

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1899

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- Jan. 1, 1899 F. Wolcott Jackson, who has been elected President of the United New Jersey Railroad & Canal Company in May 1898, resigns as General Superintendent of the UNJ Grand Division to lighten work load; named to new position of Resident Manager on the United Railroads of New Jersey (Grand) Division with jurisdiction over all terminals and marine operations in New York area; replaced as General Superintendent by Frank L. Sheppard; John M. Wallis to General Superintendent of PRR Grand Division replacing Sheppard; George W. Creighton named General Superintendent of Philadelphia & Erie Grand Division/Northern Central Railway, replacing Wallis. (MB)
- Jan. 1, 1899 Henry F. Kenney, General Superintendent of PW&B, resigns for health after 46 years of service, 34 as General Superintendent; remains Pres. of subsidiary companies; E.F. Brooks appointed General Superintendent. (AR, Obit)
- Jan. 1, 1899 W. Heyward Myers named Superintendent of Middle Division, replacing G.W. Creighton; A.W. Moss to Superintendent of Schuylkill Division, replacing Myers; Victor Wierman to Superintendent of Frederick Division, replacing Moss; S. Pemberton Hutchinson to Superintendent of Lewistown Division, replacing Wierman; R.M. Patterson to Superintendent of New York Division, replacing E.F. Brooks; D.H. Lovell to Superintendent of Delaware Extension & Kensington Division, replacing Patterson; F.F. Robb to Superintendent of Monongahela Division, replacing Lovell; F.P. Abercrombie to Superintendent of Cambria & Clearfield Division, replacing Robb; L.W. Allibone to Superintendent of Bedford Division, replacing Abercrombie. (AR)
- Jan. 1, 1899 New freight traffic agreement of PRR, PW&B and NYP&N covers north-south business. (AR)
- Jan. 1, 1899 Work begins on new Juniata Coal Yard east of Altoona.

- Jan. 1, 1899 Philadelphia & West Chester Traction Company begins electric trolley service between 63rd Street, Upper Darby, and West Chester; inaugural train delayed by snow storm. (CCHS - see 12/31/98)
- Jan. 1, 1899 Trunk Line Association adopts amended articles of association. (Rdg)
- Jan. 1, 1899 Charles Hartshorne (1892-1908) resigns as VP of the Lehigh Valley Railroad. (AR)
- Jan. 1, 1899 Boston Terminal Company, controlled by Boston & Albany and New Haven, opens South Station, Boston, for New York & New England route and Old Colony trains; has 28 stub tracks, but with a train shed roof with intermediate supports instead of a single span; holds only short (8 car) trains of the period; two loop tracks in basement for suburban trains built but never used, as the Boston suburban lines are not electrified, and the Boston-New York main line is not electrified until 2000. (AR, CE, NHCop)
- Jan. 1, 1899 Reading begins operating Wilmington & Northern Railroad, having purchased control from Henry A. du Pont (1838-1926) in Oct. 1898. (RRGaz)
- Jan. 1, 1899 CB&Q Railroad begins using Peoria Union Depot of Peoria & Pekin Union Railway. (Church)
- Jan. 3, 1899 *New York Times* reports that the New York Connecting Railroad, Oliver W. Barnes, Pres., has secured a franchise for the Hell Gate Bridge; cost estimate \$4 million; plan is to link the NYC&HR and New Haven with the LIRR and the South Brooklyn Railroad & Terminal Company, which hopes to develop a deep-water ocean freight terminal. (NYT)
- Jan. 4, 1899 Canandaigua & Elmira RPO extended to Canandaigua & Williamsport RPO. (Kay)
- Jan. 5, 1899 Sag Harbor & New York RPO rerouted to Montauk & New York RPO. (Kay)
- Jan .6, 1899 Fast Mail train arrives at San Francisco at 8:45 PM, having left New York at 9:15 PM on Dec. 31, 1898, making the trip in 97:55; runs via NYC&HR, CB&Q, Union Pacific and Central Pacific. (NYT)
- Jan. 9, 1899 PRR transfers its marine equipment repair shop at the foot of 2nd Street in Hoboken to the Hoboken Land & Improvement Company, which in turn transfers it to the Hamburg-Amerikanische Paketfahrt Aktiengesellschaft for expansion of its transatlantic piers; Hoboken Land & Improvement Company and Estate of Martha B. Stevens transfer to the PRR the land

between 10th & 12th Streets, including shops originally built by Stevens family for Hoboken Ferry Company. (RyW)

- Jan. 9, 1899 U.S. Supreme Court upholds Ohio Supreme Court's 1893 ruling foreclosing Second Mortgage bonds of Columbus & Indianapolis Central Railway, now covering a portion of the PCC&StL Railway. (Church)
- Jan. 10, 1899 New York Stock Exchange experiences first ever second consecutive day in which 1 million shares are traded. (RyW)
- Jan. 11, 1899 Meeting of leaders of railroads in Official Territory and ICC held in Washington to consider consequences of outlawing Joint Traffic Association; PRR conspicuous by its absence. (RRGaz)
- Jan. 11, 1899 3,000 of the 45,000 members of the VRD are sick with flu; VRD clerks have to work overtime to process the claims. (NYT)
- Jan. 12, 1899 Central New England Railway incorporated as reorganization of Philadelphia, Reading & New England Railroad; John W. Brock (1855-) of Philadelphia, Pres. (ICC, RyW)
- Jan. 12, 1899 Pressed Steel Car Company incorporated in N.J. as the merger of the Schoen Pressed Steel Company and the Fox Pressed Steel Equipment Company; pioneer in the large-scale manufacture of all-steel freight cars. (Moody's)
- Jan. 13, 1899 Central New England Railway assumes the lease of the Hartford & Connecticut Western Railroad. (NHCorp)
- Jan. 13, 1899 The American Steel & Wire Company of New Jersey organized by John W. "Bet-a-Million" Gates (1855-1911) and the Morgan interests; capitalized at \$90 million. (NJCorp, AI&SI, Nasaw, Warren)
- Jan. 14, 1899 Tom Loftin Johnson sells control of the Nassau Electric Railroad to the Brooklyn Rapid Transit Company group; all old directors and officers, including Pres. Alfred L. Johnson and Tom Loftin Johnson resign and are replaced by BRT men. (NYT)
- Jan. 14, 1899 Pressed Steel Car Company incorporated in N.J., merging the Fox Pressed Steel Equipment Company of Pittsburgh and Joliet and the Schoen Pressed Steel Company of Pittsburgh. (RyW)
- Jan. 1899 PRR acquires stock control of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville); becomes part of Philadelphia Division. (RRGaz, AR)

- Jan. 1899 PRR is to experiment with a steam motor car on Springfield (Ohio) Branch. (RyW)
- Jan. 1899 Presidents of the Trunk Lines and Southeastern railroads hold a series of meetings with the ICC; *New York Times* reports that they have agreed to cut the system of port differentials in half, effective Feb. 1, to 1 cent for Philadelphia and Baltimore and 2 cents for Newport News. (NYT)
- Jan. 1899 The Vanderbilts are surveying a line between New Castle and Stoneboro, Pa., to eliminate dependence upon the Western New York & Pennsylvania Railway. (NYT)
- Jan. 16, 1899 PRR stock has reached a new high of 135 (prob. based on 100 par?) not reached in many years; about five times as much of the stock is owned in New York City than a year ago. (NYT)
- Jan. 16, 1899 *New York & Florida Special* resumes for the season with a boat connection to Havana; cut 3:00 from previous schedule. (NYT)
- Jan. 16, 1899 Henry B. Plant, founder of the Plant System, is ill and leaves New York for Tampa with his physician. (RyW)
- Jan. 19, 1899 Sen. Marshall of Brooklyn introduces three bills to permit LIRR and city to remove steam tracks from Atlantic Avenue in Brooklyn; LIRR to have right to operate surface track in avenue without steam; 25-year limit on city franchises to be waived for East River Tunnel. (RRGaz)
- Jan. 20, 1899 Property of former Indiana & Lake Michigan Railway transferred to St. Joseph, South Bend & Southern Railroad (part of NYC System). (see 3/1)
- Jan. 20, 1899 Tunnel engineer J. Vipond Davies (1862-1939) lectures at Brooklyn Polytechnic Institute on the LIRR tunnel to lower Manhattan and the latest underwater tunneling technologies. (NYT)
- Jan. 20, 1899 Unity Realty Company incorporated in Missouri in interest of Wiggins Ferry Company. (Church)
- Jan. 23, 1899 PRR Road Committee reports on revision of Main Line, Barre-Spruce Creek and Elizabethtown-Conewago. (MB)
- Jan. 23, 1899 Queen Annes & Kent Railroad, Cambridge & Seaford Railroad, and Delaware & Chesapeake Railway merged into Delaware Railroad under agreement of Dec. 31, 1898. (Val)
- Jan. 24, 1899 NYP&N stockholders meet at Cape Charles and agree to reorganization without foreclosure; par value of stock to be cut from \$100 to \$50;

- company to issue \$3 million First Mortgage bonds and \$1 million Income bonds. (RRGaz)
- Jan .24, 1899 Assistant General Passenger Agent George W. Boyd marries Mira C. Noyes, daughter of the publisher of the Washington *Star* at Washington, D.C. (NYT)
- Jan. 24, 1899 Reading opens 1.5-mile cutoff at Shippensburg to improve its connection with the Western Maryland Railroad. (RRGaz)
- Jan. 25, 1899 PRR Board authorizes realignment between Barree and Spruce Creek and from the Elizabethtown cut to Conewago. (MB)
- Jan. 25, 1899 NYP&N Board authorizes funding overdue coupons into new \$3 million, 4% First Mortgage bonds. (MB)
- Jan. 26, 1899 Atlantic Avenue Railroad Company of Brooklyn, owner of LIRR line between Brooklyn and Jamaica, merged into Nassau Electric Railroad Company; eventually becomes part of city transit system. (NYState)
- Jan. 26, 1899 Pittsburgh, Chartiers & Youghiogheny Railway surrenders trackage rights over the Chartiers Railway between Woodville and Bower Hill; agrees to pay increased rental to the PCC&StL Railway for trackage rights between Junction No. 1 and Woodville. (Church, MB)
- Jan. 26, 1899 Pennsylvania Company Executive Committee authorizes establishing new station, mostly for excursion business, on South Chicago & Southern Railroad at 115th Street. (MB)
- Jan. 26, 1899 PCC&StL Railway Executive Committee authorizes rearranging the passing sidings between Columbus and Newark, Ohio, so that it can impose the block system as used between Pittsburgh and Newark, half the cost to be paid by the B&O. (MB)
- Jan. 27, 1899 Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company sign agreement to merge to form Philadelphia & Camden Ferry Company; brings Market Street-Camden ferry lines under single ownership prior to consolidating into a single route as part of Camden terminal improvements. (AR)
- Jan. 27, 1899 Fred W. Whitridge of New York elected Pres. of the Cleveland, Akron & Columbus Railway, replacing Calvin S. Brice, deceased; the \$1 million in bonds authorized to be issued by Brice have not been sold but uses as collateral. (MB)
- Jan. 28, 1899 A record 91 freight trains totaling about 122,850 tons pass Altoona

- eastbound; about 70 trains pass westbound. (RRGaz)
- Jan. 30, 1899 Sleeping car line established between Jersey City and Miami via Southern Railway and Florida East Coast Railway. (PassDept)
- Jan. 30, 1899 Pennsylvania Company Executive Committee authorizes track relocation at Economy, Pa., on Eastern Division. (MB)
- Jan. 30, 1899 PCC&StL Railway Board authorizes expansion of the eastbound yard at Sheridan, Pa.; second track from the Scioto River at Columbus to Hayden. (MB)
- Jan. 30, 1899 Brooklyn Union Elevated Railroad incorporated in N.Y. as a reorganization of the Brooklyn Elevated Railroad, the Union Elevated Railroad Company of Brooklyn, and the Sea-Side & Brooklyn Bridge Elevated Railroad Company. (NYState)
- Jan. 31, 1899 Ex-Gov. Roswell P. Flower, now a traction promoter, denies rumors that the Brooklyn Rapid Transit Company and the other elevated and surface lines in Brooklyn are to be merged with the LIRR. (NYT)
- Jan. 31, 1899 U.S. Court at Springfield, Ill., denies the suit of Edward L. Thomas against the directors of the St. Louis, Vandalia & Terre Haute Railroad for a ruling of *ultra vires*. (AR)
- Early 1899 Engine terminal opens at Conway Yard. (Conway)
- Early 1899 Representatives of PRR, Atlantic Coast Line and Southern Railway meet in Washington and agree to stop hauling refrigerator cars of Henry B. Plant's Southern Express Company in passenger trains. (Hoffman)
- Feb. 1, 1899 NYP&N issues \$3 million 4% First Mortgage bonds and \$1 million Income bonds. (MB)
- Feb. 4, 1899 PRR begins moving into new Exchange Place Terminal in Jersey City; new waiting room to open next week, after which temporary waiting room will be removed and train shed extended 125 feet eastward for a total length of 777 feet. (RyW, AR)
- Feb. 4, 1899 Pennsylvania Land Company incorporated in Kentucky for purpose of holding land in Kentucky owned by PCC&StL but held in trust for it by Louisville Bridge Company. (Church)
- Feb. 5, 1899 New Waiting Room and Restaurant open at the PRR's Jersey City Terminal; Waiting room has a 75-foot ceiling with plate glass skylights; Ferry Concourse is 60 x 600 with mosaic tile floor; temporary waiting

- room is to be removed to permit extending the train shed eastward. (NYT)
- Feb. 6, 1899 Control of the Seaboard Air Line system and the Baltimore Steam Packet Company (Old Bay Line) are formally transferred to the Williams Syndicate; John Skelton Williams (1865-1926) elected Pres. of all companies. (NYT)
- Feb. 9, 1899 PRR dispatches 35-day guided tour to California using Pullman consist exhibited at World's Columbian Exposition; \$400 fare. (PRRMN, RRGaz)
- Feb. 9, 1899 Pennsylvania Company Executive Committee authorizes extending fourth track between Avalon and Glenfield on Eastern Division; new freight house and engine house at Steubenville on Cleveland & Pittsburgh Division; beginning track elevation between State Street and St. Lawrence Avenue at Chicago on PFW&C. (MB)
- Feb. 9, 1899 Chief of Motive Power Theodore N. Ely attends the annual banquet of the Architectural League of New York as the guest of architect Bruce Price, Pres. of the League; features an exhibition on "The Relation of Art to the Municipality and the Duty of the Citizen, through Art, to the Municipality." (NYT)
- Feb. 11, 1899 Blizzard moving up the east coast hits New York; snow continues until Feb. 14, accumulating two feet; causes blockades for six days on PRR lines in New Jersey and southeastern Pennsylvania; main line at Altoona blocked for over 12 hours; freight service all but suspended on the PW&B. (RRGaz, AR)
- Feb. 11, 1899 Maurice Berger of New York files suit against PCC&StL in U.S. Circuit Court at Philadelphia on behalf of minority stockholders; wants to enjoin PRR from paying for improvements out of earnings and for appointment of receiver to pay out \$3 million surplus fund to stockholders in dividends and to pay for improvements by selling new securities instead. (NYT, RRGaz)
- Feb. 11, 1899 Pennsylvania Company Executive Committee authorizes purchasing ore-handling machinery at Cleveland from Morris, Ellsworth & Co. (MB)
- Feb. 14, 1899 New York City is still digging out from the blizzard; first PRR train arrives at Jersey City at 10:38 AM, having left Philadelphia at 12:00 M; first mail train arrives at Jersey City at 4:30 PM 24:00 late; no freight trains operated; total cost of cleanup is \$340,000, over four times that for the Blizzard of '88 because of much hand shoveling. (NYT, ATO)
- Feb. 14, 1899 Northern Central Railway Board approves revised location for a direct connection to the Cumberland Valley Railroad at Bridgeport (Lemoyne);

- authorizes Pres. Frank Thomson to purchase Brown's Wharf and other properties in Baltimore for terminals. (MB)
- Feb. 15, 1899 Brooklyn Rapid Transit Company acquires the majority of stock of the Nassau Electric Railroad Company. (NYState)
- Feb. 1899 PCC&StL Railway receives a Baldwin steam motor car for the Springfield (Ohio) Branch. (AR)
- Feb. 16, 1899 PRR and PW&B restore full service after blizzard. (AR)
- Feb. 16, 1899 Columbus Terminal Committee reports. (CE)
- Feb. 16, 1899 "___" Interlocking placed in service at Orrville, Ohio.
- Feb. 16, 1899 United States Tube Company incorporated in N.J. (NJCorps)
- Feb. 20, 1899 N.Y. Supreme Court in Brooklyn dissolves injunction against the ramp connection between the LIRR and the elevated at Atlantic & Flatbush Avenues. (NYT)
- Feb. 20, 1899 International Navigation Company stockholders approve a refinancing scheme; floats \$13 million in bonds through Drexel & Co., of which \$4 million is to build six large ships, two in the U.S. and four in Scotland; P.A.B. Widener and William L. Elkins are later elected to Board and A.J. Cassatt resigns. (NYT, Navin)
- Feb. 20, 1899 American Car & Foundry Company incorporated in N.J. to combine 11 railroad car-building companies, including the Jackson & Woodin Manufacturing Company of Berwick, Pa., Murray-Dougal & Co. of Milton, Pa., and the Terre Haute Car & Manufacturing Company. (Moody's)
- Feb. 24, 1899 Eastbound Paoli local crashes head-on into a westbound West Chester express near the 44th Street bridge in West Philadelphia around 5:00 PM; 1 killed and 13 injured. (NYT)
- Feb. 24, 1899 PRR tests the Rowland multiplex printing telegraph between New York and Philadelphia; is designed to carry 4 messages simultaneously in each direction on a single wire. (NYT)
- Feb. 24, 1899 Columbus, Hocking Valley & Toledo Railway sold at foreclosure at Columbus to a Morgan syndicate. (ICC, RRGaz, NYT)
- Feb. 25, 1899 Ohio Attorney General files in State Supreme Court to oust PRR and Cincinnati, Hamilton & Dayton Railway from the state of Ohio because

they have joined the Central Passenger Association pool which has fixed passenger rates. (NYT)

