

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

By Christopher T. Baer

1900

All data corrected to October 2015

- Jan. 1, 1900 Pension Dept. established on Lines East with mandatory retirement age of 70; VRD rules also modified creating a surplus relief fund for superannuation payments and authorizing payment at half-rate after 52 weeks of disability; "Company Relief" and superannuation payments discontinued; many old employees don't want to retire at 70; one baggageman on the *Pennsylvania Limited* is 91; in first month, Pension Dept. enrolls 998 members, of whom 7 die; oldest man pensioned is James Morris, 93, captain of Delaware & Raritan Canal wharf at New Brunswick, who has 65 years service and dies soon after; as part of pension rules, PRR will not hire persons over the age of 35 unless absolutely necessary. (MB, RRGaz, RyW)
- Jan. 1, 1900 PRR begins giving all General Office employees Saturday afternoons off (a "half-holiday") all year, instead of only from Apr. to Dec. (RyW)
- Jan. 1, 1900 PRR stops paying "company relief" to those who have exhausted their Voluntary Relief Dept. benefits; VRD will now pay extended sick or disabled benefits at 50% beyond the first year. (Pam, MB)
- Jan. 1, 1900 PRR begins operation of Lancaster & Reading Narrow Gauge Railroad (Lancaster-Quarryville) under agreement of Nov. 22, 1899; part of Philadelphia Division. (MB, C&C, RyW)
- Jan. 1, 1900 Pennsylvania Company begins direct operation of Cleveland & Marietta Railway under agreement of Oct. 30, 1900; becomes Marietta Division of Cleveland, Akron & Cincinnati Railway. (MB, AR, RyW)
- Jan. 1, 1900 John Alexander Anderson (1829-1917), Superintendent of the Voluntary Relief Dept., retires at age 70 after 51 years service; replaced by Holmes D. Ely; Chief Conveyancer George W. I. Ball (1823-1903) retires after 37 years service; position abolished and replaced by Benjamin W. Carskaddon (1858-

1913) as Assistant Real Estate Agent; Charles J. Carroll appointed Superintendent of Jersey City Ferries replacing Robert Bloomsbury, deceased; Henry P. Conner (1866-) appointed Assistant Treasurer of Lines East. (MB, AR, PRRBio, RRGaz)

- Jan. 1, 1900 John G. Rodgers (1862-1923) named Superintendent of NYP&N, replacing R.H. Nicholas, resigned for health; Robert B. Cooke (1854-1930) promoted from General Freight & Passenger Agent to Traffic Manager. (MB, PRRBio)
- Jan. 1, 1900 David M. Watt (1843-1901), Superintendent of the West Pennsylvania Division, resigns for health. (RyW)
- Jan. 1, 1900 Thomas W. Demarest (1868-1955) named Superintendent of Motive Power of Southwest System, replacing Samuel Prescott Bush (1863-1948), resigned to become Superintendent of Motive Power of the Chicago, Milwaukee & St. Paul Railway; Bush becomes the Pres. of Buckeye Steel Castings Company in 1906 and is the father of Sen. Prescott Bush (1895-1972) and grandfather of Pres. George Herbert Walker Bush. (PCC&StL AR, MB, RRGaz, RyW, NCAB)
- Jan. 1, 1900 PRR changes method of computing charges on system freight car pool from \$0.004 per mile to 4.8% per year on valuation of equipment contributed. (MB)
- Jan. 1, 1900 PRR increases wages of yardmen by 5-15 cents and simplifies number of grades. (RyW)
- Jan. 1, 1900 Dawson station renamed Syberton on Cambria & Clearfield Division. (MB)
- Jan. 1, 1900 PRR's final payment of \$380,000 for Youghiogeny Railroad refused by Penn Gas Coal Company; the western Pennsylvania stockholders of the coal company, headed by D. Herbert Hostetter, are furious that the management has sold the railroad without stockholder approval. (RRGaz, WCCo)
- Jan. 1, 1900 PRR's new 15-year contract with The Pullman Company takes effect. (AR)
- Jan. 1, 1900 PRR begins operating improved Pullman broiler parlor cars between New York and Philadelphia. (NYT)
- Jan. 1, 1900 Value of PRR's Insurance Fund is \$4.35 million. (MB)
- Jan. 1, 1900 West Virginia Central & Pittsburgh Railway acquires control of Davis Coal & Coke Company; company, founded by Henry Gassaway Davis (1823-1916), holds large acreage in northern West Virginia.
- Jan. 1, 1900 Southern Railway surrenders the lease of the Florida Central & Peninsular Railroad, which passes to the Seaboard Air Line system. (RyW)

- Jan. 1, 1900 G.H. Kimball discharged as Superintendent & Chief Engineer of Columbus, Sandusky & Hocking Railroad, and post abolished. (RRGaz)
- Jan. 1, 1900 Trunk Lines advance rates. (RRGaz)
- Jan. 1, 1900 Nicholas Monsarrat, Pres. of the Hocking Valley Railway, also elected Pres. of the Toledo & Ohio Central Railway. (Miller)
- Jan. 2, 1900 Pullman Company acquires property of Wagner Palace Car Company, formerly operating on the Vanderbilt roads, for \$12.5 million; includes 725 cars and shops in Buffalo. (ICC)
- Jan. 2, 1900 Belington & Northern Railroad incorporated in W.Va to build from Charleston to Morgantown. (Church)
- Jan. 2, 1900 Charles Barrett of Somerville, Mass., sues in federal court at Cincinnati to force PCC&StL to pay out its earnings as dividends and use bonds and preferred stock to finance improvements. (RRGaz)
- Jan. 2, 1900 Majority of the stock of the pioneer Philadelphia & Lancaster Turnpike Road Company, now limited to the section between Exton and Coatesville, sold to A. Merritt Taylor (1874-1937), trustee for the Philadelphia & Chester Valley Street Railway. (Landis)
- Jan .2, 1900 Chicago Sanitary & Ship Canal opens between the South Branch of the Chicago River and Lockport, Ill. (28.05 miles); it replaces the old Illinois & Michigan Canal; the flow of the Chicago River is reversed to flow into the Illinois River to carry Chicago's sewerage away from Lake Michigan, where its fresh water intakes are located. (CHTaylor)
- Jan. 4, 1900 Press reports that the PRR has just completed negotiations for a large block of the Chesapeake & Ohio Railway; rumors that stock of the Chesapeake & Ohio Railway is to be divided between PRR and Vanderbilts; PRR officials refuse to discuss matter but refuse to deny it either. (NYT, RyW)
- Jan. 4, 1900 Cincinnati engine house of Cincinnati, Lebanon & Northern Railway burned and one locomotive damaged. (AR)
- Jan. 4, 1900 Future PRR operating officer Paul E. Feucht (1900-1975) born at Indianapolis. (RyAge)
- Jan. 4, 1900 Overbrook Club begins to develop the Overbrook Golf Course on land of the Wistar Morris Estate in the southwest corner of Lancaster Avenue & City Line Avenue. (LMHS)

- Jan. 4, 1900 Webster Coal & Coke Company incorporated in Pa. to take over J. L. Mitchell's Chest Creek Coal & Coke Company in northern Cambria County. (PaCorps, Gable)
- Jan. 5, 1900 PRR and NYC&HR agree to purchases equal amount of Chesapeake & Ohio stock up to 150,000 shares each at 35; VP John P. Green given additional \$3.59 million to effect purchase. (Wheeler)
- Jan. 5, 1900 PRR buys 125,000 shares of Chesapeake & Ohio Railway for \$4.1 million. (MB)
- Jan. 5, 1900 Blacksmith shop at Juniata Shops destroyed by fire. (RRGaz)
- Jan. 6, 1900 Melville E. Ingalls, one of chief rate cutters, states he will resign as Pres. of the CCC&StL Railway (Big Four) as well as of the Chesapeake & Ohio Railway; after "Big Four" Board meeting same day, William K. Vanderbilt and J. Pierpont Morgan induce him to stay as Pres. of "Big Four", but A. J. Cassatt will nominate his successor at C&O. (NYT, RRGaz)
- Jan. 6, 1900 *Railway World* reports that the PRR's new large 4-6-0's being built at Altoona will permit consolidating several sections into single trains. (RyW)
- Jan. 6, 1900 Thomas Fortune Ryan publishes a letter in the New York *Sun* offering \$300 for shares in the Seaboard & Roanoke Railroad. (NYT)
- Jan. 6, 1900 Richmond, Fredericksburg & Potomac Railroad opens a new steel bridge across the Rappahannock River at Fredericksburg. (AR)
- Jan. 8, 1900 CNJ and Reading establish a fast train between New York and Atlantic City. (RRGaz)
- Jan. 8, 1900 A. Merritt Taylor of the Philadelphia & West Chester Traction Company is elected Pres. of the Philadelphia & Lancaster Turnpike Road Company, having purchased the stock the previous year. (DeGraw)
- Jan. 8, 1900 A. Merritt Taylor elected Pres. of the Philadelphia & Lancaster Turnpike Road Company, having acquired most of the stock in 1899; Taylor intends to extend his Philadelphia & West Chester Traction Company westward to Coatesville. (DeGraw)
- Jan. 8, 1900 Officials of all the Vanderbilt Lines meet at Grand Central Station; approve a plan for joint control of the Chesapeake & Ohio Railway with the PRR; CCC&StL Railway (Big Four) restores its common stock dividend, suspended since 1893; Pres. Melville E. Ingalls confirms that the company is wholly controlled by the Vanderbilts but is silent on the question of the Lake Erie & Western Railroad; Gen. Samuel Thomas states that the Vanderbilts do indeed

- control the LE&W, having purchased the stock of the late Pres. Calvin S. Brice and others last year. (NYT)
- Jan. 8, 1900 U.S. Circuit Court for the Southern District of Georgia issues an injunction against the consolidation of the Georgia & Alabama Railway and the Florida Central & Peninsular Railroad. (RyW)
- Jan. 9, 1900 Henry Clay Frick is forced to resign as Chairman of the H.C. Frick Coke Company when he refuses to sign a contract giving the Carnegie Steel Company, Ltd., coke at the below market rate of \$1.35 per ton; the office is abolished; Frick retains two seats on the Board to five for Carnegie. (Warren)
- Jan. 9, 1900 E. H. Harriman is elected a director of the National City Bank, which thus becomes the bank of the powerful Harriman interests. (Cleveland/Huertas)
- Jan. 10, 1900 PRR Board approves track elevation of PFW&C and Steubenville Extension in connection with new Pittsburgh Union Station; approves elimination of grade crossings in Coatesville, Pa. (MB)
- Jan. 10, 1900 Pennsylvania Company and PCC&StL Railway sign agreement with the City of Pittsburgh covering a new Union Station and track elevation, the city to lower certain streets. (MB)
- Jan. 10, 1900 Hamilton McK. Twombly, William K. Vanderbilt, Frederick William Vanderbilt and J. Pierpont Morgan elected to the Board of the Lake Erie & Western Railroad, and William H. Newman elected Pres. after the NYC&HR and LS&MS acquire control from Calvin S. Brice Estate. (NYT, RyW)
- Jan. 10, 1900 Andrew Carnegie confronts Henry Clay Frick in his office and invokes the so-called "Iron-Clad Contract" governing the Carnegie partnerships, forcibly buying out Frick's 6% interest at a book value of \$1.5 million as opposed to its market value of perhaps \$15 million; an enraged Frick calls Carnegie "a god damned thief" and chases him out of his office; the two never meet again. (Warren)
- Jan. 11, 1900 Sen. James McMillan (1838-1902), Chairman of the District Committee, introduces bill requiring B&O to build a new Washington station. (RRGaz)
- Jan. 11, 1900 Juniata Shops outshops the first Class G4 4-6-0 PFW&C No. 13; tractive effort of 27,990 lbs. (Keystone)
- Jan. 12, 1900 Rumored conference held at the Waldorf-Astoria Hotel in New York, with A.J. Cassatt, M.E. Ingalls, and John K. Cowen of the B&O, supposedly to fix a new bituminous coal rate, effective Apr. 1. (RyW)
- Jan. 12, 1900 *New York Times*, ever eager to puff the Vanderbilt role, reports that William

- K. Vanderbilt will use the "Community of Interest" to end the long-standing system of rate differentials against New York. (NYT)
- Jan. 13, 1900 South Brooklyn Railway incorporated in N.Y. as reorganization of South Brooklyn Railroad & Terminal Company to build from 2nd Avenue & 39th Street to the Queens borough line; controlled by the Brooklyn Rapid Transit Company. (NYState)
- Jan. 15, 1900 Allegheny Mountain Water Company incorporated in Pa. (MB)
- Jan. 15, 1900 Pennsylvania Company Executive Committee authorizes extending telephone lines from Homewood to Alliance. (MB)
- Jan. 15, 1900 U.S. District Court at Norfolk dismisses Thomas Fortune Ryan's request for an injunction to block the merger of the Seaboard & Roanoke Railroad with the other components of the Seaboard Air Line System. (NYT)
- Jan. 15, 1900 Andrew Carnegie makes a forced buyout of Henry Clay Frick's 6% interest in the Carnegie Steel Company, Ltd.; all Carnegie's partners are supposedly bound by his Iron Clad Agreement that forces them to sell their interests back to the firm at Carnegie's pleasure at "book value," which is only 5-10% of its actual asset value; Carnegie thus not only tries to kick Frick out but cheat Frick of at least \$15 million. (Nasaw, Warren)
- Jan. 15, 1900 New York Committee on Canals report; recommends that the Erie, Champlain and Oswego Canals not be abandoned but enlarged; the Black River and Cayuga & Seneca Canals are to be retained as navigable feeders but not enlarged; it holds that water transportation is inherently cheaper than railroad transportation, and that if New York gives up its natural advantage of a low-level water route, it must compete by railroad with the other Atlantic and Gulf ports at greater disadvantage. (Whitford)
- Jan. 1900 PRR and West Jersey & Seashore Railroad are to equip the Atlantic Division with pneumatic block signals. (RyW)
- Jan. 1900 Pennsylvania Company is building new steel bridges on the Erie & Pittsburgh Railroad to accommodate the new 2-8-0's and 50-ton coal cars. (RyW)
- Jan. 1900 PCC&StL Railway is to complete double tracking the Pittsburgh Division and the Chicago Division between Logansport and Crown Point. (RyW)
- Jan. 1900 PRR awards the firemen on its new large locomotives an increase of 15 cents per trip over the old Class R. (RyW)
- Jan. 1900 Lines West employees demand a wage increase; the company refuses but does change the overtime rates for freight road crews. (Loree)

- Jan. 1900 Edward H. Harriman approaches Charles E. Perkins of the CB&Q to name his price for the road, which Harriman wants to link his Union Pacific Railroad with Chicago; Perkins demands \$200 a share, which Harriman rejects as too high. (Klein)
- Jan. 16, 1900 First trip of new equipment on Southern Railway's *New York & Florida Limited*, including bath and barber; carries a New York-Tampa sleeping car. (RyW, RRGaz)
- Jan. 16, 1900 New York awards the subway contract to John B. McDonald (1844-1911); he transfers it to the Rapid Transit Subway Construction Company formed by August Belmont, Charles T. Barney, John B. McDonald, Walter G. Oakman and William A. Read. (Stokes)
- Jan. 16, 1900 John B. Sherman (1835-1902) retires as Pres. of Chicago's Union Stock Yards after 36 years. (CHTaylor)
- Jan. 17, 1900 New "Joint Passenger Committee" for Trunk Line territory organized at 143 Liberty Street, New York. (RyW)
- Jan. 17, 1900 Pennsylvania Company Executive Committee authorizes a subscription of \$50,000 to the St. Louis World's Fair; purchase of land for a yard east of Haselton; 5 miles of third track from east of Wallace Run to west of Highland; rearranging yard and extending ore trestles at Ashtabula; negotiating with the Pittsburgh & Lake Erie Railroad to become joint owners of the Rochester, Beaver Falls & Western Railroad and the Marginal Railroad at Beaver Falls. (MB)
- Jan. 17, 1900 PCC&StL Railway Executive Committee authorizes beginning second track between Coshocton and Black Run. (MB)
- Jan. 18, 1900 Association of the Freight Traffic Officers of the Pennsylvania System organized, embracing both Lines East and Lines West. (AFTO)
- Jan. 18, 1900 Col. Theo A. Bingham of Office of Public Buildings & Grounds reports in favor of removing PRR station from the Mall, denying it the use of part of Garfield Park, and in favor of realizing original L'Enfant Plan; holds Washington will never be a commercial metropolis and needs few railroad facilities at its center, which he conceives of a purely ceremonial space. (Moore)
- Jan. 18, 1900 Ex-Sen. Henry G. Davis holds a dinner for A. J. Cassatt in Washington attended by other railroad leaders. (NYT)
- Jan. 18, 1900 PCC&StL agrees with City of Richmond, Ind., for rebuilding passenger

station. (Church)

