

**PRR CHRONOLOGY
1906**

March 2005 Edition

- Jan. 1, 1906** **New organization manual; General Office Dept. renamed Executive Dept.**
- Jan. 1, 1906** **Pennsylvania, New Jersey & New York Railroad relets contract for Bergen Hill Tunnels to William Bradley, the John Shields Construction Company having entered receivership. (ASCE)**
- Jan. 1, 1906** **Wissahickon Heights station on Chestnut Hill Branch renamed St. Martins.**
- Jan. 1, 1906** **James Buckelew named Superintendent of Central Division, replacing Charles J. Bechdolt, deceased. (AR)**
- Jan. 1, 1906** **Maryland, Delaware & Virginia Railway obtains trackage rights over Delaware, Maryland & Virginia Railroad between Lewes and Rehoboth Beach. (MB)**
- Jan. 1, 1906** **Pennsylvania Company begins operating Pittsburgh, Youngstown & Ashtabula Railroad (check C&C)**
- Jan. 1, 1906** **LIRR, through Long Island Consolidated Electrical Companies, buys 50% interest in Long Island Electric Railway Company, operating from Brooklyn line through Jamaica to Queens Village and from Jamaica to Far Rockaway; other 50% is held by Interborough Rapid Transit Company (NY subway). (Seyfried? has 11/1905!)**
- Jan. 1, 1906** **James A. McCrea named General Superintendent of LIRR, replacing C.L. Addison named Assistant to Pres.**
- Jan 1, 1906** **Pennsylvania Company establishes through service between Pittsburgh and Cleveland via Niles under agreement with B&O. (Church)**
- Jan. 1, 1906** **W.B. Wood named Superintendent of Cleveland, Akron & Columbus Railway, replacing R.C. Bannard, resigned.**
- Jan. 1, 1906** **PRR ends issuing free passes to politicians and shippers; issues only to employees and members of families. (Snyder, NYT)**
- Jan. 1, 1906** **Toledo Railway & Terminal Company defaults on bond interest.**
- Jan. 4, 1906** **Toledo Railway & Terminal Company enters receivership.**

- Jan. 4, 1906** PRR signs agreement with Osceola Water Supply Company.
- Jan. 7, 1906** Sleeping car line established between Jersey City and Birmingham, Ala., via Atlanta over Southern Railway.
- Jan. 1906** Prototype BLW/Westinghouse a.c. electric locomotive begins tests on New Haven; B-B type, later modified to 1-B-B-1 for better tracking; uses quill-and-spider-drive; capable of hauling 250-ton trains at 60 MPH.
- Jan. 9, 1906** Pennsylvania, New York & Long Island Railroad contracts with Milliken Bros., Inc., for steel work for Penn Station and Terminal Service Building. (MB, ASCE)
- Jan. 9, 1906** George Gibbs submits plan for a two-level passage from the Main and Exit Concourse levels under 33rd Street to an exit facing 34th Street to provide more direct access to crosstown streetcars. (AJC)
- Jan. 10, 1906** PRR Board authorizes \$1.5 million for eastbound hump yard at Pitcairn; authorizes realignment of Turtle Creek Branch between Trafford City and Newlinsburg and a new line from Newlinsburg to a point on West Penn line four miles east of Blairsville.
- Jan. 15, 1906** New main line coal wharf opens at Thorndale, replacing one at Glen Loch. (CCHS - or is this Glen Loch and Thorndale opens in 1907?)
- Jan. 1906** In ill health, Charles F. McKim withdraws from active business, and William Symmes Richardson is named a partner in McKim, Mead & White; Richardson assumes responsibility for completing work on Penn Station. (Ballou)
- Jan. 1906** West Jersey & Seashore Railroad begins work on Westville Cutoff between West Haddonfield and Westville, planning to make a complete belt line from the Delair Bridge around Camden to the old West Jersey main line. (Val)
- Jan. 16, 1906** New freight car shops opens at Hollidaysburg.
- Jan. 16, 1906** Pittsburgh, Youngstown & Ashtabula Railway incorporated as merger of Pittsburgh, Youngstown & Ashtabula Railroad and New Castle & Beaver Valley Railroad under agreement of Jan. 9, 1906.
- Jan. 18, 1906** Pres. Cassatt writes to New York Mayor George B. McClellan protesting excessive charges for New York Connecting Railroad franchise; negotiations continue; in letter to New York City Board of Rapid Transit Commissioners, outlines entire scheme, including electrification of all

lines within city limits, freight line via Bay Ridge and Hell Gate Bridge, Glendale Cutoff, Atlantic Avenue Improvement and new LIRR docks on Newtown Creek. (NYT, Couper)

- Jan. 20, 1906** Receiver for John Shields Construction Company abandons contract for Bergen Hill Tunnels and ceases work. (ASCE)
- Jan. 21, 1906** Pres. Cassatt makes public letter to Mayor McClellan threatening to abandon New York Connecting Railroad and other improvements if McClellan persists in his attempt to force New York Connecting to pay a franchise fee, even though it to be built entirely on private right of way; fee was to be \$250,000 on signing, plus \$50,000 a year for 10 years, and \$100,000 a year for next 15 years. (NYT)
- Jan. 22, 1906** Committee of New York City Board of Rapid Transit Commissioners decides to drop rate regulation clause from New York Connecting Railroad franchise after Samuel Rea states is illegal under Interstate Commerce Act. (NYT)
- Jan. 22, 1906** First freight train operates over Low Grade Line between Ship Road and "DX" Tower at Glen Loch. (CCHS)
- Jan. 23, 1906** Committee of New York City Board of Rapid Transit Commissioners refuses to drop demand for total of \$2.25 million over 25 years for New York Connecting Railroad franchise. (NYT)
- Jan. 1906** Menden, Pa., renamed Brevard on Western Washington Railway.
- ca. Jan. 1906** PRR presents *Reuben Wells* to locomotive collection of Purdue University Museum through agency of D.F. Crawford, General Superintendent of Motive Power of Lines West.
- Jan. 1906** Rep. Peter Hepburn of Iowa introduces new bill for railroad regulation in House.
- Jan. 1906** NYC&HR creates General Advertising Dept. under George H. Daniels. (Guide? prob. Dec. 1905 or eff. 1/1/06 - check NYT)
- Jan. 26, 1906** Hudson & Manhattan Railroad places first ring of south tunnel between Cortlandt Street and Exchange Place, Jersey City. (H&M)
- Jan. 26, 1906** West Jersey & Seashore Railroad obtains trackage rights over Atlantic City Railroad between Winslow Jct. and Woodbine Jct., providing a more direct route to resorts below Atlantic City than original West Jersey Railroad route via Millville. (Val)

- Jan. 1906** LIRR opens double track between Babylon and Oakdale.
- Jan. 29, 1906** House passes a resolution introduced by Rep. __ Gillespie, Dem. of Texas, calling for Pres. Roosevelt to have ICC investigate relationship of PRR, N&W, B&O and C&O as violating Sherman Antitrust Act; resolution was rammed through when House was packed with Democrats and most Republicans were absent; news causes decline on stock market; VP's Rea, Green, Pugh and Tatnall hold conferences in PRR office on receipt of news. (NYT)
- Jan. 30, 1906** Pres. Roosevelt asks ICC to investigate PRR's relationship with N&W, B&O, and C&O. (NYT)
- Jan. 31, 1906** VP Samuel Rea meets with officials of southern railroads in Washington on use of new Potomac Yard in Alexandria. (NYT)
- Jan. 31, 1906** Philadelphia & Thorndale Branch opens, part of low-grade freight line between Glen Loch and Thorndale. (see below)
- Jan. 31, 1906** Duquesne Way Elevated and new Duquesne freight station open in Pittsburgh and freight tracks removed from Liberty Ave. between 11th Street and The Point. (AR, Val)
- Feb. 1, 1906** Committee of New York City Board of Rapid Transit Commissioners withdraws city demand for \$2.25 million over 25 years as price of franchise for New York Connecting Railroad in response to Pres. Cassatt's ultimatum. (NYT)
- Feb. 1, 1906** Pennsylvania General Freight Equipment Trust organized with capital of \$100 million. (MB)
- Feb. 3, 1906** ICC delivers report on investigation of PRR, N&W, B&O and C&O to Pres. Roosevelt. (NYT)
- Feb. 3, 1906** Dillsburg & Mechanicsburg Railroad sold at foreclosure to Trustees.
- Feb. 4, 1906** Jersey City-Birmingham sleeper on SAL extended to Memphis over St. Louis & San Francisco Rail__. (Guide)
- Feb. 5, 1906** South Carolina Populist Sen. "Pitchfork Ben" Tillman reads letter of Gov. Dawson of W.Va. into official record; charges that PRR owns bituminous coal companies and uses its control of N&W and C&O to throttle development of West Virginia mines that would compete with its own interests in Pa. (NYT)
- Feb. 6, 1906** Rep. Gillespie of Texas calls ICC's report on PRR an "insult to the

intelligence of the House"; introduces broader resolution for ICC to investigate combination among the bituminous coal industry and the coal-carrying railroads. (NYT)

- Feb. 6, 1906** Hudson & Manhattan Railroad places first ring of north tunnel between Fulton Street and Exchange Place, Jersey City. (H&M)
- Feb. 6, 1905** MD&V Railway leases Piers 9 & 9-1/2 Light Street, Baltimore, from George F. Sloan & Bro. (MB)
- Feb. 7, 1906** Conveyance of franchise of Central Railroad Company of Long Island to LIRR confirmed. (Val)
- Feb. 8, 1906** Committee of New York City Board of Rapid Transit Commissioners now sets demand for New York Connecting Railroad franchise at \$1.25 million over 25 years, cutting their demands by 50%. (NYT)
- Feb. 8, 1906** Canton Company of Baltimore authorizes construction of Canton Belt Line Railroad to develop east end of its property. (Schlerf)
- Feb. 9, 1906** Pennsylvania, New Jersey & New York Railroad cancels John Shields Construction Company's contract for Bergen Hill Tunnels. (SR)
- Feb. 9, 1906** Rep. Gillespie urges Sen. Tillman to press resolution for investigation of PRR in Senate as fears unable to make any headway in House. (NYT)
- Feb. 10, 1906** Pres. Cassatt and Pres. George F. Baer meet in Cassatt's office to discuss pending investigation of coal interests; PRR issues statement that it has nothing to hide; Lines West VP McCrea issues statement denying Gov. Dawson's charge that PRR owns or operates bituminous coal mines. (NYT)
- Feb. 12, 1906** Sen. Tillman introduces resolution, which Senate passes, calling for an ICC investigation of railroad discrimination in transportation of coal and other commodities; Tillman gives a fire-eating speech calling the PRR "the head devil in the whole policy of monopoly." (NYT)
- Feb. 12, 1906** Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Feb. 12, 1906** "___" Tower placed in service at West Conway, Pa. (prob. just new machine)
- Feb. 14, 1906** PRR Board approves new alignment between Apollo and Hyde Park and between Tunnellton and Blairsville; approves cancellation of May 1901 contract with NYC&HR covering joint ownership of C&O. (MB)