- Feb. 25, 1899 Hocking Valley Railway incorporated as reorganization of Columbus, Hocking Valley & Toledo Railway; Nicholas Monsarrat, Pres.; reorganization managed by J.P. Morgan & Co. (ICC, RRGaz, Miller)
- Feb. 25, 1899 National Steel Company incorporated in N.J. with a capital of \$59 million by the William H. Moore-Daniel G. Reid Syndicate of Chicago. (NJCorp, Warren)
- Feb. 27, 1899 Mineola, Hempstead & Freeport Traction Company incorporated in N.Y. to build from Queens to Hempstead and Freeport. (NYState)
- Feb. 27, 1899 The Northern Anthracite Field properties of the partnership of Simpson & Watkins, consisting of the stocks of 10 separate companies, are purchased by the Temple Iron Company, previously the operator of a small iron furnace near Reading; the purchase, engineered through J.P. Morgan & Co., terminates the attempt of Simpson & Watkins to build another, unnecessary rail outlet from the Northern Field to tidewater; the shares of the Temple Iron Company are then divided among the 6 anthracite railroads (excluding the PRR) on the proportion of their tonnage; the Board meetings of the Temple Iron Company thus serve as a forum for the heads of the anthracite roads to fix tonnage and prices; the legal work is performed by George F. Baer. (Rdg, Jones)
- Feb. 28, 1899 Last run of Terre Haute & Indianapolis passenger service between South Bend and St. Joseph.
- Mar. 1, 1899 PRR begins extending the docks in Harsimus Cove next to the Bay Street ferry slip; occupies the site of the former Jersey City Dry Dock Company and James Coleman's ship yard, which have been vacated. (NYT)
- Mar. 1, 1899 PW&B begins operation of Junction Railroad, having acquired Reading's 1,723 shares. (Val, C&C, AR)
- Mar. 1, 1899 Terre Haute & Indianapolis Railroad surrenders lease of Indiana & Lake Michigan Railway between South Bend and St. Joseph to St. Joseph, South Bend & Southern Railroad; becomes part of New York Central system. (Val, RRG - change 1898!? - note there was an interim period in which the bondholders were left as owners)
- Mar. 1, 1899 Announcement made that J.L. Williams & Co. of Richmond and Middendorf, Oliver & Co. of Baltimore have purchased the Florida Central & Peninsular Railroad from W. Bayard Cutting and R. Fulton Cutting of New York, giving the Seaboard Air Line system access to

- Florida from a connection at Columbia, S.C. (NYT)
- Mar. 1, 1899 Future Chief Engineer Thomas J. Skillman (1876-1939) joins the PRR as a rodman. (WwasW)
- Mar. 2, 1899 N.J. Court of Chancery orders sale of Hudson Tunnel Railway; now plan is to complete only one tube with two narrow-gauge tracks. (RRGaz)
- Mar. 2, 1899 Summit Branch Coal Company Board authorizes completion of the white ash breaker. (MB)
- Mar. 2, 1899 Ferryboat *Philadelphia* launched at Chester, Pa., for the 23rd Street ferry. (NYT)
- Mar. 4, 1899 Charles M. Jacobs and William H. Baldwin speak at Union League in New York on tunnel railroads; say LIRR plans are nearly completed. (RRGaz)
- Mar. 4, 1899 American Line liner *Paris* leaves New York on 31-day Caribbean cruise with 400 tourists eager to see sights of Spanish-American War. (Flayhart)
- Mar. 4, 1899 All Baltimore street railways consolidated into United Railways & Electric Company of Baltimore. (Moody's)
- Mar. 1899 Revival of iron industry in eastern Pennsylvania causes big upsurge in anthracite coal traffic. (NYT)
- Mar. 5, 1899 First section of westbound newspaper express crashes into landslide one mile east of Huntingdon; engine crew killed. (NYT)
- Mar. 6, 1899 PRR contracts with J.F. Shanley for removing "the island", rock wall between old and new Bergen Hill cuts; later site of Journal Square station in Jersey City. (MB)
- Mar. 6, 1899 Jersey City-Hot Springs, Va., sleeping car line increased from three times a week to daily except Sunday. (NYT)
- Mar. 6, 1899 Pennsylvania Company Executive Committee authorizes new brass foundry at Allegheny; third and fourth tracks between Glenfield and Baden on Eastern Division; transfer station at Fort Wayne; authorizes surveys to extend Green County Coal Branches to junction with coal branches of TH&I. (MB)
- Mar. 6, 1899 Anthracite coal traffic is booming because of cold weather in the Northeast. (NYT)

- Mar. 7, 1899 Inter-Island Construction Company announces it will soon resume work on the New York & Long Island Railroad tunnel under the East River (the Steinway Tunnel) and may extend the line into New Jersey. (NYT)
- Mar. 8, 1899 PRR Board approves exchange of land with Hoboken Land & Improvement Company; land at foot of 2nd Street for land at foot of 10th Street to be site of Marine Dept. shops. (MB)
- Mar. 8, 1899 J. Pierpont Morgan denies press rumors that he is planning to consolidate all of the anthracite railroads into a single company. (NYT)
- Mar. 10, 1899 U.S. Supreme Court, by 4-5, upholds Ohio law requiring all railroads to provide at least three round trips to all towns of over 3,000 people. (RRGaz)
- Mar. 12, 1899 Englewood Union Station (PRR, NYC, Rock Island) opens at 63rd Street in Chicago. (GM-LW)
- Mar. 12, 1899 *Washington & Chattanooga Limited* inaugurated with through cars from Jersey City via PRR, Southern Railway and N&W to New Orleans and Memphis; between Jersey City and New Orleans and between Jersey City and Memphis via Washington and Bristol. (, PassDept, NYT)
- Mar. 12, 1899 *New York & Florida Limited* inaugurated as year-round through train to Jacksonville via Charlotte over Southern Railway with sleeping cars from Jersey City to Aiken and Tampa. (NYT - i.e. became year round this date? - combined with Wash & Chatt Ltd. n/o Charlotte? or Lynchburg?)
- Mar. 12, 1899 Sleeping car line established between Jersey City and Knoxville via Harrisburg and Roanoke. (NYT, PassDept)
- Mar. 12, 1899 Western Maryland Railroad (Hagerstown & State Line Railroad and Washington & Franklin Railway) completes the Altenwald Cutoff between Hagerstown and Quinsonia, Pa., forming a direct line with easy grades between Chambersburg and Hagerstown parallel to the Cumberland Valley Railroad, shortening the distance on the route between Cherry Run and Harrisburg and making Reading-Western Maryland route more competitive; eliminates use of roundabout route by way of Edgemont. (WM, Poors, Watts)
- Mar. 13, 1899 Nassau County Railway incorporated in N.Y. to build trolley line from Sea Cliff to landing; controlled by LIRR. (MB, NYState)
- Mar. 14, 1899 PRR annual meeting lasts only three minutes; shortest on record; the annual report, having been printed and distributed in advance, is approved without reading. (NYT)

- Mar. 15, 1899 Air brake instruction classes established at West Philadelphia PRR YMCA with air brake plant installed by PRR. (Wilson)
- Mar. 15, 1899 Circuit Court of Bond County, Ill., dismisses a second suit of Edward L. Thomas against the St. Louis, Vandalia & Terre Haute Railroad to force it to produce its books. (AR)
- Mar. 15, 1899 Lehigh Valley Railroad Board approves the purchase of 22.88% as its share of the stock of the Temple Iron Company. (MB)
- Mar. 1899 Rebuilding of Market Street ferry station in Philadelphia completed; new ornamental copper facade on Delaware Avenue; building is constructed with provision for future upper-deck loading as at New York, but double-deck boats are never introduced on the Camden run, although plans for such boats are drawn. (Val, AR, PRRMN)
- Mar. 1899 William Bender Wilson, PRR employee and son of Thomas L. Wilson, last Secretary of the Canal Commissioners, publishes his *History of the Pennsylvania Railroad Company* in two volumes covering only Lines East priced at \$5.00; serves as a substitute for the Watkins history; material has been published previously in serial fashion in the *Pennsylvania Railroad Men's News*, of which Wilson is editor; receives a negative review in the engineering-oriented *Railroad Gazette* because it omits Lines West and is merely a collection of anecdotes and biographies without technical information. (RyW, RRGaz, PRRMN - note advertised for sale in 12/98, was apparently distributed in Mar. 1899)
- Mar. 16, 1899 Pennsylvania act permits abandonment of last portion of Juniata Division Canal, Duncan's Island Jct. to Newton Hamilton; section to Millerstown rope ferry; not opened for 1899 season. (AR - when close in fall 1898?)
- Mar. 20, 1899 Nassau Belt Line Traction Company incorporated in N.Y. to build Hempstead-Rockville Centre-Lynbrook-Long Beach; controlled by LIRR; unable to acquire all franchises. (NYState,)
- Mar. 21, 1899 Brooklyn & Brighton Beach Railroad sold at foreclosure to representatives of the Brooklyn Rapid Transit Company; to be electrified with trolley wire by the summer season. (RRGaz, NYT)
- Mar. 21, 1899 St. Joseph & Terre Haute RPO cut back to South Bend & Terre Haute RPO. (Kay)
- Mar. 22, 1899 Through parlor car service begins between Washington and Atlantic City. (PassDept)

- Mar. 23, 1899 NYC&HR, New York & Harlem Railroad and New Haven make fourth supplemental agreement for the operation of Grand Central Station calling for the construction of a single General Waiting Room and baggage room for all companies instead of separate facilities as heretofore; common passenger car storage is to be provided at Mott Haven Yard in the Bronx. (NYState)
- Mar. 24, 1899 George L. Bradbury named General Manager of Cleveland, Akron & Columbus Railway as well as VP. (MB)
- Mar. 24, 1899 PCC&StL Railway Board approves a settlement with the Little Miami Railroad; PCC&StL is to transfer to the LM all \$525,000 of the Street Connection bonds and all bonds of the Columbus & Xenia Railroad that came due on Sep. 1, 1890, plus \$100,000 cash to discharge its municipal debt; LM is to issue the PCC&StL new bonds at 3½%. (MB)
- Mar. 24, 1899 NYC&HR Pres. Samuel R. Callaway announces that the rebuilding of Grand Central Station will begin immediately; however, work is delayed by a change in plans. (NYT)
- Mar 24, 1899 New Jersey passes a revised general incorporation law allowing companies to lease any other company. (PL)
- Mar. 25, 1899 The Pusey & Jones Company incorporated in Del. superseding the partnership of Pusey, Jones & Co.; builders of steel ships and papermaking machinery. (DelCorps, P&J)
- Mar. 26, 1899 PCC&StL No. 5 cut by 1:30, Pittsburgh to St. Louis. (RyW)
- Mar. 26, 1899 Terre Haute & Indianapolis Railroad establishes trains No. 17-18 between Terre Haute and Harmony. (AR)
- Mar. 26, 1899 A fast freight running at 30 MPH rams into the rear end of a stopped freight train at Jacks Run west of Pittsburgh, killing its engine crew. (NYT)
- Mar. 27, 1899 PW&B agrees to operate South Chester Railroad retroactive to opening in 1892. (MB, Val)
- Mar. 27, 1899 NYP&N signs new traffic contract with PRR and PW&B, retroactive to Jan. 1; grants PRR an option to buy the stock of the NYP&N. (MB)
- Mar. 28, 1899 Col. Edwin Jeffries (1815-1899), former manager of Parkesburg Shops and Superintendent of West Chester Railroad, dies at Germantown. (PRRMN)

- Mar. 29, 1899 Pennsylvania Company Executive Committee authorizes additional tracks in Crestline Yard; electric light plant at Fort Wayne Shops; filling slip between Docks No. 4 & 5 at Whiskey Island, Cleveland. (MB).
- Mar. 29, 1899 PCC&StL Railway Executive Committee authorizes second track between Port Washington and Coshocton, Ohio; interlocking plant at the west end of the Columbus Union Station. (MB)
- Mar. 30, 1899 PRR agrees to extend Ebensburg & Black Lick Railroad to railroad of Vinton Lumber Co., Ltd., 0.35 miles from Vintondale.
- Mar. 30, 1899 Ferry boat *Philadelphia* arrives in New York under tow. (NYT)
- Apr. 1, 1899 PRR extends Insurance Fund to cover personal injuries except those to employees.
- Apr. 1, 1899 LIRR signs "Agreement of Alliance" with the Brooklyn Rapid Transit Company covering exchange of trackage rights and division of territory; LIRR to confine itself to the area east of College Point, Flushing and Jamaica; BRT to have a free hand west of those points, and the LIRR is to engage in no further expansion there; the Long Island Electric Railway is to belong to the LIRR; the BRT is to build a connection with the Manhattan Beach Branch of the LIRR at Sheepshead Bay and operate electric cars over the LIRR between New York and Manhattan Beach. (MB)
- Apr. 1, 1899 As part of the division of territories, the Brooklyn Heights Railroad, a subsidiary of the Brooklyn Rapid Transit Company, assumes operation of Prospect Park & Coney Island Railroad under lease from LIRR; LIRR retains ownership. (RRGaz)
- Apr. 1, 1899 Brooklyn Heights Railroad Company leases the Nassau Electric Railroad. (NYState)
- Apr. 1, 1899 PRR opens a new city ticket office at 1354 Broadway in New York and closes the old office at 1323 Broadway. (NYT)
- Apr. 1, 1899 A 7-car funeral train leaves Jersey City at 7:15 AM, consisting of 6 baggage cars containing the remains of 150 unidentified or unclaimed soldiers from Santiago, Cuba, for burial in Arlington National Cemetery, plus a coach for an honor guard; the train returns to Jersey City and makes a second trip next day. (NYT)
- Apr. 1, 1899 Philadelphia & Camden Ferry Company incorporated as merger of Camden & Philadelphia Steam Boat Ferry Company and West Jersey Ferry Company under agreement of Jan. 27, 1899. (AR)

- Apr. 1, 1899 Philadelphia amends ordinance of Feb. 2, 1897 covering track elevation of Philadelphia & Trenton Railroad; city contributes \$750,000 and railroad dedicates old roadbed for street purposes. (Moore)
- Apr. 1, 1899 Charles D. Law named Real Estate Agent of Lines West, replacing Max J. Becker, deceased; John B. McKim named Superintendent of Western Division of Pennsylvania Company, replacing Law; George C. Urquhart named Assistant Real Estate Agent for the Southwest System. (MB, AR)
- Apr. 2, 1899 LIRR Pres. William H. Baldwin and Brooklyn Rapid Transit Company Pres. Rossiter announce the "Agreement of Alliance." (NYT)
- Apr. 3, 1899 Attorney Daniel Lord (1846-1899) of Lord, Day & Lord, who represents the British bondholders of the Hudson Tunnel Railway, dies at New York, causing a delay in the foreclosure sale. (NYT)
- Apr. 3, 1899 Jacksonville, Tampa & Key West Railway sold at foreclosure, the main line and Deland Branch to the Savannah, Florida & Western Railway (Plant System) and the Titusville Division to the Florida East Coast Railway; the branch from Sanford to Tavares is not sold and operated by the Savannah, Florida & Western Railway for the Court. (Poors)
- Apr. 4, 1899 N.Y. Assembly defeats all three LIRR tunnel bills, including one for perpetual franchise. (RRGaz)
- Apr. 4, 1899 Chicago & South Eastern Railway files for receivership. (RRGaz)
- Apr. 7, 1899 Big drop in stock market after a boom in industrials. (RyW)
- Apr. 8, 1899 NYP&N contracts with Delaware River Iron Ship Building & Engine Works for a twin-screw passenger steamboat that will be named *Pennsylvania*. (MB)
- Apr. 8, 1899 Workers at the Olean Car Shops of the Western New York & Pennsylvania Railway strike. (NYT)
- Apr. 9, 1899 Waterford, N.J., station, last original station on old Camden & Atlantic Railroad, destroyed by fire. (RyW)
- Apr. 10, 1899 Pennsylvania Company Executive Committee reports an opportunity to purchase the Cleveland, Akron & Columbus Railway from the Lake Erie & Western Railroad and the Maatschappij tot Beheer van het Administratrickanteer van Amerikaansche Spoorwegwaarden Oppericht door Wertheim & Gompertz, Westendorp & Co. en F.W. Owel, aka the "Amsterdam Association," a Dutch investment trust. (MB)