- Jan. 18, 1900 Tidewater Bituminous Steam Coal Traffic Association adopts rates for 1900 season, changing previous balance to favor PRR over Pocahontas roads; believed related to "Community of Interest" control of Pocahontas roads by PRR. (Lambie)
- Jan. 18, 1900 Brooklyn & Brighton Beach Railroad between Atlantic Avenue and Fulton Street sold at foreclosure to Anson R. Flower. (NYState, BrklynEgle)
- Jan. 20, 1900 First appearance of an ad in the *New York Times* in which the PRR identifies itself as the "Standard Railroad of America" instead of the "Standard Railway of America." (NYT)
- Jan. 20, 1900 Last day for subscribing to the new PRR \$13 million stock issue authorized on Dec. 13; all subscribed. (NYT)
- Jan. 20, 1900 Property of Brooklyn & Brighton Beach Railroad deeded to the Sea View Railroad. (NYState)
- Jan. 22, 1900 Pennsylvania Company Executive Committee authorizes new Brown Hoist ore machinery and rearranging Dock No. 6 at Cleveland. (MB)
- Jan. 23, 1900 Gen. Isaac J. Wistar writes to PRR Road Committee informing them that he has suspended all repairs to the Pennsylvania Canal, preparatory to abandonment; loss for 1899 was \$28,548. (MB)
- Jan. 23, 1900 Fairport & Youngstown Railway incorporated in Ohio by PRR interests to build from Eagleville on Ashtabula line to Fairport Harbor; takes place of Fairport & Youngstown Railroad of 1888, whose charter has been forfeited for *non user*. (Church)
- Jan. 23, 1900 R. H. Nicholas (1854-1900), former Superintendent of NYP&N, dies of pneumonia at Philadelphia. (RRGaz)
- Jan. 24, 1900 PRR Board authorizes extension of the Cush Creek Branch to the property of the Glenwood Coal Company near Burnside; extension of Cats Run and Middle Run Branches on Monongahela Division. (MB)
- Jan. 24, 1900 PW&B Board changes name of Mount Moriah station to 62nd Street, Philadelphia. (MB)
- Jan. 24, 1900 With the reorganization of Lower Merion as a first class township, the office of Road Commissioner, held by A. J. Cassatt, is abolished, and he retires. (PubLdgr)

- Jan. 24, 1900 Darius Ogden Mills elected a director of the NYC&HR, replacing Horace J. Hayden, resigned. (AR)
- Jan. 25, 1900 PRR makes its first purchase of 100,000 shares of B&O for \$8.4 million. (MB)
- Jan. 25, 1900 PRR gives VP John P. Green \$5.6 million, which is paid to Kuhn, Loeb & Co. to buy B&O stock. (Wheeler)
- Jan. 25, 1900 Chesapeake Steamship Company incorporated in Maryland as a reorganization of the Baltimore, Chesapeake & Richmond Steamboat Company; owned two-thirds by the Southern Railway and one-third by the Atlantic Coast Line; operates Baltimore-West Point, Va., and Baltimore-Norfolk-Pinners Point. (Moody, Prince)
- Jan. 25, 1900 New York Commerce Commission issues its 2,200-page report; it places enlarging the canals at the center of dealing with New York City's problems, which it blames on the port differential system established by the railroads in 1877; the NYC&HR is a party to this system despite the advantages given it by the state; it demands the NYC&HR withdraw from the differential system immediately. (Whitford)
- Jan. 26, 1900 Juniata Shops outshops No. 558, the first Class G4 4-6-0 for Lines East. (Keystone)
- Jan. 1900 PRR increases holdings of B&O to 40% interest in B&O. (?)
- Jan. 29, 1900 New York Joint Committee on Railroads holds hearings on LIRR tunnel. (RyW)
- Jan. 30, 1900 PCC&StL Railway Executive Committee authorizes an electric light plant at Cincinnati Station. (MB)
- Jan. 30, 1900 Virginia passes a "Jim Crow" law requiring railroads to provide "separate but equal" cars for the races. (PL)
- Feb. 1, 1900 PRR agrees to purchase majority of stock of Erie & Western Transportation Company at par 50 by exchange of its own shares valued at 65; E&W ("Anchor Line") owns 17 vessels and terminals at Chicago, Erie, Buffalo and Philadelphia. (MB, NYT)
- Feb. 1, 1900 PRR VP Sutherland M. Prevost elected a director of B&O, replacing Louis Fitzgerald; first PRR representative. (AR, NYT)
- Feb. 1, 1900 GR&I, Michigan Central Railroad and Pere Marquette Railroad agree to enlarge and improve Grand Rapids Union Station. (Church)

- Feb. 1, 1900 Planters Hotel Company leases Mackinac Island Hotel. (Church)
- Feb. 1, 1900 Reading begins operating Wilmington & Northern Railroad under lease of Jan. 17, 1900, having purchased most of the remaining stock. (Rdg)
- Feb. 1, 1900 At Board meeting in offices of J.P. Morgan & Co., George W. Stevens (1851-1920), the PRR candidate, is elected Pres. of Chesapeake & Ohio Railway, replacing Melville E. Ingalls, resigned because of his ties to the Vanderbilts. (AR, NYT)
- Feb. 1, 1900 Boston & Albany Railroad electrifies its Riverside-Newton Lower Falls shuttle. (Humphrey)
- Feb. 1, 1900 After nearly a half-century, all North American railroads finally succeed in banning commissions on ticket sales. (RyW)
- Feb. 2, 1900 Wall Street rumors report that PRR has secured control of Western New York & Pennsylvania Railway by purchases of \$15 million, mostly from Dutch and German stockholders in Amsterdam, Berlin and Leipsic; \$5 million is in voting trust controlled by Pres. Samuel G. DeCoursey, George E. Bartol and Nicholas Thouron, which will expire in Apr. 1900; plan, which calls for merger of WNY&P and Allegheny Valley Railroad, is later rejected by WNY&P. (NYT)
- Feb. 1900 Telegraph operators on PFW&C supplied with hoops for handing up train orders. (RRGaz)
- Feb. 6, 1900 PRR begins purchasing Norfolk & Western Railway stock through Kuhn, Loeb & Co.; initial purchase is 5,600 shares preferred and 5,700 shares common; by May 1900 buys 110,000 shares preferred and 150,000 shares common, about 30% of the total for \$13.5 million. (Wheeler)
- Feb. 6, 1900 District of Columbia Commissioners make first report to McMillan Committee on status of PRR tracks in D.C. (Moore)
- Feb. 8, 1900 Shelby Steel Tube Company incorporated in N.J. combining 90% of the seamless steel tube market. (NJCorps, Warren)
- Feb. 9, 1900 Virginia passes a law establishing “Jim Crow” segregation on steamboats and establishing fines for officials who refuse to carry out the law and fines and jail sentences for passengers who resist it. (Holly)
- Feb. 10, 1900 PRR Board authorizes extension of Porter Run Branch about 0.5 miles to new No. 6 Colliery of Barnes & Tucker. (MB)
- Feb. 10, 1900 U.S. Court at Richmond denies Thomas Fortune Ryan’s bill for an injunction

to prevent the consolidation of the Seaboard Air Line. (RyW)

- Feb. 12, 1900 Lines West Executive Committee authorizes further expansion of Conway Yard, including large turntable to take Class H4 and H6 locomotives and bring capacity to 4,000 cars; authorizes additional money to build the Calumet Western Railway as double track, as required by ordinance; authorizes installation of an Ellsworth coal machine and storage tracks on Docks No. 23 & 24, and relocation of the coach yard at Cleveland. (MB)
- Feb. 12, 1900 Louisville & Nashville Railroad is the first to sign the partnership agreement for the East St. Louis Relay Passenger Station Association, which is to build a union passenger station near the east end of the Eads Bridge; the Association takes effect on July 1. (Church)
- Feb. 13, 1900 PRR VP Sutherland M. Prevost elected to B&O Executive Committee. (Wheeler)
- Feb. 13, 1900 Henry Clay Frick sues Carnegie Steel Company, Ltd., in the Court of Common Pleas of Allegheny County for an injunction against his forced buyout by Carnegie and a revaluation of the steel company's assets; the briefs filed in the lawsuit reveals the true scope of Carnegie's enormous profits, leading to heavy pressure from Pittsburgh business interests and the Republican Party in an election year to settle out of court and limit further newspaper exposure. (Nasaw, Warren)
- Feb. 14, 1900 PRR Board authorizes the extension of the Porter Run Branch about a half mile to the new No. 6 Colliery of Barnes & Tucker. (MB)
- Feb. 14, 1900 Philadelphia & Lancaster Turnpike Road Company authorizes construction of a street railway on its road between Belvidere and the eastern boundary of Coatesville; A. Merritt Taylor had hoped to use the turnpike charter to extend his traction line to Coatesville, but PRR interests own an intervening property between West Chester and Exton, and, as streetcar companies don't possess powers of eminent domain, Taylor abandons the project. (DeGraw)
- Feb. 1900 PRR begins buying stock of Norfolk & Western Railway; by May 1900 has 30% acquired for \$17.9 million; later increased to 39%. (Wheeler)
- Feb. 1900 PRR calls for bids for building third and fourth tracks between Coatesville and Hopes Tower and fourth track between Hopes Tower and Atglen; also double-tracking the Waverly & Passaic Railroad and a new passenger line between the Hackensack River and East Newark. (RyW)
- Feb. 1900 PRR is buying land to expand Harrisburg Yard. (RyW)
- Feb. 1900 Kuhn, Loeb & Co. has acquired majority of Wheeling Bridge & Terminal

Railway stocks and bonds. (RRGaz)

- Feb. 1900 PCC&StL Railway and B&O are jointly building interlocking plants between Newark and Columbus. (RyW)
- Feb. 1900 At the Penn Gas Coal Company annual meeting, the western stockholders led by D. Herbert Hostetter oust the entire top management for selling the Youghiogheny Railroad without stockholder approval; Hostetter is elected Pres., and he moves the company's office from Philadelphia to Pittsburgh and begins a suit against the PRR to recover the railroad. (WCCo)
- Feb. 1900 NYC&HR announces it will equip the remaining 434 passenger cars with Pintsch gas and be the first to eliminate oil lamps. (RyW, NYT)
- Feb. 19, 1900 Sen. Ford introduces a bill in the N.Y. Legislature to authorize the New York Connecting Railroad to bridge the East River at Hell Gate. (NYT)
- Feb. 19, 1900 Rapid Transit Subway Construction Company incorporated by John B. McDonald, August Belmont, William H. Baldwin, Walter G. Oakman, et al., to build new subways under New York City contract No. 1 awarded to John D. McDonald. (NYT, RyW)
- Feb. 20, 1900 In the New York City Municipal Assembly, several councilmen introduce a resolution relieving the Railroad Committee from further consideration of the New York & Long Island Terminal Railway's application for an East River tunnel franchise; the issue has become bogged down over the length of the franchise and the rival project of extending what will become the IRT subway into Brooklyn. (NYT)
- Feb. 21, 1900 Pennsylvania Company, Chicago, Rock Island & Pacific Railroad, Michigan Central Railroad, and Chicago Junction Railway sign agreement to subscribe equal amounts to Calumet Western Railway as joint terminal line between 106th Street on PFW&C and Hegewisch Jct. in Calumet industrial district east of Chicago; to be built and operated by Pennsylvania Company. (Church)
- Feb. 21, 1900 New York City awards subway contract No. 1 covering a line from City Hall up 4th Avenue, 42nd Street and Broadway to August Belmont, Jr. (1853-1924), John B. McDonald, et al. (Hood, RTinNYC)
- Feb. 22, 1900 Pittsburgh & Kenova RPO extended to Pittsburgh, Kenova & Cincinnati RPO. (Kay)
- Feb. 23, 1900 Arnold Transit Company incorporated in Michigan to operate passenger ferry services between Mackinac Island and mainland points. (Barnett)
- Feb. 24, 1900 LIRR Pres. William H. Baldwin announces that he expects to receive bids for

- the New York & Long Island Terminal Railway's East River tunnel by Mar. 8. (NYT)
- Feb. 24, 1900 Erie & Western Transportation Company Pres. Frank J. Firth issues circular to stockholders for assent to PRR purchase terms by Mar. 20. (NYT)
- Feb. 24, 1900 *Railway World* announces that the PRR has purchased the last section of the Juniata Canal between Duncans Island and Newtown Hamilton and that the Susquehanna Coal Company will ship no coal by canal this year; announces the PRR will build a 30-track yard at Youngwood. (RyW)
- Feb. 26, 1900 PRR announces it will begin locating its own line to Buffalo shortly; rumor WNY&P has too much debt and new line will be cheaper. (NYT, RyW)
- Feb. 26, 1900 PRR awards contracts for double tracking and elevating the Waverly & Passaic Branch and extending it to the Passaic River; grading of a new double track passenger line between Harrison Jct. and the Hackensack River; masonry for track elevation on Kensington Branch on Trenton Avenue. (RyW)
- Feb. 27, 1900 Pennsylvania Company Executive Committee authorizes a second track and change of line between Hudson and Ravenna; second track between Hudson and Wheelock; more money for building a second track from the Maumee River Bridge to the Lake Shore Crossing at Toledo; purchase of the Wheeling Bridge & Terminal Railway. (MB)
- Feb. 27, 1900 PCC&StL Railway Executive Committee authorizes developing the Indianapolis freight house. (MB)
- Feb. 28, 1900 Erie & Western Transportation Company assumes direct operation of "Western States Line" on Erie Canal; Canal & Lake Steamboat Company becomes inactive subsidiary; its other assets are sold to E&W. (MB)
- Feb. 28, 1900 PRR Board authorizes sale of 4,000 shares of Piedmont & Cumberland Railway, their exchange for shares of West Virginia Central & Pittsburgh Railway, or sale of both; authorizes sale of \$3 million Cleveland & Pittsburgh General Mortgage bonds to Speyer & Co.; authorizes the purchase of 6,000 shares of Erie & Western Transportation Company at par 50. (MB)
- Feb. 28, 1900 Central Traffic Association meets at New York regarding demoralization of rates, especially eastbound grain. (RyW)
- Mar. 1, 1900 Pennsylvania & Buffalo Connecting Railroad incorporated in Pa. to build Pa. portion of line from Wilcox on P&E via Bradford, Little Valley, Collins and Hamburg to Buffalo and using trackage rights over the Erie Bradford-Little Valley, and Collins-Hamburg; would cost \$5 million and have better grades than Western New York & Pennsylvania Railway. (MB)

- Mar. 1, 1900 PRR Dining Car Dept. assumes operation of station restaurants at Jersey City, Baltimore and Washington after failure of old lessee William T. Bothwell. (MB)
- Mar. 1, 1900 PRR opens employees' reading room in West Chester, Pa., station. (CCHS)
- Mar. 1, 1900 PRR begins buying Norfolk & Western Railway common stock. (MB)
- Mar. 1, 1900 U.S. Industrial Commission makes its preliminary report calling for industrial corporations to publish annual statements of assets and liabilities and profit and loss, that the ICC prescribe the methods of keeping railroad accounts, that it establish freight classifications and that ICC decisions be effective until reversed by the courts; the Commission continues to sit for another two years and publishes a total of 19 volumes of reports and testimony. (Rept, Johnson)
- Mar. 3, 1900 Seaboard Air Line Railway secures incorporation in Va. of the Richmond & Washington Air Line Railway to parallel the Richmond, Fredericksburg & Potomac Railroad on condition they buy the state's Richmond, Fredericksburg & Potomac Railroad stock at 200. (PL, Harrison)
- Mar. 3, 1900 *Northumberland* launched at Neafie & Levy for the Potomac River Line of the Weems Steamboat Company of Baltimore City. (Holly)
- Mar. 5, 1900 New eastbound grain rate of 15 cents set but broken same day. (RyW)
- Mar. 5, 1900 ICC upholds B&O/Baltimore & Potomac withdrawal of 180-trip Baltimore-Washington commuter tickets and substitution of more expensive monthly or 60-trip tickets; had been sued by commuters. (RyW)
- Mar. 6, 1900 Solon Humphreys (1820-1900), former Pres. of Wabash Railroad, dies at his home at Bayonne, N.J. (RyW)
- Mar. 1900 Clement A. Griscom hears rumors that Bernard Nadal Baker is negotiating the sale of his British operating company, Atlantic Transport Company, Ltd., to John Reeves Ellerman (1862-1933), owner of the British Frederick Leyland & Co., operator of the largest freighter fleet on the North Atlantic, jeopardizing his plan to create a merger of U.S. steamship companies to salvage his ailing International Navigation Company; Ellerman also plans to buy the West India & Pacific Steamship Company, giving him routes to the entire East and Gulf Coasts. (Navin)
- Mar. 8, 1900 LIRR Pres. William H. Baldwin unexpectedly withdraws the New York & Long Island Terminal Railway's application for an East River tunnel franchise before the Municipal Assembly, where it has been deadlocked for over a year; notes that the project cannot earn a profit, so the LIRR will wait upon

developments of the proposed municipal subway extension to Brooklyn.
(NYT)

