Greenwich Point piers in South Philadelphia. (RyAgeGaz)
- Jan. 8, 1911** PRR discontinues eastbound loaded movements from Gallitzin to Middle Division via New Portage line and Petersburg Branch. (Snyder)
- Jan. 10, 1911** Buckhannon & Northern Railroad stockholders adopt location of State Line Extension from Rivesville Jct., W.Va., on Paw Paw Branch of B&O to connection with Monongahela Railroad at Pennsylvania state line.
- Jan. 10, 1911** Brooklyn Rapid Transit Company (BRT) presents its own subway plan to New York City; to build 4th Avenue subway in Brooklyn

and bridge loop connecting with Coney Island lines. (Hood)

- Jan. 11, 1911** **PRR Board authorizes increasing capital stock by \$100 million; first increase since fall of 1903. (NYT)**
- Jan. 13, 1911** **PT&T abolishes posts of separate General Manager, General Superintendent and Superintendent, as now operated by PRR. (MB)**
- Jan. 1911** **Bennett station renamed Millvale on Conemaugh Division.**
- Jan. 1911** **PRR increases number of running tracks between Broad Street Station and West Philadelphia from 4 to 6 and builds new coach yard for suburban trains between 20th and 23rd Streets. (NB date of press release describing this project is 7/4/10; includes yard for 60 cars, widening Chinese wall, increasing from 2 to 4 tks from 23rd St. to W. Phila.; also inbund car & eng. running track from W. Phila. to Bd. St.- was to have been compl by 12/1/10!!)**
- Jan. 23, 1911** **J.P. Morgan sets new record in traveling from Washington to New York in PRR special train in 3:55. (NYT)**
- Jan. 24, 1911** ***New York Times* reports that deal almost closed for a syndicate to purchase the half block between 31st & 32nd Streets east of 7th Avenue from PRR as site of hotel. (NYT)**
- Jan. 25, 1911** **Special Committee on Northern Central recommends waiving condition that requires approval of 95% of Northern Central stockholders. (MB)**
- Early 1911** **PRR appoints committee to develop new Chicago freight station.**
- Winter 1911** **In severe winter weather, *Pennsylvania Limited* suffers three major accidents; press coverage confuses with *Pennsylvania Special* and implies accidents result from high speed. (RRH - verify)**
- Feb. 1, 1911** **NYC&HR extends electric operation from Glenwood to Hastings-on-Hudson on Hudson Line. (Condit)**
- Feb. 13, 1911** **John E. Payne, Pres. of Erie & Western Transportation Company, dies at Philadelphia at age 68. (RyAgeGaz)**
- Feb. 1911** **PRR permits smoking on upper decks of New York ferry boats because of great loss of traffic to Hudson & Manhattan Tubes. (NYT)**

- Feb. 17, 1911** William Ashbridge Baldwin (1835-1911), former Manager of Lines West and Pres. of Cleveland & Marietta, dies at Sewickley. (RyAgeGaz)
- Feb. 17, 1911** Locomotive & Boiler Inspection Act establishes mandatory regular inspections of boilers by ICC.
- Feb. 20, 1911** Road Committee establishes YMCA branch in Penn Station; Machias Jct. renamed Machias. (MB)
- Feb. 20, 1911** Hulton Ferry Company dissolved. (SR)
- Feb. 20, 1911** Cleveland ordinance requires grade separation on Cleveland & Pittsburgh Railroad between Central Avenue and East 26th Street. (Church)
- Feb. 21, 1911** Granite Improvement Company acquires Indiana coal properties of Central Coal & Mining Company (788 acres in Sullivan County), Terhune Coal & Mining Company (1,301 acres in Greene & Sullivan Counties), and Pan Handle Consolidated Coal Company (5,400 acres in Sullivan County). (Church)
- Feb. 23, 1911** PRR discharges over 100 shopmen at Pitcairn over union organizing. (Conlon)
- Feb. 24, 1911** PRR donates \$2,700 to establish YMCA branch in Penn Station.
- Feb. 24, 1911** U.S. __ Court dismisses bill to force segregation of Southern Pacific Company and Union Pacific Railroad.
- Feb. 1911** Machias Jct. station renamed Machias on Buffalo Division.
- Feb. 28, 1911** First VP Charles E. Pugh retires at 70 after 52 years of service. (MB)
- Feb. 28, 1911** PRR stages record fast run of new E6 No. 5075 with two coaches and General Superintendent Creighton's private car from Altoona to Philadelphia, 235 miles in 209 minutes for Altoona officials attending retirement party of Charles E. Pugh; runs Altoona-Harrisburg, 131 miles in 114 minutes. (Snyder, NYT)
- Mar. 3, 1911** Samuel Rea promoted to First VP; John B. Thayer to Second VP; Henry Tatnall to Third VP; W.W. Atterbury to Fourth VP; W.H. Myers elected Fifth VP with supervision of Purchasing, Real Estate and Insurance Depts.; Simon Cameron Long promoted to General Manager, replacing Myers; R.L. O'Donnel to G.S. of Western

Pennsylvania Grand Division replacing Long; J.G. Rodgers to G.S. of Buffalo & Allegheny Grand Division replacing O'Donnel; Elisha Lee promoted from Supt. of NYP&N to Asst. to G.M, replacing Rodgers; A.J. County to Assistant to First VP Rea; Charles M. Sheaffer to G.S. of Transportation, replacing Michael Trump, reassigned; D.C. Stewart to Supt. of Passenger Transportation, replacing Sheaffer. (AR)