- Apr. 10, 1899 Addison Leech (1824-1899), youngest son of pioneer canal transporter David Leech (1791-1858) and formerly Elevator Manager of the Erie & Western Transportation Company, dies at Erie. (AmBio)
- Apr. 11, 1899 B&O elects new Board composed of representatives of New York bankers and financiers, including Edward H. Harriman (1848-1909), James J. Hill (1838-1916), Jacob H. Schiff (1847-1920) of Kuhn, Loeb & Co., James Stillman (1850-1915) of the National City Bank, Robert Bacon (1860-1919) and Charles Steele (1857-1939) of J.P. Morgan & Co., J. Kennedy Tod (1852-1925), Louis Fitzgerald (1838-1908), and Norman B. Ream (1844-1915) of Chicago; management by local Baltimore interests ends. (AR, NYT)
- Apr. 13, 1899 Mine cave-in near Susquehanna Breaker No. 7 undermines a portion of the Newport Branch; later repaired. (AR)
- Apr. 13, 1899 South Chicago & Southern Railroad Board authorizes the construction of a passenger station at 115th Street to comply with the deed from the landowner, although there is only a little excursion business there. (MB)
- Apr. 13, 1899 Southeastern Investment Company, Henry B. Plant's holding company, is renamed the Henry Bradley Plant Company in a bid by Plant to keep his empire intact after his death. (Reynolds)
- Apr. 14, 1899 American Steel Hoop Company incorporated in N.J. with a capital of \$33 million, merging 9 separate firms. (NJCorp, Warren)
- Apr. 15, 1899 William Jennings Bryan arrives via PRR at Jersey City at 3:00 PM and crosses on the 23rd Street ferry to speak to a Jefferson Day dinner of the Chicago Platform Democrats at the Grand Central Palace. (NYT)
- Apr. 15, 1899 William J. Wilgus (1865-1949) named Chief Engineer of NYC&HR, replacing Walter Katté (1830-1917), named Consulting Engineer. (RyW, RRGaz)
- Apr. 15, 1899 LS&MS assumes operation of St. Joseph, South Bend & Southern Railroad. (RyW)
- Apr. 1899 Central New England Railway begins work on extension between Tariffville and Springfield, Mass., which will give it an independent connection with the Boston & Albany Railroad and Boston & Maine Railroad. (RRGaz)
- Apr. 1899 International Navigation Company issues \$20 million of 5% bonds through Drexel & Co. to redeem old issue of \$12 million 6% bonds and

- build new vessels. (Flayhart, NYT 4/6)
- Apr. 1899 Bradys Run Branch of Cambria & Clearfield Railroad opens from near Glen Campbell to coal mines (0.78 mile). (Val)
- Apr. 1899 Bessemer Branch of South-West Pennsylvania Railway opens between Sewickley Branch north of Trauger and Bessemer Coke Works (1.65 miles). (Val)
- Apr. 1899 Pennsylvania Company begins four-tracking between Avalon and Glenfield on Eastern Division. (RRGaz)
- Apr. 17, 1899 Bethlehem Steel Company incorporated in Pa. to expand the operations of the Bethlehem Iron Company. (BethStl)
- Apr. 18, 1899 Pennsylvania Company Executive Committee authorizes extra tracks in Conway Yard and at East Yard in Fort Wayne; additional coal storage tracks at Dock Jct. at Erie. (MB)
- Apr. 19, 1899 NYP&N charters steamboat *Sue* from Weems Steamboat Company of Baltimore. (MB)
- Apr. 19, 1899 Pennsylvania Company Executive Committee approves proposition of Lake Erie & Western Railroad to sell 22,375 shares of Cleveland, Akron & Columbus Railway for \$450,000. (MB)
- Apr. 20, 1899 William Buchanan (1830-1910) resigns as Superintendent of Motive Power & Rolling Stock of NYC&HR for health, effective May 1, after 52 years of service; had begun work at the West Albany Shops of the Albany & Susquehanna Railroad in 1847. (NYT, RyW)
- Apr. 20, 1899 Staten Island Rapid Transit Railroad sold at foreclosure. (NYState)
- Apr. 22, 1899 Manufacturers Railway files location for extension from Olive & Water Streets, Toledo, to Michigan state line. (Church)
- Apr. 22, 1899 Wheeling & Lake Erie Railway sold at foreclosure. (ICC)
- Apr. 22, 1899 Williams Syndicate closes the purchase of the Florida Central & Peninsular Railroad. (RyW)
- Apr. 23, 1899 Gasoline railcar tested on Indianapolis & Vincennes Railroad; reaches 37 MPH; also tested Indianapolis-Columbus and Indianapolis-Martinsville. (RyW)
- Apr. 24, 1899 Pres. Thomson gives a dinner at "Corkerhill" to director N. Parker

Shortridge (1829-1915). (RyW)

- Apr. 25, 1899 Juniata Scales placed in service at Altoona Yard. (Snyder) - see 1898?)
- Apr. 25, 1899 Morgan syndicate completes the purchase of the Chicago, Indianapolis & Louisville Railway (Monon) from Samuel Thomas. (NYT)
- Apr. 26, 1899 Capt. George C. Gibbs (1824-1899), founder of the Montauk Steamboat Company, Limited, dies at Sag Harbor. (NYT)
- Apr. 27, 1899 Chicago, Indiana & Eastern Railway makes new construction contract with Clarence Knight at \$35,000 per mile. (Church)
- Apr. 27, 1899 Jacksonville & St. John's River Railway incorporated in Florida. (ICC)
- Apr. 28, 1899 Wheeling & Lake Erie Railroad incorporated in Ohio as reorganization of Wheeling & Lake Erie Railway. (ICC)
- Apr. 29, 1899 LIRR Pres. William H. Baldwin says that he is pleased by the passage of the Marshall Bill governing the Atlantic Avenue Improvement and East River Tunnel and is sure that the mayor will sign it. (NYT)
- Spring 1899 Frank J. Sprague approaches William J. Wilgus of N&YC&HR with proposal to electrify Yonkers Branch as an experiment; first proposal for suburban electrification in New York area. (Wilgus)
- May 1, 1899 Charles A. Chipley (1836?-1904) resigns as General Freight Agent in charge of Local Traffic to retire to farm near Easton, Md., and office abolished; John B. Thayer (1862-1912) named sole General Freight Agent and George D. Dixon (1857-1937) Assistant General Freight Agent. (AR, MB, PRRMN)
- May 1, 1899 PW&B grants leave to General Agent George D. Wilkins. (MB)
- May 1, 1899 About 1,500 PRR shop craft workers between Altoona and Pittsburgh strike without warning to protest furloughing of about 20,000 men during the depression and demanding they be reinstated and all future furloughs be on a strict seniority basis. (NYT)
- May 1, 1899 Lease of Little Miami Railroad to PCC&StL Railway revised; LM is to receive 3.5% non-convertible bonds for betterments instead of 7% bonds convertible into stock. (AR)
- May 1, 1899 ATO Committee on Motive Power reports on cleaning passenger cars; until a few months ago PRR was very deficient with many dirty cars (almost black); have now systematized car cleaning; also begins assigning

- certain cars to certain trains for uniformity of appearance. (ATO)
- May 1, 1899 ATO hears a second report on steel cars; committee reports that they still don't have enough test data for a recommendation. (ATO)
- May 1, 1899 West Shore Railroad, Fall Brook Railway, Beech Creek Railroad, etc., become divisions of the NYC&HR; West Shore becomes River Division; chain of railroads from Lyons, N.Y., into Clearfield County become Pennsylvania Division. (RyW)
- May 1, 1899 NYC&HR and Reading sign through freight contract for service via Newberry Jct. gateway; cements Reading's role as Philadelphia link for NYC system. (Rdg)
- May 1, 1899 Pennsylvania Company agrees with M.A. Hanna & Co. for use of ore-handling machinery at Cleveland for two years. (MB)
- May 1, 1899 Arthur Manning Waitt (1858-), formerly master car builder of the LS&MS, is named Superintendent of Motive Power & Rolling Stock of the NYC&HR, replacing William Buchanan, retired. (NYT)
- May 2, 1899 PRR director and Gettysburg veteran Col. Alexander Biddle (1819-1899) dies at his country house at Chestnut Hill; son of Thomas Biddle (1776-1857) and grandson of Col. Clement Biddle (1740-1814), Washington's Quartermaster General. (AR, RyW)
- May 2, 1899 Announcement is made that because of the death of Daniel Lord, the foreclosure sales of the Hudson Tunnel Railway will be postponed until June 1-2. (NYT)
- May 3, 1899 Gov. Theodore Roosevelt signs the Marshall Bill permitting the LIRR to depress its tracks in Atlantic Avenue and make a connection with the East River Tunnel. (NYT)
- May 3, 1899 Republic Iron & Steel Company incorporated in N.J. as the horizontal combination of companies with plants in East Chicago, Youngstown, Birmingham, Toledo, Muncie, etc. (Moody's)
- May 4, 1899 Baltimore, Chesapeake & Atlantic Railway Executive Committee authorizes the sale of the steamboat *Kent*. (MB)
- May 4, 1899 Pennsylvania Company officials return to Cleveland after and inspection trip over the Cleveland, Akron & Columbus Railway. (NYT)
- May 4, 1899 Carnegie Steel Company incorporated in N.J. for the purpose of transferring the properties of the Carnegie partnerships to a public

company and expanding the same; the charter is not used as intended and is surrendered on Mar. 26, 1900. (Wilgus, NJCorp)

- May 5, 1899 Newfield & Atlantic City RPO established. (Kay)
- May 5, 1899 Pennsylvania Company Executive Committee authorizes extension of Beaver Valley Dam Branch of Cleveland & Pittsburgh Railroad 11 miles to land of East Goshen Coal Company; authorizes building second track between Maumee River Bridge and Lake Shore Crossing at Toledo. (MB)
- May 5, 1899 PCC&StL Railway Executive Committee authorizes a second track between Coshocton and Frazeyburg, Ohio. (MB)
- May 6, 1899 LIRR stockholders approve new \$45 million, 50-year Gold bonds. (MB)
- May 6, 1899 PRR buys Vanderbeck & Company's lumber yard occupying one block near the foot of Bay Street in Jersey City; are to build two new piers between Bay Street and Morgan Street. (NYT)
- May 7, 1899 Erie Railroad completes the elevation of its 4-track passenger main and 3 service tracks across lower Jersey City east of the Bergen Hill Tunnel. (Crist, AR)
- May 8, 1899 PRR officials meet in Pres. Frank Thomson's office in Philadelphia to discuss plans for eliminating grade crossings in Washington, D.C.; Thomson wants a more publicly-acceptable entrance into the national capital. (NYT)
- May 8, 1899 ATO reports on the use of the tonnage system for making up freight trains, i.e., loading locomotives to capacity; cannot be imposed uniformly because of the differences in fast freight, perishable freight, etc. (ATO)
- May 8, 1899 ATO Committee on Conducting Transportation recommends classification yards operated by gravity to relieve congestion; a standard yard would be 9 tracks divided into a receiving and a classification yard by a set of double crossovers; also recommend centralization with larger yards. (ATO)
- May 9, 1899 Sharp break in stock market. (RyW)
- May 10, 1899 New York City Mayor Van Wyck signs franchise for Brooklyn, New York & Jersey City Terminal Railway to build a tunnel from Flatbush Avenue to the PRR station in Jersey City. (NYT, Seyfried)
- May 10, 1899 LIRR Board approves the exchange of the tugboat *Montauk* and the lighter *Long Island* to the River & Harbor Transportation Company in exchange

for the steamboat *Old Glory*; also selling car floats *Nos. 2-8* to River & Harbor Transportation Company. (MB)

- May 10, 1899 PRR agrees with Millbourne Mills Co. and William Sellers to build the Cardington Branch from Fernwood to Millbourne Mills near Upper Darby. (MB)
- May 10, 1899 PRR Board approves extension of Schuylkill Branch from Girard Point to Greenwich Point on the Delaware Extension. (MB)
- May 10, 1899 T. DeWitt Cuyler (1854-1922), son of former General Counsel Theodore Cuyler (1819-1876), elected PRR director, replacing Alexander Biddle, deceased. (AR, RyW)
- May 11, 1899 New York Mayor Van Wyck signs the Marshall Bill expanding the power of the Municipal Council to grant long-term franchises to tunnel railroad companies. (NYT)
- May 11, 1899 New PRR ferryboat *Philadelphia*, later affectionately known as "Smokey Joe" during a long career at Baltimore, placed on 23rd Street run. (AR)
- May 11, 1899 Press announces PRR (Pennsylvania Company) has purchased control of Cleveland, Akron & Columbus Railway, formerly part of the Brice system and managed by officers of Lake Erie & Western Railroad out of Chicago; expect PRR officers to take over on June 1 or July 1. (NYT)
- May 12, 1899 ATO considers the question of establishing building associations to enable maintenance of way and signal employees to acquire homes near the station closest to their work in remote areas; decide is impolitic to do so, as would be put in a position of having to foreclose or acquiring unrentable properties. (ATO)
- May 13, 1899 LIRR buys the Montauk Steamboat Company, Limited, operating the steamboats *Shinnecock* and *Montauk* between Wall Street, New York, and Orient Point, Greenport, Shelter Island and Sag Harbor; three-fifths of the stock has been held by Joseph Fahys & Co., watch case manufacturers with a factory at Sag Harbor. (NYT)
- May 13, 1899 Pres. Frank Thomson puts in his last day at the office. (PhlNrhAm)
- May 13, 1899 International Navigation Company announces that it is building two large ships, the *Zeeland* and *Vaderland* for the Red Star Line between New York and Antwerp, and the *Merion* and *Haverford* for the American Line route between Philadelphia and Liverpool. (NYT)
- May 13, 1899 H.K. Porter Company incorporated in Pa.; builder of mine and industrial locomotives at Pittsburgh. (Moody's)

- May 15, 1899 Pres. Frank Thomson leaves Philadelphia on an inspection tour of western lines with Second VP Charles E. Pugh, General Manager J.B. Hutchinson and other officials. (PhlNrthAm)
- May 15, 1899 PRR begins experiments with Delany system of multiplex telegraphy at Broad Street Station. (RyW)
- May 1899 LIRR places its own boat, the *Old Glory* which it soon renames *Nassau*, on the Pine Street Annex ferry, which it had formerly contracted out. (Seyfried, AR)
- May 1899 P.A.B. Widener and William L. Elkins elected to International Navigation Company Board; A.J. Cassatt resigns to make room for Widener; John D. Archbold and Henry H. Rogers of Standard Oil also join the Board. (C&FC, NYT, Flayhart, Moodys)
- May 16, 1899 Pennsylvania Company agrees with Charles H. Tucker for use of dock on East River at Cleveland, also used by Northern Steamship Company. (MB)
- May 17, 1899 Manhattan Tunnel Railway incorporated in N.Y. to build a tunnel to Jersey City; rumored to be in the interest of the national Whitney-Widener-Elkins traction syndicate, which they deny. (NYState, NYT)
- May 17, 1899 William A. Jones (1847-1899), New York agent of the Empire Line, shoots himself in his office at 381 Broadway; despondent over his wife's illness. (NYT)
- May 20, 1899 Pres. Frank Thomson returns from inspection tour early because of "acute indigestion," which is actually heart disease; symptoms had manifested themselves the day before; the train stops at Merion, and he is carried home to "Corkerhill" on a litter; his regular physician summons Dr. Jacob Mendes Da Costa (1833-1900), a noted heart specialist. (AR, PhlNrthAm, PhlPress, NYT, RyW)
- May 20, 1899 Judge sets aside foreclosure sale of Columbus, Sandusky & Hocking Railroad made on July 5, 1895, to Sinks & Hatch; removes Samuel M. Felton as receiver and places road in hands of Crawford County Court. (RRGaz)
- May 21, 1899 *Congressional Limited Express* and *Washington/New York Limited Express* cut to 5:00 schedule; wide-vestibuled coaches are now operated on principal New York-Washington and New York-Pittsburgh trains. (NYT)

- May 21, 1899 American Line liner *Paris*, one day out of Southampton, runs aground on The Manacles off the Cornish coast; later floated off and rebuilt. (Flayhart)
- May 22, 1889 PRR restructures ferry service at New York; *Philadelphia* is put on the 23rd Street run, joining the *Pittsburgh*, *St. Louis* and *New Brunswick*, allowing for service every 15 minutes instead of every 30; frequency of Cortlandt Street and Debrosses Street ferries increased from 10 minutes to 7 minutes. (NYT)
- May 22, 1899 PRR and Reading sign an agreement for protection of the joint right of way at Rockville from rock slides. (Rdg)
- May 22, 1899 Chicago ordinance calls for elevating tracks of PCC&StL between the Illinois & Michigan Canal and the crossing of the Chicago & Alton Railroad. (Church)
- May 22, 1899 Philadelphia railroad capitalist and Northern Central Railway director John N. Hutchinson (1820?-1899) dies at Philadelphia after a long illness. (MB)
- May 22, 1899 Potomac & Severn Electric Railway Company incorporated in Md. to build from Washington to Annapolis. (Poors)
- May 23, 1899 “GY” Tower above Horseshoe Curve destroyed by a cyclone; telegrapher Miss Bertha Oliver injured. (RyW)
- May 23, 1899 Property of the Brooklyn & Brighton Beach Railroad (the Brighton Line) deeded to the Sea View Railroad by the Brooklyn Rapid Transit Company. (NYState)
- May 24, 1889 Joint service inaugurated by LIRR and Brooklyn Union Elevated Railroad between the Brooklyn end of the Brooklyn Bridge and Jamaica via the ramp at Flatbush Avenue. (AR)
- May 24, 1899 PRR Board approves connection with Raritan River Railroad at Deep Cut near South Amboy, built later in year; authorizes all Board and Committee minutes to be henceforth transcribed by typewriter instead of by hand. (MB, AR)
- May 25, 1899 LIRR assumes the operation of the Montauk Steamboat Company, Limited, operating the steamboats *Shinnecock* and *Montauk* between Wall Street, New York, and Orient Point, Greenport, Shelter Island and Sag Harbor; includes the only available docking facilities at Greenport and Shelter Island; anticipate an increase in rates, as the old company was an aggressive rate cutter on freight to and from eastern Long Island. (AR,

NYT)