- Mar. 8, 1900 Sen. James McMillan (1838-1902) of Michigan, Chairman of the Senate Committee on the District of Columbia, secures the passage of a resolution creating the United States Senate Park Commission, using the Senate's contingent funds to pay a group of experts to prepare a systematic plan for Washington, D.C. parks in line with principles of the "City Beautiful" movement spawned by the 1893 World's Fair. (Rept, wiki)
- Mar. 9, 1900 Pennsylvania Company Executive Committee authorizes 66 miles of second track on the Western Division: Winslow-Wanatah, Adams-Elida, and Lafayette-Dunkirk. (MB)
- Mar. 10, 1900 Trunk Lines issue revised rate classifications, replacing those of Jan. 1, to meet shipper complaints. (RRGaz)
- Mar. 10, 1900 Nassau Electric Railroad leased to the Brooklyn Heights Railroad. (NYState)
- Mar. 12, 1900 New York & North Shore Railway begins through trolley service between Flushing and Far Rockaway. (Seyfried)
- Mar. 13, 1900 LIRR Pres. Baldwin reports that New York & Long Island Terminal Railway has today withdrawn its application for a franchise; still wants tunnel to Manhattan, but not coupled to Atlantic Avenue law. (MB, NYT)
- Mar. 13, 1900 Terhune Coal & Mining Company incorporated in Indiana; acquired 1,302 acres of coal lands and mineral rights in Greene and Sullivan Counties. (Church)
- Mar. 13, 1900 Morgan partner Charles Henry Coster (1852-1900), the firm's chief expert on railroad reorganization and a Lehigh Valley Railroad director, dies of pneumonia at his home in New York; at Coster's funeral, J. Pierpont Morgan gets Charles Steele (1857-1939), a railroad lawyer, to join J.P. Morgan & Co. as its new railroad expert. (RRGaz, LV AR, Strouse)
- Mar. 14, 1900 LIRR announces it has decided to proceed with the Atlantic Avenue Improvement independent of the tunnel to Manhattan. (NYT)
- Mar. 14, 1900 PRR Board authorizes straightening the Connecting Railway between I Street and Church Street at Frankford Jct. (MB)
- Mar. 14, 1900 PRR and Erie Railroad agree for an interlocking at the crossing at Shenango, Pa. (MB)
- Mar 14, 1900 Steamboat *Pennsylvania* delivered to the NYP&N; *Old Point Comfort*

- becomes a relief boat. (Lewis)
- Mar. 14, 1900 Fort Wayne, Terre Haute & Southwestern Railroad (Carbon-Bridgeton) sold at foreclosure to Chicago & South Eastern Railway for \$30,000. (Church)
- Mar. 14, 1900 Currency Act fixes gold content of the dollar, officially placing U.S. on the international gold standard; although William Jennings Bryan and other Silverites try to keep the old faith alive, this marks the end of the Currency Question in national politics. (EAH)
- Mar. 15, 1900 Butzbach station on Sunbury Division abandoned; Plymouth Ferry station moved 0.6 miles closer to Wilkes-Barre, and new station established at Buttonwood. (MB)
- Mar. 1900 Joseph U. Crawford reports to Samuel Rea that Pennsylvania & Buffalo Connecting Railroad will cost \$4 million, plus \$1 million for Buffalo terminals; leaks to press say will require viaduct 3,000 feet long and 500 feet high to cross Kinzua Creek, much higher than Erie's Kinzua Viaduct. (RRGaz, RyW)
- Mar. 1900 Record number of 175,112 cars handled on Middle Division, up from 171,332 in Mar. 1899. (RyW)
- Mar. 1900 PRR is testing a new system of steam heat with 10 cars on the Middle Division. (RyW)
- Mar. 1900 Baltimore, Chesapeake & Atlantic Railway is to rebuild Pier 3½ on Light Street as a passenger station; to have the waiting room on the second floor and a bridge over Light Street. (RyW)
- Mar. 1900 PRR contracts for a change of alignment and new tracks between Durwood and Iroquois and extra tracks between Iroquois and Aqueduct on the Middle Division. (RyW)
- Mar. 1900 New docks at Erie being built on the Erie & Ashtabula Division. (RyW)
- Mar. 1900 Pullman Company buys one parlor car, one café car, and two composite cars from the Pennsylvania Company. (ICC)
- Mar. 1900 Indiana, Illinois & Iowa Railroad has leased the St. Joseph, South Bend Railroad. (RyW - verify GrnBk)
- Mar. 1900 Olds Motor Works, founded by Ransom E. Olds (1864-1950) with financing from Samuel L. Smith and others in 1899, opens the first automobile factory in Detroit on Jefferson Avenue East; after failing with high-priced cars, Olds introduces the light and relatively cheap Oldsmobile; as the first regular

economy car, it becomes immensely popular, and 1,400 are sold this year; 4,000 annually by 1904; Detroit becomes the center of the new automobile industry because of the inventiveness of its entrepreneurs, its supply of skilled metal workers, and ready access to raw materials and markets via the Great Lakes and NYC&HR Railroad system. (autonews.com, Dunbar)

- Mar. 16, 1900 Mineral Railroad & Mining Company authorizes construction of a white ash breaker at the Luke Fidler Colliery. (MB)
- Mar. 16, 1900 Charter of Canal & Lake Steamboat Company expires. (MB)
- Mar. 17, 1900 Pennsylvania Company leases Rock Point Hotel property to Miller & French for three years. (MB)
- Mar. 18, 1900 Delaware River Iron Ship Building & Engine Works delivers passenger steamer *Pennsylvania* to NYP&N; *Old Point Comfort* becomes a reserve boat. (AR, Hayman)
- Mar. 19, 1900 The Carnegie Steel Company, Ltd., Board of Managers meets in secret session in Atlantic City and agrees to the formation of a new holding company, The Carnegie Company, to combine the ownership of the Steel Company and the H.C. Frick Coke Company; Frick receives \$31.6 million in securities, close to the actual value of his interest, instead of the \$4.9 million he would have gotten under the Iron Clad Contract and agrees to withdraw from the management and end his lawsuit; Frick and Carnegie never meet again; Frick then joins with his old friend Andrew W. Mellon to finance William H. Donner's Union Steel Company, which proceeds to build a rod and wire plant at Donora on the Monongahela River. (Nasaw, Seely)
- Mar. 19, 1900 Contractor and street railway executive Bernard M. Shanley (1847?-1900) dies at Newark, N.J. (RRGaz)
- Mar. 20, 1900 Party of NYC&HR locomotive engineers and their wives leave Buffalo for a tour to the Pacific Coast as a publicity stunt. (RRGaz)
- Mar. 23, 1900 PRR begins purchases of Norfolk & Western Railway preferred stock. (MB)
- Mar. 23, 1900 Charles Steele (1857-1939) becomes a partner in J.P. Morgan & Co. and its railroad expert, replacing the late Charles H. Coster. (Carosso)
- Mar. 24, 1900 PRR awards first contract for building bulkhead, dredging and filling for Greenville Yard on south side of Jersey City; land is owned by the New Jersey Warehouse & Guaranty Company; PRR and Lehigh Valley Railroad have parallel trestles across Newark Bay with a joint draw span. (NYT, RyW)
- Mar. 24, 1900 PRR announces that its new Buffalo line, the Pennsylvania & Buffalo

Connecting Railroad, will run from Wilcox, Pa., through Bradford and Lafayette; at Lafayette is will cross the gorge of the Kinzua Creek on a viaduct nearly 500 feet high and over 3,000 feet long. (NYT)

- Mar. 24, 1900 Excavations begin for the first New York subway; William Barclay Parsons, Chief Engineer. (Stokes, Trager)
- Mar. 24, 1900 The Carnegie Company incorporated in N.J. with capital of \$160 million, to be the holding company for all Carnegie steel enterprises; Charles M. Schwab, Pres.; as the new combinations formed in 1897-1899 to control the manufacture of finished goods begin to integrate backwards to make their own steel, Andrew Carnegie begins plans to integrate forward to make finished goods, threatening ruinous competition. (NJCorps, Nasaw)
- Mar. 24, 1900 Melville E. Ingalls of the Big Four sails for Europe, supposedly to meet with William K. Vanderbilt. (NYT)
- Mar. 27, 1900 Toledo, St. Louis & Kansas City Railroad sold at foreclosure. (ICC)
- Mar. 27, 1900 Carnegie Steel Company incorporated in Pa. to be the main steelmaking operating company for the Carnegie interests, replacing the earlier limited partnerships. (PaCorps)
- Mar. 28, 1900 PRR Board authorizes second track Youngwood-Everson on Monongahela Division; extension of Alexandria Branch from Crab Tree to New Alexandria on Pittsburgh Division, and enlargement of 28th Street roundhouse to serve Lines West locomotives at Pittsburgh. (MB)
- Mar. 28, 1900 Chesapeake & Ohio Railway Board reorganized to reflect PRR and NYC&HR control; directors Samuel Spencer, George T. Bliss, W.S. Horn and Charles D. Dickey resign and are replaced by Samuel Rea, Sutherland M. Prevost and N. Parker Shortridge of the PRR and Horace J. Hayden of NYC&HR; H. McK. Twombly of NYC&HR elected to replace Morgan partner Charles H. Coster, deceased. (AR)
- Mar. 28, 1900 J. Pierpont Morgan leaves New York on the *Teutonic*, supposedly to meet with William K. Vanderbilt in London. (NYT)
- Mar. 28, 1900 Railroads meeting in Pittsburgh fix new rates on Lake iron ore to Youngstown, Pittsburgh and Wheeling, effective May 1; rate to Pittsburgh advanced from \$0.98 per ton to \$1.18. (RyW)
- Mar. 28, 1900 American Sheet Steel Company incorporated in N.J., by the Moore-Reid Syndicate as a merger of 27 companies controlling 70% of U.S. production of steel sheets; purchases include the W. Dewees Wood Company's McKeesport Iron Works. (NJCorps, Moodys, Warren)

- Mar. 29, 1900 Benjamin Bartis Comegys (1819-1900), PRR director and Pres. of Philadelphia National Bank, dies of pneumonia at Philadelphia. (AR, Wainwright)
- Mar. 30, 1900 Pres. A. J. Cassatt refuses to either confirm or deny rumors that PRR is about to acquire the Norfolk & Western Railway. (NYT)
- Mar. 30, 1900 PRR grants NY&HR trackage rights between Rossiter Jct. and McGees, Pa. (Val)
- Mar. 30, 1900 Pennsylvania Company Executive Committee authorizes rearranging and enlarging Manchester Yard at Pittsburgh. (MB)
- Mar. 31, 1900 Pennsylvania Company begins turning in its Palace cars to Pullman and receiving new Pullman cars. (RyW)
- Apr. 1, 1900 *New York Times* makes first public report of PRR's purchase of 200,000 shares of the Norfolk & Western Railway in the open market. (NYT)
- Apr. 1, 1900 S. Pemberton Hutchinson (1861-1929), later Pres. of the Westmoreland Coal Company, named Assistant General Agent at New York; W. Heyward Myers, Superintendent of Middle Division, named Acting Superintendent of Lewistown Division, replacing Hutchinson. (AR)
- Apr. 1, 1900 W.S. Newhall (1866-) resigns as Superintendent of Cleveland & Pittsburgh Division to become a contractor; later in year is appointed Chief Engineer of the Wheeling & Lake Erie. (RRGaz)
- Apr. 1, 1900 James Justan, Auditor of Disbursements of Lines West, dies. (MB)
- Apr. 1, 1900 Chicago, Rock Island & Pacific Company stops using Peoria Union Depot of Peoria & Pekin Union Railway. (Church)
- Apr. 2, 1900 VP L.F. Loree orders four track system between Allegheny and Rochester, Pa., operated like New York Division with passenger trains on the outside tracks. (CE)
- Apr. 2, 1900 Residents of Cresson, Pa., petition PRR to relocate station to within town limits. (MB)
- Apr. 2, 1900 Chicago & Alton Railway incorporated in Ill. (ICC)
- Apr. 2, 1900 Union Steel Company incorporated in Pa. by William H. Donner (1865-1953), formerly with the Cambria Iron Company, Henry Clay Frick, Andrew W. Mellon and Richard B. Mellon; it begins a new steel wire mill at Donora near

- Monessen and begins integrating backwards. (PaCorps, Warren, Cannadine)
- Apr. 4, 1900 *New York Times* reports that William K. Vanderbilt has acquired control of the Reading and that Lehigh Valley and Erie are to be merged into the Reading; reports that Vanderbilt and J. Pierpont Morgan are to have personal meeting in London on Apr. 6 or 7; NYC&HR Pres. Samuel R. Callaway denies that the NYC&HR has acquired the Reading, but cannot speak for the Vanderbilts. (NYT)
- Apr. 4, 1900 Ironmaster George Richards (1833-1900), Pres. of the Dover Iron Company, Ogden Mine Railroad, Dover & Rockway Railroad, Hibernia Mine Railroad, Hibernia Underground Railroad, etc., dies. (RyW)
- Apr. 7, 1900 Reports continue to circulate that the NYC&HR will merge or make an alliance with the LIRR. (NYT)
- Apr. 7, 1900 Ossian D. Ashley of the Wabash Railroad denies he has arranged to absorb the Wheeling & Lake Erie Railroad. (NYT)
- Apr. 9, 1900 PRR Road Committee authorizes sale of steam propeller *Uncle Abe*. (MB)
- Apr. 9, 1900 Western Washington Railroad incorporated in Pa. under articles dated Apr. 7, 1900, to build from Houston to McConnells Mills in Washington County coal fields. (Church, C&C)
- Apr. 9, 1900 Morrisdale Mines & McCartney RPO established. (Kay)
- Apr. 9, 1900 NYP&N takes delivery of tug *Delmar*. (AR)
- Apr. 10, 1900 James McMillan of Committee on District of Columbia makes its first report to Congress on track elevation and a new station for the PRR in D.C.; current facilities are inadequate to traffic, particularly growing through traffic to the South, and block important streets; issue has been agitated for 10 years, but PRR has considered elevated structures to be impracticable, and authorities opposed sinking tracks; plan calls for occupying part of Garfield Park to eliminate "dead-man's curve" at the western tunnel portal at K Street; depot is to remain on the Mall, but elevated and of a more monumental character. (Moore)
- Apr. 10, 1900 Western Washington Railroad organized; M. K. Salsbury, Pres.; Selwyn M. Taylor, Chief Engineer. (C&C)
- Apr. 10, 1900 Richmond, Petersburg & Carolina Railroad renamed the Seaboard Air Line Railway. (ICC) [formed by merger of 20 companies controlling 2,600 miles of line; John Skelton Williams, Pres. (Stover)]