- Mar. 3, 1911** Former Comptroller Robert W. Downing dies.
- Mar. 7, 1911** Former General Coal Freight Agent J.G. Searles (1848-1911) dies at Philadelphia. (RyAgeGaz)
- Mar. 8, 1911** PRR Board authorizes \$1.4 million for expansion of Filbert Street Elevated. (MB)
- Mar. 8, 1911** McKean car No. 4701 first placed in regular revenue service on Belvidere-Delaware Branch; proves underpowered and is withdrawn on Mar. 25. (Keystone)
- Mar. 9, 1911** YMCA opens at Penn Station, occupying 50,000 square feet on fourth floor. (NYT)
- Mar. 11, 1911** VP Samuel Rea rejects proposal for a statue honoring the workers of the Penn Station project and a tablet with the names of those killed to be placed in the niche on the Grand Staircase opposite Cassatt's statue, the very spot his own statue will later occupy. (SR)
- Mar. 14, 1911** At annual meeting, PRR stockholders approve \$100 million increase of stock. (AR)
- Mar. 15, 1911** AFL Railway Employees' Dept. signs first eight-hour contract with any railroad, the Denver & Rio Grande Railway. (Conlon)
- Mar. 1911** PRR notes that of 67,912 passenger trains operated on Lines East during the month, 92% are on time. (RyAgeGaz)
- Mar. 1911** Buckhannon & Northern Railroad places line from Rivesville Jct. to Pa. state line under contract. (Church)
- Mar. 16, 1911** LIRR appoints J.P. Kineon Superintendent of Trolley Lines retroactive to Feb. 15. (MB)
- Mar. 17, 1911** PRR circular notes that in layoffs due to falling revenues, union men are to be discharged first. (Conlon)

Mar. 17, 1911 LIRR opens double track between Hicksville and Syosset.

Mar. 1911 Hanover station renamed Hanover Farms on Amboy Division.

Mar. 1911 Buckhannon & Northern Railroad contracts for construction between Rivesville Jct., W.Va., and Pennsylvania state line.

Mar. 21, 1911 Nathaniel Thayer (-1911), partner in Kidder, Peabody & Co. and New Haven director, dies at Boston at age 59. (NH AR)

Mar. 22, 1911 Indianapolis City Council resolution calls for track elevation between Kentucky Avenue and East 10th Street. (Church)

Mar. 23, 1911 Shop forces at Altoona and Hollidaysburg cut to 45 hours per week and 12 main line crews disbanded because of drop in business. (Snyder)

Mar. 24, 1911 VP Samuel Rea denies rumors that PRR will sell Jersey City Terminal at Exchange Place. (NYT)

Mar. 27, 1911 Severe thunderstorm with winds in excess of 70 MPH hits Northeast Philadelphia; PRR station at Tacony destroyed, and a wreck train proceeding to the scene is derailed. (NYT)

Mar. 28, 1911 Baltimore, Chesapeake & Atlantic Railway places former Norfolk Southern Railway steamer *Neuse* in service on Piankatank River Line after lengthening by nine feet and renaming *Piankatank*. (AR)

Mar. 29, 1911 Committee on surplus New York real estate reports that have declined proposal from Charles Soosmith for PRR to spend \$6 million to build hotel, which he will lease for 21 years. (MB)

Mar. 31, 1911 Ridgway & Clearfield Railroad Company merged into PRR under agreement of Oct. 21, 1910. (Val)

Apr. 1, 1911 LIRR begins operation of first battery car on Bushwick Branch.

Apr. 1, 1911 New Haven breaks ground for electrification of Harlem River Branch. (AR)

Apr. 1, 1911 Pennsylvania Company leases freight house at O'Fallon Street & Cass Avenue in St. Louis to Vandalia Railroad. (Church)

Apr. 3, 1911 Superintendent of Voluntary Relief Dept. Spencer Meade (1850-1911) dies at Philadelphia after 42 years of service (AR)

Apr. 3, 1911 Virginia State Corporation Commission raises maximum

passenger fare from 2 cents-per-mile to 22 cents per mile.
(Mordecai)

- Apr. 9, 1911** Maryland, Delaware & Virginia Railway places steamer *Middlesex* back in service on Rappahannock River Line after rebuilding with 26 extra staterooms and running water in every room. (AR)
- ca. Apr. 1911** L.C. Hanna of Ohio & Western Pennsylvania Dock Company and PRR=s D.T. McCabe indicted for collusion in contract for handling ore; later Ohio & Western Pennsylvania Dock Company and Pennsylvania Company fined. (LW tt)
- Apr. 18, 1911** LIRR Board authorizes sale of parlor car No. 798 to be used to tranfers inmates to State Hospital at Central Islip. (MB)
- Apr. 24, 1911** Cresson Springs Company dissolved.
- Apr. 24, 1911** ATO issues report on courtesy to public; notes PB&W uses courtesy lectures, while other divisions use printed instructions; Hudson & Manhattan Railroad gives new employees copies of McAdoo's 1908 "Public be Pleased" speech; ATO recommends against formal courtesy classes or a Complaint Bureau. (ATO)
- Apr. 25, 1911** ATO committee recommends keeping 85-lb. rail on branches for locomotives up to size of D16b and H6, except where heavy traffic requires H8 or need for high speed requires Class E 4-4-2's. (ATO)
- Apr. 28, 1911** Eastbound track of new bridge over Little Wabash River west of Effingham placed in service.
- Apr. 29, 1911** Samuel Rea issues statement against Brooklyn Rapid Transit Company's proposal to build subways into Manhattan as not serving West Side, where Penn Station is located, or the Bronx. (NYT)
- Apr. 29, 1911** Pres. McCrea responds to recent indictments for alleged rebates on iron ore at Cleveland; says payments represented year-end refunds to consumers of savings resulting from improved methods of ore handling (Hulett's?), and that all consumers received uniform treatment. (NYT)
- Apr. 29, 1911** Excursion train carrying 169 school teachers from Utica, N.Y., to Washington derails and burns south of Martins Creek, N.J., on Belvidere-Delaware line; 11 killed and 40 injured; caused by defective track under repair and failure of track crew to post warning flags; wooden DL&W cars were lighted by Pintsch gas.