- Feb. 14, 1906** Samuel Rea elected Pres. of Stuyvesant Real Estate Company. (MB)
- Feb. 14, 1906** PRR tests Strang gasoline railcar *Oregita* on Frazer-West Chester line and Downingtown & Lancaster Branch. (CCHS)
- Feb. 15, 1906** PRR agrees to merge Allegheny Valley Railway.
- Feb. 15, 1906** Headquarters of Delaware Division moved from Clayton to Wilmington. (AR)
- Feb. 16, 1906** Ellsworth Transportation Company incorporated; joint venture of Cleveland coal operator James W. Ellsworth (1849-1925), Pennsylvania Company and Canadian Pacific Railway, to operate car ferry across Lake Erie between Ashtabula and Port Burwell; primary aim is to supply CP with fuel coal from mines controlled by Ellsworth. (Church, Keystone)
- Feb. 18, 1906** Irwin & Trauger RPO discontinued. (Kay)
- Feb. 19, 1906** Sleeping car line established between Jersey City and Barberton, Ohio (extended from Akron) on PRR Nos. 19-42. (Guide)
- Feb. 1906** West Laurel Hill, Pa., renamed Barmouth on Schuylkill Division.
- Feb. 1906** House passes Hepburn Bill by 347-7; in Senate, Sen. LaFollette offers amendment that ICC should set rates "scientifically" on basis of actual valuation. (verify)
- Feb. 1906** New York & Jersey Railroad (Hudson Tubes) settles out of court with DL&W; drops its appeal and will pay DL&W \$175,000 for right-of-way into Hoboken.
- Feb. 1906** General Electric Company builds its first gasoline railcar. (Hirsimaki)
- Feb. 19, 1906** Former Real Estate Agent John C. Wilson dies.
- Feb. 19, 1906** "___" Tower placed in service at Rochester, Pa., on Eastern Division.
- Feb. 21, 1906** Cochran station on River Division renamed Venango.
- Feb. 23, 1906** Large blast at northeast corner of Penn Station excavation hurls debris a block away and shatters windows; 10-pound rock just misses statue of Horace Greeley at 6th Avenue. (NYT)
- Feb. 24, 1906** Contractor H.S. Kerbaugh turns Low Grade Line between Glen Loch and Thorndale over to PRR.

- Feb. 26, 1906** Pittsburgh & Lake Erie Railroad agrees to sell one quarter interest in Little Kanawha Syndicate and Greene County Railroad purchase each to Pennsylvania Company and B&O; holdings of Syndicate to be placed in trust managed by Union Trust Company of Pittsburgh. (Church)
- Feb. 26, 1906** Strang gasoline-electric car *Ogerita* (?) arrives at Track No. 1 of Jersey City Terminal at Exchange Place at 1:00 PM, having traveled from Philadelphia at 48 MPH; car, built by Strang Electric Railway Car Company, has gasoline motor driving electric generator with reserve storage battery; is designed for tight curves and streetcar lines; over past two weeks had been tested over various PRR branches. (NYT)
- Feb. 28, 1906** Strang gas-electric car *Ogerita* (?) leaves Weehawken Terminal of West Shore Railroad on transcontinental test run to San Francisco. (NYT)
- Mar. 1, 1906** Chief Engineer William Henry Brown retires at 70 after 45 years service; designed the massive stone arch bridges and other heavy engineering works of the Roberts and Cassatt administrations; replaced by Alexander C. Shand; Edward Brinton Temple named Assistant Chief Engineer; Henry R. Leonard promoted from Engineer of Bridges to new post of Engineer of Bridges & Buildings.
- Mar. 1, 1906** New organization in Freight Dept.: Office of General Freight Agent divided into two General Freight Agents for through traffic (E.P. Bates) and local traffic (Robert C. Wright); George D. Ogden named Assistant General Freight Agent, replacing Wright.
- Mar. 1, 1906** PRR implements wage increases for officers and supervisors in Transportation Dept. to offset abolition of free houses, fuel, light, and other perks.
- Mar. 1, 1906** New York Mayor McClellan succeeds in blocking New York City Board of Rapid Transit Commissioners adoption of reduced demand for New York Connecting Railroad franchise; wants anti rate discrimination clause restored and terms put back at original \$2.25 million. (NYT)
- Mar. 1, 1906** West Laurel Hill station on Schuylkill Division renamed Barmouth.
- Mar. 1, 1906** West Virginia & Ohio Construction Company incorporated for purpose of building Lorain & Ashland Railroad. (Church)
- Mar. 2, 1906** Pennsylvania, New Jersey & New York Railroad relets contract for Bergen Hill Tunnels to William Bradley. (Triumph)
- Mar. 3, 1906** NYC&HR and New Haven Railroads form joint committee for Grand

Central Terminal; as a joint tenant, the financially troubled New Haven is less able to bear the cost of an unproductive monumental building and makes its views known. (Schlichting)

- Mar. 4, 1906 Four-track system completed on elevated line between Bellevue and new "HA" Tower at Landlith on Maryland Division. (AR)
- Mar. 4, 1906 First electro-mechanical interlocking with small levers installed at Brandywine Draw cabin, Wilmington, Del. (Mutual)
- Mar. 4, 1906 PRR upgrades Midwest corridor services; inaugurates *Cincinnati/Chicago Midnight Special*; trains No. 26-27 extended from Indianapolis to Logansport to provide Louisville connection; existing day trains named *Cincinnati/Chicago Daylight Special* and *Louisville/Chicago Special*; train No. 12 named *Indianapolis Midnight Special*. (tt, Guide)
- Mar. 6, 1906 William Bradley resumes work on Bergen Hill Tunnels. (ASCE)
- Mar. 7, 1906 In joint resolution, Congress orders ICC to investigate railroad ownership of coal companies and rate discrimination and "monopolies in coal and oil"; ICC conducts ex parte investigation focusing on B&O, PRR, NYC and Reading; alleging wrongdoing by PRR officials. (Lambie - get dates of hearings - see below - William A. Glasgow, Jr., was prosecuting attorney for ICC)
- Mar. 8, 1906 Members of House Committee oppose PRR offer, pending for about a year, to build Post Office over tracks west of Penn Station; do not understand novelty of "'air rights" and want government to own land underneath building. (NYT)
- Mar. 9, 1906 *New York Times* reports that New York Postmaster Willcox opposes plan for Post Office over PRR tracks because of plan for open ventilation court in center of building and other openings around the perimeter. (NYT)
- Mar. 10, 1906 New Ohio law cuts maximum passenger fare from 3 to 2 cents a mile.
- Mar. 14, 1906 PRR Board authorizes new yard and engine terminal at Shire Oaks.
- Mar. 14, 1906 LIRR guarantees bonds of Long Island Consolidated Electrical Companies up to \$10 million.
- Mar. 15, 1906 Pittsburgh, Youngstown & Ashtabula Railway Board authorizes construction of new line between Kenwood and Rochester on east side of Beaver River, first authorized in 1889. (Church)
- Mar. 15, 1906 Western Maryland Railroad opens its extension from Big Pool to

Cumberland for freight traffic; forms direct connection with Cumberland and West Virginia coal fields.

- Mar. 16, 1906** Congress authorizes construction of Pennsylvania & Newark swing bridge across Delaware River below Trenton.
- Mar. 20, 1906** Pennsylvania, New Jersey & New York Railroad relets Bergen Hill Tunnels to William Bradley. (ASCE)
- Mar. 21, 1906** Fifty striking women car cleaners, who had been denied a meeting with Pittsburgh Division Superintendent S.C. Long, force their way into his home in the East End District at 9:00 PM to present their grievances. (NYT)
- Mar. 22, 1906** Mayor McClellan blocks passage of New York Connecting Railroad franchise and sends it back to conference of Board of Estimate and Board of Rapid Transit Commissioners; holds line is only of benefit to railroads and not to city. (NYT)
- Mar. 23, 1906** Work again suspended at Manhattan end of Tube C of East River Tunnel because of shortage of compressed air due to leaks and blowouts. (ASCE)
- Mar. 24, 1906** Property of Dillsburg & Mechanicsburg Railroad deeded to Cumberland Valley Railroad. (C&C)
- Mar. 24, 1906** Cape Charles Railroad incorporated in Va. to develop local traffic south of Cape Charles station. (Val)
- Mar. 26, 1906** PRR reestablishes single ferry trip between Jersey City and Pier 19 in New York using Annex boats to permit direct transfer to boats of Fall River Line for Boston. (Guide - this may have merely been seasonal change)
- Mar. 28, 1906** PRR Board grants \$1,300 to establish YMCA at Enola. (MB)
- Mar. 28, 1906** VP Samuel Rea makes public a letter to the New York authorities refusing to accept a clause in New York Connecting Railroad franchise giving city power to set rates on grounds they have no authority over interstate commerce. (NYT)
- Mar. 28, 1906** Cleveland, Akron & Columbus Railway files location for branch between Howard and Rightmire, Ohio. (Church)
- Mar. 30, 1906** ICC issues order for PRR, NYC&HR, B&O, C&O, N&W, West Virginia Central & Pittsburgh and Buffalo, Rochester & Pittsburgh railroads to produce their stock records for coal investigation; scope of order is

unprecedented. (NYT)

- Mar. 31, 1906** Work shut down at Manhattan end of Tube D of East River Tunnel to permit consolidation of river bed and repairing broken plates. (ASCE)
- Mar. 31, 1906** Philadelphia & Thorndale Branch opens between Glen Loch and Thorndale, Pa. (Val, AR)
- Mar. 31, 1906** PB&W absorbs South Chester Railroad under agreement of Feb. 9, 1906. (Val)
- Mar. 31, 1906** South-West Pennsylvania Railway merged into PRR under agreement of Oct. 10, 1905; York Haven & Rowenna Railroad merged into PRR under agreement of Dec. 27, 1905. (Val)
- Mar. 31, 1906** Monongahela Railroad begins operating PRR's Shamrock Branch, Salem to Shamrock, under agreement of June 1, 1903. (Val)
- Apr. 1, 1906** River and Low Grade Divisions consolidated to form Allegheny Division; Rochester Division abolished and merged into Buffalo Division. (AR)
- Apr. 1, 1906** PRR discontinues operating part of Kinzua Railway between Gates and Kinzua Jct. and portion of Bradford Railway between Kinzua Jct. and Marshburg. (C&C - Val has all Kinzua Ry Marshburg-Gates)
- Apr. 1, 1906** Slocum's Grove Branch of Muskegon, Grand Rapids & Indiana Railroad abandoned (3.83 miles).
- Apr. 1, 1906** Herbert M. Carson promoted from Superintendent of Motive Power of Buffalo & Allegheny Grand Division to new post of Assistant to General Manager. (AR)
- Apr. 2, 1906** Pennsylvania Company issues \$20 million 4% Gold Loan through Girard Trust Company.
- Apr. 2, 1906** Work resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Apr. 2, 1906** Vandalia Railroad contracts for use of Toledo, Peoria & Western Railway between Farmdale and Peoria. (Church)
- Apr. 4, 1906** Walhonding Coal Company grants mining lease to Wills Creek Coal Company covering additional land acquired from Cambridge Consolidated Coal Company on May 22, 1905 in Gurnsey County, Ohio. (Church)