- May 25, 1899 Camden, N.J., ordinance requires relocation of certain railroad tracks, including line of Camden, Gloucester & Mt. Ephraim Railway in South Camden. (MB)
- May 25, 1899 State court at Bucyrus, Ohio, appoints Nicholas Monsarrat, Pres. of Hocking Valley Railway, as receiver of Columbus, Sandusky & Hocking Railroad in place of Samuel M. Felton. (RRGaz)
- May 25, 1899 International Navigation Company VP James A. Wright denies stories that the company is planning to branch out into coastal shipping on the East and West Coasts; has four ships under charter on the West Coast, but that is all. (NYT)
- May 25, 1899 Railroad entrepreneur Robert L. Neil (1819-1899) dies at Columbus, Ohio. (GreenlawnCemetery)
- May 26, 1899 N.Y. State Railroad Commission grants Ocean Electric Railway the right to use electric traction, including on the old Rockaway Village Railroad. (NYState)
- May 26, 1899 Robert Bloomsbury (1829-1899), ex-Superintendent of Ferries at New York, dies at Bordentown at age 70. (RRGaz)
- May 26, 1899 Philadelphia & West Chester Traction Company extended from Gay & Adams Streets to Gay & High Streets at the center of town. (DeGrawColl)
- May 27, 1899 PRR sells \$8.76 million in PCC&StL bonds to Speyer & Co. and Kuhn, Loeb & Co. at 97.
- May 28, 1899 Joint service inaugurated by LIRR and Brooklyn Union Elevated Railroad between Brooklyn end of Brooklyn Bridge and Rockaway Park via connecting ramp at Flatbush Avenue Station.
- May 28, 1899 PRR, Cincinnati, Hamilton & Dayton Railway and Michigan Central Railroad inaugurate new sleeping car route between Detroit and Louisville via Toledo, Dayton (CH&D) and Indianapolis.
- May 28, 1899 Bethlehem Steel Company leases the Bethlehem Iron Company. (BethStl)
- May 29, 1899 Pres. Frank Thomson suffers a second heart attack. (PhlNrthAm)
- May 30, 1899 William Oden Hughart (1826-1899), former Pres. of Grand Rapids & Indiana Railroad, dies at Grand Rapids. (RRGaz)

May 31, 1899 PW&B Board changes name of Kline station to Binstead; approves using a typewriter to prepare final minutes of meetings. (MB)

May 31, 1899 Cleveland, Akron & Columbus Railway grants Northern Ohio Railway trackage rights over its line at Akron. (MB)

June 1, 1899 Reflecting the general inflationary trend, PRR raises managerial salaries. (MB)

June 1, 1899 William J. Sewell promoted from VP to Pres. of West Jersey & Seashore Railroad, replacing Frank Thomson. (AR)

June 1, 1899 NYC&HR Board approves first plan for improving the capacity of its Grand Central Depot prepared by its Chief Engineer William J. Wilgus; calls for electrifying two outer tracks for suburban service with loop under existing head house; plan is not made public. (Wilgus)

June 1, 1899 New York & North Shore Railway leases the Whitestone & College Point Railway. (NYState)

June 1, 1899 PRR takes possession of Cleveland, Akron & Columbus Railway by purchasing the \$2,237,500 stock (55% of total) held by Lake Erie & Western Railroad. (RRGaz)

June 1, 1899 All of the old directors of the Cleveland, Akron & Columbus Railway except Andrew Squire resign and are replaced by PRR Lines West officers. (MB)

June 1, 1899 Cleveland, Akron & Columbus Railway restores 10% wage cut of 1893. (RRGaz)

June 1, 1899 GR&I opens Rogue River Cutoff between Belmont and Rockford, eliminating six of seven crossings of the Rogue River; had been completed in Dec. 1898 but not opened. (AR)

June 2, 1899 Pres. Frank Thomson suffers a relapse. (PhlPress)

June 3, 1899 Grand Rapids & Richmond RPO and Mackinac & Fort Wayne RPO combined to form Mackinac & Richmond RPO. (Kay)

June 4, 1899 Norwich & Worcester Railroad opens extension from Allyn's Point to Groton, Conn., making an independent connection with the Shore Line. (NH AR, NHCorp)

June 5, 1899 Pres. Frank Thomson (1841-1899) dies at his home "Corkerhill" at Merion, Pa., at 7:25 PM of a third heart attack after a two-week illness.

(AR, PhlNnthAm, RyW)

- June 5, 1899 PRR announces it has secured control of Cleveland, Akron & Columbus Railway and has elected James McCrea Pres. (RyW)
- June 6, 1899 William A. Patton elected Pres. of NYP&N, replacing A.J. Cassatt. (MB)
- June 6, 1899 James McCrea addresses Cleveland, Akron & Columbus Railway Board on the need for reducing expenses and strengthening finances; floating debt is \$700,000 with another \$77,000 due on car trusts; will need to equip cars with safety appliances. (MB)
- June 7, 1899 PRR Board meets in special session to memorialize Pres. Frank Thomson. (RyW)
- June 7, 1899 Pittsburgh and Lines West officials depart Pittsburgh in a special train of 6 sleeping cars for Pres. Frank Thomson's funeral; runs as a section of No. 4, the *Fast Line*. (PittsNews)
- June 7, 1899 Atlantic City Railroad authorizes relocation of tracks between Bulson Street and Newtown Creek in South Camden. (MB)
- June 7, 1899 Ocean City, N.J., ordinance authorizes Atlantic City Railroad to construct track on 4th Street north of Haven Avenue. (MB)
- June 8, 1899 Funeral of Frank Thomson held at his home "Corkerhill"; over 500 dignitaries attend, many by special train from New York; PRR offices in Broad Street Station close at 1:00 PM, and a special train is run to Merion; interment in West Laurel Hill Cemetery; PRR directors serve as honorary pallbearers; actual pallbearers are ordinary PRR railroad men. (PhlNnthAm)
- June 8, 1899 A.J. Cassatt consents to serve as Pres.; also elected Pres. of Northern Central Railway and PW&B, and Samuel Rea elected Fourth VP of both companies. (RyW)
- June 8, 1899 Tylerdale Connecting Railroad incorporated in Pa. to build link from Tylerdale on Chartiers Railway to Scottdale on B&O, passing around the west side of Washington, Pa. (Church)
- June 9, 1899 A. J. Cassatt elected seventh PRR President at an annual salary of \$30,000; James McCrea elected a director, replacing Frank Thomson. (MB)
- June 10, 1899 Pres. A. J. Cassatt receives congratulations from individual PRR officers. (NYT)

- June 1899 Economic expansion peaks; 18-month contraction begins. (NBER)
- June 11, 1899 NYC&HR Pres. Samuel R. Callaway announces that the rebuilding of Grand Central Station will begin after July 4; plans have been modified to include a marble Rotunda for the ticket offices. (NYT)
- June 12, 1899 VP's Charles E. Pugh and Sutherland M. Prevost report to PRR Road Committee on need for warehouses for wholesale grocers near Delaware River; to build on southeast corner of Chestnut Street between Water Street and Delaware Avenue. (MB)
- June 12, 1899 Eddystone & Delaware River Railroad incorporated in Pa. to build an industrial switching line.
- June 12, 1899 Andy Walker (1831?-1899), veteran locomotive engineer of Terre Haute & Indianapolis Railroad, dies; ran first train over the Wabash River bridge in 1870. (RyW)
- June 12, 1899 Brooklyn & Brighton Beach Railroad files for a receiver. (NYT)
- June 14, 1899 PRR adopts new organization: Samuel Rea promoted from First Assistant to the President to new post of Fourth VP and elected to Board; no change in other three VP's; Board commissions a portrait of Frank Thomson. (MB)
- June 14, 1899 A. J. Cassatt resigns as Pres. of NYP&N; replaced by protégé William A. Patton. (MB)
- June 14, 1899 Charles Baldwin Thurston (1832-1899), a longtime associate of the late Alfred L. Dennis and Secretary-Treasurer of the Associates of the Jersey Company, dies at his home in Jersey City of kidney failure. (NYT)
- June 15, 1899 PW&B and Baltimore & Potomac Railroads suspend provision in trackage rights agreement with Washington, Alexandria & Mount Vernon Electric Railway (?) contract that requires a payment of 2 cents per trip for every passenger over 1 million carried over the Long Bridge in any year. (MB)
- June 15, 1899 After a postponement at the request of the English stockholders, the New Jersey portion of the Hudson Tunnel Railway is sold at auction in Jersey City to Frederic B. Jennings, the agent of the American bondholders, for \$300,000, subject to a \$62,000 lien of Pearson & Son of London. (NYT)
- June 1899 LIRR publishes *Unique Long Island*, a paperback tourist book containing photos of Island life, including Camp Black and Camp Wyckoff. (NYT)

- June 1899 LIRR is experimenting with the Cox third rail and also with trolley wire electrification. (ATO)
- June 1899 PRR buys Presbyterian Church at Altoona to remodel into a railroad man's library. (RRGaz)
- June 16, 1899 New York portion of the Hudson Tunnel Railway sold at auction to the American bondholders for \$100,000. (NYT)
- June 16, 1899 Manhattan & Jersey City Railway incorporated in N.Y. to build a tunnel under the Hudson River; is to be twin tubes for electric locomotives between Cortlandt Street and Montgomery Street in Jersey City. (NYState, NYT)
- June 17, 1899 Capt. George B. Raymond (1814-1899), PRR agent at Pier 1 in New York since 1861, and before that collector of the Delaware & Raritan Canal (1846-1861), dies at Bordentown; supposedly of grief over the loss of his favorite daughter who had died two days before. (PRRMN)
- June 17, 1899 Brooklyn Heights Railroad, part of the Brooklyn Rapid Transit Company system, leases the Prospect Park & Coney Island Railroad and its leased lines, the Prospect Park & South Brooklyn Railroad and the New York & Coney Island Railroad. (NYState - retro to 4/1?)
- June 19, 1899 Future influential PRR director Richard King Mellon (1899-1970) born at Pittsburgh; son of Richard Beatty Mellon (1858-1933) and nephew of Andrew W. Mellon (1855-1937). (NYT)
- June 19, 1899 Pennsylvania Company Executive Committee authorizes relocating main line of New Castle & Beaver Valley Railroad and building two tracks through New Castle; authorizes loop track off Cleveland & Pittsburgh Railroad between Millport and Kensington; following plans approved by Frank Thomson on his last western trip, authorizes spending \$1 million on double-tracking 66 miles of PFW&C, Winslow-Wanatah, Adams-Elida, and Lafayette-Dunkirk. (MB)
- June 19, 1899 PCC&StL Railway Executive Committee authorizes establishing a new station at South Side, Pittsburgh at the Point Bridge; extending the Richmond Division main line from Rendcomb Jct. to Russels; accepts the May 22 Chicago ordinance for track elevation through Brighton Park. (MB)
- June 19, 1899 George T. Smith, Eastern Superintendent of Union Line, also appointed acting General Agent at New York during illness of O.J. Geer. (PRRMN)
- June 20, 1899 Frist Class E1 4-4-2 passenger locomotive No. 698 introduced; first PRR

Atlantic type; the three members of this class are the only PRR camelbacks; tested on train No. 46, 10 cars, Broad Street to Jersey City in 1:49, including two stops. (RRGaz)

- June 20, 1899 New York & Long Island Terminal Railway incorporated to build a tunnel from the LIRR station at Flatbush Avenue, Brooklyn, to Fulton Street and West Broadway in lower Manhattan in interest of LIRR; J. Vipond Davies, Chief Engineer; Charles M. Pratt, August Belmont, William H. Baldwin, William G. Oakman, Levi P. Morton, et al. among the directors. (NYState, ASCE, MB, RRGaz, RyW, NYT)
- June 20, 1899 NYC&HR spokesman denies persistent rumors that the Vanderbilts are planning a transcontinental system. (NYT)
- June 21, 1899 Clover Creek Branch opens to Pittsburgh Limestone Company No. 6 on Altoona Division. (Snyder)
- June 21, 1899 Lines West ATO hears a report on the possible electrification of the Louisville-New Albany suburban service with a center third rail; recommends à la carte meals in dining cars as many passengers find table d'hôte meals too expensive at \$1.00. (ATO)
- June 22, 1899 Henry F. Kenney elected Pres. of Delaware, Maryland & Virginia Railroad, replacing Frank Thomson, deceased. (MB)
- June 23, 1899 New Hoboken Marine Shops open between foot of 9th & 11th Streets; feature electric drive machinery; old shops at foot of 2nd Street closed. (AR, RRGaz)
- June 23, 1899 Henry Bradley Plant (1819-1899), founder of the Plant System of southeastern railroads, dies following a heart attack at his New York home. (RRGaz, Reynolds)
- June 24, 1899 *Mount Pocono Special* inaugurated as summer-weekend-only through train between Philadelphia and Tobyhanna via Bel-Del Branch and DL&W; first vestibuled train running the length of the Belvidere Delaware Railroad. (tt., Lee)
- June 24, 1899 Export corn rate falls to 9½ cents per cwt. (RyW)
- June 25, 1899 Pittsburgh & Lake Erie Railroad cuts time of its Pittsburgh-Buffalo day express from 8:50 to 7:25. (RRGaz)
- June 26, 1899 PRR orders 300 tons of rail from Carnegie Steel Company, Ltd., with 3% nickel; only able to get 277 usable tons; are much harder and rigid than regular rails; installed on westbound track on Horseshoe Curve. (RRGaz)

- June 26, 1899 Ulster & Delaware Railroad reopens its Kaaterskill and Hunter Branches as standard gauge lines, permitting operation of through cars from Weehawken direct to the hotels on the mountain tops, eliminating the change at Phoenicia. (Best)
- June 27, 1899 Committee on the Superannuation Fund reports recommending creating of such a fund effective Jan. 1, 1900; to limit first hires to those under 35 with physical exam and mandatory retirement with pension at age 70, also may retire with pension between 65 and 70 with disability; workings of the fund designed by Assistant Comptroller Max Riebenack; in actual practice, Board waives 35-year limit by special permission. (MB)
- June 27, 1899 Report on operation of West Philadelphia YMCA; expenses run \$19,000 per year vs. receipts of \$8,000, plus debt incurred for building of \$6,000; are now contracting programs to save \$4-5,000 per year. (MB)
- June 27, 1889 Frank Thomson's will probated at Norristown; his fortune is estimated at \$750,000 but is supposed to be much larger; it is left equally to his three children, Anne, Frank G., and Clarke Thomson. (PhlTlgrph)
- June 27, 1899 New York & Long Island Terminal Railway applies to city for franchise for railroad running under Fulton, Pineapple and Furman Streets in Brooklyn and Maiden Lane and Cortlandt Streets in Manhattan to bank of Hudson River; after nearly a year's delay, the Board of Alderman refuses a franchise until matter of extending subway to Brooklyn is settled, and Pres. Baldwin withdraws application; the inaction also blocks commencement of the Atlantic Avenue Improvement. (NYT)
- June 27, 1899 United States Tube Company, incorporated in N.J. on Feb. 16, 1899, is renamed the National Tube Company and its capital increased from \$75,000 to \$80 million; organized by the Morgan interests, combining 21 companies with 90% of the nation's wrought tube capacity. (NJCorps, Warren)
- June 28, 1899 PRR Board grants YMCA \$6,000 to retire outside debt in return for mortgage on building and an additional \$5,000 operating grant for 1899. (MB)
- June 28, 1899 PRR Board authorizes fourth track and realignment, Gordonville-Gap and Allegrippus-Kittanning Point; line relocation through Newport, Pa., on canal bed; building north retaining wall on Filbert Street Elevated between 21st & 22nd Street and completion of the stone arch over 22nd Street. (MB)
- June 28, 1899 Trunk Line presidents meet in New York to discuss eastbound grain rates;

PRR is represented by VPs Sutherland M. Prevost and James McCrea.
(RyW, NYT)

- June 29, 1899 N.Y. Board of Railroad Commissioners approves LIRR discontinuing its rapid transit stations at Chester Park, City Line, Norwood Avenue, Rockaway Avenue, Saratoga Avenue, Ralph Avenue, Troy Avenue, Kingston Avenue, Brooklyn Avenue, Grant Avenue, Vanderbilt Avenue and Bedford Avenue station in favor of stopping all trains at Nostrand Avenue; also discontinuing stations at Van Siclen Avenue, Pennsylvania Avenue and Howard House in favor of a new East New York station at Bradford Avenue. (NYState)
- June 29, 1899 Louis Fitzgerald, Chairman of the Columbus, Sandusky & Hocking Railroad reorganization committee, announces he is unable to carry out the reorganization plan of May 12, 1898, and will no longer act for the bondholders. (RRGaz)
- June 29, 1899 Henry C. Ross is elected Secretary of the Associates of the Jersey Company, replacing Charles B. Thurston, deceased. (NYT)
- June 30, 1899 Charles Minthorn "Mile-a-Minute" Murphy (1870-1950) sets a bicycle record of 62 MPH on LIRR near Patchogue; was running on planks set between the rails with a train running ahead to act as a wind break. (RRGaz)
- June 30, 1899 William J. Sewell elected Pres. of West Jersey & Seashore Railroad, replacing Frank Thomson, deceased. (MB)
- June 30, 1899 Northern Central Railway Board authorizes construction of a yard at North Avenue & Oliver Street in Baltimore. (MB)
- June 30, 1899 Ashland & Wooster Railway opens between Jeromeville and Ashland, Ohio. (Church)
- June 30, 1899 Steam rail motor car placed in service between Xenia and Springfield, Ohio, for the second time; is unsuccessful as has to haul a mail car and sleeping car on some trains. (ATO)
- June 30, 1899 NYC&HR and Boston & Albany Railroad Boards approve lease of Boston & Albany Railroad to the NYC&HR; NYC&HR accedes to the B&A's demand for an 8% guaranteed dividend and allowing it to keep a \$4 million reserve in property and cash that will generate the equivalent of an additional ½%; because A.J. Cassatt and Sutherland M. Prevost of PRR have an interview with NYC&HR Pres. Samuel R. Callaway on the same day over relations between the Beech Creek Railroad and Buffalo, Rochester & Pittsburgh Railway, the press spreads the false rumor that