(RyAgeGaz)

- Apr. 30, 1911** **Passenger service resumed to Angora station on Central Division. (AR)**
- May 1, 1911** **Bedford & Hollidaysburg Railroad and Bedford & Bridgeport Railway merged to form Hollidaysburg, Bedford & Cumberland Railroad under agreement of Mar. 22, 1911. (Val)**
- May 1, 1911** **1,171 of 1,500 shopmen begin wildcat strike on Pittsburgh, Monongahela and Allegheny Divisions at Pittsburgh and Pitcairn over PRR discharging union men first in cutbacks; PRR sends private police to protect shops and prepares to bring in strikebreakers. (Conlon, Snyder, NYT)**
- May 1, 1911** **General Superintendent of New Jersey Grand Division Frank L. Sheppard also named General Superintendent of WJ&S and of Philadelphia & Camden Ferry Company, replacing D.H. Lovell, given leave; James T. Wallis promoted from Superintendent of Motive Power of Northern Central and Erie Grand Division to Superintendent of WJ&S and P&C, replacing Lovell. (AR)**
- May 2, 1911** **AFL strikers at Pitcairn refuse demands of women car cleaners to be organized. (NYT)**
- May 1911** **NYC&HR begins erection of steelwork for Grand Central Terminal head house on east facade. (Wilgus)**
- May 4, 1911** **Shopmen's strike spreads to Allegheny Shops on PFW&C and Verona Shops on Allegheny Valley line. (NYT)**
- May 5, 1911** **PRR replaces striking freight handlers at Pitcairn Transfer with strikebreakers. (NYT)**
- May 6, 1911** **PT&T contracts with Robert S. Pollack Company for masonry, etc. for new, enclosed LIRR waiting room at Penn Station; original waiting room at 7th Avenue end is too small and lacks heat and toilets and is the source of many complaints; summer business is so large that passengers would otherwise have to use General Waiting Room and mingle with long distance passengers. (MB, SR)**
- May 6, 1911** **Morgantown & Dunkard Valley Railroad opens electric interurban railway between Randall and Barker (Pursglove), W.Va.**
- May 8, 1911** **Monongahela Railroad leases Connellsville & Monongahela Railway consisting of 22.22 miles of coal mine branches south of**

- Brownsville, Pa. (date of lease)
- May 11, 1911** **Sodus Point & Stanley RPO discontinued. (Key)**
 - May 14, 1911** **LIRR opens double track between Broadway and Great Neck.**
 - May 15, 1911** **U.S. Supreme Court orders Standard Oil Companies broken up under Sherman Act; major pieces are Standard Oil of New Jersey (Exxon), Standard Oil of New York (Mobil), Standard Oil of California (Chevron), and Standard Oil of Indiana (Amoco).**
 - May 17, 1911** **Board of Engineers on Philadelphia Terminal Improvements makes final report; recommends an open subway between Kensington and Broad Street Stations, converting Broad Street to through operation for trains to South and West; also electrification of suburban lines; rejected alternatives include a subway under Broad Street to North Philadelphia, routing Western trains via Fernwood, Grassland, and proposed Darby Creek low grade line, and a large station with turning loop in West Philadelphia; the latter became basis for plans adopted in 1920s. (CE)**
 - May 17, 1911** **Ohio Circuit Court dismisses suit of Muskingum County Board of Commissioners to recover Muskingum County Railroad from Ohio River & Western Railway over failure to standard-gauge line entire line. (Church)**
 - May 1911** **West Palmyra station renamed Arch Street, Palmyra on Amboy Division.**
 - May 22, 1911** **Westbound track of new bridge over Little Wabash River west of Effingham placed in service.**
 - May 27, 1911** **Big fire at Coney Island destroys almost all buildings on Prospect Park & Coney Island Railroad property south of Surf Avenue, depriving it of rents; losses included Dreamland amusement park, Iron Pier, and Coney Island Observatory. (MB)**
 - c. May 28, 1911** **Enlarged boarding area opens in LIRR Concourse of Penn Station to accommodate increasing number of riders; includes extending area under the skylight by 70 feet and building bridge and stairways to Platforms 8 & 9 and Tracks 15-17. (SR)**
 - May 29, 1911** **U.S. Supreme Court orders reorganization of American Tobacco Company under Sherman Act, rather than a complete breakup. (what parts?)**
 - May 31, 1911** **700 shopmen strike at Altoona in response to organizers who had**

gotten small strikes at Pitcairn and Pittsburgh over discharging union organizers and members first in cutbacks. (Snyder)