- Apr. 10, 1900 Potomac & Severn Electric Railway renamed Washington & Annapolis Electric Railway. (Poors)
- Apr. 11, 1900 PRR Board authorizes new alignment at Pomeroy on Philadelphia Division; extension of four-track system between Port Royal and Bixler; moving engine terminal from Kensington to Frankford Jct. and enlarging Frankford Jct. Yard; purchase of terminal property on Lake Erie near Lackawanna, N.Y.; Lincoln Godfrey elected a director replacing B.B. Comegys, deceased. (MB)
- Apr. 11, 1900 Joseph T. Richards and family sail for Europe for two months, including a visit to examine the Paris Exposition. (RRGaz)
- Apr. 12, 1900 Noting recent conferences in Philadelphia and Baltimore, the press reports rumors that the PRR and B&O will absorb the Reading and CNJ. (NYT)
- Apr. 14, 1900 Last run of passenger service, performed by the Pittsburgh, Shawmut & Northern Railroad, between Swains and Nunda, N.Y. (NYState)
- Apr. 14, 1900 American Bridge Company incorporated in New Jersey as merger of 24 leading bridge companies arranged by J. Pierpont Morgan; includes A. & P. Roberts Company's Pencoyd Iron Works; it soon becomes a subsidiary of the United States Steel Corporation, formed in 1901. (NJCorp, Carosso)
- Apr. 14, 1900 Armour & Company incorporated in Illinois, replacing the earlier partnership of the same name. (Moody's)
- Apr. 15, 1900 Pittsburgh, Shawmut & Northern Railroad surrenders the operation of the PRR's Nunda Branch between Nunda Jct. and Swains as unprofitable; PRR resumes passenger service between Nunda Jct. and Nunda only, with freight service only between Nunda and Swains. (NYState)
- Apr. 1900 Charter of the Atlantic Avenue Elevated Railroad (LIRR subsidiary) expires for *non user*. (MB)
- Apr. 1900 Camden-Atlantic City automatic block signals completed. (RyW)
- Apr. 1900 Cape May Pier & Transportation Company organized to operate a Cape May-Lewes ferry in connection with the Queen Anne's Railroad. (RyW)
- Apr. 1900 PRR has completed the installation of automatic block signals between New York and Philadelphia, and all interlockings have been made pneumatic. (RyW)
- Apr.? 1900 PRR cancels the contract of Sparks & Evans for foundations of the new elevated line on Trenton Avenue on the Kensington Branch because of an inability to compromise with the city on damages. (RyW)

- Apr. 1900 PRR surveys for branch from Queens Run to mouth of Tangascootack Creek. (RRGaz)
- Apr. 1900 Pennsylvania Company is installing automatic block signals between Allegheny and Rochester, Pa. (RyW)
- Apr. 1900 United States Steel Corporation buys the Ohio Works in Youngstown. (Seely - no US Steel til 1901)
- Apr. 18, 1900 PRR presents plan to Philadelphia City Council for a pedestrian bridge over Market Street from Broad Street Station to the new Arcade Building on the south side. (RyW)
- Apr. 18, 1900 A report out of Altoona claims that Pres. Cassatt is planning to eliminate Horseshoe Curve by straightening and shortening the line between Altoona and Gallitzin from 12 to 7 miles; super-powerful locomotives are to be assigned to the grade. (NYT)
- Apr. 18, 1900 McClintic-Marshall Construction Company incorporated in Pa. by bridge engineer Howard Hale McClintic (1867-1938) and his partner Charles Donnell Marshall; they work for the Shiffler Bridge Works Company that is about to be absorbed by American Bridge Company; McClintic-Marshall is owned 40% by McClintic and Marshall and 60% by Andrew W. Mellon and Richard B. Mellon; it absorbs the partners' Pottstown Bridge Company of 1899 and soon builds larger works at Leetsdale and Rankin in western Pennsylvania; they build it into a major steel fabricator and erector noted for the steelwork in many landmark bridges and buildings; it will be purchased by Bethlehem Steel Corporation in 1931. (BethStl, Cannadine)
- Apr. 1900 VP Samuel Rea says PRR will begin work on Pennsylvania & Buffalo Connecting Railroad as soon as weather improves. (RyW)
- Apr. 19, 1900 Public hearing on the New York Connecting Railroad held at City Hall; plan is still to terminate at Bushwick. (BrklnEgle)
- Apr. 19, 1900 Pennsylvania Company Executive Committee authorizes building a new yard south of 108th Street, Chicago; building an electric light plant at Allegheny Shops; moving the headquarters of the Erie & Ashtabula Division from Lawrence Jct. to New Castle. (MB)
- Apr. 19, 1900 PCC&StL Railway Executive Committee authorizes a new station at Greenfield, Ind.; reducing grades at 13 points between Bradford and Logansport. (MB)
- Apr. 20, 1900 Oliver W. Barnes resigns as Pres. of New York Connecting Railroad to take

the contract to build it; Alfred P. Boller (1840-1912) elected Pres. & Chief Engineer. (RRGaz)

- Apr. 22, 1900 Columbia Railway Company begins operating connecting streetcar service between the Treasury Building in Washington and the Chesapeake Beach Railway at the Maryland state line near Seat Pleasant. (Williams)
- Apr. 23, 1900 Pennsylvania Canal opens for what will be its last season; company announces there will be no boating above Watsontown on the West Branch. (AR)
- Apr. 23, 1900 Western New York & Pennsylvania Railway Board recommends acceptance of second PRR offer of \$9 (18%) per share for stock and \$300 (30%) for Income bonds; second offer made after Pennsylvania & Buffalo Connecting Railroad found impracticable. (NYT)
- Apr. 23, 1900 New York City Mayor Robert A. Van Wyck accepts the state bill permitting the New York Connecting Railroad to bridge the East River; city permission is necessary to cross city-owned Wards and Randalls Islands. (NYT)
- Apr. 23, 1900 Atlantic Coast Line Railroad Company of Virginia is renamed the Atlantic Coast Line Railroad Company, into which the several components of the Atlantic Coast Line system in other states are to be merged; Virginia is chosen because of a better political climate and weaker state regulation. (ICC, Hoffman)
- Apr. 25, 1900 Pres. A. J. Cassatt reports on proposed purchase of Western New York & Pennsylvania Railway; PRR had been planning its own line to Buffalo, the Pennsylvania & Buffalo Connecting Railroad to build portion in Pennsylvania; is to be , Wilcox-Bradford, Little Valley-Collins, and Hamburg-Buffalo, with trackage rights over the Erie between Bradford and Little Valley and between Collins and Hamburg; in the meantime, Cassatt begins negotiations with Pres. Samuel G. DeCoursey of WNY&P; WNY&P has large capital and most of its lines lose money and stock has no value; Cassatt believes that the PRR's new line would so damage the WNY&P that the PRR might be forced to take it over anyway; therefore, Cassatt recommends and the Board approves the purchase of the WNY&P's stock and income bonds for up to \$6 million. (MB)
- Apr. 25, 1900 PRR Board approves purchase of Western New York & Pennsylvania; refuses petition to reinstate Upton station. (MB)
- Apr. 27, 1900 Maryland State Treasury refuses to accept the Northern Central Railway's payment of \$1.5 million in 300 bags of gold coins to pay off the mortgage to the state; the mortgage draws 6% interest, and with commercial loans now at 4%, the NC wishes to avoid paying the higher rate, while the state wants to keep receiving it. (NYT)

- Apr. 28, 1900 ATO hears fourth report on train resistance; conclude that further tests would be too expensive. (ATO)
- Apr. 29, 1900 NYC&HR inaugurates *New York & New England Express* No. 16 between New York and Chicago. (CntrlHdlite)
- Apr. 30, 1900 Bay Street-West 13th Street ferry makes last run at New York; Bay Street Station razed to expand freight piers; West 13th Street Station converted to freight. (AR)
- Apr. 30, 1900 West Jersey & Seashore Railroad acquires property and franchises of Delaware River Railroad, Woodbury to Penns Grove, under agreement of Apr. 27, 1900. (Val)
- Apr. 30, 1900 Keister Branch of Pittsburgh, Virginia & Charleston Railway opens between Keister Jct. on Redstone Branch south of Waltersburg and Keister Coal Works (1.40 miles). (Val)
- Apr. 30, 1900 U.S. Supreme Court overturns Illinois law requiring all trains to stop at all county seats in suit brought by Big Four over the schedule of the *Knickerbocker Special*. (RRGaz)
- Spring 1900 A. J. Cassatt, Hamilton McK. Twombly, Charles H. Coster, Charles Steele and Samuel Spencer meet at the offices of J. Pierpont Morgan and discuss a joint PRR-NYC&HR purchase of the Chicago, Indianapolis & Louisville Railway (the Monon). (Wheeler)
- May 1, 1900 Charles M. Pratt and Lewis Cass Ledyard of LIRR voting trust write to Pres. Cassatt with offer to sell up to 140,000 shares of LIRR at par 50, deliverable by July 10. (MB)
- May 1, 1900 PRR buys a second block of 100,000 shares of B&O for \$8.7 million, for a total of 200,000 shares for \$17.1 million. (MB)
- May 1, 1900 West Jersey & Seashore Railroad completes replacing cinder ballast with stone on its Atlantic City Division. (MB)
- May 1, 1900 First stone laid on Rockville Bridge; contrary to popular assumption, the bridge is actually stone facing over a concrete core; construction is under the supervision of PRR engineer George Nauman. (RRGaz, Cupper)
- May 1, 1900 \$600,000 Second Mortgage bonds of the Union Railroad Company of Baltimore secured by a mortgage to the Canton Company of Baltimore mature and are paid off; ending the Union Railroad's last obligation to the Canton Company. (MB)

- May 1, 1900 Pennsylvania Company Executive Committee authorizes purchase of right-of-way to complete Youngstown & Ravenna Railroad. (MB)
- May 1, 1900 Wabash Railroad and Terre Haute & Logansport Railway agree for joint station at Lakeville, Ind. (Church)
- May 1, 1900 PRR abolishes the post of General European Passenger Agent held by Col. James L. Taylor and closes its London office; claims that the office has outlived its usefulness, which many take to mean that under the "Community of Interest" the PRR and NYC&HR will end fierce competition for emigrants and transatlantic passengers. (RyW, Cards, NYT)
- May 1, 1900 D.C. Copperstone appointed Auditor of Disbursements of Lines West, replacing James Justan, deceased. (MB)
- May 1, 1900 The following lines forming the Atlantic Coast Line merged to form Atlantic Coast Line Railroad, a Virginia corporation: Norfolk & Carolina Railroad Company, Wilmington & Weldon Railroad Company, Atlantic Coast Line Railroad Company of South Carolina, and Southeastern Railroad Company (N.C.). (ICC)
- May 1900 PRR experiments with hauling Delaware & Raritan Canal boats with an automobile at Trenton. (RyW)
- May 2, 1900 LIRR stock hits 82, having risen from 40 over the last 10 or 12 days; rise is attributed to a pending traffic contract between the LIRR, New York Connecting Railroad and NYC&HR, but is really caused by the pending sale to the PRR. (BrklnEgle)
- May 2, 1900 Atlantic City Railroad contracts for station at 4th Street & Haven Avenue in Ocean City. (MB)
- May 3, 1900 Pres. Cassatt accepts the offer of the Pratt Syndicate for LIRR stock; presents the offer to a special meeting of Road Committee; notes he had been considering the purchase for some time; presents to directors primarily as a means to gain access to industrial areas of Brooklyn; Penn Station scheme is not yet made known to the Board; Cassatt had originally proposed joint ownership with NYC&HR, and they suggested that New Haven join also; however Cassatt purchases sole control. (MB)
- May 3, 1900 NYC&HR denies that it seeks control of the LIRR. (BrklnEgle)
- Mar 3, 1900 PRR completes the purchase of 150,000 shares of Norfolk & Western Railway common stock for \$5.2 million. (MB)
- May 3, 1900 Pres. Cassatt requests four seats on the Norfolk & Western Railway Board;

later in the year it is increased to six of eleven. (Wheeler)

- May 3, 1900 Press reports that Bernard Nadal Baker has withdrawn the proposed sale of the Atlantic Transport Company, Ltd., to the Leyland Line; probably done at the urging of Clement A. Griscom; over the next seven months, Griscom, Baker, and P.A. B. Widener negotiate a merger of their ocean steamship interests. (Navin)
- May 3, 1900 Stock of the American Bridge Company increased from \$100,000 to \$70 million. (NJCorps)
- May 3, 1900 Philadelphia politician and paving contractor John M. Mack (1852-1915) incorporates the National Asphalt Company in N.J.; he aims to combine a number of small companies in competition with the Asphalt Company of America and thereby force it to buy him out; Mack has already clashed with the Widener-Elkins interests over transit issues. (Dewing)
- May 4, 1900 Gov. Theodore Roosevelt signs the bill authorizing the New York Connecting Railroad to bridge the East River at Hell Gate; bridge must have 135-foot clearance; work is to start by Sep. 1, 1900, and be finished in 5 years. (NYT)
- May 4, 1900 Northern Central Railway Board authorizes purchasing the building opposite the Erie Railroad station at Elmira as a headquarters for the Elmira & Canandaigua Division. (MB)
- May 4, 1900 Newark & Marion Railway incorporated in N.Y. to build an electric interurban line. (NYState, C&C)
- May 5, 1900 PRR Board approves LIRR purchase; authorizes sale of West Virginia & Pennsylvania Railroad to B&O for \$41,300; subscribes \$25,000 to Pan-American Exposition in Buffalo; approves modification to NY&LB operating contract lifting restrictions on number of trains CNJ may operate in connection with its Sandy Hook Route steamboats. (MB)
- May 5, 1900 PRR Second VP Charles E. Pugh announces to the press that the PRR has purchased the LIRR. (NYT)
- May 5, 1900 PRR leases operation of Winfield Railroad to Winfield Mineral Company.
- May 7, 1900 Brooklyn Heights Railroad grants LIRR the right to operate the Prospect Park & Coney Island Railroad between 9th Avenue & 20th Street and Coney Island for the racing seasons at the Brooklyn Jockey Club commencing May 20, 1900. (NYState)
- May 7, 1900 A PRR official states that the PRR will reach Brooklyn by floating cars from Greenville to Bay Ridge, and will later build a railroad tunnel for freight; will

- use the pending Hell Gate Bridge to send freight to the New Haven. (NYT)
- May 7, 1900 New two-track Spruce Creek Tunnel for westbound trains opens on Middle Division; includes new alignment and two new tracks between Barree and Spruce Creek and two stone arch bridges over Little Juniata River; completes four-track system between Mill Creek and Spruce Creek. (RyW, AR)
- May 7, 1900 “Air-splitting train” designed by inventor Frederick U. Adams (1859-1921) tested on B&O between Baltimore and Washington and return via Point of Rocks and Old Main Line; consists of unstreamlined locomotive No. 857 and six cars, which have wooden streamlining, skirts, full-width diaphragms, and sealed windows with air intake on front of tender; attains speeds of up to 89 MPH. (RyW, RRGaz, DAB)
- May 1900 Final plan for Pittsburgh Union Station unveiled, with an 11-storey head house and the distinctive Beaux Arts “Rotunda” in front for a covered carriage stand. (RRGaz)
- May 8, 1900 LIRR Pres. William H. Baldwin leaves for Europe to study tunnel and subway systems. (NYT)
- May 8, 1900 PRR completes the purchase of 110,000 shares of Norfolk & Western Railway preferred stock for \$8.3 million. (MB)
- May 8, 1900 Cleveland, Akron & Columbus Railway Board authorizes a subscription to Silver Lake Park to stimulate excursion traffic. (MB)
- May 9, 1900 Pres. Cassatt reports to Board on purchases of other railroads under "community of interest" plan; since beginning of year have purchased 200,000 shares of B&O for \$17.1 million; 125,000 shares C&O for \$4.1 million; 150,000 shares N&W common and 110,000 shares N&W preferred for \$13.5 million or total of \$34.7 million; Board authorizes PRR borrowing \$20 million for one year at 4%. (MB)
- May 9, 1900 PRR Board authorizes the sale of the West Virginia & Pennsylvania Rail__ stock to the B&O for \$41,300; approves leasing the operation of the Winfield Branch to the Winfield Mineral Company; subscribing \$25,000 to the Pan-American Exposition at Buffalo; approves modifying the NY&LB contract removing the restrictions on the number of Sandy Hook Route boat trains to be run by the CNJ. (MB)
- May 9, 1900 New PRR organization: (get from MB)
- May 9, 1900 James A. Wright of the International Navigation Company denies that his company has any interest in Austin Corbin’s old plan of making a transatlantic steamship terminal at Fort Pond Bay on the eastern end of Long Island. (NYT)