- Apr. 1906** LIRR electrification extended from Valley Stream to Far Rockaway. (verify)
- Apr. 10, 1906** Pennsylvania, New Jersey & New York Railroad contracts grading of Meadows Division west of the Boonton Branch of the DL&W to Henry Steers, Inc. (Couper, ASCE)
- Apr. 11, 1906** Last day of ICC coal monopoly hearings in Philadelphia; PRR Coal Traffic Manager Joseph G. Searles describes workings of All-Rail Traffic Association and Tidewater Bituminous Steam Coal Traffic Association; General Manager W.W. Atterbury stonewalls. (NYT)
- Apr. 12, 1906** Pres. Cassatt and party travel over Magruder Branch into Washington Union Station; only one track done. (NYT)
- Apr. 14, 1906** Eastbound classification yard at Hollidaysburg completed. (Snyder)
- Apr. 15, 1906** Father Capistran Claude, priest of Church of St. John the Baptist on West 30th Street, voices complaint of neighborhood against blasting at Penn Station site, including round-the-clock blasts and rain of debris onto buildings. (NYT)
- Apr. 1906** Tube B of East River Tunnel suffers almost daily blowouts into June after moves beyond Manhattan pierhead line. (ASCE)
- Apr. 1906** Long Run Branch of Cherry Tree & Dixonville Railroad opens between Rembrandt and mines (0.71 miles). (Val)
- Apr. 16, 1906** PRR Board authorizes sale of stock of Roxborough Railroad. (MB)
- Apr. 16, 1906** PRR purchases South West Connecting Railway; becomes the Marguerite Branch (1.68 mi.) from Bessemer Branch to Pittsburgh Division; PRR begins operating under lease of June 13, 1906. (Val)
- Apr. 17, 1906** VP John B. Thayer testifies to ICC that he disposed of his coal stocks when he became 5th VP in 1903. (NYT)
- Apr. 18, 1906** City of New York formally deeds 32nd Street between 9th & 10th Avenues to Pennsylvania, New York & Long Island Railroad for \$400,000. (CorpHist)
- Apr. 18, 1906** PRR and Hudson & Manhattan Railroad sign joint traffic agreement covering service between downtown Manhattan and Newark, N.J., including through ticketing from H&M to all PRR points; H&M is to use PRR tracks between Jersey City and Newark. (MB)

- Apr. 20, 1906** Work at Manhattan end of Tube C of East River Tunnel again suspended for three months; work resumes on Tube D after claying river bed. (ASCE)
- Apr. 22, 1906** Meeting at Altoona raises \$2,600 for relief of San Francisco Earthquake. (Snyder)
- Apr. 23, 1906** Hudson & Manhattan Railroad signs agreement with Public Service Corporation of New Jersey; H&M is to abandon its plan for streetcar lines in Hudson County, N.J., and Public Service is to drop its proposed Hudson River tunnel; agree to coordinate terminal facilities in Hoboken, where Tubes are built under trolley terminal; Public Service agrees to transfer its depot site at Park Place, Newark, to a subsidiary of the PRR. (NYT, Broesamle)
- Apr. 24, 1906** New York Court of Appeals upholds 1905 law taking power to award franchises from Board of Aldermen and vesting in Board of Estimate. (NYT)
- Apr. 25, 1906** Two young Italian laborers killed in delayed dynamite blast in Tube B of PT&T East River Tunnels; PRR begins excluding reporters and suppressing all news of tunnel work. (Seyfried)
- Apr. 25, 1906** PRR signs agreement with Dauphin Consolidated Water Supply Company for water from Clark, Stony and Powells Creeks near Harrisburg.
- Apr. 26, 1906** Block signal system placed in service between "JK" Tower, Altoona, and Hollidaysburg.
- Apr. 26, 1906** B&O sells its 52% interest in Consolidation Coal Company because of ICC investigation.
- Apr. 26, 1906** House wrecking starts along south side of 32nd Street on Penn Station site. (AJC 32/47)
- Apr. 27, 1906** Lake Erie & Pittsburgh Railway makes construction contract with Carter Construction Company. (Church)
- Apr. 27, 1906** United States Steel Corporation begins construction of major works at Gary, Ind. (verify)
- Apr. 28, 1906** Contract for excavation and retaining walls for Penn Station yard between 9th & 10th Avenues let to New York Contracting Company-Pennsylvania Terminal. (Couper, ASCE)

- Apr. 30, 1906** Pres. William A. Baldwin of Cleveland & Marietta Railway retires at age 70; replaced by James McCrea.
- Apr. 30, 1906** Indianapolis Union Railway admits Indianapolis Southern Railway to use of terminal facilities. (Church)
- Spring 1907** Philadelphia PRR YMCA changes athletic program from one team for each sport to one team for each department to broaden opportunities for membership. (Wilson)
- May 1, 1906** Headquarters of Belvidere Division moved from Lambertville to Trenton.
- May 1, 1906** PRR leases rooms on second floor of Arcade Building in Philadelphia for one year.
- May 1, 1906** Pennsylvania Company issues \$50 million 4-1/2% 18-month Collateral Trust certificates.
- May 4, 1906** Pittsburgh, Youngstown & Ashtabula Railway Board authorizes revised location for new line between Kenwood and Rochester on east side of Beaver River. (Church)
- May 4, 1906** Chicago Mail No. 21 and Chicago section of Chicago & St. Louis Express No. 18 collide head-on at Springfield Jct. on single track Petersburg Branch; were detouring to avoid main blocked by freight derailment at Union Furnace on Middle Division main line; 10 killed and over 20 injured. (NYT)
- May 5, 1906** VP John B. Thayer denounces report of Commissioner of Corporations Garfield that PRR had granted illegal rates to Standard Oil Company between Rochester and Olean as untrue and distortion of facts; movement was for intrastate movement of crude oil between two Standard refineries. (NYT)
- May 9, 1906** Pres. Cassatt begins leave through June 28; leaves for Europe for recreation and concluding negotiations for French Franc Loan. (Davis)
- May 9, 1906** Pennsylvania, New York & Long Island Railroad contracts excavation and foundation work for Penn Station itself to New York Contracting Company - Pennsylvania Terminal. (ASCE)
- May 9, 1906** Pneumatic switches placed in service on eastbound hump at Hollidaysburg Yard. (Snyder)
- May 11, 1906** New York Contracting Company-Pennsylvania Terminal begins rock drilling for excavation for Penn Station yard at east side of 9th Avenue.

(Couper, AJC 32/47)

- May 11, 1906** PRR meets with representatives of Kuhn, Loeb & Co. and J.P. Morgan & Co. concerning issue of \$50 million in Pennsylvania Company 5% short term notes. (NYT)
- May 11, 1906** Canton Railroad Company incorporated; subsidiary of Canton Company of Baltimore; begins construction of terminal and switching railroad on Canton Company property in 1907. (Schlerf)
- May 12, 1906** Robert L. Holliday, Superintendent of Delaware Division, dies. (AR)
- May 15, 1906** Future VP and Treasurer George Henry Pabst, Jr. (-) joins PRR as clerk in Accounting Dept.; later made special assistant to Samuel Rea. (MB)
- May 14, 1906** PB&W General Superintendent E.F. Brooks named acting Superintendent of Delaware Division. (AR)
- May 14, 1906** Sunbury & Hazleton RPO extended to Penn Haven & Sunbury RPO. (Kay)
- May 15, 1906** Pennsylvania, New York & Long Island Railroad lets general contract for Penn Station to George A. Fuller Company. (SR)
- May 15, 1906** PRR announces issue of \$50 million in Pennsylvania Company 42% notes at 99. (NYT)
- May 15, 1906** PRR agrees with Bush Terminal Company to provide lighterage and terminal facilities at its development in Brooklyn. (MB)
- May 15, 1906** G.C. Bishop named Superintendent of Motive Power of LIRR, replacing Philip Wallis, resigned. (AR)
- May 15, 1906** Chicago & Eastern Illinois Railroad begins using Englewood Union Station at Chicago. (Church)
- May 1906** West Jersey & Seashore Railroad opens extension from Penns Grove to Carney's Point, N.J., to reach Du Pont explosives and chemical plant; Du Pont favors shipment by Reading car floats between Deepwater and Pigeon Point, Del. (Val)
- May 1906** Buck Run Branch of Cherry Tree & Dixonville Railroad opens between Clymer and mines (1.78 miles). (Val)
- May 16, 1906** ICC coal investigation resumes at Federal Building in Philadelphia; General Superintendent George W. Creighton, Robert Pitcairn, Edward

Pitcairn, and Robert L. O'Donnel identified as owning coal company shares bought at below market rates or received as gifts; Creighton has 1,390 shares total; George W. Clarke, car distributor at Altoona, has 100 shares of Jamison Coal & Coke Company and has received other gifts; Joseph B. Boyer, chief motive power clerk has 200 shares of Jamison. (PubLdgr)

- May 17, 1906 Coal investigation continues; O'Donnel admits having received 1,267 shares of coal companies in last five years; Superintendent of Transportation Michael Trump also admits to owning coal stocks; Frank H. Wigton of Morrisdale Coal Company says he received rebates from PRR as late as Mar. 1903 in violation of Elkins Law; Second VP Pugh downplays charges, saying, "there are people who speak of almost everything as graft". (PubLdgr)
- May 17, 1906 Philadelphia *North American* reports that Pres. Cassatt will resign as a result of investigation, but will wait until it is concluded; Cassatt arrives in London in evening and refuses comment. (NYT)
- May 17, 1906 LIRR electrification opens between Springfield Jct. and Valley Stream. (NYT - verify in contemporary issue)
- May 18, 1906 Coal investigation continues; William A. Patton, Frank L. Sheppard, and John Alldred, chief clerk of the Pittsburgh Division, and Edward Pitcairn, Trainmaster of Pittsburgh Division, identified as having received coal stocks; note Pres. Cassatt's son Robert Kelso Cassatt (1873-) is manager of Keystone Coal & Coke Company; Wigton changes testimony to state that rebates ended in 1898, not 1903; Richard Coulter, Jr., Secretary of Keystone Coal & Coke Company testifies that stock of Hempfield Coal Company, organized by his father, was given to Pres. Frank Thomson, Robert Pitcairn and other officials; First VP Green issues statement the ownership of coal companies disclosed by ICC hearings come as a surprise to management; have not been harmful to public, but company will conduct own investigation and eliminate source of complaints; Philadelphia lawyer and coal operator Logan M. Bullitt is credited with exposing PRR graft to ICC. (PubLdgr, NYT)
- May 18, 1906 Senate passes Hepburn Bill by 71-3. (verify)
- May 18, 1906 Committee on Yards & Operations endorses George Gibbs's recommendation that Penn Station have high level platforms, first in a major U.S. rail terminal; adopts final track plan eliminating spur track "A" on north side of station. (AJC 32/24)
- May 18, 1906 East River Tunnel hits quicksand 415 feet east of Manhattan Shaft, causing blowouts that damage slips of E. 34th Street Ferry; one worker

dies of the bends; work on two tubes stops and all air forced into them to keep water from flooding in. (NYT)