- June 1, 1911** **George Gibbs and E. Rowland Hill form engineering firm of Gibbs & Hill, making permanent their joint work on the Penn Station project; Gibb & Hill become prime electrical consultants to PRR; office on northeast corner of 3rd floor of Penn Station. (G&H)**
- June 1, 1911** **LIRR cuts salary of Chief Engineer of Electric Traction George Gibbs from \$5,000 to \$3,600 because of lack of electrification work and grants two month leave to restore health. (MB)**
- June 2, 1911** **Passenger Traffic Manager J.R. Wood replies to complaint of Manhattan Central Improvement Association, representing midtown merchants, against extra 10 cent fare for use of Penn Station; says is not unreasonable and does not discourage traffic. (NYT)**
- June 3, 1911** **Striking Altoona shopmen return to work to save seniority. (Snyder)**
- June 3, 1911** **New Chicago & North Western Terminal opens in Chicago two blocks north of PRR's Union Passenger Depot; 16 tracks in Bush train shed. (DeRouin)**
- June 4, 1911** **Strikers attack a strikebreakers' barracks at Brownsville; shots traded; one striker beaten, and women who operated barracks shot in head during melee. (NYT)**
- June 4, 1911** **New NYC-New Haven union station opens at Worcester, Mass. (RyAgeGaz)**
- June 9, 1911** **Strike begins at Baldwin Locomotive Works, formerly a non-union bastion; IWW vies with AFL unions for control of strike. (Conlon)**
- June 11, 1911** **Vandalia Railroad reopens freight station at Main & O'Fallon Streets in St. Louis at request of Municipal Bridge & Terminal Commission; closed since end of 1896.**
- June 12, 1911** **Orangeville Engine Terminal opens at Baltimore and roundhouse at Mt. Vernon Yard abandoned. (AR)**
- June 12, 1911** **MD&V Railway Board approves sale of steamboat *Caroline*. (MB)**
- June 13, 1911** **Transit Committee of New York City Board of Estimate, chaired by George McAneny, releases report combining elements of the**

IRT and BRT plans with joint company and city funding; nearly two years are spent haggling over terms. (Hood)

- June 15, 1911** **Eden B. Hunt appointed Superintendent of VRD, replacing Spencer Meade, deceased. (MB)**
- June 1911** **Burley Branch of Cambria & Clearfield Railway opens north of Coal Run Jct., Pa. (1.51 miles).**
- June 19, 1911** **Pennsylvania Gov. __ signs Full Crew Law regulating various running practices and requiring strict separation of work by trade, effective July 22; requires flagman and two brakemen on all freight trains over 30 cars and one brakeman and flagman on all passenger trains over 4 cars; PRR says will cost extra \$2 million per year. (RyAgeGaz)**
- June 19, 1911** **Pennsylvania Land Company dissolved. (Church)**
- June 20,, 1911** **400 striking shopmen return on Pittsburgh Division. (RyAgeGaz)**
- June 25, 1911** **Trolley cars of Montandon & Mifflinburg Electric Railway Co. begin operating over PRR between Lewisburg Bridge and Lewisburg Station. (had begun using Susquehanna River Bridge earlier in 1911 or 12/1/10)**
- June 26, 1911** **Cleveland, Akron & Cincinnati Railway incorporated in Ohio as merger of Cleveland, Akron & Columbus Railway and Cincinnati & Muskingum Valley Railroad under agreement of June 13; PRR had purchased minority stock holdings of CA&C from Dutch stockholders. (Church, NYT)**
- June 30, 1911** **Bradford Railway Company and Olean, Bradford & Warren Railway Company merge to form Bradford Railroad Company; Kinzua Valley Railroad Company and Kinzua Railway Company merge to form Kinzua Railroad Company; remnant of former narrow gauge lines is operated by Western New York & Pennsylvania. (Val)**
- June 30, 1911** **McKean & Buffalo Railroad Company merged into Western New York & Pennsylvania Railway Company under agreement dated May 1, 1911; becomes Clermont Branch. (Val)**
- June 30, 1911** **Westbound passenger train stopped by ties placed on tracks five miles east of Erie; six robbers engage in shootout with mail and express clerks. (RyAgeGaz)**

- July 1, 1911** Chief of Motive Power Theodore N. Ely retires after 43 years of service because of ill health; office abolished; Alfred W. Gibbs (1856-) appointed to new office of Chief Mechanical Engineer on staff of ___; Richard Newton Durborow (1860-1911) promoted from Superintendent of Motive Power of Eastern Pennsylvania Grand Division to General Superintendent of Motive Power for Lines East, replacing Gibbs. (AR)
- July 1, 1911** President McCrea appoints Gibbs & Hill as consulting electrical engineers at \$5,000 per year. (MB)
- July 1, 1911** LIRR makes new operating agreement with New York & Rockaway Beach Railway reflecting recent operating losses. (MB)
- July 1, 1911** Reading grants B&O use of Philadelphia Belt Line on Delaware Avenue between Tasker and Callowhill Streets. (RyAgeGaz)
- July 1, 1911** Toledo, Walhonding Valley & Ohio Railroad and Cleveland & Marietta Railway merge to form Toledo, Columbus & Ohio River Railroad Company under agreement of June 13, 1911; operated by Pennsylvania Company; Cleveland, Akron & Columbus Railway Company and Cincinnati & Muskingum Valley Railroad Company consolidated to form Cleveland, Akron & Cincinnati Railway Company. (Church has TC&OR agreement filed 6/21; CA&C on 6/26)
- July 1, 1911** Pennsylvania Company begins operating Toledo, Columbus & Ohio River Railroad; (what divisions created?? check C&C)
- July 1, 1911** New Haven-NYC&HR Joint Operating Agreement goes into effect, eliminating competition and allowing New Haven to operate over certain Boston & Albany lines, including a through Boston service via Springfield; New Haven is to share equally in net earnings of B&A. (NH AR, NYC&HR AR)
- July 1, 1911** Pennsylvania Company leases old main track of Cleveland & Pittsburgh Railroad between Bradys Lake and Ravenna, Ohio, to Nypano Railroad (Erie) for use as second track. (Church, Minor)
- July 3, 1911** Brakeman's error switches Atco-Camden local No. 218 across main line at Lucaston, N.J., directly into path of Philadelphia-Atlantic City Express No. 185, which cuts through it at top speed; two killed and 17 injured. (NYT)
- July 4, 1911** Elks convention special leaves Pacific Northwest bound for Atlantic City via Milwaukee Road and PRR; consist is 2 baggage

cars, six sleepers, diner and observation car; all but observation are steel; claimed as first transcontinental steel passenger train. (RyAgeGaz)