- Cassatt was allowed to attend the NYC&HR Board meeting. (MB, NYT)
- Summer 1899 Brotherhood of Railroad Trainmen pushes for raise. (Davis - verify)
- Summer 1899 Pennsylvania Canal Company removes Juniata Aqueduct at Duncans Island. (AR)
- July 1, 1899 Summer-only all-parlor car train between Washington and Atlantic City established, running one day a week; single through parlor car operates other days. (PassDept)
- July 1, 1899 George T. Smith appointed General Agent at New York, replacing Oliver J. Geer (1834?-1903), resigned for health. (RyW)
- July 1, 1899 Sea View Railroad leased to Brooklyn Heights Railroad. (NYState)
- July 1, 1899 Kentucky Chancery Court finds the PRR guilty of withholding over \$2 million in earnings of the Louisville Bridge Company in a suit brought by minority stockholders, who are demanding that they be paid as dividends. (NYT)
- July 1, 1899 Depressed 4-track "Pennsylvania Avenue Subway" opens for passenger trains to Reading Terminal in the Fairmount section of Philadelphia, replacing the old at-grade route of the Philadelphia & Columbia Railroad. (PubLdgr)
- July 1, 1899 B&O leaves receivership without foreclosure under control of New York financiers; John K. Cowan restored as Pres.; eliminates separate General Superintendent for lines west of the Ohio River. (AR, NYT)
- July 1, 1899 Dayton Union Railway assumes operation of "Dayton Joint Tracks" between Miami City Jct. and 2nd Street.
- July 6, 1899 New York Railroad Commission approves the LIRR request to discontinue the following stations for rapid transit service on Atlantic Avenue, pending the start of the Atlantic Avenue improvements: Chester Park, City Line, Norwood Avenue, Rockaway Avenue, Saratoga Avenue, Ralph Avenue, Troy Avenue, Kingston Avenue, Brooklyn Avenue, Grant Avenue, and Vanderbilt Avenue; also to discontinue Bedford Station and stop all trains at Nostrand Avenue, and discontinue Van Sicken Avenue, Pennsylvania Avenue and Howard House and replace them with a new station near Bedford Avenue. (NYT)
- July 6, 1899 Judge William Howard Taft of U.S. Circuit Court at Cincinnati sets aside action of State Court at Bucyrus and restores Samuel M. Felton as receiver of Columbus, Sandusky & Hocking Railroad in place of Nicholas

Monsarrat. (RRGaz)

- July 6, 1899 Chicago grants franchise to Calumet Western Railway. (RRGaz)
- July 6, 1899 Kings County Elevated Railway sold at foreclosure to August Belmont. (NYState)
- July 7, 1899 *New York Times* reports an unverifiable rumor that William K. Vanderbilt is now the largest single stockholder of the PRR, having purchased shares being sold by Europeans, and that the NYC&HR and PRR are to both come under his control; claims that A.J. Cassatt was Vanderbilt's candidate, and that the presidency should have gone to John P. Green; (in fact, Green is a financial man and thus not in line for the presidency at all); PRR denies press rumors of pending consolidation of PRR and NYC&HR; as the *Times* is printing a spate of articles attributing all sorts of masterly moves to William K. Vanderbilt, it is very possible that these stories and rumors are deliberate disinformation to create the impression that another dynamic Vanderbilt is still at the head of the NYC system after the debility of Cornelius; in fact, "Willie K" is an easy-going sportsman with no stomach for the rough-and-tumble business world (he is currently relaxing on a Canadian fishing trip); considering that overwork and stress have killed his father and will soon kill his older brother, his stance may be a reasonable one; in fact, the Vanderbilt lines are being restructured precisely to take the load off of William K., and while the foundations of the "community of interest" are being laid behind the scenes, William K. Vanderbilt is not the principal architect. (NYT)
- July 7, 1899 Kings County Elevated Railroad incorporated in N.Y. as reorganization of the Kings County Elevated Railway. (NYState)
- July 7, 1899 PRR advances 2½ points to 138 (based on 100 par) and NYC advances 1½ points to 139-7/8 on rumors of a merger of interests; NYC&HR Pres. Samuel R. Callaway says that the rumors are "all wind," and J. Pierpont Morgan also denies the truth of the *Times* story. (NYT)
- July 7, 1899 *New York Times* notes that Trunk Line rates are now only half those of the Western and Southern lines on a ton-mile basis; the other railroads are able to play the Trunk Lines against one another to get very favorable through rates. (NYT)
- July 8, 1899 PRR denies rumors that Pres. Cassatt was allowed to attend NYC&HR Board meeting; says he went to New York to consult with Pres. Samuel R. Callaway regarding attempt to extend the Beech Creek Railroad towards Pittsburgh; admits that the PRR and NYC&HR are working together on the rate problem but that no working agreement has been made and "none is required"; say that the PRR is the one major railroad outside of control

by New York capitalists and will stay that way; the *New York Times* continues to insist that William K. Vanderbilt intends direct stock control of the PRR. (PubLdgr, RyW, NYT quoting PhilaTimes)

- July 11, 1899 Cleveland, Akron & Columbus Railway reports that it has secured a loan of \$602,723 at 4% to redeem notes bearing 6%. (MB)
- July 11, 1899 NYC&HR files plans for rebuilt Grand Central Station with New York Dept. of Buildings. (NYT)
- July 14, 1899 Former PRR civil engineer George W. Leuffer (1814/16-1899) dies at New Florence, Pa. (RyAge has at 85; census has b. 1816)
- July 15, 1899 New waiting room and ferry concourse formally opened at Jersey City Terminal at 9:00 AM; ferry concourse is 60 feet wide and over 600 feet long; new waiting room is decorated in white and gold. (NYT)
- July 1899 Hoovers Mill Branch of Cambria & Clearfield Railroad opens from near Glen Campbell to Hoovers Mill (0.34 mile). (Val)
- July 1899 Thomson family gives Frank Thomson's three African American messengers and the two stewards from his private car a \$1,000 bond each. (RyW)
- July 16, 1899 Over 300 freight handlers on PRR Piers 27, 28 & 29 (perishables) and Piers 1, 4, & 5, organized by the Longshoremen's Union. strike for higher pay and stop perishables deliveries. (NYT)
- July 17, 1899 PRR locks out the striking freight handlers and begins having perishables unloaded in Jersey City by non-union drivers; strike spreads to general freight Piers 1, 4 & 5. (NYT)
- July 17, 1899 W.C. Pennock (1862-1899), Master Mechanic of Logansport Shops, drowns at Hudson Lake near New Castle, Ind. on a fishing trip. (RRGaz)
- July 18, 1899 Class E1 runs on train No. 269, Atlantic City-Camden, 7 cars, in 0:51, at speeds up to 83 MPH. (RRGaz)
- July 18, 1899 Longshoremen's strike spreads to the piers of the New Haven and Lehigh Valley Railroad; PRR brings in the first Italian strikebreakers. (NYT)
- July 18, 1899 Pennsylvania Company Executive Committee authorizes automatic block signals between Allegheny and Homewood. (MB)
- July 19, 1899 Fast run on Vandalia Line with new Schenectady 4-4-0 No. 16 on train No. 20; runs Clayton-Indianapolis Transfer, 18 miles, at 60 MPH with 14

- cars. (RRGaz)
- July 20, 1899 Class E1 makes another Atlantic City-Camden run on train No. 269 with 8 cars at speeds up to 76.5 MPH; prior to this time no fast schedule had been made with more than 7 cars. (RRGaz)
- July 20, 1899 Monongahela & Washington Railroad incorporated in Pa. (Val)
- July 21, 1899 Theodore N. Ely announces that PRR will not have an individual exhibit at the 1900 Paris Exposition; experience with 1893 World's Columbian Exposition has shown they are not worth the cost. (RyW)
- July 21, 1899 NYC&HR Pres. Samuel R. Callaway visits PRR offices in Philadelphia, sparking various rumors of PRR-NYC alliance; among them is one of a Hudson River tunnel to link PRR and NYC. (NYT)
- July 21, 1899 PRR signs through traffic agreement with Seaboard Air Line System. (MB)
- July 21, 1899 Striking New Haven longshoremen return to work; PRR remains struck. (NYT)
- July 22, 1899 In a wire to a Milwaukee paper, William K. Vanderbilt denies rumors he is planning a transcontinental system. (RyW)
- July 23, 1899 Ocean Electric Railway begins operating electric trolleys over LIRR between Rockaway Park and Far Rockaway.
- July 23, 1899 New 213' steel draw span floated into place at Passaic River Bridge at Market Street, Newark (Dock Bridge) in 18.5 minutes; old 1869 Linville truss draw span removed. (NYT, C&C)
- July 23, 1899 South Station, Boston, opens for Boston & Albany trains and Kneeland Street Station abandoned; because of heavy local and corridor service, South Station remains the busiest in U.S. for many years, but because of the very large number of tracks in South Station, Broad Street and other stations have higher traffic density per track. (NH AR, NHCorp)
- July 24, 1899 Striking longshoremen try to spread the strike to the PRR yards at Jersey City; much produce is being dumped as spoiled, 170,000 lbs. today. (NYT)
- July 24, 1899 Charles B. Price named General Superintendent of Allegheny Valley Railroad, replacing David McCargo, disabled by stroke; M.A. Carmody named Superintendent of River Division, replacing Price. (RRGaz)
- July 25, 1899 PCC&StL Railway Executive Committee authorizes a second track from a

- point west of Coshocton to the Black River; remodeling the station at Richmond, Ind. (MB)
- July 25, 1899 New Haven extends third rail electrification from Nantasket Jct. to Cohasset, Mass. (McGarigle)
- July 26, 1899 Striking freight handlers in New York denounce Father Brady of St. Mary's Church in Jersey City, who had persuaded the 700 PRR freight handlers in Jersey City not to join the strike. (NYT)
- July 27, 1899 A.J. Cassatt is elected to the Board of the Equitable Life Assurance of the United States; the Equitable Board is a very large one, with representatives of many large business interests. (NYT)
- July 28, 1899 Brooklyn Rapid Transit Company begins running through trains from the east end of the Brooklyn Bridge direct to Manhattan Beach over the Kings County Elevated, Brooklyn & Brighton Beach Railroad and New York, Brooklyn & Manhattan Beach Railway (LIRR). (NYT)
- July 29, 1899 Staten Island Rapid Transit Railway incorporated in N.Y. as reorganization of the Staten Island Rapid Transit Railroad. (NYState, B&O Val)
- July 29, 1899 *New York Times* reviews Edward H. Mott's *Between the Ocean and the Lakes*, the official history of the Erie Railroad and the second history of a major Trunk Line to be published. (NYT)
- July 31, 1899 Class E1 makes another Atlantic City-Camden run with 8 cars in 0:50:30 at maximum 83 MPH. (RRGaz)
- July 31, 1899 PRR suspends the sale of tickets at Newport News, Va., because of an epidemic of yellow fever; the steamship lines and government also establish quarantines in hope of preventing the spread of the dread disease. (NYT)
- Summer 1899 PCC&StL Railway completes 8.24 miles of second track between Scioto River and Hayden on Indianapolis Division. (AR)
- Aug. 1, 1899 Chicago Terminal Division created from portions of Western Division and Chicago Division lying west of Clarke Jct. and Bernice with C.H. Walton Superintendent; Chicago Division (PCC&StL) renamed Logansport Division with P.A. Bonebrake Superintendent; W.C. Loree named Superintendent of Indianapolis Division; J.F. Miller named General Superintendent of Southwest System; Clifford S. Sims, Jr., named Engineer of Maintenance of Way of Chicago Terminal Division; James A. McCrea named Engineer of Maintenance of Way of Eastern Division,

- replacing Sims. (AR, RyW, MB)
- Aug. 1, 1899 Alexander C. Shand (1858-1930) named Principal Assistant Engineer of PRR Grand Division. (Snyder)
- Aug. 1, 1899 Phillip Wallis, formerly with Lehigh Valley Railroad, named Superintendent of Motive Power & Equipment of LIRR, replacing Samuel F. Prince, Jr., who joins the Reading. (RRGaz)
- Aug. 1, 1899 Hood McKay appointed Superintendent of the Summit Branch Coal Company and the Lykens Valley Coal Company, replacing T.M. Williams, resigned. (MB)
- Aug. 2, 1899 Central New York & Western Railroad merged into Pittsburgh, Shawmut & Northern Railroad. (NYState)
- Aug. 5, 1899 Cleveland, Canton & Southern Railroad (Cleveland-Zanesville) sold at foreclosure and conveyed by the Herrick syndicate to the Wheeling & Lake Erie Railroad. (ICC, Rehor)
- Aug. 6, 1899 Automatic block signals placed in service between Perth Amboy Jct. and Monmouth Jct., completing installation between Jersey City and Philadelphia. (RRGaz)
- Aug. 10, 1899 Louisville Bridge Company deeds Byrne Track in Arbogast Avenue, Louisville, to Pennsylvania Land Company. (Church)
- Aug. 14, 1899 Wheeling & Lake Erie Railroad begins through service between Cleveland and Wheeling over the old Cleveland, Canton & Southern Railroad. (Rehor)
- Aug. 1899 Construction begins on Cardington Branch of Philadelphia & Delaware County Railroad. (Val)
- Aug. 1899 Second track opens between Port Washington and Coshocton, Ohio, on Pittsburgh (Panhandle) Division. (AR)
- Aug. 1899 Cincinnati & Muskingum Valley Railroad builds new brick station at Lancaster, Ohio; serves Hocking Valley Railway and PRR on opposite sides. (AR, Miller)
- Aug. 1899 Price of bituminous coal finally turns up because of increased demand from industry after over a decade of decline brought on by increased mining. (Lambie)
- Aug. 16, 1899 Dayton Union Railway grants PCC&StL use of Union Depot for 99 years.

(Church)

- Aug. 16, 1899 PCC&StL Railway Executive Committee authorizes extending the Halsted Street freight house at Chicago; extending the eastbound yard at Colliers on the Pittsburgh Division. (MB)
- Aug. 17, 1899 Pennsylvania Company Executive Committee authorizes second track between Hudson and Wheelock, Ohio. (MB)
- Aug. 18, 1899 “__” Tower opens at Farrington on St. Louis, Vandalia & Terre Haute Railroad. (AR)
- Aug. 21, 1899 At 2:00 AM, Jersey City police stop PRR crews extending tracks from Harsimus Cove Yard south across Bay Street in Jersey City to reach the new piers under construction; city claims a public easement in Bay Street, but PRR says it ends at Greene Street, which was the original shore line, and not over filled land to the river; tracks in Bay Street Yard rearranged. (NYT, AR)
- Aug. 21, 1899 Cincinnati & Muskingum Valley Railway and Hocking Valley Railway agree for joint station at Lancaster, Ohio. (Church)
- Aug. 25, 1899 *Railroad Gazette* runs an editorial questioning the advertising value of large arched train sheds; notes they are a maintenance headache; Erie already has replaced its wooden Jersey City train shed with platform canopies in 1898. (RRGaz)
- Aug. 28, 1899 ICC issues its decree on the export grain and port differential case; finds that conditions sometimes justify an export rate at New York that is lower than the domestic rate on non-export grain between the same points; when Great Lakes navigation is closed, New York domestic and export rates should be the same; finds the system of differentials for Philadelphia and points south and Boston and points north is largely justified, and throws this Gordian Knot back to the railroads for resolution, but rules that all rates should be the same for intermediate points on each line; the rate on export flour may be higher than on export wheat but by a maximum of 2 cents per cwt.; if a combined rail-ocean rate is a true joint rate, it must be published under Section 6, but if the rail and ocean rates are merely set independently of each other, the combined rate does not need to be published. (NYT)
- Aug. 29, 1899 Report on the Western Maryland Railroad finances is given to John I. Waterbury (1850-1929), Pres. of the Manhattan Trust Company and head of the New York purchasing syndicate. (NYT)
- Aug. 30, 1899 William J. Latta resigns as Chairman of Committee of Management of

PRR Branch of Philadelphia YMCA. (Wilson)

- Aug. 31, 1899 William J. Latta (1852-1938), General Agent at Philadelphia, resigns for a rest and to engage in other business; job abolished and duties given to D. H. Lovell (1853-) Superintendent of Delaware Extension & Kensington Division. (AR, RyW)
- Sep. 1, 1899 Pittsburgh, Steubenville & Wheeling RPO and Wheeling & Kenova RPO combined to Pittsburgh & Kenova RPO with PRR/Ohio River Railroad routing. (Kay)
- Sep. 4, 1899 Baltimore, Chesapeake & Atlantic Railway Pres. John S. Wilson confirms reports that the PRR has purchased a controlling interest from John E. Searles of New York and Scott & Co. of Wilmington for \$2.25 million; Searles, who had wanted a 30-year tax exemption, sold after an adverse decision of Baltimore Tax Court; road has never paid a dividend. (RyW, NYT)
- Sep. 5, 1899 Assistant to President William A. Patton named Chairman of Committee of Management of PRR Branch of Philadelphia YMCA, replacing William J. Latta, resigned. (Wilson)
- Sep. 5, 1899 Robert Kelso Cassatt (1873-1944), son of A. J. Cassatt, named Assistant to Pres. of NYP&N. (MB)
- Sep. 5, 1899 Barberton & Southern Railroad incorporated in Ohio to build from point on Cleveland, Lorain & Wheeling Railroad near Warwick to Barberton. (Church)
- Sep. 5, 1899 Pres. William McKinley reviews a Grand Army of the Republic encampment (convention) at Philadelphia and attends a banquet at the Academy of Music; leaves for Washington at 11:30 PM on a special PRR train. (NYT)
- Sep. 1899 Regular races between Reading's 4-4-2's and PRR Class E1 4-4-2's on Camden-Atlantic City trains at sustained speeds of up to 75 MPH. (RyW)
- Sep. 8, 1899 Joseph Robinson appointed receiver of Columbus, Sandusky & Hocking Railroad, replacing Samuel M. Felton, Jr. (Church)
- Sep. 8, 1899 Testifying before the U.S. Industrial Commission, John D. Archbold of the Standard Oil Company denies that the Standard has received rebates and that A .J. Cassatt's old testimony that Standard received \$10 million in rebates in 1878-79 is "a lusty old lie" without foundation. (NYT)
- Sep. 10, 1899 Boston & Providence (Shore Line) trains begin using South Station,