- May 9, 1900 Sea View Railroad merged into Kings County Elevated Railroad. (NYState)
- May 10, 1900 Indiana Supreme Court confirms 1897 judgement of lower court that Eel River Railroad had forfeited its charter by making lease to Wabash Railway, a competing line. (Church)
- May 11, 1900 PRR denies rumors that it proposes to borrow \$15 million for one year from a group of New York banks to finance acquisitions of LIRR, B&O, C&O, N&W and Erie & Western Transportation Company. (NYT)
- May 12, 1900 PRR tugboats *Wilmington*, *Harrisburg* and *Johnstown* launched at the Harlan & Hollingsworth yard at Wilmington. (BethStl)
- May 12, 1900 Cape May & New Jersey Coast Pier & Steamboat Company begins construction of iron pier at foot of Broadway, Cape May; to be used in connection with Queen Anne's Railroad service from Baltimore. (CMGS 18 - RyW calls it Cape May Pier & Transportation Co)
- May 14, 1900 United States Mortgage & Trust Company, agent for LIRR voting trust, makes first official public announcement of agreement for sale of all its stock to PRR. (NYT)
- Mar. 14, 1900 U.S. Harbor Line Board holds public hearings on the application of the PRR to extend the bulkhead line for its Greenville Yard 1,900 feet east of the line established by the N.J. Board. (NYT)
- May 14, 1900 James McMillan of Committee on District of Columbia makes first report to Congress on eliminating grade crossings and building a new depot for the B&O at Delaware Avenue & C Street, Washington. (Moore)
- May 14, 1900 Adams "windsplitter" operates over the B&O between Washington and Jersey City. (RyW)
- May 15, 1900 Lehigh Valley Railroad surrenders trackage rights and lease for operating passenger trains through from Mount Carmel to Shamokin over PRR; PRR passenger trains begin running through from Sunbury to Mount Carmel. (RyW, AR)
- May 15, 1900 Clarence M. Mendenhall (1859-1949) resigns as Superintendent of Motive Power of PW&B to take similar post with Chicago & Alton Railroad; replaced by R.N. Durborow. (AR, RyW, RRGaz)
- May 15, 1900 Pennsylvania Company Executive Committee authorizes an eastbound yard between Kinsman & Holton Streets, Cleveland. (MB)

- May 1900 LIRR Pres. Baldwin lets option on Newbold Lawrence Estate on west side of 6th Avenue between 33rd & 34th Streets lapse as price of \$1.6 million is too high; was to have been site of LIRR underground terminal; two weeks later site is sold to Morgenthau Syndicate for \$2 million and becomes site of Saks department store. (ASCE)
- May 1900 PRR cuts the *Cleveland & Cincinnati Express* to 22 hours from New York to Cincinnati. (NYT)
- May 1900 Burnside Branch of Cambria & Clearfield Railroad opens from junction 5.5 miles west of McGees to Glenwood Mine No. 10 (1.55 miles). (Val)
- May 1900 PRR grants NYC&HR trackage rights over 0.91 miles of Burnside Branch between point north of Cush Creek Jct. and terminus under agreement of Dec. 22, 1891. (Val)
- May 1900 PCC&StL Railway is laying 90-lb. rail between Dayton and Richmond. (RyW)
- May 1900 John F. Murray (1872-1942) appointed Assistant Engineer for Lines East; in this capacity he will have charge of the track elevation at Chester, Pa., the Atglen & Susquehanna Low Grade Line, and the change of line between Wilmore and Summerhill, Pa. (PRRBio)
- May 1900 George H. Daniels of the NYC&HR establishes a "Recreation & Information Bureau" at 30th Street & Broadway in New York under Miss Bertha Ruffner to help people plan vacations by rail; also establish offices in other major cities. (RyW - first ad in NYT is Oct. 9)
- May 16, 1900 *New York Times* reports that the PRR has taken a floor in the new American Exchange National Bank Building at the northeast corner of Broadway & Cedar Street, to be completed in Nov.; claims that the PRR is planning to move its headquarters to New York. (NYT, RyW)
- May 18, 1900 New York Connecting Railroad signs bridge contract with the Pennsylvania Steel Company and Oliver W. Barnes. (C&C)
- May 18, 1900 PCC&StL Railway Executive Committee authorizes 3rd & 4th track between PV&C Jct. and Sheridan, Pa. (MB)
- May 19, 1900 PRR denies rumors it is planning to absorb the CB&Q. (NYT)
- May 20, 1900 New Cumberland Branch of PCC&StL Railway extended from Kenilworth to Chester, W.Va. (AR - tt has pass service 5/27)
- May 20, 1900 Reading opens its new Pennsylvania Avenue subway, depressing and partly

covering its main line tracks between Fairmount and Broad Street, replacing the original alignment inherited from the Philadelphia & Columbia Railroad; includes automatic block signals. (AR)

- May 21, 1900 Kuhn, Loeb & Co. transfers 150,000 shares of N&W common to PRR; purchased for \$5.2 million; additional 78,300 shares purchased in 1901. (Wheeler)
- May 21, 1900 PRR purchases 100,000 shares B&O preferred from Kuhn, Loeb & Co. for \$8.7 million, giving it 20% ownership. (Wheeler)
- May 21, 1900 PRR first enters purchase of 125,000 shares Chesapeake & Ohio Railway for \$4.09 million on books, though begun earlier. (Wheeler)
- May 21, 1900 Alfred P. Boller named Pres. & Chief Engineer of New York Connecting Railroad, replacing Oliver W. Barnes. (CE-see 4/20)
- May 21, 1900 New York Connecting Railroad begins surveying between Harlem River and Fresh Pond Jct. on the LIRR, now the southern destination instead of Bushwick. (BrklnEgle)
- May 21, 1900 PRR Road Committee denies petition to reestablish station at Eagle on Philadelphia Division. (MB)
- May 21, 1900 Pennsylvania Company agrees with Pittsburgh Coal Company to operate fuel docks at Erie and Cleveland for two years. (MB)
- May 21, 1900 Cleveland, Akron & Columbus Railway Board authorizes the purchase of the Apple Creek Branch (Apple Creek-West Lebanon) of the Ashland & Wooster Railway from H.B. Camp. (MB)
- May 21, 1900 PCC&StL Railway Executive Committee authorizes a new station at Chester, W.Va. on the New Cumberland Branch. (MB)
- May 21, 1900 Future Superintendent S. B. Robertson (1878-) joins Lines West on the engineer corps of the Pittsburgh Division (PCC&StL), a year after graduating from M.I.T. (PRRBio)
- May 22, 1900 *Philadelphia Evening Telegraph* reports that PRR has purchased 66,000 shares of Lehigh Valley Railroad at 32½ through Chemical National Bank of New York; PRR refuses to confirm or deny. (NYT)
- May 22, 1900 Wheeling Bridge & Terminal Railway sold at foreclosure to Simon Siegman of Kuhn, Loeb & Co. for Pennsylvania Company for \$1,515,000; to be used by PRR and W&LE; other bids by PRR, B&O and W&LE. (Church, RRGaz, RyW)

- May 23, 1900 PRR Board establishes retention policy for annual and quarterly reports of departments to Board; are to be retained for only six years with permanent copies kept in departments; this ensures that they will be destroyed, while the Board Files are preserved. (MB)
- May 23, 1900 PRR Board votes to establish a transfer office in New York and have PRR listed on New York Stock Exchange; one quarter of the stock is owned in New York and share is increasing as most sales of British stock now go to New Yorkers. (MB)
- May 23, 1900 PRR Board authorizes addition of four floors to west wing of Broad Street Station Office Building. (MB)
- May 24, 1900 Excursion of hotel keepers runs from Philadelphia to Atlantic City via Delair Bridge in 1:09. (RRGaz)
- May 24, 1900 Kings County Elevated Railroad merged into Brooklyn Union Elevated Railroad. (NYState)
- May 25, 1900 Holmes D. Ely (1845-1900), Superintendent of the Voluntary Relief Dept, drops dead of a heart attack while walking in Exchange Place outside the PRR station at Jersey City after 39 years of service; had just arrived from Philadelphia. (RRGaz, RyW, MB)
- May 26, 1900 Western New York & Pennsylvania Railway voting on sale to PRR closes. (NYT)
- May 26, 1900 Last run of revenue passenger trains on low grade line between Kenwood Jct. and Wampum Jct. via Rock Point on Erie & Ashtabula Division; later restored without local stops. (Guide, tt)
- May 26, 1900 Adams "windsplitter" train runs from Baltimore to Washington at speeds up to 90 MPH. (RyW)
- May 27, 1900 Pullman buffet sleeping car line reestablished between Washington/Philadelphia and Buffalo via Emporium; last operated in 1876. (PassDept - NYT, RyW reports as Phil & Washington Spc. prob. "Wash. Exp. & "Buffalo Day/Nite Exp."; also add new train for Pitts. & Cleveland)
- May 27, 1900 All Pittsburgh-Chicago trains via the Pan Handle are to be 28 hours or more from New York so that no extra fare is charged; a new Chicago train is established running 25:00 westbound and 26:00 eastbound with a \$1 extra fare. (RyW)
- May 27, 1900 Sleeping car line reestablished between Louisville and Detroit, now running

via Logansport and Wabash Railroad instead of via the Michigan Central Railroad and Cincinnati, Hamilton & Dayton via Dayton and Indianapolis on Pennsylvania Lines Nos. 3-6. (LW tt)

- May 27, 1900 Lines West inaugurates a second round trip over the Indianapolis & Vincennes Railroad between Indianapolis and Martinsville; establishes a new, faster train between New York and St. Louis. (RyW)
- May 28, 1900 PCC&StL Railway agrees with the Tylerdale Connecting Railway to make a connection at Washington, Pa., to be used jointly to reach the Tyler Tube Company and the Tyler Charcoal Iron & Tin Company. (MB)
- May 28, 1900 Compagnie du Chemins de Fer de Pairs à Orléans opens the world's first electrified urban railroad terminal, the Gare du Quai d'Orsay in Paris; extension into center of city from the old outlying Gare d'Austerlitz is mostly cut and cover along the Seine; uses 550 volt DC third rail; station is steel and glass arch shed open to tracks below, which serves as inspiration for Penn Station Concourse; exterior is designed as beaux arts masonry curtain wall by architect Victor Laloux; system designed by French subsidiary of General Electric Company (Compagnie Française Thomson-Houston, S.A.); locomotives manufactured by GE with running gear by ALCO; based in part on 1895 B&O electrification at Baltimore. (LeFigaro, Balso, Condit, ASCE)
- May 29, 1900 Brooklyn Union Elevated Railroad obtains the permission of the Commissioner of Parks to replace the elevated structure over Ocean Boulevard with a double-track, grade-level electric railroad. (NYState)
- May 30, 1900 Fred Carpi (1900-1967), future VP in Charge of Traffic, born in Charleroi, Pa. (WWRR)
- May 30, 1900 An excursion train for the opening of the Seaboard Air Line Railway leaves Richmond for Tampa to return on June 2. (NYT)
- May 31, 1900 PRR sues the State of Maryland to force it to accept the entire payment of \$1.5 million in settlement of its debt instead of continuing to receive \$90,000 in annual interest. (AR)
- May 31, 1900 Terre Haute & Indianapolis Railroad signs the partnership agreement for the East St. Louis Relay Passenger Station Association. (Church)
- Spring 1900 William H. Baldwin and Samuel Rea purchase two 25 foot lots on 33rd Street east of Broadway as site for LIRR underground Manhattan terminal; also prepare plans for extending up 7th Avenue to 45th Street. (ASCE)
- Spring 1900 Terre Haute & Logansport Railway opens new yard and station at Bronson & Main Streets in South Bend, Ind. (AR, C&C)

- June 1, 1900 North & West Branch Railway, Pennsylvania Schuylkill Valley Railroad, Sunbury, Hazleton & Wilkes Barre Railway, and Sunbury & Lewistown Railway merged to form Schuylkill & Juniata Railroad under agreement of Apr. 2, 1900; Samuel Rea, Pres. (Val, C&C)
- June 1, 1900 Chicago, Indianapolis & Louisville Railway (Monon) moves from the PRR's Louisville Bridge to the Kentucky & Indiana Bridge & Terminal Company bridge, in which it takes a one-third interest, and from Union Station to 7th Street Station at Louisville. (RRGaz, Hilton)
- June 1, 1900 Higher rates on bituminous coal go into effect through the "Community of Interest"; previously, Pocahontas coal rates had fallen to historic lows. (N&W AR)
- June 2, 1900 Pratt Syndicate signs contract for delivery of 135,851 shares of LIRR stock to PRR at 50. (MB)
- June 2, 1900 Seaboard Air Line Railway completes its own line from Ridgeway (Norlina) to Richmond and makes a connection with the Richmond, Fredericksburg & Potomac Railroad; return of the excursion train from Tampa is marked with a golden spike ceremony and banquet at the Jefferson Hotel at Richmond; John P. Green represents PRR. (NYT, RRGaz, RyW)
- June 2, 1900 Through Hoboken-St. Louis sleeping car inaugurated over the DL&W and Wabash Railroad. (NYT)
- July 3, 1900 Windber, Pa., field headquarters of the Berwind-White Coal Mining Company in the Somerset Coal Field, incorporated as a borough. (Blackburn)
- June 4, 1900 First meeting between A. J. Cassatt and LIRR Pres. William H. Baldwin at New York; Baldwin had just returned from examining London Underground railroads; Samuel Rea is now in Europe making a more detailed examination. (RyW)
- June 4, 1900 New interchange yard opens at Buttonwood, Pa., south of Wilkes-Barre; jointly owned by PRR and CNJ. (AR)
- June 4, 1900 Seaboard Air Line Railway begins revenue service between Richmond and Florida; through cars inaugurated with two round trips between New York and Tampa. (NYT, RyW)
- June 5, 1900 Pres. Cassatt and other officials leave Philadelphia on inspection tour of WNY&P Railway. (RyW)
- June 5, 1900 Pennsylvania Company Executive Committee authorizes construction of rest

house at Conway. (MB)

- June 5, 1900 Future PRR VP Charles Duncanson Young (1878-1955) enters the service as a special apprentice on the PCC&StL Railway. (PRRBio)
- June 6, 1900 Samuel Rea, Sutherland M. Prevost, John P. Green and James McCrea elected to Norfolk & Western Railway Board; Rea and Prevost are elected to the Executive Committee; William H. Barnes elected later in year. (AR, Lambie)
- June 6, 1900 George C. Wilkins, General Agent at Baltimore, is named VP of the ATO in place of John A. Anderson, retired. (ATO)
- June 7, 1900 Wheeling Terminal Railway incorporated in W.Va. under articles dated May 31 as a Pennsylvania Company subsidiary; to acquire the property of the former Wheeling Bridge & Terminal Railway. (Church, C&C)
- June 9, 1900 Philadelphia passes ordinance permitting widening the sidewalks around Broad Street Station and constructing a pedestrian bridge over Market Street.
- June 9, 1900 Pres. Cassatt and directors return from inspection tour of Western New York & Pennsylvania Railway, having begun at Butler and returned via Emporium. (NYT)
- June 9, 1900 All-PRR Board elected on the Baltimore & Delaware Bay Railroad, formalizing its transfer from CNJ control. (MB)
- June 9, 1900 Resort of Chesapeake Beach, Md., formally dedicated. (Williams)
- June 11, 1900 John P. Green, Charles E. Pugh, Sutherland M. Prevost and C.M. Bunting elected to LIRR Board, replacing the Maxwell & Graves group; Charles M. Pratt resigns as VP; Bunting is to serve until Samuel Rea returns from Europe; Green, Pugh and Prevost are named VP's with same ranking as on PRR. (MB, RRGaz)
- June 11, 1900 Portion of Sang Hollow Extension opens between Bolivar Jct. and the west end of the Cambria Steel Company property; reclassified as main track of the West Pennsylvania Division instead of siding. (RyW, C&C - Val has open for traffic this date tho b. in 1896 citing MB)
- June 13, 1900 PRR Board authorizes new station at Allegheny, Pa., and abandonment of old West Penn station there; authorizes construction of a pedestrian bridge over Market Street at Broad Street Station; extension of Masontown & New Salem 1.75 miles to coke works of Fayette Coke Company on Hackney Farm; extension of Monongahela & Washington from Ellsworth to Shafts Nos. 3, 4 & 9 of James W. Ellsworth & Co.; extension of Pittsburgh & Eastern from Hooverhurst 3 miles to land of Clearfield & Indiana Coal Company;