- July 5, 1911** **Chartiers Southern Railway adopts locations for Marianna to PRR at Besco, from Clarksville to Waynesburg and from Waynesburg to point on Smith Creek in Greene County; no work done before 1917.**
- July 6, 1911** **McKeen car No. 4701 begins running between Bradford, Pa., and Olean, N.Y., which becomes its regular assignment. (Keystone)**
- July 8, 1911** **Westmoreland Couty Coal Strike ends with victory for operators; at least 20 killed in riots during strike. (Snyder)**
- July 10, 1911** **Cincinnati ordinance calls for grade crossing elimination on Little Miami Railroad between Niagara Street and Brooklyn Street. (Church)**
- July 10, 1911** **Pan Handle Consolidated Coal Company dissolved. (Church)**
- July 11, 1911** **Eastbound *Federal Express* derails taking crossover east of Bridgeport, Conn. at high speed; 13 killed, 40 injured. (RyAgeGaz)**
- July 13, 1911** **First public demonstration of an airplane at Altoona. (Snyder)**
- July 1911** **PRR brings suit in Dauphin County Court of Common Pleas against new Pennsylvania Full Crew Law. (RyAgeGaz)**
- July? 1911** **Vandalia Line opens new freight station at Main Street, 2nd Street & Cass Avenue in St. Louis; old station was in East St. Louis. (RyAgeGaz)**
- July 17, 1911** **New interchange with DL&W opens at Northumberland, Pa.**
- July 17, 1911** **C&O begins through passenger service between Old Point Comfort and Chicago over its own rails. (RyAgeGaz)**
- July 1911** **Interborough Rapid Transit Company withdraws from negotiations with New York City for extension of subways; Board of Estimate resolves to grant all new subways to Brooklyn Rapid Transit Company. (NYT)**
- July 21, 1911** **New York City Board of Estimate awards Triborough subway to Brooklyn Rapid Transit Company, which is primarily interested in line up Broadway as far as 59th Street, to chagrin of PRR, as it leaves Penn Station isolated. (NYT)**

- July 22, 1911** Bedford Division Superintendent Wilfred L. Cooper (1860-1911) and son drown when canoe upsets in the Susquehanna River near Safe Harbor. (Snyder, ATO)
- July 27, 1911** No. 14 strikes automobile at Rebecca Street crossing in Wilmerding, Pa., killing four occupants. (NYT)
- July 29, 1911** Pennsylvania, Monongahela & Southern Railroad opens 0.33 mile to new station at Rices Landing. (AR)
- July 29, 1911** MD&V Railway sells steamboat *Essex* after its being damaged by fire. (MB)
- July 29, 1911** Tiffin & Northeastern Railroad conveys two miles of roadbed near Napoleon, Ohio, including piers for bridge over Maumee River, to receiver of Detroit, Toledo & Ironton Railway. (Church)
- July 29, 1911** New Haven begins electrified passenger service over Harlem River Branch between Harlem River and Stamford. (AR)
- July 31, 1911** ICC approves commuter fare increases for most lines at New York but orders PRR fares reduced. (NYT)
- July 31, 1911** Trolley car operation of Montandon & Mifflinburg Electric Railway Company over PRR extended from Lewisburg to Mifflinburg.
- Aug. 1, 1911** Philadelphia & West Chester Traction Company begins general freight service between West Chester and 63rd Street, Philadelphia; Philadelphia Rapid Transit Company hauls to its freight station at Front & Market Street. (RyAgeGaz)
- Aug. 6, 1911** VP Samuel Rea issues public statement against award of Broadway and Lexington Avenue subway franchises to Brooklyn Rapid Transit Company and failure to provide for 7th Avenue Subway. (NYT)
- Aug. 6, 1911** Northumberland Yard completed on Williamsport Division; 70 miles of track; improvement also includes new station and shops. (AR)
- Aug. 6, 1911** Tender of eastbound *Pennsylvania Special No. 28* derails at 60 MPH at Indiana Harbor; locomotive overturns, and two cars derailed; no passengers injured. (NYT)

- Aug. 12, 1911** Manual block system installed on Kinkora & New Lisbon Railroad.
- Aug. 13, 1911** Eastbound *Pennsylvania Special* No. 28 derails at 70 MPH at crossover for shoo-fly track at west end of Fort Wayne track elevation; doubleheaded locomotives crash into freight locomotive on adjacent track; 4 employees killed and 53 injured. (NYT, RyAgeGaz)
- Aug. 1911** St. Thomas station renamed White Marsh on Trenton Cutoff.
- Aug. 1911** Monongahela Railroad begins construction of extension from Martin, Pa., south to West Virginia state line. (AR)
- Aug. 1911** Construction of 4 Hulett ore-unloaders begins at West Basin in Cleveland; Hulett's have 17-ton buckets; total 4,000 tons per hour; also includes 1,200,000-ton storage yard. (Cleveland Docks book says b. 1911!)
- Aug. 24, 1911** NYC&HR begins erection of steelwork for center block of Grand Central Terminal head house, including main Concourse. (Wilgus)
- Aug. 26, 1911** Vandalia Railroad opens new coal branch (3.78 miles) southwest of Bicknell, Ind.
- Aug. 26, 1911** Mackinac Transportation Company's new steel car ferry *Chief Wawatam* launched at Toledo Shipbuilding Company; unlike other lake ferries, used bow loading. (Carferries.com)
- Aug. 1911** New enclosed LIRR Waiting Room opens under north Train Shed skylight in Penn Station. (SR)
- Aug. 1911** PRR notifies other railroads that it will no longer accept box cars of 20 tons capacity or less except for ventilated cars with southern produce. (RyAgeGaz)
- Aug. 30, 1911** Rahway, N.J., passes ordinance for track elevation. (CE)
- Aug. 31, 1911** PRR discontinues shuttle trains between Penn Station and Flatbush Avenue established in 1910 to replace Brooklyn Annex ferry; had not been guaranteed to connect with PRR trains at Penn Station. (RyAgeGaz)
- Sep. 1911** LIRR removes trolley wire for Ocean Electric cars between Far Rockaway and Hammels; Ocean Electric cars equipped with third rail shoes.