- May 19, 1906** Tunnel workers begin dumping bags of clay and cement into East River at 34th Street in effort to stop air leaks. (NYT)
- May 19, 1906** PRR VP's hold series of meetings in relation to graft revelations; cables exchanged with Pres. Cassatt in Europe. (NYT)
- May 1905** Pullman reequips Southern Railway's *Washington & Southwestern Limited*. (Guide)
- May 20, 1906** *New York Times* publishes first renderings of Penn Station by Jules Crow, although they differ little from the model built in 1904 with the exception of the Exit Concourse added by George Gibbs. (NYT, Ballon)
- May 21, 1906** Roof fall kills one African American and two Italian workers in East River Tunnel "A" near 1st Avenue; four others injured. (NYT)
- May 21, 1906** New blowouts of compressed air force their way through bed of East River near 34th Street ferry slips. (NYT)
- May 21, 1906** ICC issues subpoenas to several PRR officials, including Samuel Rea, W.A. Patton, Robert Pitcairn, John P. Green, A.W. Gibbs and W.W. Atterbury. (NYT)
- May 21, 1906** Chicago ordinance calls for track elevation and separation of Stewart Avenue from PFW&C right of way between 31st & 33rd Streets. (Church)
- May 23, 1906** Asst. to Pres. William A. Patton testifies to ICC that he owns 6,140 shares in a dozen coal companies worth \$307,000 that superiors, including former Pres. Frank Thomson knew about it; companies were organized with his brother J. Howard Patton who represented interests of Col. George F. Huff; VP Samuel Rea admits to participating with Huff in syndicate to develop 15,000 acres of coal land near Cherry Tree, which was converted into 1,000 shares of Greenwich Coal & Coke Company. (NYT)
- May 23, 1906** Congressman George W. Huff, Pres. of Keystone Coal & Coke Company, dodges ICC subpoena by escaping his Greensburg office through the cellar. (NYT)
- May 23, 1906** PRR Board appoints a special committee chaired by lawyer C.. Stuart Patterson, to investigate ownership of coal stocks by officers; scope later expanded to include entire PRR system. (MB)

- May 23, 1906** PRR announces that Credit Lyonnais and Banque de Paris et des Pays-Bas have taken \$50 million of PRR bonds. (NYT - later issues note negotiations still pending and 6/8 is date for official announcement in Paris)
- May 23, 1906** New Haven Railroad formally objects to Warren & Wetmore's design for Grand Central Terminal, which would require it to contribute an additional \$100,000 a year; demands return to design of Reed & Stem with more rental space. (Schlichting)
- May 24, 1906** Congressman George F. Hoff, Pres. of Keystone Coal & Coke and other coal companies, escapes ICC process servers by escaping through the cellar of his office; ICC hears continuing testimony on discrimination in car supply; Robert Pitcairn refuses to appear without subpoena. (NYT)
- May 24, 1906** Pres. Cassatt and family arrive in Paris; receive cable from J.P Green and W.A. Patton informing him of crisis over ICC investigation.
- May 24, 1906** New York Contracting Company-Pennsylvania Terminal detonates first rock blast for Penn Station excavation. (Couper)
- May 25, 1906** Pres. Cassatt embarks for U.S. on liner *Amerika* at Cherbourg. (NYT)
- May 25, 1906** PRR announces it has awarded contract for construction of Penn Station building to George A. Fuller Company; Fuller also announces it has secured the contract for Hudson Terminal office buildings. (NYT)
- May 25, 1906** Engineer of Branch Lines Joseph U. Crawford testifies that he, VP Samuel Rea and director Effingham B. Morris held stock in Big Coal Development Company. (NYT)
- May 27, 1906** *New York Day Express* and *Pittsburgh Day Express* established as 9-hour day trains between Jersey City and Pittsburgh.
- May 27, 1906** *Buffalo Special* and *Duquesne Special* inaugurated as summer-only mid-day expresses between Pittsburgh and Buffalo.
- May 27, 1906** PRR begins passenger service on Hickory Branch between Center Avenue, Burgettstown, Pa., and Cherry Valley and on Burgetts Branch between Center Avenue and Valear; train runs through; no passenger service between Center Avenue and PCC&StL main line stations in Burgettstown. (tt)
- May 27, 1906** Reading opens New York Short Line between Cheltenham and Neshaminy Falls, creating a more direct route with better grades than

that via Jenkintown; used by freight and B&O Royal Blue trains. (AR)

- May 29, 1906** New 17-span draw bridge over Susquehanna River at Havre-de-Grace opens; old bridge is offered free to counties for road bridge but declined. (, NYT)
- June 1, 1906** Work begins on excavation and foundations for Penn Station building. (ASCE, Couper)
- June 1, 1906** Resident Assistant to the President at Pittsburgh Robert Pitcairn retires at 70 after 40 years of service and post abolished; Pitcairn's fortune estimated at \$20 million; Carroll M. Bunting named to new post of Assistant to First VP (Green) and Albert John County to new position of Assistant to Third VP (Rea); Lewis Neilson named Superintendent of Employees' Saving Fund. (MB, NYT)
- June 2, 1906** Shield placed in operation in Long Island City shaft of Tube D of East River Tunnels. (ASCE)
- June 2, 1906** Sunday passenger service discontinued on Lancaster-Quarryville Branch and weekday service cut from three to two round trips. (tt)
- June 2, 1906** Lincoln Coal Company is first operator to formally file suit against PRR for damages resulting from distribution of cars. (NYT)
- June 3, 1906** Pres. Cassatt arrives in New York and proceeds to ACheswold@ on special train; meets with two general officers and counsel Francis I. Gowen; reviews ICC testimony and prepares a public statement. (NYT)
- June 4, 1906** Pres. Cassatt returns to office and issues his only public statement on the ICC investigation; asserts there will be no favoritism in rates; blames poor car distribution on explosive growth of coal industry surpassing PRR's ability to order cars; sees organized attack on PRR by outside parties. (NYT)
- June 4, 1906** New York Fire Commissioner John H. O'Brien revokes blasting permit of Tammany-controlled New York Contracting Company, who are excavating the area just west of Penn Station, for damaging property. (NYT)
- June 4, 1906** Olean & Falls Creek RPO established. (Kay)
- June 1906** Pres. Cassatt commissions a favorable interview and profile by James Creeling in *Pearson's Magazine* in effort to blunt coal crisis; syas he favors end to secret rebates and government regulation of rates. (NYT - was June issue, prob. out in late May)

- June 5, 1906** ICC investigation resumes at Philadelphia; Pres. Cassatt does not appear as expected, and ICC takes up NYC&HR control of Clearfield Bituminous Coal Corporation and interest in Beech Creek Coal & Coke Company and Pennsylvania Coal & Coke Company. (NYT)
- June 5, 1906** New York Coroners Office continues hearings into allegations that more than 30 PRR tunnel workers have died this year because of poor safety conditions, dismissal of guards at air locks, etc. (NYT)
- June 6, 1906** Joseph Boyer, Chief Clerk to the Superintendent of Motive Power at Altoona A.W. Gibbs, admits "gifts" of \$45,000 in cash and 11,000 shares of stock from coal companies in return for favoritism in purchasing fuel coal; M.K. Reeves, assistant to VP Charles E. Pugh, admits to receiving stock worth \$40,000 from coal operator George W. Huff. (PubLdgr, NYT)
- June 6, 1906** VP Samuel Rea in statement says tunnel work is progressing and is safe. (NYT)
- June 6, 1906** NYC&HR promotes Alfred H. Smith from General Manager to VP & General Manager. (AR)
- June 7, 1906** Pennsylvania, New York & Long Island Railroad (?) Board approves sale of air rights west of 8th Avenue between 31st & 33rd Streets to Post Office Dept. for \$1.66 million. (Ballou)
- June 7, 1906** Joseph Aiken, clerk on Monongahela Division, nonchalantly admits purchasing nearly \$75,000 in coal stock on a salary of \$126 per month; Pres. Cassatt fires Joseph Boyer; Lines West VP McCrea admits to owning small amounts of coal stocks; agrees that ideal would be to eliminate private car fleets. (NYT)
- June 8, 1906** Pres. Cassatt's son Robert Kelso Cassatt testifies voluntarily before ICC; Cassatt & Co. owns large coal holdings including one quarter of stock of Keystone Coal Company; J. McLellan of Blairsville, Pa., volunteers evidence contradicting previous testimony that former Pres. Frank Thomson condoned employees owning stocks in coal companies; PRR fires Boyer and Aiken, who are the only victims of the investigation. (PubLdgr, NYT)
- June 8, 1906** PRR's Special Committee of Inquiry meets and draws up two questionnaires to be submitted to officers, one on practices of car allotment and one on all stocks owned or gifts from shippers. (NYT)
- June 10, 1906** PRR's own investigating committee makes public Pres. Cassatt's answer to its questionnaire, including a list of his stocks; shows he has no current

interest in Keystone Coal & Coke Company, Berwind White Coal Mining Company, Henrietta Cal Company or Cassatt & Co.; owns 333 shares of Union Switch & Signal, 2,296 shares of Pennsylvania Steel Company and 2,000 shares of Cambria Steel Company, (NYT)

- June 10, 1906** New mainline water and coaling station opens at Thorndale. (see Jan. date from WChester paper - C&C has 1905)
- June 10, 1906** New Haven inaugurates *Mayflower Limited* as new all-parlor car train on 5:00 schedule, leaving New York and Boston at 8:00 AM. (fourth such train?)
- June 11, 1906** Shield placed in operation at Long Island City end of Tube C of East River Tunnel. (ASCE)
- June 11, 1906** PRR completes first all-steel passenger car, Class P85, at Altoona. (Mutual)
- June 11, 1906** Employers' Liability Act covers railroad employees engaged in interstate commerce.
- June 12, 1906** First PRR steel coach No. 1651 runs from Altoona to Atlantic City with delegates to Master Car Builders' convention; is 74'-6", 110,000 lbs.; 6-wheel trucks. (CCHS)
- June 12, 1906** PRR begins construction of experimental tunnel at foot of 35th Street to try experiment of freezing mud between tunnel and river bottom as protection against blowouts; method is suggested by Charles Soosmith, who has a patent on it, and Gustav Lindenthal, who joins with him to form a company; however, are unable to raise capital, and PRR refuses to assume risk; PRR does agree to experiment to test potential of idea. (NYT)
- June 13, 1906** ICC investigation continues in Philadelphia; PRR counsel Francis I. Gowen reveals that PRR has bought large order of hopper cars for resale to Berwind-White Coal Mining Company, Keystone Coal & Coke Company, and others so as to obtain a better price on a large order. (NYT)
- June 13, 1906** New York Contracting Company - Pennsylvania Terminal begins excavations for tracks between 6th & 7th Avenues. (ASCE)
- June 13, 1906** Pennsylvania Company announces increase of dividend from 5% to 6% per year; PCC&StL increases from 4% to 5%; increase is to swell income of PRR to help fund improvements. (NYT)