- enlargement of Greenwich coal yard in South Philadelphia; line revisions at Coatesville and Huntingdon. (MB)
- June 14, 1900 Canoe Creek Branch opens between Flowing Spring and Moore's Mill on Altoona Division (2.62 miles); freight only (Snyder, AR)
- June 14, 1900 Property of the former Wheeling Bridge & Terminal Railway conveyed to the Wheeling Terminal Railway. (C&C)
- June 14, 1900 J. Elfreth Watkins awarded an honorary Doctor of Engineering from Stevens Institute of Technology for work in the history of engineering. (NYT)
- June 15, 1900 George M. Jones elected Pres. of the Smyrna & Delaware Bay Railroad, replacing George J. Jones, deceased; CNJ directors resign, and PRR directors elected; organization is kept up until Dec. 14, 1906. (MB)
- June 15, 1900 Baltimore, Chesapeake & Atlantic Railway executes a new five-year lease of the Ocean City Bridge Company for \$250 per year without tolls. (MB)
- June 15, 1900 Track on the Coal Lick Run Branch of the Monongahela Division closed at Walnut Hill Summit and connection made with the Masontown & New Salem Railroad at Ache Jct.; track is also laid over Ache Summit down into Dunlap Creek; these lines serve the Federal Steel Company coke plants at Leckrone, Footedale and Buffington, the Edenborn Plant of the American Steel & Wire Company, and two plants of the National Steel Company. (RyW)
- June 15, 1900 Wheeling & Lake Erie Coal Mining Company incorporated in Ohio by the Hanna interests to operate mines in southeastern Ohio. (Consol)
- June 1900 Hudson Tunnel Railway committee submits reorganization plan; to incorporate new Hudson Tunnel Railroad companies in N.Y. and N.J. and issue \$3.5 million in common stock, \$3.5 million preferred and \$6 million in First Mortgage bonds; estimate \$2.3 million to complete one tube. (RRGaz)
- June 1900 PRR has assigned ferries *Pittsburgh, St. Louis, New Brunswick* and *Philadelphia* to the 23rd Street run; *Baltimore, Hudson City, Jersey City* and *Princeton* to Debosses Street; *New Jersey, Washington* and *Cincinnati* to Cortlandt Street; *Annex, Annex No. 4* and *Annex No. 5* to Brooklyn Annex. (RREmploy)
- June 1900 Harlem Board of Commerce petitions PRR for an uptown ferry to 129th Street. (RyW)
- June 1900 Engineer of Maintenance of Way Joseph T. Richards returns from a 2-month tour of Europe. (RyW)

- June 1900 First Class D16b 4-4-0, No. 178, built at Altoona.
- June 1900 First Class D16d 4-4-0's placed in service on NY&LB expresses, etc. (RRGaz)
- June 1900 Because of difficulties with the city authorities over track elevation, PRR threatens to build a line from Metuchen to Adams, bypassing New Brunswick two miles to the east and use the existing tracks only for locals to the Millstone Branch. (RRGaz, NYT)
- June 1900 PCC&StL Railway is strengthening bridges between Xenia and Richmond for heavier locomotives that now operate only via Bradford; one of the new freight locomotives runs via Richmond with 198 cars. (RyW)
- June 1900 Townships of Muncie and Cedar, Ind., vote \$75,000 in aid to extend Chicago, Indiana & Eastern Railway from Matthews through Muncie to Richmond. (RRGaz)
- June 1900 Steel manufacturers led by Andrew Carnegie present demand for reduction in rates to trunk line committee; railroads raised rates after steel manufacturers raised prices from \$19 to \$34 per ton; railroads oppose reduction unless price of rails lowered; Carnegie threatens to build own railroad. (NYT - date and details not clear)
- June 1900 Pullman reequips the New Haven's 5-car *Bay State Limited*. (RRGaz)
- June 16, 1900 H. F. Kenney elected Pres. of the Baltimore & Delaware Bay Railroad, replacing Frank L. Hall; Edward P. Stacey continued as Superintendent. (MB)
- June 16, 1900 Baltimore & Delaware Bay Railroad stockholders transfer property to PRR. (RRGaz)
- June 16, 1900 Future Motive Power official John Lawrence Parker (1900-1978) born at Princeton, Neb., son of Albert George Parker (1871-1932) and Gertrude Morton Paker (1876-1927). (ancestry.com)
- June 18, 1900 Reading Pres. George F. Baer writes to Pres. Cassatt complaining that the CNJ's net passenger earnings are only \$214,000 and it is unable to pay \$800,000 as its share of the North River Bridge; suggests electric cars running through a tunnel under the Hudson River as a cheaper solution. (AJC 2/39)
- June 18, 1900 Fast freight plows into a crowd of 2,700 people trying to board an Ancient Order of United Workmen's excursion to Altoona at the Johnstown station; 2 killed and two others fatally injured. (NYT)
- June 18, 1900 Chicago passes ordinance for elevation of PFW&C between 21st & 55th Streets and Englewood Connecting Railway. (Church, MB)

- June 18, 1900 Terminal Railroad Association of St. Louis purchases stock of Granite City & Madison Belt Line Railroad. (Church)
- June 18, 1900 H. Walter Webb (1852-1900), former Third VP of NYC&HR and of Wagner Palace Car Company, dies of tuberculosis at New York. (RRGaz)
- June 20, 1900 Wheeling Terminal Railway incorporated in Ohio under articles dated May 28. (Church, C&C)
- June 21, 1900 Monongahela & Washington Railroad opens between Monongahela City and Ellsworth, Pa., site of Shaft No. 1 of James W. Ellsworth & Co.(11.6 miles); operated by PRR. (Val, RyW)
- June 21, 1900 New freight transfer station opens at Fort Wayne to pre-block LCL freight headed west of Chicago, originally handled at the 18th Street Transfer in Chicago. (AR)
- June 21, 1900 At the Republican Convention in Philadelphia, Chauncey M. Depew declares in a moment of Republican triumphalism, “There is not a man here that does not feel 400 per cent bigger in 1900 than he did in 1896, bigger intellectually, bigger hopefully, bigger patriotically, bigger in the breast from the fact that he is a citizen of a country that has become a world power for peace, for civilization, and for expansion of its industries and products of its labor.” (NYT, Strouse)
- June 21, 1900 Republican National Convention renominates Pres. William McKinley with Theodore Roosevelt (1858-1919) as his running mate; the ebullient and headstrong young reformer Roosevelt is being parked in the vice presidency by the party bosses to keep him out of the way; at the convention’s conclusion, Roosevelt and other New York dignitaries return to New York in a special car attached to the PRR’s 5:56 PM from Broad Street Station. (NYT)
- June 23, 1900 PRR holds annual excursion for press of Philadelphia, Baltimore and Washington to Cape May; return June 25. (RyW)
- June 24, 1900 Wheeling Terminal Company organized; Joseph Wood, Pres.; operation is by own organization until 1921. (C&C)
- June 25, 1900 Future VP Charles Duncanson Young (1878-1955) joins PRR as summer employee at Columbus Shops while still a student at Cornell. (MB)
- June 25, 1900 Headquarters of Erie & Ashtabula Division moved from Lawrence Jct. to New Castle. (RRGaz)
- June 26, 1900 Pennsylvania Company Executive Committee orders all Lines West passenger

equipment lettered "Pennsylvania Lines"; authorizes enlargement of Steubenville Yard. (MB)

- June 26, 1900 PCC&StL Railway Executive Committee authorizes a second track on the Chartiers Railway from Woodville to Bridgeville; a signal tower at Leonard Avenue, Columbus; orders all passenger cars to be lettered "Pennsylvania Lines" with owning company initials above the doors and a separate number series for the cars of each company, the work to be done as cars are shopped; authorizes reducing grades west of Marion and east of Hartford City on the Logansport Division; authorizes building a classification yard at Cementville on the Louisville Division, cement being the most important traffic on the division. (MB)
- June 26, 1900 The Franklin National Bank incorporated in Philadelphia with a capital of \$1 million; Henry Tatnall (1855-1939), later PRR VP in Charge of Finance, is elected Pres., leaving the Girard Trust Company; other directors include T. DeWitt Cuyler, Effingham B. Morris, Edward T. Stotesbury, Percy C. Madeira, and PRR VP John B. Thayer, Jr. (Barnes)
- June 26, 1900 George H. Hulett (1846-1923) receives Patent No. 652,313 for his ore-unloading machine. (googlepatents)
- June 27, 1900 PRR Board approves plans for new Camden passenger terminal; authorizes extension of Hempfield Branch from Herminie up Andrews Run to land of Ocean Coal Company. (MB)
- June 27, 1900 "CN" Interlocking ("COUNTY") placed in service at Millstone Jct.
- June 27, 1900 PW&B Board authorizes purchasing the securities of the Baltimore & Delaware Bay and Smyrna & Delaware Bay Railroads. (MB)
- June 28, 1900 Edward Buchanan Cassatt (1869-1922), West Point '93, son of A. J. Cassatt, is posted to London as a military attaché at the U.S. Embassy; his infidelities while in Europe lead to his divorce from his wife Emily Louise Philips Cassatt in 1904. (BiogRegWestPt, Mathews)
- June 30, 1900 Samuel Rea sails for home on the *St. Paul*. (RyW)
- June 30, 1900 PRR inaugurates summer Saturday-only *Mount Pocono Special*, leaving Philadelphia at 1:03 PM and running via the Belvidere Delaware Railroad and the DL&W for through service to the Pocono Mountain resorts. (RyW)
- June 30, 1900 PRR and Tuckerton Railroad inaugurate summer seasonal through round trip Nos. 476-477 with parlor car between Camden and Beach Haven. (Brinckmann)

- July 1, 1900 Spencer Meade (1850-1911) appointed Superintendent of VRD, replacing Holmes D. Ely, deceased; Cecil A. Preston (1852-1922) named Superintendent of Elmira & Canandaigua Division, replacing Meade. (MB, AR)
- July 1, 1900 PRR Employe Saving Fund cuts interest paid from 4% to 3½% because of falling interest rates and inability to find securities that will pay enough to make the fund stay profitable. (Pam)
- July 1, 1900 Brooklyn station on Philadelphia Division renamed Lyndell. (MB)
- July 1, 1900 East St. Louis Relay Passenger Station Association goes into operation, a partnership of the Terre Haute & Indianapolis Railroad, Louisville & Nashville Railroad, Wabash Railroad, Mobile & Ohio Railroad, CCC&StL Railway, Chicago & Alton Railway, Illinois Central Railroad, Toledo, St. Louis & Western Railroad, Baltimore & Ohio Southwestern Railroad and Southern Railway; on the same date, it leases ground from the Terminal Railroad of East St. Louis on which to build a union passenger station near the eastern approach to the Eads Bridge; the station may revert to the TH&I after 20 years on reimbursing the other parties. (Church)
- July 1, 1900 Former PRR traffic officer George W. Ristine (1846-1918) retires as Pres. of the Colorado Midland Rail__. (RyW)
- July 1, 1900 NYC&HR leases Boston & Albany Railroad for 99 years at 8% under an agreement dated Nov. 15, 1899; lease carries with it 5,000 shares of New Haven. (AR, GrnBk, Wheeler)
- July 1, 1900 Boston & Maine Railroad leases the Fitchburg Railroad, giving it an east-west route between Boston and the western gateways near Schenectady, N.Y. (Moody's)
- July 1, 1900 After negotiations, Seaboard Air Line Railway begins interchanging its through traffic with the Richmond, Fredericksburg & Potomac Railroad at Hermitage, 3 miles north of Richmond, and drops its threat to build a parallel line. (AR, Mordecai)
- July 1, 1900 B&O begins operating Baltimore & Ohio Southwestern Railroad. (B&O Val)
- July 2, 1900 Henry H. Flagler's Florida East Coast Steamship Company merged with Plant Steamship Company to form Peninsular & Occidental Steamship Company, operating between Florida and the West Indies. (Bramson)
- July 4, 1900 Atlantic City Railroad Class P-3a 4-4-2 sets new Camden-Atlantic City speed record of average 75.2 MPH.
- July 5, 1900 PCC&StL Railway Executive Committee transfers its land in Louisville to the

- Pennsylvania Land Company as a state law bars out-of-state companies from holding real estate. (MB)
- July 7, 1900 Samuel Rea arrives in New York; denies any plan to tunnel Hudson River. (RyW)
- July 7, 1900 Continental Insurance Company, a minority stockholder in the New York & Harlem Railroad, sues to void the lease to the NYC&HR on the grounds that the Harlem is not receiving enough annual rent for its valuable New York terminal properties. (NYT)
- July 9, 1900 Toledo, St. Louis & Western Railroad (aka the “Clover Leaf”) incorporated as a reorganization of the Toledo, St. Louis & Kansas City Railroad. (ICC)
- July 10, 1900 Future PRR publicity officer Gustavus Edward Payne (1900-1976) born at Baltimore, Md.; son of John Marcus Payne (1875-1935) and Jennie Sophia Bissell Payne (1877-1934). (ancestry.com)
- July 11, 1900 Conference at Broad Street Station of A. J. Cassatt, William H. Brown, Daniel H. Burnham, and his partner Ernest R. Graham; decide to award contract for Pittsburgh Union Station to George W. Roydhouse of Philadelphia and William Miller & Sons of Pittsburgh. (RyW)
- July 14, 1900 Compagnie du Chemins de Fer de Paris à Orléans holds formal opening of Gare du Quay d'Orsay as part of Exposition Universelle of 1900 (Balso).
- July 14, 1900 Steamboat *New Brunswick*, formerly run between Boston and Bangor, Me., leased by Cape May & New Jersey Coast Pier & Steamboat Company, makes crossing from Lewes to new iron pier at Cape May but takes no return passengers; is too slow, and lease is cancelled. (CMGS 18)
- July 14, 1900 PRR contracts to operate Western New York & Pennsylvania and Allegheny Valley Railways effective Aug. 1; Mahoningtown-Oil City line to be operated by Pennsylvania Company as part of Lines West. (Church, MB)
- July 1900 In interview, Samuel Rea states that the railroad tunnel under the East River will likely be taken up by the City and he has no idea if the PRR will be involved; refuses to make a statement concerning a rail tunnel under the Hudson. (RRGaz)
- July 1900 Shellpot Branch in Wilmington is being strengthened for new heavy freight locomotives. (RyW)
- July 1900 PRR completes new automatic signals on the B&O joint track between Newark and Columbus, Ohio. (RyW)

- July 16, 1900 PRR Road Committee reports on plan of North River Bridge Company to construct a bridge over the Hudson at 23rd Street, New York City, with a union depot to be used by all lines terminating in New Jersey; estimate cost at \$90-100 million; the PRR is to control it with other railroads paying \$4 per car. (MB)
- July 16, 1900 Pres. Cassatt writes to J. Pierpont Morgan proposing joint PRR-NYC&HR purchase of the Chicago, Indianapolis & Louisville Railway (Monon). (Wheeler)
- July 16, 1900 PCC&StL Railway, Central Ohio Railroad and B&O grant Cleveland, Akron & Columbus Railway use of part of Columbus & Newark Division tracks at Columbus to reach Union Station. (MB, Church)
- July 16, 1900 Cleveland, Akron & Columbus Railway Board authorizes extending the Fox Lake Branch 1.5 miles. (MB)
- July 17, 1900 Samuel Rea replaces C.M. Bunting as LIRR director; LIRR adopts new bylaws and regular PRR officers elected to all posts, making it a de facto Grand Division of the PRR. (MB)
- July 17, 1900 Massachusetts Legislature approves the lease of the Boston & Albany Railroad to the NYC&HR. (AR)
- July 17, 1900 De Witt Clinton Haskin (1824-1900), promoter of the first Hudson Tunnel Railway rail tunnel under the Hudson River, dies at Buffalo. (NYT)
- July 17, 1900 Procter & Gamble Company incorporated in N.J., replacing the Ohio partnership established in 1837; reincorporated in Ohio in 1905. (Moody's)
- July 18, 1900 Pres. Cassatt leaves Haverford for New York, where he sails for Europe on the *St. Paul* on summer vacation; will visit Paris Exposition; private car No. 60 is attached to the "special steamer train" leaving Philadelphia at 7:00 AM. (AJC, RyW)
- July 18, 1900 J. Pierpont Morgan informs his British partners in J.S. Morgan & Co. that he has an unfavorable view of getting involved in the shipbuilding business. (Strouse)
- July 20, 1900 Lehigh Valley Railroad finally opens its Greenville & Hudson Railway running on a combination of fills and trestling from Constable Jct. to Communipaw, crossing above the other LV and CNJ tracks; was delayed by lawsuits in crossing Communipaw Avenue at grade. (NYT)
- July 21, 1900 Dayton Union Station opens; Elzner & Anderson of Cincinnati, architects; Italianate style with 136-foot tower; has 5 tracks with three umbrella platforms

and 2 freight bypass tracks;. (Church, C&C, RRGaz)