- Sep. 4, 1911** "SW" Interlocking placed in service at South-West Jct. east of Greensburg as part of realignment and completing four tracks between New York and Pittsburgh, except for Radebaugh Tunnel; includes duck-under for westbound moves to South-West Pennsylvania Branch. (RyAgeGaz)
- Sep. 12, 1911** New alignment opens between Dunreith and Knightstown, Ind., on Indianapolis (now Columbus) Division.
- Sep. 15, 1911** New Baltimore Union Station opens; designed by Kenneth M. Murchison; design is similar to his DL&W station at Scranton; exterior of pink Milford granite similar to Penn Station in New York; Bush train shed covers seven tracks; renamed Pennsylvania Station in 1928. (AR, Droege)
- Sep. 24, 1911** Towerman's error at Larimer sends freight train crashing head on into standing *Pennsylvania Special* No. 28; fireman of No. 28 crushed to death. (NYT)
- Sep. 25, 1911** Ohio Board of Public Works leases bed of old Miami & Erie Canal in Cincinnati to PCC&StL. (Church)
- Sep. 27, 1911** Hudson & Manhattan Railroad runs special train for officials from Hudson Terminal to Manhattan Transfer. (RyAgeGaz)
- Sep. 27, 1911** PRR Board approves (manual?) block system for Kinkora-Lewistown, Trenton-Manunka Chunk, and Lambertville-Flemington in N.J. (MB)
- Sep. 30, 1911** Tonnage ratings on Indianapolis (now Columbus) Division increased by average of 15% because of line and grade improvements.
- Sep. 30, 1911** AFL shop craft unions strike Harriman lines. (RyAgeGaz)
- Oct. 1, 1911** Hudson & Manhattan opens from Grove Street to Manhattan Transfer, interchange with PRR trains to and from Penn Station; runs over PRR west of "SC" ("WALDO") Interlocking, Jersey City; American Car & Foundry builds 60 PRR Class MP38 and 36 identical H&M Class "D" cars for this service; in contrast to other H&M cars, are painted Tuscan Red. (RyAgeGaz, Cudahy)
- Oct. 1, 1911** Charles D. Young named Engineer of Tests, replacing _____. (MB)
- Oct. 7, 1911** Pres. McCrea addresses Lehigh University founder's day

ceremonies on question of conservation of natural resources.
(NYT)

- Oct. 11, 1911** New York Mayor William J. Gaynor makes public statement in favor of 7th Avenue Subway. (NYT)
- Oct. 11, 1911** New Jersey PUC directs PRR and CNJ to begin stopping at Asbury Park, N.J., on Sundays starting Nov. 1, ending concession granted by Ocean Grove Camp Meeting Association. (NYT)
- Oct. 1911** VP Samuel Rea, Mayor Gaynor, ex-Mayor Seth Low and other officials meet; to pressure Interborough Rapid Transit Company into building 7th Avenue Subway. (NYT)
- Oct. 15, 1911** Lake Erie & Pittsburgh Railway opens between Marcey, Ohio, on NYC and Bradys Lake Jct. on PRR; operated by LS&MS and successors which also acquire trackage rights over Cleveland & Pittsburgh between Bradys Lake Jct and Ravenna Jct. under an agreement dated Jan. 5, 1914; Pennsylvania Company has 50% interest in LE&P but does not use it. (Church)
- Oct. 1911** Alco builds experimental Class HH1 2-8-8-2 simple articulated locomotive; first articulated locomotive on PRR and first U.S. single-expansion articulated.
- Oct. 18, 1911** New Mackinac Transportation Company steel car ferry *Chief Wawatam* arrives at St. Ignace, Mich.; placed in service soon after and wooden ferry *St. Marie* retired. (Carferries.com)
- Oct. 25, 1911** Baldwin Locomotive Works strike ends. (Conlon)
- Oct. 27, 1911** Dauphin County Court of Common Pleas beings two days of hearing PRR's suit against the Pennsylvania Full Crew Law. (RyAgeGaz)
- Oct. 29, 1911** Revised connection between Williamsport and Sunbury Divisions opens at "DY" Sunbury. (AR)
- Oct. 31, 1911** LS&MS obtains trackage rights over B&O between Ravenna Jct. and P&LE at Youngstown, thus creating a short cut for freight between Cleveland/Lorain and Pittsburgh via Lake Erie & Pittsburgh Railway. (Church)
- Oct. 31, 1911** Pennsylvania Company agrees with LS&MS and Lake Erie, Alliance & Wheeling Railroad to operate freight track from Bradys Lake to LEA&W Jct. at Minerva. (Church)