Boston over connecting tracks from Back Bay; Back Bay Station also opens, and Park Square Station closes. (NH AR, NHCORP)

- Sep. 11, 1899 Masontown & New Salem Railroad incorporated in Pa. to build line from Masontown to New Salem in the Coke Region. (Val, Church)
- Sep. 11, 1899 Cornelius Vanderbilt leaves his Newport summer home, "The Breakers," in his private car to attend the NYC&HR Board meeting next day. (NYT)
- Sep. 12, 1899 Finance committee reports that it has acquired the Baltimore, Chesapeake & Atlantic Railway recently for \$952,000; done to maintain monopoly of transportation on Delmarva Peninsula. (MB - Vexler has acq. 9/4)
- Sep. 12, 1899 PRR denies rumors that A.J. Cassatt will succeed Clarence P. Clark as Pres. of New Haven. (NYT)
- Sep. 12, 1899 Cornelius Vanderbilt (1843-1899), dies at his 5th Avenue mansion at 5:45 AM after suffering a second stroke; with his son Cornelius and his family disinherited, leadership of the Vanderbilt interests passes to brother William Kissam Vanderbilt, Sr. (1849-1920), and brother-in-law Hamilton McKown Twombly; Cornelius Vanderbilt leaves an estate worth about \$73 million. (RRGaz, NYT, Vndrblt)
- Sep. 12, 1899 Seaboard Air Line officials meet at the Waldorf-Astoria Hotel in New York; threaten that if they cannot get terms from the Richmond, Fredericksburg & Potomac Railroad, they will build their own line between Richmond and Washington so as to create a new through line between New York and Tampa. (NYT)
- Sep. 13, 1899 LIRR Board approves purchase, effective May 25, 1899, of 3,000 shares of the Montauk Steamboat Company, Limited, for \$200,000 and the assumption of \$94,000 of old bonds. (MB)
- Sep. 13, 1899 PRR Board authorizes expansion of 52nd Street freight yard in West Philadelphia. (MB)
- Sep. 13, 1899 Millersburg Railroad incorporated in Pa. to build coal branch near Punxsutawney. (Val)
- Sep. 13, 1899 PRR runs special train from New York to Princeton for the funeral of Wall Street lawyer Henry M. Alexander (1822-1899), the son of the first Pres. of Princeton Theological Seminary Archibald Alexander (1772-1851). (NYT)
- Sep. 13, 1899 Pittsburgh Coal Company incorporated in N.J. as a holding company for the properties of over 80 operators located back from both sides of the

Monongahela River south of Pittsburgh; the merger is organized by a syndicate headed by Moore & Schley and including the Mellons, Henry Clay Frick, Henry W. Oliver and other Pittsburgh industrialists; controls over 80,000 acres and six collector railroads, including the Montour Railroad; however, much of its capitalization is “water” anticipating future growth, which takes place in the Southern Appalachian fields instead. (Consol)

- Sep. 14, 1899 PRR system signs a new Pullman Company contract effective Jan. 1, 1900; includes dining cars *Oberlin*, *Magdelin*, *Savarin* and *Valentin* for *Pennsylvania Limited* Nos. 1-5; *Coronado*, *Gilsey*, *Lafayette* and *St. James* for *New York & Florida Special* Nos. 37-38 between Jersey City and Jacksonville; and *Osborne* and *Southern* on Southern Railway's *Florida Limited* Nos. 48-53 between Jersey City and Charlottesville. (MB)
- Sep. 15, 1899 Summit Branch Railroad Board holds its last meeting, having sold all its property. (MB)
- Sep. 1899 Eureka No. 36 Branch of Scalp Level Railroad opens from Windber to coal mine. (Val)
- Sep. 16, 1899 PRR and Southern Railway discontinue operating sleeping cars to New Orleans because of quarantine; cars terminate at Montgomery, Ala. (NYT)
- Sep. 16, 1899 New Haven Pres. Charles P. Clark (1836-1901) gives notice that he will resign for health as soon as a successor can be appointed. (NYT)
- Sep. 18, 1899 Pennsylvania Company Executive Committee authorizes commencing work on second track at Toledo. (MB)
- Sep. 18, 1899 PCC&StL Railway Executive Committee authorizes track elevation between the Illinois & Michigan Canal and Brighton Park. (MB)
- Sep. 18, 1899 William A. Patton denies that A. J. Cassatt has been offered the presidency of the New Haven. (NYT)
- Sep. 19, 1899 William K. Vanderbilt elected Pres. of New York & Harlem Railroad, replacing his brother Cornelius, and Hamilton McK. Twombly is elected a director; William Rockefeller elected a director of NYC&HR, replacing Cornelius Vanderbilt. (NYT, RyW)
- Sep. 19, 1899 Monongahela River Consolidated Coal & Coke Company incorporated in Pennsylvania formed by merger of over 90 small coal companies along the Monongahela River south of Pittsburgh; it controls 40,000 acres, 100 steam towboats, 4,000 barges and coal handling facilities at Cincinnati, Louisville, Vicksburg, Memphis, Baton Rouge and New Orleans. (Consol)

- Sep. 20, 1899 West Jersey & Seashore Railroad closes the sale of its Excursion House property at Chelsea, Atlantic City, to a New York syndicate that is to build a modern hotel. (NYT)
- Sep. 20, 1899 PW&B Board authorizes purchase of BC&A Railway stock. (MB)
- Sep. 20, 1899 PW&B signs agreement for operation of Elkton & Middletown Railroad of Cecil County. (MB, Val)
- Sep. 21, 1899 New York Supreme Court orders the foreclosure sale of the South Brooklyn Railroad & Terminal Company; total accumulated deficit is \$682,000. (NYT)
- Sep. 21, 1899 NYC&HR Pres. Samuel R. Callaway writes to the Boston & Albany Railroad informing them that they cannot increase the amount of rent to be paid under the proposed lease; a B&A minority stockholders' Protective Committee is demanding more than the 8% dividend; they fear that the NYC&HR may milk the company's revenues or also lease the parallel Fitchburg Railroad, which has easier grades, and divert traffic from the B&A. (NYT)
- Sep. 26, 1899 The arch of the PRR's Jersey City Terminal train shed, which usually has electric lights spelling out "Pennsylvania Railroad," is changed to spell "Welcome to Admiral Dewey" in letters 10 feet high, as the city prepares for a huge reception to honor the hero of Manila Bay. (NYT)
- Sep. 27, 1899 PRR Board authorizes enlarging and rearranging Harrisburg Yard between State and Maclay Streets. (MB)
- Sep. 27, 1899 NYC&HR stockholders approve the lease of the Boston & Albany Railroad; to meet B&A demands, it has agreed to reduce the term of the lease from 999 years to 99 years and agreed not to spend profits of B&A elsewhere in the NYC system; however the B&A stockholders adjourn to Nov. 15 without making a decision. (NYT, RyW)
- Sep. 28, 1899 About 3,000 cars pass Altoona westbound. (RyW)
- Sep. 28, 1899 Pennsylvania Company Executive Committee authorizes building 185-foot new dock at Pier Station in Cleveland. (MB)
- Sep. 28, 1899 PCC&StL Railway Executive Committee authorizes electric signals between Unionport and "W" Tower at Skelley, also eastbound between "W" and No. 5 Tunnel and between Hanlin and Collier. (MB - may not be right)

- Sep. 28, 1899 Boston & Albany Railroad stockholders compromise and grant three seats on the new Board to members of the Protective Committee. (NYT)
- Sep. 29, 1899 New York City's two-day tribute to Admiral George Dewey begins with a huge naval parade up the Hudson headed by Dewey's flagship the *U.S.S. Olympia*. (NYT)
- Sep. 30, 1899 The second day of New York City's tribute to Admiral Dewey takes place on land with a big parade and other festivities; the PRR carries 80,000 passengers to and from the city; a plaster Roman triumphal arch is built in Washington Square Park at the foot of 5th Avenue as part of the temporary parade decorations; it proves so popular that it is rebuilt in stone and remains a major city landmark. (NYT)
- Sep. 30, 1899 Last run of Michigan Central-Cincinnati, Hamilton & Dayton-PRR sleeping car line between Detroit and Louisville established in spring.
- Oct. 1, 1899 As the crowds from the Dewey celebration leave New York City, the PRR carries 30,000 passengers inbound and over 50,000 outbound. (NYT)
- Oct. 1, 1899 Kings County Elevated Railroad leased to Brooklyn Heights Railroad. (NYState)
- Oct. 2, 1899 Admiral George Dewey leaves New York for Washington to continue his triumphal tour; he is driven to the 23rd Street ferry, where he boards the tugboat *Nina* for Jersey City; a special train departs Jersey City Terminal at 1:50 PM, consisting of locomotive No. 611, combine *Atlantic*, diner, parlor cars *Octavia*, *Grace*, and *Cordelia*, and parlor observation *Atalanta*; Dewey stops at Princeton Jct. to address the students of his alma mater from the rear platform. (NYT)
- Oct. 2, 1899 Hearings begin before special master in suit of State of Indiana to recover money for School Fund from Terre Haute & Indianapolis Railroad. (AR)
- Oct. 2, 1899 Susquehanna Coal Company executes a supplemental agreement with the Staples Coal Company to operate its coasting fleet, adding the tugboat *Tacony* and the barges *Darby*, *Malvern*, *Oxford*, *Pemberton*, *Sunbury* and *Upton*, all of which are owned by the Susquehanna Coal Company. (MB)
- Oct. 2, 1899 South Chicago & Southern Railroad agrees with the Nickel Plate and the Chicago & Western Indiana Railroad for an interlocking plant at Burnham. (MB)
- Oct. 4, 1899 LIRR orders all trainmen to address women as "Madame," not "Lady." (NYT)

- Oct. 4, 1899 Major eastern coal-hauling railroads meet in Chicago; agree on system of base rates to Chicago from various coal districts: \$1.40 per ton from Ohio, \$1.65 from Pittsburgh, Fairmont and Kanawha (the "Inner Crescent") and \$1.80 from New River, Pocahontas, Cumberland Altoona and Meyersdale Fields (the "Outer Crescent"). (Lambie)
- Oct. 7, 1899 Delaware, Maryland & Virginia Railroad grants Queen Anne's Railroad trackage rights between Lewes and Rehoboth Beach with permission to run only three round trips of passenger trains. (MB)
- Oct. 9, 1899 PRR Board refers question of pension plan back to special committee. (MB)
- Oct. 9, 1899 New York Shipbuilding Company incorporated in N.J.; it selects a site at Camden for the construction of a large modern shipyard. (NJCorps)
- Oct. 11, 1899 PRR Board approves construction of Masontown & New Salem Railroad to reach lands of the Eureka Fuel Company; also extension of Coal Lick Branch to new plant of American Steel & Wire Co. on Mosier Branch; also a 2.5-mile branch to Railey's new coke works and a branch to the National Steel Company's new coke plant, all on Monongahela Division; approves revision to plans for Germantown Jct. station originally approved in Mar. 1896. (MB)
- Oct. 11, 1899 New York & North Shore Railway absorbs Long Island Electric Railway, owning trolley lines between the Brooklyn city line and Queens Village and between Jamaica and Far Rockaway. (MB)
- Oct. 11, 1899 Pennsylvania Company Executive Committee authorizes additional money for Fort Wayne Transfer. (MB)
- Oct. 13, 1899 River Front Railroad Board authorizes a double track in Delaware Avenue between South Street and Callowhill Street because of the widening of Delaware Avenue. (MB)
- Oct. 13, 1898 Samuel Rea and John P. Green, first PRR directors, elected to Board of Baltimore, Chesapeake & Atlantic Railway. (MB - check)
- Oct. 13, 1899 PCC&StL Railway Executive Committee authorizes a new station at New Castle, Ind.; enlarging Logansport Yard and 59th Street Yard at Chicago. (MB)
- Oct. 14, 1899 Sea View Hotel Company sells a part of its property in the Chelsea section of Atlantic City bounded by Albany, Annapolis, Atlantic and Ocean Avenues to the Atlantic City & Chelsea Improvement Company, which is to build a first-class resort hotel on it, for \$360,000; the Sea View

- Excursion House is too far from the other resort attractions. (MB, Butler)
- Oct. 1899 Manufacturers Railway extended from Locust & Water Streets to Adams Street in Toledo. (Church)
- Oct. 1899 PCC&StL Railway completes new bridge over Scioto River for heavier locomotives. (RyW)
- Oct. 17, 1899 LIRR abandons passenger service on the Northport Spur.
- Oct. 18, 1899 Pennsylvania Canal Company sells bed of Juniata Division Canal from Duncans Island Jct. to Newton Hamilton to PRR. (AR)
- Oct. 19, 1899 Seaboard Air Line Railway Pres. John Skelton Williams announces that he has secured running rights between Richmond and Jersey City from Richmond, Fredericksburg & Potomac Railroad and PRR equal to those of the Atlantic Coast Line. (NYT)
- Oct. 22, 1899 "___" Interlocking placed in service at Homewood Jct.
- Oct. 23, 1899 Cleveland, Barberton & Western Railroad incorporated in Ohio to build from Cleveland to Creston in Wayne County. (Church)
- Oct. 23, 1899 NYC&HR begins rebuilding ground floor of Grand Central Depot to plans of Philadelphia architect Samuel William Huckel, Jr. (1858-1917); includes removing partitions between inbound and outbound trains and a new unified waiting room and concourse across the front of the building. (NYT,)
- Oct. 24, 1899 Samuel Rea presents estimate for North River Bridge to Pres. Cassatt; value of New York property about \$10 million, plus \$5 million improvements for a station fronting 7th Avenue; estimates based on following number of cars per year: PRR-160,000, Erie-195,000, CNJ-160,000, DL&W-160,000, West Shore-35,000, Lehigh Valley-20,000, NYS&W-20,000. (AJC 2/39)
- Oct. 24, 1899 John D. Archbold of the Standard Oil interests agrees to sell to the Lehigh Valley Railroad all the stock of the National Storage Company and half the stock of the National Docks Railway for \$6 million in cash and bonds. (MB)
- Oct. 25, 1899 Long Island Electric Railway merged into New York & North Shore Railway Company under agreement of Oct. 11. (NYState)
- Oct. 26, 1899 PRR Board approves purchase and improvement of Youghiogheny Railroad (Irwin-Gratztown) from the Penn Gas Coal Company, effective

- Oct. 28. (MB)
- Oct. 26, 1899 Cleveland, Barberton & Western Railroad organized; Charles Baird deeds company unfinished railroad between Barberton and connection with Northern Ohio Railroad near Fairlawn. (Church)
- Oct. 27, 1899 West Jersey & Seashore Railroad Board confirms purchase of stocks and bonds of the Delaware River Railroad for \$245,742. (MB)
- Oct. 27, 1899 PRR signs agreement with the Eureka Fuel Company (H.C. Frick) and the South-West Pennsylvania Railway to build and operate the Masontown & New Salem Railroad. (Val)
- Oct. 27, 1899 “_” Tower opens at Vandalia, Ill., crossing of Illinois Central Railroad and St. Louis, Vandalia & Terre Haute Railroad. (AR)
- Oct. 27, 1899 Illinois Transfer Railroad incorporated in Illinois in interest of Terminal Railroad Association of St. Louis to build from East St. Louis to point on Mississippi River opposite Venice. (Church)
- Oct. 28, 1899 PRR acquires Youghiogheny Branch, running from Shafton on main line to Gratztown on B&O (11.04 miles), from Penn Gas Coal Company; becomes part of Pittsburgh Division. (MB, Val)
- Oct. 30, 1899 ATO hears another report on classification yards; notes artificial humps are now in use at Honey Pot Scales near Wilkes-Barre, at West Brownsville Scales and Shire Oaks Scales. (ATO)
- Oct. 31, 1899 PRR ferryboat *Chicago* cut in half and sunk in collision with the *City of Augusta* as it is approaching Cortlandt Street at 12:35 AM; 5 drowned; the boat sinks in 30 feet of water and is scrapped. (NYT, AR)
- Nov. 1, 1899 Jersey City Terminal restoration and enlargement completed; train shed extended 125' to the east and topped with a large electric sign facing the river; grade of tracks in train shed is raised 4 feet at the east end to match new floor level; two large elevators built to carry baggage crates from the platforms to the lower level for ferries and a third for Jersey City baggage, passengers with bicycles and invalids; new copper-sheathed head house with six ferry slips, restaurant 80' x 65' and waiting rooms 80' x 100' completed; used by 240 trains per day; a new upper level walkway is constructed from the Terminal to the pier on the north side, which is used for excursion boats. (RREmpl, AR, RRGaz - NB NYT has earlier)
- Nov. 1, 1899 Divers recover \$50,000 in silver from the Adams Express truck in the wreckage of the ferry *Chicago*. (NYT)