- June 13, 1906** Supreme Court of Connecticut orders New Haven to eliminate all third-rail electrification in state because of menace of electrocution from third rail.
- June 14, 1906** Double track completed between Frankstown and Petersburg Jct.
- June 15, 1906** PRR floats \$48 million French franc loan to finance improvements secured by stocks of B&O, C&O and N&W; first American railroad bond issue payable in francs and listed on Paris Bourse.
- June 15, 1906** Pennsylvania Company places 3 : % 250 million franc loan, guaranteed by PRR. (Church)
- June 16, 1906** Calvin N. Payne again granted right to operate passenger trains over Lakeville Branch of WNY&P between Tryonville and Lakeville, Pa., from June 1 through Oct. 31, 1906. (Val, MB)
- June 16, 1906** Pres. Cassatt hires independent auditor to examine books; issues circular requiring all employees to report any coal stocks owned.
- June 16, 1906** Allegheny City becomes part of Pittsburgh, although majority of residents vote against merger. (Vexler)
- June 17, 1906** Gary, Ind., incorporated as a city; site of major U.S. Steel works.
- June 1906** Second track opens between Woodstock and Urbanna on Indianapolis (later Columbus) Division.
- June 18, 1906** Kuhn, Loeb & Co. completes placement of PRR's \$50 million 4-1/2% French Franc loan to syndicate including Banque de Paris et des Pays-Bas (close ally of Kuhn, Loeb & Co.) and the Credit Lyonnais; papers signed in Paris and announced in New York at 6:00 PM after market closes; proceeds to be used for 33,000 freight cars and 313 locomotives, plus completion of water supply system; is \$50 million Pennsylvania Company French franc loan guaranteed by PRR; purchased by KL&Co and resold in France. (NYT, Church)
- June 19, 1906** French banks complete placing French franc loan with individual investors. (NYT)
- June 19, 1906** E.J. Berwind testifies before ICC investigation; notes that ship 400-500 cars to South Amboy each day, and PRR uses estimated rather than actual weights as no time to weigh each car; actual deviation less than 1%; complains of car shortages and former rebates granted by N&W. (NYT)

- June 20, 1906** "Blowout" of compressed air occurs in shield of one of East River Tunnels; 2 killed; East River Tunnels are much closer to river bed and are plagued by more difficulties with loose roof and hard rock below; coroner's jury censures contractors. (Diehl, Seyfried, Couper)
- June 21, 1906** ICC holds session in Washington; presidents of coal roads invited to make statements but not subpoenaed and do not attend; PRR VP John B Thayer testifies that PRR is planning to abolish private car fleets, but that the number of mines on the PRR has increased by 320% between 1901 and 1904, and PRR unable to build own cars fast enough. (NYT)
- June 22, 1906** War Dept. approves revised plan of Hell Gate Bridge. (MB)
- June 22, 1906** Cleveland & Pittsburgh Railroad files locations for seven branch lines: Dry Rock Run Branch (7.2 mi.) in Wayne Township, Jefferson County; Short Creek Branch in Warren Township, Jefferson County; Riddle's Run Branch (2.72 mi.) in Wells Township, Jefferson County; Beaver Dam Branch (7.0 mi.) at New Philadelphia; Rush Run Branch (7.0 mi.) in Wells Township, Jefferson County; Salt Run Branch (3.68 mi.) in Wells Township, Jefferson County; branch from Millport and Kensington, Ohio (9.0 mi.). (Church)
- June 25, 1906** Workers of S. Pearson & Son building East River Tunnels strike for increase of 50-75 cents per day and shorter hours because of working in pressurized air; many are replaced, and work continues. (NYT)
- June 25, 1906** Chicago ordinance calls for track elevation of PFW&C between Stony Island Avenue and Ewing Avenue. (Church)
- June 25, 1906** Stanford White (1853-1906), partner of Penn Station architect Charles F. McKim, shot and killed at roof garden of Madison Square Garden, which he designed, by Harry K. Thaw, millionaire playboy son of William Thaw. (DAB)
- June 26, 1906** *New York Times* reports that federal government plans to prosecute Pres. Cassatt on charges of conspiracy in dealings with Standard Oil Company and various coal companies as uncovered by ICC investigation and to seek a prison sentence. (NYT)
- June 27, 1906** PRR Board approves \$20 million for road and equipment improvements, including 300 new locomotives and over 15,000 freight cars. (NYT- verify in MB)
- June 28, 1906** PRR Special Committee issues preliminary report to Board; have engaged The Audit Company to provide 50 accountants to audit all coal car distribution records from Jan. 1, 1900 to July 1, 1906; sent

questionnaires to 2,501 officers and employees; notes are 59 coal and coke companies operating 26,899 private coal and coke cars on PRR system. (MB)

- June 28, 1906** Pres. Cassatt and VP Rea travel to New York to confer with engineers regarding delays in East River Tunnels; are working with only 12 men per shift because of strike. (NYT)
- June 28, 1906** Post Office Dept. approves new Post Office over approach to Penn Station at 8th Avenue. (NYT)
- June 29, 1906** Hepburn Act signed; gives ICC power to set maximum rates and fix accounting rules; places burden of proof on railroads, and makes ICC decisions effective immediately; "commodities clause" bars railroads from transporting materials owned by them except ordinary supplies; act, aimed mostly at anthracite railroads, becomes effective May 1, 1908. (EAH)
- June 29, 1906** VP Samuel Rea, Alfred Noble and Ernest W. Moir of S. Pearson & Son, in statements to press, state that delays to East River Tunnels are not alarming; that maximum air pressure is 33 psi, not 42 psi as reported; have had 14 deaths from the bends, not 26 as reported. (NYT)
- June 29, 1906** Article, "A Study in Values" appears in *Wall Street Journal*; Lead sentence, "The Pennsylvania is too vast ... to be grasped by the lay mind."; notes that the increase in ton-mileage for 1905 is equal to the whole traffic of the Wabash and twice the entire traffic of the Reading. (LW tt)
- June 30, 1906** Through service between Philadelphia and Cape May via Delair Bridge begins; express trains to Ocean City, Wildwood, and Cape May begin running via trackage rights over Reading between Winslow Jct. and Woodbine Jct. to clear old WJ&S route for electric trains (or 6/26??); connecting tracks built at Woodbine Jct. (Mount Pleasant) and Winslow Jct. (, Val)
- June 30, 1906** Anglesea Jct., N.J., renamed Wildwood Jct. on WJ&S.
- June 30, 1906** Cumberland Valley Railroad acquires property of Cumberland Valley & Waynesboro Railroad under agreement of May 7, 1906.
- July 1, 1906** Bureau of Claims established in Legal Dept. to handle death and injury claims; John C. Rose appointed General Claims Agent.
- July 1, 1906** PRR stops hauling foreign freight cars that do not meet its own specifications and are not equipped with automatic couplers and air

brakes. (NYT)

- July 1, 1906** Ferry rack at LIRR 34th Street station disappears into sinkhole caused by East River Tunnel; guards block reporters' access to tunnel. (NYT)
- July 1, 1906** Delegates of Safety Engineers Union and Eccentric Firemens Union appear before Central Federated Union to denounce working conditions in East River Tunnels; threaten to strike, stop pumps and flood tunnels; main goal, however, appears to be unionizing the other tunnel workers. (NYT)
- July 1, 1906** Sunday passenger and freight service inaugurated between Petersburg and Hollidaysburg. (Snyder)
- July 1, 1906** Ellsworth Transportation Company begins operating car ferry *Ashtabula* between Ashtabula and Port ____, Ont.; capacity of 30 cars. (Keystone)
- July 2, 1906** Responding to Hepburn Act and coal investigation, PRR Board authorizes Pres. Cassatt to dispose of any stocks using own judgement; Cassatt seems most concerned in disposing of C&O, which competes with both B&O and N&W; approves report of special committee on employee holdings in coal companies, which is released to the press. (MB, NYT)
- July 2, 1906** New York City Building Dept. declares two of four LIRR ferry slips at 34th Street unsafe because of undermining by East River Tunnel. (NYT)
- July 2, 1906** Heading of Belmont Tunnel under East River caves in; 30 men escape to air locks. (NYT)
- July 2, 1906** McKim, Mead & White submit scheme for a passage under 33rd Street to 34th Street with ramps leading to both the Main Concourse and Exit Concourse levels; show an arcaded entrance on 34th Street flanked by large buildings; what is actually built is a temporary kiosk. (SR)
- July 3, 1906** Indianapolis Southern Railway begins operating passenger trains over Vandalia Railroad between McGill Street and Capitol Avenue at Indianapolis under agreement of June 9. (Church)
- July 5, 1906** PRR contracts to sell 22,540 shares of N&W preferred and 140,840 shares of N&W common, 72,064 shares of B&O preferred and 323,342 shares of B&O common to Kuhn, Loeb & Co.; "community of interest" is abandoned after passage of the Hepburn Act; gets \$14.2 million for N&W and \$44 million for B&O; PRR realizes a profit of \$6.2 million on sale of N&W common alone; PRR's share of B&O reduced to 20% and gives up one of four directors; reduces share of N&W to 20% and two of five directors. (Wheeler)