- Nov. 1, 1911** Pres. McCrea joins officials of Bessemer & Lake Erie, Nickle Plate, and LS&MS in meetings with ICC Commissioner Lane who is conducting investigation of rebating on lake ore, particularly to U.S. Steel Corporation; all four roads are under indictment for allegedly violating Elkins Act through discriminating on dock charges at Ashtabula and Conneaut. (NYT)
- Nov. 2, 1911** Kinzua Railroad Company merged into Western New York & Pennsylvania Railway Company under agreement dated Sep. 27, 1911. (Val)
- Nov. 5, 1911** NY&LB trains begin stopping at Asbury Park-Ocean Grove station on Sundays for first time since 1875 after N.J. PUC overturns contract with Ocean Grove Camp Meeting Association; although station was in Asbury Park, it was built subject to Ocean Grove's blue laws. (RyAgeGaz)
- Nov. 13, 1911** Architect Charles Reed (-1911) of Reed & Stem dies at age 54. (RyAgeGaz - check NYT)
- Nov. 15, 1911** Returning from Charles Reed's funeral, architect Charles Wetmore talks to NYC&HR Pres. William H. Newman about making Warren & Wetmore sole architects for Grand Central Terminal. (Nevins, Condit)
- Nov. 15, 1911** LIRR drops seven trains on main line and others on branches because of deficit from combined steam and electric operation. (RyAgeGaz)
- Nov. 1911** Experimental Class K29 4-6-2 constructed by Alco.
- Nov. 1911** Charles Duncanson Young appointed Engineer of Tests in place of E.D. Nelson. (check cards)
- Nov. 1911** James A. McCrea appointed General Manager of LIRR.
- Nov. 1911** New WJ&S ferry house opens at Vine Street, Philadelphia. (Val)
- Nov. 16, 1911** Samuel Rea holds another meeting with ex-Mayor Seth Low and Public Service Commission to get Interborough Rapid Transit a franchise to build at 7th Avenue Subway that will serve Penn Station; IRT refuses to make a new offer. (NYT)
- Nov. 17, 1911** N.Y. Public Service Commission Chairman William R. Wilcox proposes moving sidewalk under 34th Street operated by Brooklyn

Rapid Transit Company as possible solution to access to Penn Station. (NYT)

- Nov. 1911** **Interborough Rapid Transit Company agrees to resume negotiations with New York City for right to build certain new subway lines; Samuel Rea and A.J. County of PRR had taken role as intermediaries as PRR is desparate to have IRT build 7th Avenue Subway past Penn Station. (NYT)**
- Nov. 19, 1911** **NYC&HR extends electric operation from Hastings-on-Hudson to Tarrytown on Hudson Line. (Condit)**
- Nov. 22, 1911** **Second track opens between Jacksons Hill and Dublin, Ind., on Indianapolis (now Columbus) Division.**
- Nov. 23, 1911** **Hudson & Manhattan Railroad runs first (non-revenue) train between Hudson Terminal and Newark. (PA)**
- Nov. 23, 1911** **Block signal system established on Morrisons Cove Branch of Altoona Division. (Snyder)**
- Nov. 26, 1911** **Hudson & Manhattan extended from Manhattan Transfer to Park Place, Newark; runs on elevated structure above old PRR freight line. (NYT, PA)**
- Nov. 26, 1911** **Line relocation, track elevation and new station open at Bristol, Pa. (AR)**
- Nov. 26, 1911** ***Birmingham Special* inaugurated by Sououthern Railway between New York and Birmingham via Atlanta.**
- Nov. 27, 1911** **PRR announces that in first year, Penn Station has handled about 10 million passengers; station work force is 750; Bureau of Information handled 377,714 telephone inquiries. (PR)**
- Nov. 29, 1911** **Dinner and conference held at home of Brooklyn Borough President McAneny to seek compromise on subway, with Samuel Rea, H.P. Davison of J.P. Morgan & Co., and city and state officials; consider options of moving belt under 34th Street and new PRR station in tube at 4th Avenue; no conclusion reached. (NYT)**
- Nov. 30, 1911** **Morgantown & Dunkard Valley Railroad opens electric interurban railway between Barker (Pursglove) and Cassville, W.Va. (Church)**
- Late 1911** **Washington Union Station concourse floor extended, stairs**

- relocated, and four elevators installed to lower level. (AR)
- Late 1911** **Engineers ask for wage increase and better working conditions.**
- Late 1911** **PRR tests train telephone on a train of 147 cars as means of providing direct communication between cabin car and locomotive. (NYT)**
- Dec. 1, 1911** **New York, Susquehanna & Western passenger trains removed from PRR's Jersey City Terminal to Pavonia Avenue terminal of Erie Railroad. (SR, RyAgeGaz)**
- Dec. 1, 1911** **Pennsylvania Company signs operating agreement for Cleveland, Akron & Cincinnati Railway. (Church)**
- Dec. 1911** **PRR decides to build 80-ton hoppers for coke traffic. (NYT)**
- Dec. 4, 1911** **Road Committee discusses and approves report of Committee of Transportation Officers appointed by Pres. McCrea to review report of Board of Engineers on Philadelphia Passenger Terminal Facilities. (MB)**
- Dec. 4, 1911** **New alignment placed in service at Friendswood Hill on Vincennes Branch reducing maximum eastbound grade to 0.5% for coal traffic.**
- Dec. 8, 1911** **General Superintendent of Motive Power Richard Newton Durborow (1859-1911) dies suddenly at work of heart disease after 33 years of service; stricken during meeting and dies in a few hours. (ATO - RyAgeGaz has d. 12/9, b. 1860)**
- Dec. 11, 1911** **Altoona Shops and some businesses closed during funeral of Richard N. Duborow. (RyAgeGaz)**
- Dec. 13, 1911** **Road Committee reports to Board on Philadelphia Terminal improvements; plans drawn up by Board of Engineers; approved by Committee of Transportation Officers; consider 1) enlarging Broad Street Station, 2) devoting Broad Street to locals and Clockers with through trains using a new station in West Philadelphia, or 3) electrification; Road Committee favors expanding Broad Street Station north to Cuthbert Street with separate through and local sections and jumpover near river and also electrifying suburban lines; also adding two tracks and island platforms and North Philadelphia and four-tracking Connecting Railway bridge; estimates \$3.5 million for expanding Broad Street and \$13 million for electrifying main suburban lines. (MB)**