- July 21, 1900 PRR Tourist Bureau circle tour of Canada leaves Philadelphia for Niagara Falls, Montreal, Quebec and Sanguenay, returning via D&H.
- July 21, 1900 Crucible Steel Company of America incorporated in N.J. with a capital of \$50 million as the horizontal combination of 10 companies controlling 95% of the crucible steel market, with financing by the Mellon brothers. (NJCorps, Moodys, Cannadine)
- July 23, 1900 Pennsylvania Company Executive Committee authorizes enlargement of Mosier Yard, extension of Salineville Railroad 1,500 feet to new coal mine. (MB)
- July 23, 1900 PCC&StL Railway Executive Committee authorizes a branch to the furniture factories at Shelbyville, Ind., on the Louisville Division. (MB)
- July 24, 1900 PFW&C Railway Executive Committee approves the following betterments for 1900: double-tracking, Bucyrus-Dunkirk, Dunkirk-Lafayette, Elica-Adams, Wanatah-Winslow; additional tracks in Conway Yard; stations at Leetsdale and Hobart. (MB)
- July 24, 1900 Double track placed in service between the LS&MS Crossing and the Maumee River Bridge at Toledo (1.38 miles). (AR)
- July 25, 1900 Pittsburgh ordinance requires the PCC&StL Railway to elevate its tracks over Saw Mill Run and surrounding streets on masonry arches. (MB)
- July 26, 1900 Cincinnati & Muskingum Valley Railroad agrees to build spur to proposed new relocated joint station with the Cleveland, Akron & Columbus Railway at Trinway, Ohio. (Church)
- July 26, 1900 Delano Land Company, owning 5,229 acres, merged into Lehigh Valley Coal Company by an exchange of stock. (AR, LVCOrps)
- July 26, 1900 Former naval officer and Pres. of the Shamokin Valley & Pottsville Railroad James Stokes Biddle (1818-1900) dies at his "Andalusia" estate northeast of Philadelphia. (PubLdgr)
- July 27, 1900 Philadelphia & Camden Ferry Company Board approves plans for a single Camden ferry terminal at the new railroad terminal. (MB)
- July 27, 1900 West Jersey & Seashore Railroad Board approves the purchase of the Delaware River Railroad, including 3 locomotives, 3 combines and 4 passenger cars. (MB)

- July 27, 1900 Springfield (Ohio) & Richmond RPO cut to Xenia & Richmond RPO. (Kay)
- July 27, 1900 *New York Times* reports that the B&O has finally secured full control of the Pittsburgh & Western Railway, having purchased stock control from the stockholders' protective committee. (NYT)
- July 28, 1900 The Carnegie Company announces it will build the world's largest steel rod mill and also expand into the manufacture of hoops and bands, threatening John W. Gates's American Steel & Wire Company and William H. Moore's American Steel Hoop Company. (Wilgus)
- July 31, 1900 PRR, Atlantic Coast Line Railroad, Southern Railway, Chesapeake & Ohio Railway, and Seaboard Air Line Railway agree with B&O to join in forming a New Jersey holding company to control the line between the south end of the Long Bridge and Richmond; Seaboard is to abandon its attempt to build a parallel line, and B&O is to be admitted to the terminal project; ACL is to trade 8,115 shares of RF&P and PRR is to trade 1,357 shares RF&P and the entire 20,000 shares of Washington Southern Railway, the whole to be operated as one company; Richmond-Washington Company is formed in 1901. (Harrison, C&C)
- Summer 1900 PRR runs tests of both Westinghouse and New York air brake triple valves on a level section of the Sang Hollow Extension near Bolivar, Pa.; 48 cars of 50-car freight trains are each loaded with 40 tons of pig iron; the trains are tested with either all Westinghouse, all New York or mixed brakes; brakes are tested at both 20 MPH and 35 MPH; the all-Westinghouse rigs produce the shortest braking distances at both speeds. (WABCO, Trains)
- Aug. 1, 1900 PRR leases Allegheny Valley Railway under agreement of July 14, 1900. (Val)
- Aug. 1, 1900 PRR leases Western New York & Pennsylvania Railway for one year under agreement of July 14; extended from year to year; sections between Mahoningtown and Stoneboro and the Wolf Creek Branch, which are separate from the rest of the WNY&P by trackage rights, are subleased to the Pennsylvania Company under an agreement of July 14, 1900, and operated as part of Lines West until 1920. (Corp Hist, C&C)
- Aug. 1, 1900 Former Western New York & Pennsylvania and Allegheny Valley lines become Buffalo & Allegheny Grand Division of PRR with George W. Creighton as General Superintendent at Buffalo; Pittsburgh Division (WNY&P) abolished; Mahoningtown-Oil City line of WNY&Pa operated by Pennsylvania Company as part of Erie & Ashtabula Division in Lines West; balance of Pittsburgh Division renamed Chautauqua Division; (get bounds of Buffalo and Allegheny Divs.); Low Grade Line of Allegheny Valley Railway transferred to Middle Division of Philadelphia & Erie Grand Division. (AR,

MB)

- Aug. 1, 1900 Robert Bell, formerly General Superintendent of WNY&P Railway, named Superintendent of Buffalo and Rochester Divisions; C.T. Dabney from Superintendent of the Buffalo and Rochester Divisions, WNY&P Railway, to Superintendent of Chautauqua Division; Charles B. Price from General Superintendent of Allegheny Valley to Superintendent of River Division; George W. Creighton named General Superintendent of the Buffalo & Allegheny Valley Grand Division. (AR, MB)
- Aug. 1, 1900 W. Heyward Myers appointed General Superintendent of Philadelphia & Erie Grand Division and Northern Central Railway, replacing George W. Creighton; Wilson Brown appointed Superintendent of Middle Division and Acting Superintendent of Lewistown Division, replacing Myers; F.P. Abercrombie named Superintendent of Amboy Division, replacing Brown; Lawrence W. Allibone (1857-) named Superintendent of Cambria & Clearfield Division, replacing Abercrombie; S.C. Long named Superintendent of Bedford Division, replacing Allibone. (AR)
- Aug. 1, 1900 Alexander C. Shand (1858-1930) named Principal Assistant Engineer of Pennsylvania Railroad Grand Division, replacing M.W. Thomson, named Engineer of Right of Way east of Altoona; R.N. Durborow named Superintendent of Motive Power of Buffalo & Allegheny Grand Division; Alexander Kearney named Superintendent of Motive Power of PW&B, replacing Durborow. (AR)
- Aug. 1, 1900 Cleveland, Akron & Columbus Railway issues \$4 million in 4% General Mortgage bonds. (MB)
- Aug. 1, 1900 Walhonding Coal Company grants mining lease to Wills Creek Coal Company. (Church)
- Aug. 3, 1900 Firestone Tire & Rubber Company incorporated in W.Va. by Harvey Firestone (1868-1938); main plant at Akron, Ohio; it is reincorporated in Ohio on Mar. 4, 1910. (Moody's, Allen)
- Aug. 5, 1900 New alignment and four-track system through Irwin between Shafton and Larimer opens on Pittsburgh Division. (RyW, AR)
- Aug. 6, 1900 Chartered steamboat *J.S. Warden* begins revenue service for Queen Anne's Railroad between Lewes and Cape May. (CMGS 18)
- Aug. 6, 1900 Former LIRR VP Benjamin S. Henning (1828-1900) dies. (pastperfectonline)
- Aug. 7, 1900 Frederick U. Adams's streamlined train runs Philadelphia to Baltimore on B&O in 1:41. (NYT, RRGaz)

- Aug. 8, 1900 General Manager John B. Hutchinson, accompanied by his sons J.B. Hutchinson, Jr., and J. Pemberton Hutchinson leave Philadelphia in his private car No. 30 for a one month, 7,789-mile vacation; travel to Buffalo via Reading-LV route, then by Anchor Line to Duluth, then by private car to Yellowstone, Spokane, Portland, and Seattle, returning via Canadian Pacific Railway to Montreal. (RyW)
- Aug. 8, 1900 John. J. Raskob (1879-1950) secures a position as secretary and stenographer to Pierre S. du Pont (1870-1954), then Pres. of The Johnson Company at Lorain, Ohio, but soon to transform the family's explosives business into a modern chemical company. (RiggsGuide)
- Aug. 10, 1900 Committee approves plan for Relay Station for all railroads entering East St. Louis, to be located at east end of Eads Bridge. (RRGaz)
- Aug. 11, 1900 Second Tourist Bureau Canadian circle tour departs Philadelphia.
- Aug. 11, 1900 *Railway World* reports that the PRR is about to begin installing automatic block signals between Philadelphia and Rosemont to reduce the number of towers needed with manual telegraphic block. (RyW)
- Aug. 13, 1900 New Debrosses Street ferry house 213 x 204 with copper front opens with one slip; old station adjacent is retired; second slip is completed in May 1901, at which time are to operate double-deck boats. (RyW, AR)
- Aug. 13, 1900 Collis P. Huntington (1821-1900), last of California's "Big Four" and head of the vast Southern Pacific Company railroad and steamship empire, dies of a heart attack at his Adirondack camp "Pine Knot" near Raquette Lake, N.Y.; E. H. Harriman quickly turns his attention from trying to buy the CB&Q to securing his western flank by getting control of the SP. (NYT, WwasW, Klein)
- Aug. 13, 1900 Convention of the three Anthracite Region districts of the United Mine Workers of America convenes in Hazleton to call for an industry-wide agreement covering cost of living wage increases and the elimination of "dockage" for slate and other impurities; UMW organizing over the last two years has been most successful in the Northern Field, where the organization appeals to native or "old immigrant" miners who want to stem the influx of Poles, Hungarians, Italians and other "new immigrants" who have been pouring into the region since 1890; it is generally believed that the operators are deliberately importing such workers to force wages down and increase ethnic divisions among the miners; the pressure for a strike comes almost entirely from the Northern Field; the operators ignore the request for a bargaining conference, leading to a strike call. (Cornell)
- Aug. 15, 1900 Head-on collision at Pierson, Mich., on GR&I between northbound No. 5 the

Northland Limited and No. 2, the overnight local, in dense fog kills eight, including both engine crews. (Trains, Shaw)

- Aug. 15, 1900 United Mine Workers of America holds at Tri-District convention at Hazleton and lists 12 grievances, including company stores, arbitrary dockages, and excessive charges for powder. (Roberts)
- Aug. 1900 PRR has assigned Class D16d 4-4-0's with 80-inch drivers to the NY&LB. (RRGaz)
- Aug. 1900 Cardington Branch of Philadelphia & Delaware County Railroad opens between Fernwood and Millbourne Mills near Upper Darby. (Val)
- Aug. 1900 PW&B purchases 390 shares of preferred stock of the Baltimore & Delaware Bay Railroad from Emile C. Thielens. (MB)
- Aug. 1900 Experimental Class E2 4-4-2 No. 269 outshopped at Juniata; uses larger than usual quantities of steel; tested on trains No. 8 and 21 on Pittsburgh Division; sent to West Jersey & Seashore Railroad by Sep. 1900. (RRGaz)
- Aug. 1900 Drake & Stratton Company contracts to straighten the line and grade for two additional freight tracks between Birmingham Jct. and Hays on the Monongahela Division. (RyW)
- Aug. 1900 Local officers recommend adding a hump to Conway Yard. (Conway)
- Aug. 1900 PCC&StL Railway has completed three surveys for a cutoff from Marble Cliff on its main line to the Columbus & Xenia Railroad 10 miles west of Columbus. (RyW)
- Aug. 1900 PRR issues an order banning the further hiring of women telegraphers. (RyW)
- Aug. 17, 1900 Secretary of War Elihu Root (1845-1937) approves plans of two bridges to be built across the Maumee River at Toledo by Maumee Railway Bridge Company. (Church)
- Aug. 19, 1900 Last trip of passenger service between Ashtabula Station and Harbor station on Erie & Ashtabula Division. (tt)
- Aug. 20, 1900 Party of 100 guests travels on the Queen Anne's Railroad from Baltimore to Cape May, using the steamboat *Queen Anne* from Baltimore to Queenstown and chartered steamboat *J.S. Warden* between Lewes and Cape May. (CMGS 18)
- Aug. 22, 1900 Irvona & Cresson RPO established. (Kay)
- Aug. 23, 1900 Baltimore & Lehigh Railway standard-gauges its line between Baltimore and

- Delta, restoring the through connection with the York Southern Railroad to York. (Hilton)
- Aug. 25, 1900 *Railway World* reports that the Coal Lick Run Branch will open from near Uniontown to the Monongahela River in a few days. (RyW)
- Aug. 27, 1900 Simon P. Kase (1814-1900) one of the promoters of the Danville, Hazleton & Wilkes-Barre Railroad and Reading & Columbia Railroad, dies at Philadelphia. (rootsweb, RyW)
- Aug. 29, 1900 John M. Mack's National Asphalt Company absorbs the Asphalt Company of America, gaining control of 75% of the asphalt business; Amzi Lorenzo Barber of the Asphalt Company of America becomes Pres. (Dewing)
- Sep. 1, 1900 Secretary of War Elihu Root approves new PFW&C bridge over Allegheny River at Pittsburgh. (Church, MB)
- Sep. 1, 1900 Pres. Cassatt has gone to Paris and London with Robert Pitcairn and B&O officials to develop European export markets for American coal. (NYT)
- Sep. 1, 1900 Philadelphia and Atlantic City capitalists buy Long Beach, Long Island, from Paul K. Ames, receiver of the Long Beach Association. (Hazleton)
- Sep. 1, 1900 William W. Crapo (1830-1926) resigns as Pres. and director of the Eel River Railroad. (MB)
- Sep. 4, 1900 Ashland & Wooster Railway dedes its partly-constructed railroad between Apple Creek Jct. to West Lebanon, Ohio (9.42 miles) to Cleveland, Akron & Columbus Railway for \$80,000; includes unlaidd rail piled along roadbed; CA&C then completes it to coal fields. (Church)
- Sep. 1900 New York *Herald* reports that William K. Vanderbilt has purchased the PRR stock holdings of the Duke of Devonshire and the Duke of Portland and says that Vanderbilt is now the largest PRR stockholder. (RyW)
- Sep. 6, 1900 New York Connecting Railroad completes surveys between Harlem River and Fresh Pond Jct. (BrklnEgle)
- Sep. 8, 1900 *Catskill Express* makes last run between ___ and Philadelphia.
- Sep. 10, 1900 Anthracite coal strike begins in the Northern Field. (LC&N AR - verify)
- Sep. 12, 1900 PRR Board agrees to guarantee North River Bridge Company 200,000 cars per year at \$4 per car as its share of traffic to union depot in New York as requested by Bridge Company; agreement is contingent upon all railroads joining plan, and most are unwilling to do so; only Reading has made any

response, and that is negative; plan calls for LIRR to come in tunnel to point under North River Bridge terminal; Gustav Lindenthal hopes to have bridge built by a syndicate that includes PRR and the Vanderbilts with financing by Mercantile Trust Company and Kuhn, Loeb & Co. (MB, AJC 2/39, 32/23)

- Sep. 12, 1900 PRR Board authorizes automatic block signals Philadelphia-Paoli; four-track system between Port Perry and Birmingham on the Monongahela Division; right-of-way purchase for a revised location of the Connecting Railway between the Philadelphia & Trenton Railroad at Frankford and 2nd Street; extension of Pier 46, South Wharves. (MB)
- Sep. 12, 1900 LIRR inaugurates an express commuter train to Huntington, making the run from Long Island City in 1:00. (NYT)
- Sep. 12, 1900 United Mine Workers of America Pres. John Mitchell calls a strike in the anthracite coal fields for Sep. 17. (Roberts)
- Sep. 13? 1900 LIRR adopts PRR form of organization and certain officers. (NYT)
- Sep. 13, 1900 *Fort Wayne Journal-Gazette* reports that the steam railcar, tried last year in Xenia-Springfield, Ohio, branch line service, has been placed on the Petoskey-Harbor Springs run on the Grand Rapids & Indiana Railway. (Jrnl-Gaz)
- Sep. 14, 1900 Old LIRR Executive Committee resigns and new Executive Committee appointed, consisting of August Belmont, Sutherland M. Prevost, John P. Green, Charles E. Pugh, Samuel Rea, William H. Baldwin and R. Somers Hayes. (MB)
- Sep. 14, 1900 Pennsylvania Company Executive Committee authorizes preliminary work on track elevation between Pittsburgh station and new Allegheny River bridge; authorizes building joint station with Big Four at Forest, Ohio. (MB)
- Sep. 15, 1900 Cleveland, Akron & Columbus Railway agrees with Fox Lake Coal Company to extend its Fox Lake Branch to Lawrence Township, Stark County, in return for guarantee of 50,000 tons per year. (Church)
- Sep. 15, 1900 Pres. A. J. Cassatt is now in London, having come over from Paris. (NYT)
- Sep. 1900 PRR is experimenting with electric cranes at Altoona Shops. (RyW)
- Sep. 1900 PRR reroutes all Union Line freight between Philadelphia and Buffalo over the Western New York & Pennsylvania Railway and off the Lehigh Valley Railroad. (RyW)
- Sep. 1900 PRR is to relay Buffalo-Brocton on the Western New York & Pennsylvania Railway with 90-lb. rail. (RyW)