- Nov. 1, 1899 West Jersey & Seashore Railroad begins operating Delaware River Railroad running between Woodbury and Penns Grove, N.J., under agreement of Oct. 27, 1899. (Val, MB, AR)
- Nov. 1, 1899 PRR takes control of Baltimore, Chesapeake & Atlantic Railway and elects full PRR/PW&B Board; Sutherland M. Prevost Pres. and Willard Thomson, only holdover from old Board, named VP & General Manager; NYP&N takes 5,000 shares common and 3,000 shares preferred stock. (MB, AR)
- Nov. 1, 1899 Division of Bacteriological Chemistry established in Chemical Laboratory at Altoona; studies drinking water, disinfectants, etc. (CMP)
- Nov. 1, 1899 Gum Tree station renamed Buck Run on Philadelphia Division. (MB)
- Nov. 1, 1899 Max Riebenack relieved as Auditor of Passenger Receipts for health as can no longer take work load of two offices; remains Assistant Comptroller; A.J. Gillingham named Auditor of Passenger Receipts. (AR)
- Nov. 1, 1899 George L. Potter (1856-1925) appointed to new position of General Superintendent of Motive Power for Lines West, including GR&I; works with L.F. Loree to design locomotives and freight cars of great power and capacity; D.F. Crawford named Superintendent of Motive Power of Northwest System, replacing Potter; A.B. Starr appointed to new post of Assistant General Superintendent of Transportation of Lines West; A.M. Schoyer appointed Superintendent of Eastern Division, replacing Starr; Charles E. McKim to Superintendent of Telegraph of Lines West, replacing Schoyer; H.W. Byers named Superintendent of Cleveland, Akron & Columbus Railway, replacing J.J. Henry, demoted to Trainmaster & Road Master of Engines; L.G. Haas names Superintendent of Erie & Ashtabula Division, replacing Byers; Henry W. Thornton (1871-1933) named Engineer of Maintenance of Way, Erie & Ashtabula Division, replacing Haas. (MB, AR, RRGaz)
- Nov. 1, 1899 J.H. Sharples resigns as General Superintendent of Cleveland, Akron & Columbus Railway and office abolished. (AR)
- Nov. 1, 1899 Chicago, Indiana & Eastern Railway opens between Swayzee and Converse, Ind. (Church)
- Nov. 4, 1899 Youngstown & Ravenna Railroad incorporated in Ohio to build from Youngstown to Ravenna. (Church)
- Nov. 6, 1899 PRR Road Committee hears report on improvements to Bryn Mawr station and grounds. (MB)

- Nov. 8, 1899 PRR Board abolishes Upton station on Main Line; approves exchange of \$340,000 bonds of International Navigation Company (Pa.) for those of new International Navigation Company (N.J.); votes to close General Office to public at noon on Saturdays, adopting half-day Saturdays. (MB)
- Nov. 8, 1899 Standard Oil Company begins removing its largest oil tank from the National Storage Company property at "Black Tom" to its refinery on Constable Hook in Bayonne. (NYT)
- Nov. 8, 1899 Chicago ordinance calls for elevation of PCC&StL tracks over Western Avenue Boulevard near 39th Street. (Church)
- Nov. 9, 1899 ATO hears a report on snowplows; recommends against the rotary snowplow as unnecessary and too complicated. (ATO)
- Nov. 9, 1899 ATO hears a third report on steel freight cars; since the last report in May have tested Class Gd, Gn and G1 cars with the dynamometer car; shows that the tractive force needed per ton of paying load is 11-25% less with steel cars. (ATO)
- Nov. 10, 1899 PCC&StL grants Ohio River Railroad use of Little Miami Railroad between Batavia Jct. and Cincinnati. (Church)
- Nov. 10, 1899 Manufacturers Railway files amended route through Toledo from Olive & Water Streets along Maumee River to west end of LS&MS bridge. (Church)
- Nov. 10, 1899 PRR now advertises itself at New York as "the Four-Track Route," although the NYC&HR has built a four-track main line much earlier; also regularly uses "The Standard Railroad of America." (NYT)
- Nov. 10, 1899 Pittsburgh Steamship Company incorporated by the Carnegie interests as an operator of ore boats on the Great Lakes; after 1901 controlled by the new United States Steel Corporation. (Barnett, Moodys)
- Nov. 11, 1899 New interlocking placed in service on the Terminal Railroad Association of St. Louis at the west end of the tunnel, controlling both ends. (AR)
- Nov. 11, 1899 John M. Hall (1841-1905) elected Pres. of New Haven, representing the New England, as opposed to New York, directors; replaces Charles P. Clark (1836-1901), resigned for health. (NYT, RyW)
- Nov. 13, 1899 Youngstown & Ravenna Railroad acquires unfinished railroad of Cleveland & New Castle Railway between Ravenna and Niles, Ohio; 20 miles of grading begun under Calvin S. Brice. (Church, NYT)

- Nov. 13, 1899 Pennsylvania Company Executive Committee authorizes construction of new dock and breakwater north of Union Depot at Cleveland. (MB)
- Nov. 14, 1899 West Jersey & Seashore Railroad releases to the Atlantic City & Chelsea Improvement Company the rights to lay track for a passenger railway in Dover, Harrisburg & Trenton Avenue through the property recently sold by the Sea View Hotel Company to the Atlantic City & Chelsea Improvement Company. (MB)
- Nov. 14, 1899 Henry J. Fillman (1843-1899), Division Ticket Agent of United New Jersey Grand Division, dies at Bordentown. (RyW)
- Nov. 15, 1899 Delaware Extension & Kensington Division renamed Philadelphia Terminal Division, reporting directly to General Manager; includes territory inbound of Mantua Jct., 52nd Street, Grays Ferry, and South Street, plus freight branches along Delaware River and Junction Railroad; post of General Agent in Philadelphia abolished; D.H. Lovell (1853-) named Superintendent of Philadelphia Terminal Division. (MB)
- Nov. 15, 1899 Allegheny Jct. station renamed Kiskiminetas Jct. (MB)
- Nov. 15, 1899 Boston & Albany Railroad stockholders meet again but adjourn to Dec. 27 without approving the NYC&HR lease. (NYT)
- Nov. 15, 1899 NYC&HR Board votes to buy control of Lake Erie & Western Railroad and 150,000 shares of Big Four (CCC&StL).
- Nov. 15, 1899 Lehigh Valley Railroad buys the remaining one-half of the stock of the New York Lighterage & Transportation Company, operating tugs and barges in New York Harbor and on Long Island Sound to New England. (AR)
- Nov. 1899 Month sees new record of 160,266 eastbound cars passing Altoona or 5,342 cars per day; about 40% coal and 30% grain. (RyW)
- Nov. 1899 Curry Mill Branch of Scalp Level Railroad opens from south of Windber to Currys Mill, Pa. (1.4 miles). (Val)
- Nov. 1899 PRR and NYC&HR reach preliminary agreement for joint purchase of control of the Chesapeake & Ohio Railway from the Morgan and other interests; shares are to be divided equally and each is to retain the stock for 10 years. (Wheeler)
- Nov. 1899 Masontown & New Salem Railroad begins construction of line from Moser Run Jct. to Buffington Works of H.C. Frick Coke Company.

- Nov. 1899 Second track opens between Calumet and Lansing on Chicago Terminal Division of PCC&StL. (AR)
- Nov. 1899 James Kitchen, representing a New York syndicate, offers to buy the controlling interest in the Western Maryland Railroad from the City of Baltimore for the purpose of developing a new Trunk Line. (NYT)
- Nov. 19, 1899 PRR and Ohio River Railroad inaugurate *Ohio Valley Express* running between Pittsburgh and Portsmouth and Ironton, Ohio, via Wheeling; uses PRR between Pittsburgh and Wheeling.
- Nov. 21, 1899 U.S. VP Garret A. Hobart (1844-1899) dies of heart disease at his home in Paterson, N.J., after a quick decline. (NYT)
- Nov. 22, 1899 Pres. Cassatt announces to Board that he has jointly purchased with the NYC&HR the Pittsburgh & Eastern Railroad running 13 miles west from Mehaffey in the Clearfield Coal Region. (MB)
- Nov. 22, 1899 PRR Board authorizes 3-mile extension of Tangascootac Branch up Queen's Run on P&E. (MB)
- Nov. 22, 1899 NYC&HR submits a supplemental agreement to the Boston & Albany Railroad stockholders offering to take all of the excepted property of the B&A, worth \$4 million, for \$5.5 million in 3½% debentures. (NYT)
- Nov. 23, 1899 Ground broken for a 400-room, 6 storey hotel on the West Jersey & Seashore Railroad's former Chelsea property in Atlantic City. (NYT)
- Nov. 24, 1899 Pres. Cassatt meets with representatives of B&O, Kuhn, Loeb & Co. and Speyer & Co. regarding PRR proposal to buy up to 100,000 shares of B&O;
- Nov. 1899 Galley proofs of Watkins's history covering 1871-1896 are distributed; officials are asked to contribute departmental and divisional histories, only a few of which are completed. (Watkins)
- ca. Nov. 1899 Chicago & South Eastern Railway completed between Anderson and Muncie, Ind., but not operated. (Church, RyW)
- Nov. 25, 1899 PRR operates two specials to carry Pres. McKinley and other government officials from Washington to the funeral of VP Garret A. Hobart at Paterson, N.J.; the first section, carrying McKinley and the cabinet consists of a diner, 2 parlors, and the Pullman private car *Campania* for the Pres., leaves Washington at 6:55 AM and arrives at Jersey City at 11:55 AM, where 3 more parlor cars are added for members of Congress already at New York, and it departs for Broadway, Paterson over the New

York, Susquehanna & Western Railroad; a second section of a diner and 3 parlor cars follows 5-15 minutes behind carrying members of Congress and the Supreme Court; the NYS&W operates a third section from Jersey City for members of the N.J. Legislature; the trains return starting at 4:30 PM; a national day of mourning is observed, and all post offices and exchanges are closed . (NYT)

- Nov. 25, 1899 Jury at U.S. Circuit Court at Chicago awards Pennsylvania Company \$2,792 for damages in 1894 Pullman Strike; Pennsylvania Company had sued city for \$30,000; is first of 50 damage suits against city for failure to protect railroad property. (RRGaz)
- Nov. 25, 1899 Committee closing out the affairs of the Joint Traffic Association will close its office in the CNJ Building at 143 Liberty Street, New York, in a few days. (NYT)
- Nov. 27, 1899 Indiana Superior Court dismisses suits of the PCC&StL Railway, PRR and Indianapolis & Vincennes Railroad to block property tax assessments by counties. (NYT)
- Nov. 27, 1899 PCC&StL Railway Executive Committee authorizes a second track at Seymour, Ind., on the Louisville Division. (MB)
- Nov. 28, 1899 J. Pierpont Morgan elected a director of NYC&HR. (AR)
- Nov. 28, 1899 PW&B Board approves lease of old Lamokin car and paint shops to Gordon W. Lillie, aka "Pawnee Bill," proprietor of a Wild West show. (MB)
- Nov. 28, 1899 Wheeling Bridge & Terminal Railway Board authorizes enlarging terminal facilities at Wheeling. (MB)
- Nov. 28, 1899 ATO adopts a locomotive-mounted wedge snowplow as used on the Northern Central Railway as the best design; ATO issued a tribute to the late Frank Thomson for forming the ATO, promoting standard track, instituting the annual track inspection, introducing the interlocking system and employee uniforms. (ATO)
- Nov. 28, 1899 Former PRR Superintendent Frank Ellmaker (1854-1899) dies at Philadelphia. (RRGaz)
- Nov. 28, 1899 Pioneer civil engineer Richard Boyse Osborne (1815-1899), builder of Camden & Atlantic Railroad and of Atlantic City, dies at Glenside, Pa. (EngrsClubPhila, RRGaz)
- Nov. 29, 1899 New York press announces PRR has secured control of B&O by the

purchase of 60,000 shares, and William K. Vanderbilt has purchased J. Pierpont Morgan's controlling interest in CCC&StL and C&O; company officials offer no comment. (NYT)

- Nov. 29, 1899 Gustav Lindenthal presents financial plan for North River Bridge Company to Pres. Cassatt. (AJC 2/39)
- Nov. 29, 1899 William A. Patton offers “no comment” on stories that the PRR has secured control of the B&O. (NYT)
- Nov. 30, 1899 Pennsylvania Canal closes for season; last use of Muncy Cross Cut. (AR)
- Nov. 30, 1899 Old lease of Mackinac Island Hotel expires; new lease made (when?) to Planters Hotel Company of St. Louis.
- Dec. 1, 1899 Pres. A.J. Cassatt’s office denies stories that Cassatt, William K. Vanderbilt, and J. Pierpont Morgan have combined to control the Eastern railroad situation or that the PRR has “absorbed” the B&O. (NYT)
- Dec. 1, 1899 L.F. Loree appoints committee to study working of four-track system on Lines East, NYC&HR and New Haven to determine best method of operation. (CE)
- Dec. 1, 1899 Louis Ohliger named Superintendent of Cleveland & Marietta Railway; position vacant since 1897. (AR)
- Dec. 4, 1899 PRR Board approves plan for Pension Dept. devised by Max Riebenack. (MB)
- Dec. 4, 1899 Hamilton McK. Twombly makes first purchase of \$1.2 million in Chesapeake & Ohio Railway stock for NYC&HR and PRR using money advanced by J.P. Morgan & Co. (Wheeler)
- Dec. 5, 1899 Central Railroad of Indianapolis incorporated to build link between Indianapolis Union Railway and Belt Railroad. (RRGaz)
- Dec. 5, 1899 Henry Clay Frick resigns as Chairman of Carnegie Steel Company, Ltd., in a long-running dispute with Andrew Carnegie, including the below-market rates paid by Carnegie Steel for Frick’s coke. (Nasaw, RyW)
- Dec. 6, 1899 ICC begins hearings in Washington on the railroads’ petition to extended the deadline for compliance with the Safety Appliance Act from Jan. 1, 1900, to Mar. 2, 1903; John K. Cowan makes the opening statement for the railroads, stating that the withdrawal of the 175,000 unequipped cars would paralyze commerce; Wayne MacVeagh for the PRR states that they have already equipped 148,000 of 160,000 cars but need more time; the

Order of Railway Conductors demands immediate compliance to save lives. (NYT)

- Dec. 7, 1899 Northern Central Railway extends Saturday half-holiday closing of the General Office from summer and fall to year-round. (MB)
- Dec. 8, 1899 West Jersey & Seashore Railroad buys the remaining real estate of the Sea View Hotel Company bounded by Atlantic, Trenton, Arctic & Albany Avenues in the Chelsea section of Atlantic City. (MB)
- Dec. 8, 1899 Lehigh Valley Railroad buys National Storage Company and remaining half interest in National Docks Railway from Standard Oil interests. (AR)
- Dec. 8, 1899 Southern Railway subsidiary Carolina Midland Railway opens own line between Columbia, S.C., and Savannah via Allendale to replace use of Florida Central & Peninsular Railroad lost to the Seaboard Air Line. (RRGaz, Harrison)
- Dec. 9, 1899 Southern Railway begins running its New York-Florida trains via its new Columbia-Savannah line and the Plant System in place of the old Carolina Midland Railway line. (NYT)
- Dec. 9, 1899 Future PRR calendar artist Giffith H. "Grif" Teller (1899-1993) born at Newark, N.J. (Mutual)
- Dec. 11, 1899 PRR Road Committee authorizes siding to new coal breaker of Lytle Coal Company on Minersville Branch west of Pottsville, Pa. (MB)
- Dec. 12, 1899 PRR leases freight terminal property in Wallabout Basin, Brooklyn.
- Dec. 12, 1899 H.H. Rogers and John D. Archbold of Standard Oil resign from Board of National Storage Company and Lehigh Valley men elected in their places; National Storage Company is hereafter a terminal property of the LV. (MB)
- Dec. 12, 1899 A spectacular freight train wreck ties up the main line of the New York Division at Schalks station near Trenton; westbound freight No. 442 parts, the front section stops, the rear section continues to roll and crashes into it; the wreckage fouls passing eastbound freight No. 1665, derailing it and killing its engine crew, this in turn fouls track No. 1, and wrecks fast freight No. 942. (NYT)
- Dec. 13, 1899 PRR Board modifies rules of Pension Dept. and Voluntary Relief Dept. to take effect Jan. 1, 1900; authorizes issue of \$13 million in new stock to be used for improvements and grade crossing elimination; authorizes construction of Keister Branch from Waltersburg to coal lands of

- Abraham L. Keister on Monongahela Division; completion of four-track system between Shafton and Manor; enlargement of car shops at Harrisburg, West Philadelphia, and Park (52nd Street) to relieve congestion at Altoona. (MB)
- Dec. 13, 1899 Princeton University students boycott the PRR for refusing them low excursion fares for the holiday vacation; will go to Trenton and take the Reading. (NYT)
- Dec. 14, 1899 New Waiting Room of Grand Central Station opens. (NYT)
- Dec. 15, 1899 New Baltimore Mayor Hayes confers with the Waterbury syndicate in New York over the sale of the Western Maryland Railroad. (NYT)
- Dec. 15, 1899 Courts rule in favor of Central New England Railway crossing the Connor Farm and completing its Tariffville Branch. (RyW)
- Dec. 1899 PCC&StL standard-gauge track extended across Main Street into station of Waynesburg & Washington Railroad in Washington, Pa. (Koehler)
- Dec. 1899 Greenville & Hudson Railway is finally able to lay its tracks at grade across Communipaw Avenue in Jersey City, completing a direct line on a trestle and fill from Constable Jct. to Communipaw, eliminating the backup move in using the National Docks Railway between the same points. (Baird, AR - is 12/99)
- Dec. 1899 George H. Daniels of NYC&HR creates a Steamship Bureau; agents are to meet arriving ships and book passengers over the Vanderbilt Lines. (RyW)
- Dec. 1899 Chief Engineer William H. Brown returns from a three-month vacation in Turkey, Italy, Egypt and Palestine. (RRGaz)
- Dec. 16, 1899 West Jersey & Seashore Railroad Board authorizes installing automatic block signals on the Atlantic City line from 19th Street, Camden, to the Thorofare drawbridge. (MB)
- Dec. 16, 1899 Sea View Hotel Company disposes of last property and orders dissolution. (MB)
- Dec. 16, 1899 NYP&N steamboat *Pennsylvania* launched at John Roach's shipyard in Chester, Pa. (NYT)
- Dec. 16, 1899 Baltimore Mayor Hayes announces that he will seek to foreclose on the Western Maryland Railroad to force a sale to the highest bidder and will remove WM Pres. Gen. John M. Hood if he objects to the sale. (NYT)