- July 5, 1906** Pres. Cassatt begins second leave for health through Sep. 15; leaves with family for summer home in Bar Harbor. (NYT, Davis)
- July 7, 1906** Pres. Cassatt issues general order requiring all employees and officers to divest themselves of coal company stocks. (NYT)
- July 9, 1906** New York Contracting Company-Pennsylvania Terminal begins excavation of Penn Station yard on south side of 31st Street between 9th & 10th Avenues. (ASCE)
- July 12, 1906** Hearings begin before grand jury at Jamestown, N.Y., on charges PRR rates to Standard Oil Company between Rochester and Olean were secret and discriminatory rebates. (NYT)
- July 13, 1906** PRR inspects section of track near Coatesville laid on longitudinal steel girders with crosstie rods instead of wooden ties. (CCHS)
- July 1906** Work resumes in Tube C of East River Tunnel. (ASCE)
- July 1906** Rodkey Branch of Cherry Tree & Dixonville Railroad opens between Buck Run Branch and mines (0.39 miles). (Val)
- July 1906** Ellsworth Transportation Company places train ferry *Ashtabula* in service between Ashtabula and Port Burwell, Ont. (Church)
- July 16, 1906** Portage station renamed Portageville on Rochester Branch, Buffalo Division.
- July 16, 1906** Borough of Wilkinsburg, Pa., orders its police to arrest any PRR engineer exceeding 10 MPH in dispute that began with complaint against blocked grade crossings. (NYT)
- July 20, 1906** NYC&HR first operates electric equipment in tests in New York City. (Wilgus)
- July 21, 1906** Contract for grading Meadows Division of PT&T at Manhattan Transfer issued to Henry Steers, Inc. (Couper)
- July 1906** Pres. Cassatt, vacationing in Bar Harbor, catches whooping cough from grandchildren, exacerbating his heart condition. (Davis)
- July 1906** PRR's new steel coach tested on Paoli local to generally good reviews; PRR determines to build 54-foot and 70-foot versions, which become the famous P54 and P70 Classes. (CCHS)

- July 24, 1906** William H. Barnes and John B. Thayer of PRR withdraw from N&W Board; replaced by Henry Clay Frick and L.C. Weir of American Express Company; leaves PRR with three representatives. (NYT)
- July 25, 1906** West Jersey & Seashore Railroad obtains trackage rights over Atlantic City & Ocean City Railroad between Somers Point and Ocean City; West Jersey & Seashore grants Atlantic City & Shore Railroad trackage rights into 8th Street Station at Ocean City. (Val)
- July 27, 1906** Work again resumes at Manhattan end of Tube C of East River Tunnel. (ASCE)
- July 28, 1906** *Pennsylvania Special* hits derailed freight cars fouling all four tracks at Blairsville; plows right through them; locomotive derailed, but cars stay on track, and no one injured. (NYT)
- July 31, 1906** PRR Board authorizes reduction of maximum passenger rate to 22¢ per mile and sale of 1,000-mile tickets for \$20; authorizes construction of branch from Grindstone to Redstone Central Jct. (5.5 miles).
- July 31, 1906** Work begins on first caisson for Hudson Terminal Building. (H&M)
- Aug. 1, 1906** House wrecking completed along 32nd Street and in Penn Station west yard west of 8th Avenue. (AJC 32/47, ASCE)
- Aug. 1, 1906** Potomac Yard opens at Alexandria, Va., on Washington Southern Railway; becomes main gateway between Northeast and Southeast; includes separate double-track freight line between south end of the Long Bridge and "AF" Tower south of Alexandria. (AR)
- Aug. 1, 1906** Columbia & Port Deposit fully reopened after being closed for construction of Atglen & Susquehanna (or is 1-8/06 closure for McCalls Ferry Dam?)
- Aug. 1, 1906** PRR signs agreement with Dunbar Water Supply Company for water from Indian Creek in Fayette County.
- Aug. 1, 1906** Ellsworth Transportation Company renamed Pennsylvania-Ontario Transportation Company. (Church)
- Aug. 1, 1906** Missouri & Illinois Bridge & Belt Railroad grants use of its Alton Bridge to Chicago, Burlington & Quincy Railroad. (Church)
- Aug. 2, 1906** Shield placed in operation at Long Island City end of Tube A of East River Tunnel. (ASCE)

- Aug. 1906** New project floated for New York, Pittsburgh & Chicago Air Line, an electrified trunk line running from Easton to Pittsburgh through the mountains north of the PRR main line.
- Aug. 5, 1906** Future PRR VP David Crumley Bevan (1906-1996) born at Wayne, Pa.
- Aug. 7, 1906** PRR signs agreement with DL&W for interchange at Kearny Jct. east of Newark, N.J.
- Aug. 9, 1906** "___" Tower placed in service at East Conway, Pa.
- Aug. 10, 1906** Atglen & Susquehanna Branch opens between Parkesburg and Shocks Mills, Pa., completing low-grade freight line between Delaware and Susquehanna Rivers; operated by telephone instead of telegraph. (Val, AR, CCHS has 8/12?)
- Aug. 10, 1906** Federal grand jury at Jamestown, N.Y., indicts Standard Oil Company and PRR on 22 counts of illegal rebating. (NYT)
- Aug. 11, 1906** PRR announces it will henceforth build or buy only all-steel passenger cars with electric lighting to eliminate fire risk in New York tunnels; PRR pushes Pullman Company into designing and building all-steel sleeping and parlor cars. (NYT)
- Aug. 1906** PRR begins demolition of old Susquehanna River Bridge at Havre-de-Grace.
- Aug. 1906** West Shore Rail(road?) temporarily relocates lower Manhattan ferry terminal from Franklin Street to PRR station at Debrosses Street. (Guide)
- Aug. 1906** E.H. Harriman begins buying shares of NYC&HR and Atchison, Topeka & Santa Fe. (Wyckoff - verify)
- Aug. 16, 1906** PRR and S. Pearsons Sons & Co. deny any new problems in East River Tunnels. (NYT)
- Aug. 16, 1906** Washington Southern Railway opens double track between Quantico and "WD" between Powells Creek and Neabsco Creek. (AR)
- Aug. 18, 1906** Locomotive of *Twentieth Century Limited* derails on crossing of B&O at Elyria, Ohio; cars stay on track with only minor injuries to passengers. (NYT)
- Aug. 24, 1906** Steam passenger service makes last run between Pleasantville and Somers Point, N.J. because of trolley competition.

- Aug. 25, 1906** Atlantic City & Shore Railroad begins trolley operation over West Jersey & Seashore tracks between the Thorofare and Somers Point via Pleasantville; has own tracks on city streets between the Thorofare and Virginia Avenue and Boardwalk.
- Aug. 27, 1906** PRR signs agreement with West End Water Company for water supply at Mill Hall, Clinton County.
- Aug. 1906** William H. Barnes and J.B. Thayer leaves N&W Board. (NYT)
- Aug. 30, 1906** Democratic presidential candidate William Jennings Bryan in a speech to the American Anti-Trust League at Madison Square Garden proposes nationalization of the railroads. (NYT)
- Sep. 1, 1906** PRR issues statement denying union charges that tunnel work is unsafe and describing methods of coping with pressurized air and the bends. (NYT)
- Sep. 2, 1906** Ashland & Western Railway incorporated in Ohio to build from Lorain to Marietta. (Church)
- Sep. 3, 1906** PRR makes public announcement that its has sold about half of it stock of B&O and N&W to Kuhn, Loeb & Co. (NYT)
- Sep. 3, 1906** Kuhn Loeb & Co. resells all of PRR's B&O stock to E.H. Harriman's Oregon Short Line Railroad, a part of the Union Pacific system, for \$91. million in cash and \$36.4 million in Oregon Short Line 4.5% notes and other securities of UP subsidiaries; closing date Oct. 8. (MB, NYT - no mention of sale of N&W to Harriman!)
- Sep. 3, 1906** PRR issues supplementary statement that it has sold about 400,000 shares of B&O and about 160,000 shares of N&W, a majority of its holdings, to Kuhn, Loeb & Co. (NYT)
- Sep. 3, 1906** New alignment opens between Niles and Warren on PY&A avoiding Niles Hill and reducing grade to 0.3%.
- Sep. 5, 1906** Team of 100 accountants of New York Audit Company retained by special committee investigating ICC charges on coal traffic completes examination of PRR books. (NYT)
- Sep. 7, 1906** PRR calls in extra deputies to protect against striking track workers between New Brunswick and Deans, N.J., who are demanding an increase from \$14.4 to \$1.65 per day. (NYT)

- Sep. 7, 1906** **Officers of Berwind-White Coal Mining Company and Keystone Coal & Coke Company announce that PRR plans to purchase their private hopper cars by Apr. 1, 1907. (NYT)**
- Sep. 8, 1906** **PRR announces that meeting of south tube of Hudson River Tunnel is less than one-eighth inch out of line and less than three-quarters of an inch out of grade. (NYT)**
- Sep. 8, 1906** **PRR brings in strikebreakers under police protection to end strike of track workers south of New Brunswick, N.J. (NYT)**
- Sep. 1906** **PRR sells all of its stock holdings in Chesapeake & Ohio; PRR makes about \$15 million profit on C&O, B&O and N&W transactions.**
- Sep. 1906** **Pennsylvania-Ontario Transportation Company car ferry *Ashtabula* begins running between Ashtabula, Ohio, and Port Burwell, Ont.**
- Sep. 1906** **Western Allegheny Railroad opens extension from Queen Jct. on B&LE to West Pittsburgh on B&O near New Castle.**
- 1906** ***Fast Mail* (#25-?) renamed *Chicago Special*.**
- Sep. 10, 1906** **Shields of north tube of Hudson River Tunnels meet with only 1/16" deviation. (NYT)**
- Sep. 11, 1906** **Felician Slataper, former Chief Engineer of Pennsylvania Company, dies in Trieste, Austria, at age 81; had returned to home town after retirement. (MB)**
- Sep. 11, 1906** **Lorain Snyder subcontracts construction of Industrial Railroad to West Virginia & Ohio Construction Company; built from B&O eastwardly along property of National Tube Company for 1.05 miles, but not opened until Lorain, Ashland & Southern Railroad finished on Dec. 1, 1914; Construction Company also agrees to build Lorain & Ashland Railroad from Lorain to Ashland Jct. and belt line at Lorain. (Church)**
- Sept. 12, 1906** **Charles M. Jacobs, contractor John F. O'Rourke, and other officials pass through north tube of Hudson River Tunnels at 11:15 AM from Weehawken Shaft to Manhattan on foot after tunnel holed through. (ASCE, NYT)**
- Sep. 12, 1906** **PRR official announces company will order at least 10,000 more freight cars. (NYT)**
- Sep. 14, 1906** **Muskingum County releases Ohio River & Western Railway from conditions of 1893 contract requiring completion of standard gauge to**

- Bellaire in return for cash payment of \$5,000 and promise to complete by Sep. 1, 1916. (Church)
- Sep. 1906** PRR sets location for Darby Creek Low Grade Line. (W.Chester paper)
- Sep. 15, 1906** Deadline for Pres. Cassatt's return from Bar Harbor passes because of his illness. (NYT)
- Sep. 17, 1906** PRR acquires additional 107,069 shares of B&O for \$10.7 million; part of new issue.
- Sep. 17, 1906** PRR reports that 98% of freight cars now equipped with air brakes.
- Sep. 18, 1906** Electrified service (600 volt, DC) begins between Camden and Atlantic City via Newfield (and Pleasantville to Somers Point?) (elsewhere 8/25 - AR has 9/18); includes automatic block signals between Camden and Newfield; electrification designed by George Gibbs of Westinghouse.
- Sep. 18, 1906** Kuhn, Loeb & Co. issues statement confirming that Union Pacific is bidding for the B&O shares once owned by the PRR but that nothing definite has been decided. (NYT)
- Sep. 20, 1906** Samuel Rea resigns as VP of North River Bridge Company. (SR)
- Sep. 21, 1906** Pres. Cassatt and family return from Bar Harbor and go to Cheswold, where he is to recuperate for "a few days"; Cassatt has recovered from whooping cough but is much weakened. (NYT)
- Sep. 23, 1906** Work on Manhattan side of Tube D of East River Tunnel shut down for 13 days to put hood on shield; work proceeds relatively smoothly thereafter. (ASCE)
- Sep. 23, 1906** "CM" Tower placed in service at East Liberty.
- Sep. 24, 1906** PRR denies Pres. Cassatt's illness is serious. (NYT)
- Sep. 24, 1906** United New Jersey Railroad & Canal Company signs agreement with Andrew Carnegie to permit him to draw water from Delaware & Raritan Canal for artificial lake at Princeton; Lake Carnegie becomes site of rowing meets. (MB)
- Sep. 26, 1906** PRR's new issue of \$50 million bonds become first U.S. security to be listed on Paris Bourse. (NYT)
- Sep. 29, 1906** New York express No. 107, whose brakes fail, rear-ends Long Branch express, stopped by brake failure at Eddington, Pa.; 3 killed, 28 injured.