- Dec. 13, 1911** PRR agrees with Borough of Linden, N.J., for track elevation. (MB)
- Dec. 19, 1911** PRR Board adopts report of Road Committee on Philadelphia Improvements. (MB)
- Dec. 19, 1911** NYC&HR signs contract naming Warren & Wetmore sole architects for Grand Central Terminal, cutting out Reed & Stem without informing Allen Stem, Charles Reed's surviving partner; Stem later wins a \$500,000 damage award, and Whitney Warren is expelled from the American Institute of Architects for unethical conduct, but with little damage to his status or reputation. (Nevins, Condit)
- Dec. 20, 1911** Wheeling & Lake Erie Railway surrenders its 2/3 interest in track between Zoar and Valley Jct. to Toledo, Columbus & Ohio River Railroad.
- Dec. 21, 1911** Another subway conference with Samuel Rea and H.P. Davison held at the Union League in New York. (NYT)
- Dec. 22, 1911** Second track opens between Dunreith and Knightstown, Ind., on Indianapolis (later Columbus) Division.
- 1911** LIRR traffic at Penn Station more than doubles in first year from 1,422,909 in four months of 1910 to 6,224,429 in 1911; LIRR traffic at Long Island City falls from 6,332,878 in 1910 to 3,308,938 in 1911. (NYT)
- 1911** New York City Docks Commissioner Calvin Tomkins first formulates plan for elevates marginal freight railroad along South Brooklyn waterfront. (NYT)
- 1911** Four-track system completed between Harrisburg and Pittsburgh except for Barre to Spruce Creek (7.5 miles), Radebaugh Tunnel (0.5 miles), and west of Johnstown (2.5 miles).
- 1911** Board authorizes construction of Pennsylvania & Newark Railroad, a separate two-track freight line between Morrisville, Pa., and Colonia, N.J., lying several miles east of main line; fifth and sixth tracks to be added to main line between Colonia and Waverly Yard south of Newark; plan for a separate freight line north of Colonia abandoned, and work begins on fifth and sixth tracks between Colonia and South Elizabeth. (MB)

- 1911** PRR develops first 3-block signal near Jersey City; gives warning three blocks ahead rather than two.
- 1911** Separate two-track freight line built from the east end of Waverly Yard to Neck Lane, (passing along the east side of the yard?)
- 1911** Automatic block signals installed between Bordentown and Jamesburg, completing installation between South Amboy and Camden.
- 1911** Manual block system installed: Rahway-Perth Amboy, Millstone-New Brunswick, Rocky Hill Branch, Princeton Branch, Bustleton Branch, Fort Washington Branch.
- 1911** WJ&S extends Stone Harbor Branch 0.62 mi. to 107th Street. (AR)
- 1911** New station built at Pleasantville, N.J. on WJ&S. (AR)
- 1911** Double track opens between Broad Creek and Laurel on Delaware Division. (C&C)
- 1911** New hump yard built at Cape Charles, Va.
- 1911** Washington Southern Railway installs automatic block signals from south end of Long Bridge to Southern Railway Jct., including "X" and "RO" Towers. (AR - may be late 1910)
- 1911** Washington Southern Railway installs push-button electro-pneumatic plant on northbound hump at Potomac Yard. (AR - may be late 1910)
- 1911** Land condemnation for Darby Creek Low Grade Line underway.
- 1911** New transfer station opens at Harrisburg.
- 1911** New station with island platforms built at new location at Cresson.
- 1911** Four-track system completed through Greensburg, Pa., including new station and eliminating tunnel. (check)
- 1911** Double track opens between Emporium and Relay, Olean and Franklinville, and Springbrook and Buffalo on Buffalo Division.
- 1911** Siding between Jeanette and Grapeville on Pittsburgh Division (1.29 miles) converted to Jeanette Branch (Val)

- 1911** **Monongahela Railroad completes third track between Brownsville and Brownsville Jct. (AR)**
- 1911** **ICC denies general increase in freight rates; rate of investment in railroads begins to fall.**
- 1911** **Cincinnati, Richmond & Fort Wayne Railroad grade between Ridgeville and Fort Wayne reduced to 0.3% and Ridgeville Yard enlarged.**
- 1911** **New interchange with Chicago, Indianapolis & Louisville (Monon) opens at Gosport Jct., Ind.**
- 1911** **Weirton, W.Va., founded by Weirton Steel Company on PRR's New Cumberland Branch.**
- 1911** **Maryland, Delaware & Virginia Railway cuts Patuxent River Line service from Bristol to Lyons Creek. (AR)**
- 1911** **General Electric Company begins diesel research at its Erie, Pa., plant following expiration of Rudolf Diesel's patents.**
- 1911** **NYC&HR sells one half its holdings of Rutland Railroad preferred stock to New Haven; sale is blocked by New York courts. (NH AR)**
- 1911** **Weirton Steel Company establishes town of Weirton, W.Va., on Ohio River above Wheeling. (MWC)**