- Dec. 1899 PRR begins cashing pay checks for cash from traveling pay cars; done particularly to remove the temptation to cash checks in saloons in big cities. (ATO)
- Dec. 18, 1899 Panic on Wall Street; quickly stopped by actions of the Treasury and a bankers' pool. (RyW)
- Dec. 19, 1899 South Brooklyn Railway & Terminal Company sold at foreclosure for \$150,000 to Samuel C. Herriman; is 1.0 mile long and leased to LIRR and Brooklyn, Bath & West End Railroad. (NYState, RRGaz)
- Dec. 19, 1899 William Wright resigns as Master Mechanic of Terre Haute & Indianapolis Railroad to be Superintendent of Pressed Steel Car Company at McKees Rocks. (RyW)
- Dec. 20, 1899 PRR gives VP John P. Green \$500,000 as first installment for purchase of the Chesapeake & Ohio Railway but without stating explicitly what it is for. (Wheeler)
- Dec. 20, 1899 Pennsylvania Company Executive Committee authorizes construction of fueling and cargo coal plant on Dock No. 2 at Erie. (MB)
- Dec. 21, 1899 Former PRR General Superintendent and Baldwin Locomotive Works partner Edward H. Williams (1824-1899) dies of heart disease at Santa Barbara, Calif. (Wilson)
- Dec. 21, 1899 ICC begins two days of hearings on Trunk Line rate increase. (RRG)
- Dec. 24, 1899 PRR is negotiating for control of Wheeler Line, which will give it control of most steamboat lines between Baltimore and Eastern Shore. (NYT)
- Dec. 26, 1899 Eddystone & Delaware River Railroad opens between Eddystone on PW&B and plant of Eddystone Manufacturing Company; controlled by Bancroft textile family of Wilmington.
- Dec. 26, 1899 Pennsylvania Company Executive Committee authorizes additional tracks in East Yard at Fort Wayne; extending trestle No. 5 at Ashtabula by 140 feet. (MB)
- Dec. 26, 1899 PCC&StL Railway Executive Committee authorizes interlockings at New Paris Jct., Summit and Kirksville, Ohio; relocating the station at Trinway to the junction with the Cleveland, Akron & Columbus Railway and building an interchange yard. (MB)
- Dec. 26, 1899 New Haven sells South Auburndale-Buttonwoods trackage to the Rhode Island Suburban Railway. (NHCorp)

- Dec. 27, 1899 Boston & Albany Railroad stockholders approve the revised lease to the NYC&HR by a vote of 186,652 to 15,971. (NYT)
- Dec. 27, 1899 Hocking Valley Railway Pres. Nicholas Monsarrat announces that the major stockholders of the Hocking Valley have now acquire all the stock of the parallel Toledo & Ohio Central Railway, which in turn owns a majority of the Kanawha & Michigan Railway. (NYT, Miller)
- Dec. 27, 1899 American Rolling Mill Company, predecessor of Armco Steel, incorporated in N.J.; it acquires the property of the Muskingum Valley Steel Company at Zanesville in 1905. (NJCorps, Moodys)
- Dec. 28, 1899 Sea View Hotel Company, former operator of the Atlantic City Excursion Houses, is dissolved. (NJCorps)
- Dec. 28, 1899 City of Pittsburgh approves ordinance covering PRR track elevation and new Union Station. (MB, Church)
- Dec. 28, 1899 PRR completes first purchases of B&O stock through Kuhn, Loeb & Co. and Speyer & Co.; 100,000 shares preferred for \$2.8 million; not entered on the books until 1900. (Wheeler)
- Dec. 29, 1899 Order of Railway Clerks of America organized at Sedalia, Mo.; affiliated with the American Federation of Labor. (PMiddleton)
- Dec. 30, 1899 Long Island Railroad Terminal Company incorporated to build line from Laurel Hill, Queens, on LIRR two miles to Newtown Creek; incorporators include Reon Barnes and Henry V. Palmer, who hope to develop a marine terminal on 138 acres on Newtown Creek near Grand Street; nothing done under this charter. (NYT, NYState)
- Dec. 30, 1899 Stockholders of Penn Gas Coal Company sue to block the sale of the Youghiogheny Railroad to PRR and appoint a receiver for the company. (RRGaz)
- Dec. 30, 1899 Chartiers Connecting Railroad merged into Chartiers Railway under agreement dated Oct. 30, 1899. (Church)
- Dec. 30, 1899 Transportation Dept. of Lines West reports to L.F. Loree on working of four-track system; finds method used on New York and Philadelphia Divisions, with passenger trains on outside tracks and full double crossovers to allow interchangeability in both directions is the most flexible and efficient; NYC&HR method of separate parallel passenger and freight railroads is extremely inefficient; Eastern Division Superintendent A.M. Schoyer favors this method between Allegheny and

- Rochester; General Superintendent Charles Watts and Chief Engineer-Maintenance of Way Robert Trimble favor the present system of two passengers tracks on the north and two freight on the south. (CE)
- Dec. 30, 1899 Pullman's Palace Car Company renamed The Pullman Company. (ICC)
- Dec. 31, 1899 Cleveland & Pittsburgh acquires the Salineville Railroad as a branch. (AR)
- 1899 Average PRR freight rate hits new low, 0.473¢ per ton-mile, down from 0.686¢ per ton-mile in 1889; cost of service per ton-mile bottoms at 0.035 cents; cost rises after 1899 as volume of traffic increases faster than the company's ability to handle it; by 1903 cost has risen to 0.0377 cents per ton-mile. (AR)
- 1899 Freight tonnage of the three Grand Divisions of Lines East is up 16 million tons over 1898 because of rapid industrial growth. (AR)
- 1899 PRR equips 1,272 freight cars with the air brake and 12,983 with automatic couplers during the year. (AR)
- 1899 The Joint Traffic Association having been ruled illegal, Pres. Cassatt promotes the "community of interest" plan under which PRR and NYC combine to buy stock in weaker competing roads in order to halt the slide in rates brought on by deflation and extreme competition; average PRR freight rate rises from 0.473¢ per ton-mile in 1899 to 0.58¢ in 1901. (AR)
- 1899 Collis P. Huntington and Speyer Brothers offer Samuel Rea the presidency of the Southern Pacific Company; he refuses. (PaNews)
- 1899 Hudson Tunnel Railway bondholders Horace Golding of London and F.B. Jennings of New York request British tunnel engineer Charles M. Jacobs and his partner J. Vipond Davies to pump out and report on the old tunnel at 15th Street, Jersey City. (H&M)
- 1899 Prospect Park & Coney Island Railroad electrified. (Cards)
- 1899 New York & Coney Island Railroad electrified. (Cards)
- 1899 PRR builds a new open Pier F between Bay Street and Morgan Street at Harsimus Cove in Jersey City. (AR)
- 1899 PRR scraps tugboat *Young America*. (AR)
- 1899 Electric light plant at Jersey City enlarged and new plant built at Meadows Yard. (AR)

- 1899 New station and westbound shelter built at North Elizabeth, N.J. (AR)
- 1899 Station shelters built at Rahway, New Brunswick and Spray Beach, N.J. (AR)
- 1899 New draw span installed at the Raritan River Bridge at New Brunswick. (AR)
- 1899 Temporary station built at Freehold, N.J. (AR)
- 1899 Florence (N.J.) Branch extended 0.03 mile; new station built at Florence on the Amboy Division. (AR)
- 1899 Old Bridge Yard (South Amboy), Barracks Yard (Trenton) and Pavonia Yard (Camden) enlarged. (AR)
- 1899 New track pans built at Bristol, Pa. (AR)
- 1899 “__” Tower built at Wheat Sheaf Lane on the Delair Bridge line. (AR)
- 1899 PRR begins installing stone ballast and automatic signals on the old Camden & Atlantic main line to Atlantic City. (AR)
- 1899 Freight station at Vine Street & Delaware Avenue enlarged. (AR)
- 1899 Piers No. 2 & 3 at Greenwich Point raised for loading export coal into larger vessels. (AR)
- 1899 Grays Ferry Yard rearranged and enlarged from 253 to 378 cars. (AR)
- 1899 West Jersey & Seashore Railroad buys land in the Chelsea section of Atlantic City for a new station. (AR)
- 1899 Philadelphia & Port Norris RPO cut back to Philadelphia & Bridgeton RPO; mail sacks had been transferred to Cumberland & Maurice River (CNJ) train at Bridgeton Jct.; no through car. (Kay)
- 1899 New station built at Aberdeen, Md. (AR)
- 1899 New freight station, 480 x 66, built at President Street, Baltimore. (AR)
- 1899 New 28-lever “__” Interlocking built at Bowie, Md. (AR)
- 1899 PW&B builds new freight yard at Pennsylvania Avenue, Washington, near the Anacostia River Bridge. (AR)

- 1899 NYP&N builds new steel drawbridge over the Pocomoke River. (AR)
- 1899 Fourth track opens between Gap and Gordonville on Philadelphia Division. (AR)
- 1899 Station shelters built at Coatesville and Pequea on the Philadelphia Division. (AR)
- 1899 New station built at Gilberton, Pa. (AR)
- 1899 Martic Water & Power Company halts work on Columbia Dam without completing repairs; destroys the Columbia Pool, rendering the Pennsylvania Canal outlet locks into the river useless. (AR)
- 1899 Sugar Camp Branch of Bald Eagle Valley Railroad extended 2.2 miles. (AR)
- 1899 Four-track system opens Mifflin-Denholm, Mill Creek-Huntingdon, Altoona-Gallitzin (except Bennington-Allegrippus), Johnstown-Sheridan, and Manor-Shafton; third track opens South Fork-Ehrenfeld, and Conemaugh Furnace-Sang Hollow. (AR)
- 1899 New alignments opens at Kinzer on Philadelphia Division and between Lilly and Wilmore on Pittsburgh Division. (AR)
- 1899 “_” Tower built at Huntingdon, Pa., on the Middle Division. (AR)
- 1899 New station opens at Mount Union, Pa., on the Middle Division. (AR)
- 1899 New boiler shop built at Altoona; Altoona freight station extended. (AR)
- 1899 Electro-pneumatic interlocking plants installed at “BO” Tower at Altoona and at “_” Tower at South-West Jct. near Greensburg. (MB)
- 1899 New 75-foot turntables built at Altoona, Conemaugh and Pitcairn. (AR)
- 1899 New station built at Gallitzin on the New Portage Railroad for eastbound passengers; “_” and “_” Towers built at the north and south ends of the Gallitzin loop track. (AR)
- 1899 Main line of Cambria & Clearfield Railroad extended from Glen Campbell Jct. to Hoovers Mill Branch Jct. (1.24 miles); Hoovers Mill Branch (0.34 mile) built. (Val, AR)
- 1899 New station built at Portage, Pa., on the Pittsburgh Division. (AR)

- 1899 Towers built at Lilly (“__”), Summerhill (“__”) and South Fork (“__”) on the Pittsburgh Division. (AR)
- 1899 New interlocking machines installed at Allegrippus, west of Portage, Pa., at Wilmore, Sang Hollow, Ninevah and Sheridan on the Pittsburgh Division. (AR)
- 1899 Blairsville Branch of Western Pennsylvania Railroad extended 0.27 mile. (Val)
- 1899 Schenley Branch of Western Pennsylvania Railroad extended 2.43 miles along north bank of Kiskiminetas River to junction with Allegheny Valley Railroad. (Val)
- 1899 Ebensburg & Black Lick Railroad extended 0.35 miles to Vintondale. (AR)
- 1899 Mahoning Branch of South-West Pennsylvania Railway extended 0.26 mile at Mahoning Works. (Val)
- 1899 Bute Run Branch of South-West Pennsylvania Railway extended 0.17 mile to mp 2.33. (Val)
- 1899 Double track placed in service between Black Diamond and Allenport, completing double-tracking between Pittsburgh and Lucyville on Monongahela Division. (AR)
- 1899 Brick building at West Brownsville, Pa., remodeled for use as a station. (AR)
- 1899 Double track placed in service between Kane and Wilcox on the Philadelphia & Erie Railroad. (AR)
- 1899 “__” Tower built at Wolverton on the Philadelphia & Erie Railroad. (AR)
- 1899 PRR buys the Erie Railroad’s half interest in the Johnsonburg, Pa., station and moves it to a new site as a yard office. (AR)
- 1899 New crane installed on Philadelphia & Erie Railroad's Erie ore pier.
- 1899 Philadelphia & Erie Railroad’s coal and ore piers at Erie rebuilt for 50-ton cars. (AR)
- 1899 Pennsylvania Company begins construction of automatic block signals between Allegheny and Homewood. (AR)

- 1899 Third track placed in service between Glenfield and Baden on the Eastern Division, PFW&C. (AR)
- 1899 Fourth track placed in service between Avalon and Baden on the Eastern Division, PFW&C. (AR)
- 1899 Capacity of Conway Yard increased to 3,020 cars. (AR, Conway)
- 1899 New station built at Rochester, Pa. (AR)
- 1899 New interlocking built at Homewood, Pa. (AR)
- 1899 Pennsylvania Company completes a dock north of the Union Station at Cleveland for the Northern Steamship Company and purchases the Ellsworth ore-handling plant. (AR)
- 1899 Lease of Cleveland docks transferred from Morris, Ellsworth & Co. to M.A. Hanna & Co.
- 1899 Cleveland, Akron & Columbus Railway builds a 22-lever interlocking plant at the crossing of the PFW&C at Orrville. (MB - early or may be 1898)
- 1899 Cleveland, Akron & Columbus Railway opens the Zerbe Coal Branch (2.25 miles) to the mines of the Fox Lake Coal Company near Clinton. (MB - may be 1898)
- 1899 Cincinnati & Muskingum Valley Railroad drops one local train between Morrow and Circleville and one between Trinway and Zanesville. (AR)
- 1899 Manufacturers Railway extended from Locust Street to Adams Street at Toledo.
- 1899 Track elevation and four-tracking of PFW&C line at Chicago completed between State Street and St. Lawrence Avenue. (AR)
- 1899 Class H6 2-8-0 freight locomotive, and G4 4-6-0 passenger locomotive introduced. (C&C, B&K)
- 1899 PRR joins with New York Central & Hudson River Railroad Co. to purchase 40% interest in Chesapeake & Ohio Railway for \$9.5 million. (actual purchase made in 1900!)
- 1899 Cadillac & Fort Wayne RPO discontinued. (Kay)
- 1899 GR&I abandons 5.84 miles of Ludington Branch, Haak's Spur (4.09 miles)

and 1.93 miles of Manistee Branch. (C&C)

- 1899 Chicago Transfer & Clearing Company begins construction of Clearing Yard in Chicago. (RRGaz)
- 1899 Screen of shops and arcade are completed along High Street Viaduct in front of Columbus Union Station, with two large gateways like triumphal arches opening into the station forecourt. (Darbee - verify)
- 1899 Fort Wayne, Terre Haute & Southwestern Railroad removes rails laid between Bridgeton and Mansfield, Ind. (Church)
- 1899 “__” Interlocking placed in service at Effingham, Ill., on the St. Louis, Vandalia & Terre Haute Railroad. (AR)
- 1899 Wiggins Ferry Company purchases entire stock of Fourth Street & Arsenal Railway. (Church)
- 1899 Terminal Railroad Association of St. Louis completes new shops. (AR)
- 1899 Mountain Springs Water Company incorporated in Pa.; later taken over by PRR. (MB)
- 1899 After the death of Calvin S. Brice, the Lake Erie & Western Railroad group sells its Pittsburgh & Western Railway bonds to the B&O. (NYT)
- 1899 West Virginia Central & Pittsburgh Railway opens between Beverly and Huttonsville, W.Va. (Williams)
- 1899 Pioneer civil engineer Jacob Blickensderfer, Jr. (1816-1899) dies. (NAF)
- 1899 American Line places *Haverford* and *Merion* in service on Philadelphia-Liverpool run. (Flayhart)
- 1899? Atlantic Transport Company, Ltd. buys five vessels and goodwill of Wilson & Furness Leyland Line, operating between London and New York. (Flayhart)
- 1899 Lehigh Valley Railroad begins construction of Oak Island Yard in the Newark Meadows in order to have a large yard for receiving all freight at New York, as the waterfront yards are already too small. (AR)
- c. 1899 Automatic train stop first introduced on Boston Elevated. (Droege)
- 1899 By Jan. 1899, Atlantic Transport Company is agent for Atlantic Transport Line, offering Philadelphia-London service; not advert in PRRMN in

1898; check Ldgr.

1899 Ransom E. Olds opens the first automobile factory in Detroit on East Jefferson Avenue. (MichRRs)

1899 National Cash Register Company incorporated in N.J. by J.F. Patterson; plant at Dayton, Ohio; reincorporated in Ohio in 1906. (Moody's)