(NYT)

- Sep. 29, 1906** Bessemer Limestone Company deeds Bessemer Branch (Coverts-Walford) to Pittsburgh, Youngstown & Ashtabula Railway. (Church)
- Sep. 30, 1906** NYC&HR holds first public test of 660 volt DC third-rail electrification from High Bridge to Grand Central Terminal with Class S-2 (or S-1?) electric locomotive. (AR, Wilgus)
- Oct. 1, 1906** PRR implements another round of salary increases for management and supervisory employees because of increase in cost of living. (NYT)
- Oct. 1, 1906** Freight transfer station opens at Potomac Yard. (AR)
- Oct. 5, 1906** NYC&HR Electric Traction Commission holds last meeting. (Wilgus)
- Oct. 8, 1906** New station opens at Havre-de-Grace, Md. (AR)
- Oct. 8, 1906** Five-track westbound receiving yard opens at Hollidaysburg. (Snyder)
- Oct. 9, 1906** Shields meet on south tube of Hudson River Tunnel; last ring of north tube placed. (ASCE)
- Oct. 9, 1906** Just after 3:00 PM, Charles M. Jacobs leads party of officials and reporters from Manhattan to Weehawken Shaft via north Hudson River Tunnel and back via south tube; A.J. County is senior PRR representative; first time that press had been allowed in tunnels; on return, stop at shields for a short speech by Jacobs and three cheers for Pres. Cassatt; Jacobs then is first to pass through doors, followed by County. (NYT)
- Oct. 9, 1906** Representatives of Brotherhood of Railroad Trainmen's lodges in Chicago Switching District meet at Masonic Temple; vote to push for 8-hour day.
- Oct. 11, 1906** BC&A Superintendent Albert H. Benjamin dies. (MB)
- Oct. 14, 1906** Electrified service begins between Newfield and Millville.
- Oct. 15, 1906** Philadelphia & Bridgeton RPO cut to Glassboro & Bridgeton RPO. (Kay)
- Oct. 15, 1906** B&O discontinues Shepherd's Landing-Alexandria car float and begins running freight trains over Long Bridge into Potomac Yard. (Harwood)
- Oct. 15, 1906** Southern Railway begins operating freight trains to and from Potomac Yard. (AR)

- Oct. 15, 1906 Philadelphia & Salem RPO cut to Woodbury & Salem RPO; Philadelphia & Cape May RPO split into Philadelphia & Millville RPO and Millville & Cape May RPO; Philadelphia & Bridgeton RPO cut to Glassboro & Bridgeton RPO. (Kay)**
- Oct. 15, 1906 West Virginia & Ohio Construction Company halts work of Lorain & Ashland Railroad, having completed line from Wellington to within three miles of Lorain; not opened. (Church)**
- Oct. 1906 Western Branch of Cherry Tree & Dixonville Railroad opens between Clymer and mines (1.28 miles); Sample Run Branch opens from Western Branch to mines (0.93 miles); Price Run Branch opens between Rembrandt and mines (0.48 miles). (Val)**
- Oct. 16, 1906 Shield placed in operation at Long Island City end of Tube B of East River Tunnel. (ASCE)**
- Oct. 17, 1906 Five trains of annual track inspection party pass over Petersburg Branch and New Portage Railroad westbound. (Snyder)**
- Oct. 23, 1906 Work resumes on Manhattan side of Tube A of East River Tunnel after 10 month suspension. (ASCE)**
- Oct. 23, 1906 Brotherhood of Railroad Trainmen present demand for 8-hour day for switchmen in Chicago Switching District.**
- Oct. 24, 1906 PRR Board approves enlargement of Greenwich Yard in South Philadelphia. (MB)**
- Oct. 25, 1906 Construction Committee of New York Connecting Railroad presents illustrated report covering plans and estimates for Hell Gate Bridge. (MB)**
- Oct. 28, 1906 PRR denies rumors that Pres. Cassatt will retire and be succeeded by Lines West VP James McCrea; calls rumors that Cassatt is in poor health "maliciously false." (NYT)**
- Oct. 28, 1906 Three-car electric train No. 1065 from Camden to Atlantic City derails on Thorofare Bridge just west of Atlantic City and falls into water at 2:25 PM; first two cars instantly submerged; third is left hanging partially submerged from abutment; 57 killed; coroners jury blames improper locking of draw span rails. (NYT, Shaw)**
- Oct. 31, 1906 Calvin N. Payne ends operation of Lakeville Branch between Tryonville and Lakeville.**
- Oct. 31, 1906 NYC&HR Construction Committee for Grand Central Terminal holds**

last meeting. (Wilgus)

- Nov. 1, 1906** **PRR announces increase of dividend rate from 6% to 7% a year. (NYT)**
- Nov. 1, 1906** **New Jersey imposes 2-cent per mile maximum passenger rate. (Lee)**
- Nov. 1, 1906** **PRR voluntarily reduces maximum fare to 2.5 cents a mile. (NYT)**
- Nov. 1, 1906** **Jury in U.S. Circuit Court in New York awards family \$25,000 damages in death of theater impresario Sam Shubert in May 1905 PRR wreck near Harrisburg. (NYT)**
- Nov. 1, 1906** **NYC&HR appoints Edwin B. Katte Chief Engineer Electric Traction; George A. Harwood to Chief Engineer Electric Zone Improvements. (AR)**
- Nov. 4, 1906** **New Haven opens branch from West Roxbury to Needham Jct., Mass., last commuter rail line to be built in Boston area. (Humphrey)**
- Nov. 6, 1906** **Pennsylvania Company agrees with Chicago Warehouse & Terminal Company for Warehouse Company to build freight tunnels connecting with Illinois Tunnel Company's railroads. (Church)**
- Nov. 7, 1906** **Workman in Long Island end of Tube C of East River Tunnels buried and smothered by fall of dirt from roof. (NYT)**
- Nov. 7, 1906** **Switchmen's Union at Chicago agrees to settle for 3-cent per hour increase and drop demand for 8-hour day; Brotherhood of Railroad Trainmen refuses to accept terms.**
- Nov. 8, 1906** **PRR grants 10% increase to all employees making less than \$200 per month. (eff. 1/1/07!?)**
- Nov. 10, 1906** **Fast run of special 3-car train carrying General Manager W.W. Atterbury run from Pittsburgh to Philadelphia; 352 miles in 367 minutes.**
- Nov. 10, 1906** **Brotherhood of Railroad Trainmen representing switchmen in Chicago Switching District settles for 4-cent per hour increase.**
- Nov. 10, 1906** **Ashland & Western Railroad deeds property to Ashland & Western Railway. (Church)**
- Nov. 12, 1906** **Charles F. McKim presents A.J. Cassatt with perspective of revised General Waiting Room of Penn Station looking east towards Arcade; congratulates him for his personal labors in behalf of integrity of design; pleased to hear that rumors of Cassatt's illness are reported false. (AJC)**

- Nov. 12, 1906** PRR announces it will build 25 new freight locomotives of larger type at Altoona for fast freight service on low grade line; also orders 550 steel passenger cars from American Car & Foundry Company and 50 more from Altoona. (NYT)
- Nov. 14, 1906** In what is probably his last letter to Charles F. McKim, Pres. Cassatt gives his verdict on Penn Station, which neither will live to see, "It is going to be very fine"; he also informs McKim "I am in much better shape." (AJC)
- Nov. 1906** PRR makes "all aboard!" standard call to be given two minutes before leaving terminals. (CCHS)
- Nov. 15, 1906** ICC begins investigation of E.H. Harriman on own initiative; is billed as in investigation of all railroad combinations, but deals with Harriman. (Klein)
- Nov. 15, 1906** Lines West wages increased by 10% for 57,000 employees.
- Nov. 15, 1906** NYC&HR submits plan to New York City Board of Rapid Transit Commissioners for a two-track subway under 53rd Street from Park Avenue to 12th Avenue to link Grand Central Terminal with West Side Line; never built. (Condit)
- Nov. 16, 1906** African American heading boss Lee Stribling, 30, one of the most daring tunnel workers, smothered by quicksand when he slips from the working face of the shield at Manhattan side of Tube A while directing men to shore up roof; work halted for remainder of shift in tribute. (NYT)
- Nov. 17, 1906** Cambria & Clearfield Railway purchases Janesville Branch at Smoke Run, Pa. (2.6 miles) from S.J. Mouritz & Co.
- Nov. 18, 1906** Last metal lining ring installed in south tube of Hudson River Tunnels; is the one exhibited at the Louisiana Purchase Exposition in St. Louis in 1904; it and the shells of the two shields form the tunnel lining at the meeting point. (Placque, ASCE, NYT)
- Nov. 1906** Pres. Cassatt and family move to town house on Rittenhouse Square to be closer to office. (Davis)
- Nov. 1906** PRR orders 100 all-steel passenger cars.
- Nov. 25, 1906** Columbia & Port Deposit Branch closed between McCalls Ferry and Pequea to permit construction of McCalls Ferry hydroelectric dam.
- Nov. 26, 1906** Passenger service on Lancaster-Quarryville Branch cut from two to one

round trip. (tt)

- Nov. 26, 1906** Six Mile Run Branch of Huntingdon & Broad Top Mountain Railroad opens between Riddleburg and Coaldale, Pa.
- Nov. 27, 1906** PRR completes first all-steel 60-foot baggage car at Altoona. (Mutual)
- Nov. 28, 1906** Pres. Cassatt attends last Board meeting. (MB)
- Nov. 28, 1906** PRR and B&O inform District Commissioners that they will not electrify lines within District of Columbia. (NYT)
- Nov. 29, 1906** Southern Railway Pres. Samuel Spencer (-1906) killed in rear-end collision at Lawyers, Va. (Shaw)
- Dec. 1, 1906** PRR implements general 10% wage increase for all employees on Lines East and West making less than \$200 a month because of increased cost of living and general prosperity of company. (NYT)
- Dec. 3, 1906** PRR Board approves sale of 101,300 shares of C&O common stock to Kuhn, Loeb & Co.; additional 55,000 shares owned by Pennsylvania Company and Northern Central also sold for total \$8.6 million in cash and securities or profit of \$3 million; because of Panic in following year, Kuhn, Loeb & Co. us unable to resell until 1909. (MB, NYT, Wheeler)
- Dec. 3, 1906** Forty pounds of dynamite waiting to be placed in working face detonated by burning paper in Long Island end of Tube B of East River Tunnels; three killed, 12 injured, 2 fatally. (NYT)
- Dec. 5, 1906** New York & Jersey Railroad (N.Y.), Hoboken & Manhattan Railroad (N.J.), and Hudson & Manhattan Railroad (N.Y.) merged to form Hudson & Manhattan Railroad (N.Y. & N.J.), bringing entire Hudson Tubes system under a single company; \$100 million in bonds floated to complete system. (H&M book has 12/6, check NJCorp)
- Dec. 5, 1906** Big Four (CCC&StL) authorizes the sale of its 75,000 shares of C&O. (Wheeler)
- Dec. 7, 1906** Chartiers Southern Railway incorporated in Pa. to build from Van Emman to Marianna on PRR's Ten Mile Run Branch; controlled by PCC&StL, B&O and P&LE for purpose of extending into Washington and Greene County coal fields. (Church)
- Dec. 8, 1906** Pres. Cassatt celebrates 67th birthday; notes is first PRR President to reach that age in office; visits office for last time; thereafter W.A. Patton brings papers to his Rittenhouse Square house for signature, or officials

visit him at home. (NYT, Davis)

- Dec. 8, 1906** Tunnel on IRT Brooklyn Extension holed through; first transit tunnel under East River. (NYT)
- Dec. 11, 1906** First revenue run of NYC&HR electric MU train into Grand Central Station; regular electric service begins between Grand Central and High Bridge on Hudson Line. (AR, Wilgus)
- Dec. 12, 1906** PRR Board appropriates further \$20 million for Penn Station Project; authorizes automatic (?) block signals between Gardner and Grampian and between Tyrone and Lock Haven. (MB)
- Dec. 12, 1906** NYC&HR promotes Albert H. Harris from General Attorney to General Counsel. (AR)
- Dec. 13, 1906** Temporary station opens on east side of Grand Central Station at 43rd Street & Lexington Avenue. (AR)
- Dec. 14, 1906** Sinkhole created by PRR crosstown tunnel in 33rd Street east of 5th Avenue swallows a trash truck. (NYT)
- Dec. 1906** Cherry Tree & Dixonville Railroad extended from Possum Glory Jct. (Wandin) to Idamar. (Val)
- Dec. 1906** Pennsylvania Terminal Railway extends Byrne Track on Arbegust Avenue, Louisville from 18th to 28th Streets and to American Tobacco Company at Broadway & 17th Street and White Mills Distillery on Howard Street west of 18th. (Church)
- Dec. 16, 1906** *Pennsylvania Special*, running to make up 30 minutes, rams W&LE locomotive on crossing at Canton, Ohio, killing engineer of freight. (NYT - verify in 12/02 NYT)
- Dec. 16, 1906** Chartiers Southern Railway adopts location between Van Emman and Marianna, Pa. (Church)
- Dec. 17, 1906** Old Long Bridge over Potomac River abandoned. (AR)
- Dec. 17, 1906** PRR loses Lancaster-Quarryville mail contract to Conestoga Traction Company. (newspaper)
- Dec. 17, 1906** John Mifflin Hood (1843-1906), former Pres. of Western Maryland Railroad, confederate soldier and engineer of Philadelphia & Baltimore Central Railroad, dies in Baltimore. (Memoir)

- Dec. 1906** First excavations begun for Sunnyside Yard in Queens; contractor is Degnon Realty & Terminal Improvement Company. (ASCE, Couper - Seyfried has 2/1907)
- Dec. 20, 1906** VP Samuel Rea approves revised Concourse roof eliminating tie rods in the steel arches as per request of the architects; requires more elaborate outside bracking to achieve cleaner effect inside. (SR)
- Dec. 21, 1906** Rumors circulate that Pres. Cassatt is confined to bed at "Cheswold"; Cassatt takes a carriage drive from his town house to "Cheswold" and back. (NYT)
- Dec. 24, 1906** Pres. Cassatt takes a last drive in the country and claims to be refreshed. (NYT)
- Dec. 26, 1906** PRR Board elects Henry Clay Frick a director, replacing Amos R. Little, deceased; Frick has invested his share of the proceeds from the sale of Carnegie Steel to U.S. Steel and is now the largest private U.S. investor in railroad stocks; Board authorizes \$15,000 for exhibit at 1907 Jamestown Ter-Centennial Exposition. (MB)
- Dec. 28, 1906** Pres. A.J. Cassatt dies suddenly in his sleep of heart failure at his Philadelphia town house, 202 West Rittenhouse Square, at 1:00 PM; had felt ill on waking and decided to spend day in bed and return to business tomorrow. (NYT)
- Dec. 29, 1906** Pine Run Railroad incorporated in Pa. to build coal branch.
- Dec. 31, 1906** *New York Times* reports that Pres. Cassatt had wished for Samuel Rea to succeed him, but that Board is opposed, feeling he needs more experience; says Rea also heavily invested in Consolidated Lake Superior (case?, which had recently collapsed; or was this an ICC case?) (NYT)
- Dec. 31, 1906** Last day of steam service at Grand Central Terminal.
- 1906** John Van Buren Duer joins LIRR. (RyAge)
- 1906** Jamaica & South Shore Railroad completes second track with electrification between Springfield Jct. and Cedarhurst, with electrification, but not opened. (Val)
- 1906** PRR eliminates engine change at Philadelphia on Jersey City-Washington trains.
- 1906** Ivy Ledbetter Lee (1877-1934), a former newspaper reporter and father of modern publicity, engaged as consultant by PRR after wreck at Gap,

Pa.; later organizes PRR Publicity Bureau and is employed by PRR until his death. (JmC 61/27 says start about 4/06; probably a/c coal scandal)

- 1906** Future President Walter S. Franklin begins working for PRR as clerk in Dock Street freight station after graduating from Harvard.
- 1906** Since 1900, realignments have saved 4,000 degrees of curvature on main line between Jersey City and Pittsburgh. (MB)
- 1906?** New York Bay Railroad completed; freight line from Newark to Greenville (part open in 1904; yard completed 1907!!; 5 miles of track built in yard in 1906)
- 1906** Philadelphia & Camden Ferry Company sells ferry *Pennsylvania*. (AR)
- 1906** Separate electric line opens from new platforms on south side of Camden Terminal to 2nd Street. (Val - has 12/1906)
- 1906** West Morrisville Yard enlarged, 31 miles of track and shops built.
- 1906** Washington Southern Railway sells Henry Street Branch in Alexandria to Southern Railway for materials. (AR)
- 1906** Duckunder built at Paoli to permit eastbound locals to exit yard without crossing main tracks. (AR)
- 1906** New station opens at Parkesburg, Pa. (AR)
- 1906** North side of Harrisburg train shed extended by 120 feet. (AR)
- 1906** Repair shops completed at Enola. (AR)
- 1906** Pompey Branch of Cherry Tree & Dixonville Railroad (0.66 miles) abandoned. (Val)
- 1906** Permissive block signal system placed in service between Buffalo and Olean. (AR)
- 1906** Kinzua Railway abandoned between Gates Siding and Marshburg, Pa. (1.08 miles).
- 1906** Four-track system opens between Granville and Mayes Bridge and between Vandyke and Mexico on Middle Division.
- 1906** Automatic block signals placed in service between Bellwood and Irvona.

- 1906** **Bens Creek Branch extended 2.33 miles on Pittsburgh Division. (Val)**
- 1906** **South Fork Branch extended from South Fork to west of Summerhill Station. (AR, Val)**
- 1906** **Duquesne Warehouse Company incorporated in Pa. to build freight warehouses at Pittsburgh and Erie. (get from cards)**
- 1906** **Apollo Branch extended on Conemaugh Division. (Val)**
- 1906** **New station opens at Homestead, Pa.**
- 1906** **Axle Works Branch opens between Hays and junction with Union Railroad on Monongahela Division. (Val)**
- 1906** **Pennsylvania, Monongahela & Southern Railroad adopts location for extending to W.Va. line up west bank of Monongahela River; never completed.**
- 1906** **Automatic block signals placed in service between Butler Street, Pittsburgh, and "CX" Tower on Allegheny Division.**
- 1906** **Permissive block signal system placed in service between Kittanning and "VS" Tower on Allegheny Division.**
- 1906** **Track elevation at Allegheny completed, including new double-deck bridge over Allegheny River.**
- 1906** **Original line of Pittsburgh, Youngstown & Ashtabula Railway between Wampum Jct. and Lawrence Jct. reclassified as second track.**
- 1906** **Howard Branch of Cleveland, Akron & Columbus Railway opens to sand quarry (4.0? miles).**
- 1906** **Ohio River & Western Railway extends third rail for standard gauge from Shadyside to Vallonia. (Church)**
- 1906** **Cincinnati & Muskingum Valley Railroad completes new freight yard at Lancaster, Ohio.**
- 1906** **All-electric "___" Interlocking placed in service at crossing of Hocking Valley, Toledo & Ohio Central and Columbus & Xenia west of Columbus.**
- 1906** **Yard at Parsons Street, Cincinnati, enlarged.**
- 1906** **GR&I opens Ardis Branch (2.78 miles).**

- 1906 GR&I opens Bogardus Branch (1.75 miles).**
- 1906 GR&I abandons 3.47 miles of Osceola Branch.**
- 1906 Double-tracking completed between Chicago and Logansport.**
- 1906 New engine terminal completed at Dennison, Ohio.**
- 1906 Gosport Branch of PCC&StL abandoned between Gosport and Stinesville, Ind. (4.3 miles) (C&C 1890 says is bet. Corrinne and N. Bedford)**
- 1906 Automatic block signals installed between West Philadelphia and Elwyn on Central Division; first use of upper-quadrant semaphores. (AR, Mutual)**
- 1906 Class A4 0-4-0 switching locomotive introduced.**
- 1906 Electric trolley service inaugurated Dillsburg-Mechanicsburg, Pa.**
- 1906 Baseball league formed for Maintenance of Way & Signals clerks at Altoona.**
- 1906 Charter of New York & New Jersey Bridge Company surrendered. (NJCorp)**
- 1906 New Haven electrifies passenger service on branch between Berlin, Meriden and Cromwell, Conn. (Condit - verify)**