- Sep. 1900 Pennsylvania Company begins track elevation at Pittsburgh and Allegheny. (AR)
- Sep. 1900 Lines West VP James McCrea congratulates his staff on moving the recent traffic boom, which he claims is now abating. (Loree)
- Sep. 1900 Carnegie Company announces that it is planning to build its own railroad from Pittsburgh to tidewater after the PRR doubles its export rate. (C&FC, NYT)
- Sep. 17, 1900 After various behind-the-scenes negotiations fail, and the operators refuse to bargain, the United Mine Workers of American begins an anthracite coal strike for wage increases and union recognition; 112,000 of 145,000 miners strike; the highest turnout is in the Northern Field, which is completely paralyzed; about half the Lehigh Region miners strike; participation is much less in the Southern Field, where the men of the Philadelphia & Reading Coal & Iron Company have fewer grievances; all miners at PRR mines at Williamstown, who are non-union, refuse to join strike as do the miners of the Lehigh Coal & Navigation Company; Lykens Colliery closed, along with Luke Fidler Colliery and Cameron Colliery at Shamokin. (Cornell, NYT, McDonald, LC&N AR)
- Sep. 17, 1900 "JS" ("SCALES") Tower placed in service at Juniata Scales at Altoona. (Loeb)
- Sep. 17, 1900 Toledo Railway & Terminal Company incorporated in Ohio to build belt line completely around Toledo. (Church, C&C)
- Sep. 19, 1900 Morris Williams, General Manager of PRR anthracite companies, meets with Pres. Isaac J. Wistar in Philadelphia on the coal strike situation; Cameron Colliery at Shamokin resumes work. (NYT)
- Sep. 19, 1900 Tidewater Bituminous Steam Coal Traffic Association rejects N&W demand to restore rates of 1899 that were more favorable to Pocahontas roads; eventually agree to raise rates 10 cents across the board. (Lambie)
- Sep. 21, 1900 Pennsylvania Company Executive Committee authorizes extension of roundhouses at Allegheny, Alliance and Chicago (14th Street). (MB)
- Sep. 21, 1900 PCC&StL Railway Executive Committee authorizes a new station at Rennerdale, Pa.; writes off \$18,459 in notes and \$37,000 in bond collateral of the Louisville, Evansville & St. Louis Consolidated Railroad which has been sold at foreclosure at 75 cents on the dollar. (MB)
- Sep. 21, 1900 Cincinnati & Muskingum Valley Railroad contracts with Adams Express Company. (Church)

- Sep. 21, 1900 Pres. Cassatt returns from European vacation. (AJC)
- Sep. 22, 1900 New York Connecting Railroad files an affidavit of beginning work with the Queens County Clerk's office; no work on a large scale until 1910. (BrklnEgle, C&C)
- Sep. 1900 Steel manufacturers again present demands for rate cut to Trunk Line Committee after announce reduction in price of rails from \$34 to \$26; railroads are not unanimous in favor of reduction. (NYT)
- Sep. 24, 1900 Massillon & Little Beaver Railroad incorporated in Pa. in the interest of the Pennsylvania Company to build from the Cleveland & Pittsburgh Railroad at the mouth of the Little Beaver River to the Ohio state line (0.5 mile), where it is to connect with an Ohio company of the same name; only a small amount of work is done. (Church, MB)
- Sep. 25, 1900 Winfield Railroad incorporated in Pa.; runs 0.8 mile from West Winfield to Dennys Mills. (Val)
- Sep. 25, 1900 Jamestown, Chautauqua & Lake Erie Railway incorporated in N.Y. as reorganization of Jamestown & Chautauqua Railway. (NYState, Poors)
- Sep. 25, 1900 As the anthracite coal strike spreads, only 15 of the Philadelphia & Reading Coal & Iron Company's 39 collieries are operating. (Cornell)
- Sep. 26, 1900 PRR Board authorizes double track on South Fork Railroad between South Fork and Lovett. (MB)
- Sep. 26, 1900 PCC&StL Railway Board authorizes a coal branch up Raccoon Creek through Washington and Beaver Counties, Pa., a distance of 30 miles. (MB)
- Sep. 26, 1900 J. Pierpont Morgan arranges a meeting between the heads of the anthracite railroads and Republican Party leader Marcus A. Hanna of Ohio in his offices; Hanna is in charge of the McKinley reelection campaign as well as the head of large bituminous coal interests; he warns that the strike might spread to the bituminous districts and in any case endangers Republican victory against Populist Democrat William Jennings Bryan in the upcoming election; after additional pressure, the operators agree to a 10% wage increase. (Cornell)
- Sep. 1900 Double-tracking completed between Coshocton and Black Run (23 miles), closing last gap Pittsburgh and Columbus on PCC&StL. (RRGaz)
- Sep. 27, 1900 W. Heyward Myers appointed General Superintendent of the Northern Central Railway, replacing George W. Creighton, transferred. (MB)
- Sep. 28, 1900 Robert Pitcairn returns to Pittsburgh from British trip. (NYT)

- Sep. 28, 1900 Beaverdale Water Company incorporated in Pa. (MB)
- Sep. 29, 1900 Last run of Louisville-Detroit sleeper via Logansport and Wabash Railroad.
- Sep. 30, 1900 PFW&C No. 21 runs Fort Wayne-Chicago in 3:22 or 1:13 less than usual; Class X No. 283 and 9 cars. (RRGaz)
- Sep. 30, 1900 Anthracite coal famine in Albany, N.Y.; prices have doubled. (Reynolds)
- Oct. 1, 1900 PRR begins operating Winfield Railroad under lease of Sep. 25, 1900; operation of Winfield Branch of Western Pennsylvania Railroad subleased to Winfield Railroad composed of local capitalists, which obtains trackage rights between Butler Jct. and Winfield Jct.; the Winfield Railroad operates freight and passenger trains from the terminus at Boggsville to Butler Jct. (Val, RyW)
- Oct. 1, 1900 Webster station on Monongahela Division renamed Donora. (MB)
- Oct. 1, 1900 Theodore F. Brown named to new post of Assistant Auditor of Union Line to cope with increased through billings from Pacific coast. (MB)
- Oct. 1, 1900 PCC&StL Railway agrees with the Royal Southern Railway, a subsidiary of the Royal Sewer Pipe & Fire Brick Company, to build its line from Ulrichville to the sewer pipe works in return for 50% of the traffic. (MB)
- Oct. 3, 1900 LIRR Pres. Baldwin reports that Board of Rapid Transit Commissioners has approved Flatbush Avenue-Lower Manhattan tunnel; LIRR charters steamboat *Shinnecock* to Joy Steamship Company for the winter. (MB)
- Oct. 3, 1900 Oil City & New Castle RPO changed to Oil City & Mahoningtown RPO. (Kay)
- Oct. 3, 1900 Lucas County Court of Common Pleas upholds right of Manufacturers Railway to occupy Water Street and a right of way through Riverside Park in Toledo. (Church)
- Oct. 4, 1900 LIRR releases strip of old right of way of Rockaway Railway Company between Far Rockaway and Rockaway Beach to George Bullwinkle and William Scheer. (MB)
- Oct. 5, 1900 Philadelphia & Reading Coal & Iron Company announces all of its 39 collieries are closed. (Cornell)
- Oct. 6, 1900 John Linn Patton (1882-1900), the only son of Assistant to the Pres. William A. Patton and a student at Princeton, dies from an appendicitis operation. (RyW)

- Oct. 7, 1900 Lehigh Coal & Navigation Company, the last holdout amongst the big anthracite coal operators, posts a notice granting a 10% wage increase. (Cornell)
- Oct. 10, 1900 PRR grants trackage rights to B&O and Pittsburgh Junction Railroad between 16th & 20th Streets at Pittsburgh. (Val)
- Oct. 10, 1900 PRR grants trackage rights to B&O between Edna Jct. and Gratztown, Pa. (Val)
- Oct. 10, 1900 Massillon & Little Beaver Railroad Company (Ohio) adopts a new location between Smiths Ferry and West Pont, Ohio; Massillon & Little Beaver Railroad Company (Pa.) adopts a route from the Cleveland & Pittsburgh Railroad at the mouth of the Little Beaver to the Ohio state line. (MB)
- Oct. 11, 1900 Four-day 10th International Conference of the Railroad Department of the YMCA held at the PRR YMCA building in West Philadelphia; Charles E. Pugh presides in the absence of William A. Patton who planned the event but is still in mourning for the death of his son. (RyW)
- Oct. 12, 1900 Pres. A. J. Cassatt, John Wanamaker (1838-1922), Helen Gould (1868-1938), and Mrs. Russell Sage (1828-1918) are among dignitaries attending the main YMCA banquet; John P. Green and William H. Baldwin are the principal speakers. (RyW)
- Oct. 12, 1900 PCC&StL Railway Executive Committee authorizes relocating the turntable and engine house at Washington, Pa. (MB)
- Oct. 12, 1900 Tri-District convention of the United Mine Workers of America at Scranton accepts the 10% wage increase but also demands the abolition of the sliding scale of wages in the Lehigh and Schuylkill Regions and the establishment of local grievance committees. (Cornell)
- Oct. 14, 1900 Double track placed in service between Hudson and Wheelock (8.6 miles) on the Cleveland & Pittsburgh Division; grade reduced to 0.5% westbound and 0.6% eastbound. (AR, C&C)
- Oct. 15, 1900 Special excursion of 26 cars in 3 trains run to Atlantic City for delegates to YMCA conference; dinner for 1,000 served in 8 hotels. (RRGaz)
- Oct. 15, 1900 Elijah Smith elected Pres. of the Eel River Railroad, replacing William W. Crapo, resigned. (MB)
- Oct. 15, 1900 John K. Cowan named receiver of the Pittsburgh & Western Railway. (B&O Val)

- Oct. 1900 New record of 183,826 cars per month pass Lewistown Jct. on Middle Division; up 20% from Oct. 1899. (RRGaz)
- Oct. 1900 “19 Order” system with use of hoops for handing up train orders established on Pittsburgh Division of PCC&StL; relatively new on PRR although used by other railroads for some time. (RyW)
- Oct. 17, 1900 Sherman E. Burke, Engineer of Maintenance of Way of the Cleveland, Akron & Columbus Railway, accidentally killed at Dennison, Ohio, while accompanying the General Manager on an inspection of the Pan Handle system. (JrnlAssnEngrngSocs, MB)
- Oct. 17, 1900 Joshua T. Brooks (1840-1901) elected a director of the PFW&C Railway, replacing John Sherman (1823-1900), resigned. (MB)
- Oct. 17, 1900 Philadelphia & Reading Coal & Iron Company and Lehigh Valley Coal Company post notices accepting the further concessions to the United Mine Workers. (Cornell)
- Oct. 17, 1900 Standard Oil Company (New Jersey) buys the Pacific Coast Oil Company, gaining its first foothold in California. (GTWhite, Hidy&Hidy)
- Oct. 18, 1900 NYC&HR opens interior renovations at Grand Central Station to design of Chief Engineer William J. Wilgus (1865-1949) and Philadelphia architect Samuel Huckel, Jr. (1858-1917); train shed reconfigured to 19 tracks and 11 platforms; Huckel has created a single large waiting room across the front of the building by extending into the south end of train shed, although it is a flat-ceilinged room compared to the barrel-vaulted “Rotunda” waiting room proposed by Bradford L. Gilbert. (NYT, Middleton)
- Oct. 18, 1900 A. J. Cassatt proposes to NYC&HR Pres. Samuel R. Callaway that they join in purchasing the Buffalo, Rochester & Pittsburgh Railway. (Wheeler)
- Oct. 18, 1900 Indiana Supreme Court rules that Terre Haute & Indianapolis Railroad owes state \$745,154 as its share of excess profits earned since 1847; state had claimed \$3 million. (RRGaz - Dunn has \$913,905 on 10/27 by Marion Co. Court)
- Oct. 20, 1900 Uriah Hunt Painter (1837-1900), director and former Pres. of NYP&N, dies at age 63 at West End, Long Branch, N.J. (MB, Rootsweb)
- Oct. 21, 1900 LIRR Pres. William H. Baldwin announces that PRR will build East River tunnels on one or more of three routes to bring LIRR into Manhattan; exact choice will depend on Board of Rapid Transit Commissioners' plans for subway tunnels to Brooklyn; notes that Pres. Cassatt has given the matter close

attention since his return from Europe and Chief Engineer William H. Brown is preparing plans; also notes that Paul K. Ames, receiver of Long Beach Improvement Company, is to develop Long Beach as a resort equal to Atlantic City, for which LIRR will provide rapid transportation from New York, similar to that provided by PRR between Philadelphia and Atlantic City. (NYT)

- Oct. 22, 1900 PCC&StL Railway Executive Committee authorizes extending the length of the stalls at the Columbus roundhouse. (MB)
- Oct. 23, 1900 U.S. Army Corps of Engineers holds public hearing on New York Connecting Railroad and Hell Gate Bridge; bridge, designed by Alfred E. Boller, is a cantilever with 810-foot clear span 135 feet above the water; railroad is to have loops serving the Long Island waterfront; there are no objections to the plan. (NYT, BrklnEgle, ASCE)
- Oct. 23, 1900 Toledo & Ohio Central Extension Railroad reorganized as Marietta, Columbus & Cleveland Railroad. (Church)
- Oct. 23, 1900 PCC&StL Railway leases the Bradford Eating House property to S. E. Ogden for 5 years from Nov. 1, 1898. (MB)
- Oct. 24, 1900 PRR Board authorizes realignments at Colonia-Metuchen, Deans-Monmouth Jct., through Bristol and Torresdale-Holmesburg Jct. on New York Division; realignment between Trenton and Morrisville, including new Delaware River Bridge; extension of Madera Branch 1.9 miles to land of Betz Coal Mining Company near Belsena. (MB)
- Oct. 24, 1900 Midway & Oakdale Railway incorporated in Pa. to build from Midway on PCC&StL north and east to Oakdale on PCC&StL; James A. Stranahan, Pres.; Selwyn A. Taylor, Chief Engineer. (Church; C&C)
- Oct. 25, 1900 United Mine Workers of America calls off the anthracite coal strike, with work to resume on Oct. 29; Republican leaders pressure coal companies into granting concessions short of union recognition, including a 10% increase, to avoid a coal famine in an election season. (NYT, Cornell, McDonald)
- Oct. 25, 1900 Reading announces it will withdraw from the anthracite coal pool and work its mines to capacity to make up for the dearth of coal caused by the strike. (NYT)
- Oct. 26, 1900 Record 68,000 cars moved on Middle Division. (RyW)
- Oct. 27, 1900 LIRR moves offices of Pres. & Secretary to 128 Broadway in Manhattan. (RRGaz)

- Oct. 1900 Morgan partner Charles Steele meets with Carnegie Company Pres. Charles M. Schwab to dissuade Carnegie from proceeding with plans to build a state-of-the-art tube mill at Conneaut, Ohio, in competition with Morgan's National Tube Company. (Nasaw)
- Oct. 29, 1900 Pres. Cassatt meets with Pres. William H. Baldwin of the LIRR, Charles M. Jacobs, his tunnel expert, and August Belmont and Walter G. Oakman (1845-1922) of the IRT's Rapid Transit Subway Construction Company regarding the LIRR's tunnel to 33rd Street. (AJC 32/1)
- Oct. 29, 1900 Sharon & Butler Railroad incorporated in Pa. in interest of Sharon Steel Company to build from company lands near Hickory on Erie Railroad to Browns School House on Pittsburgh, Bessemer & Lake Erie Railroad. (MB, Church)
- Oct. 30, 1900 Pennsylvania Company leases operation of Cleveland & Marietta Railway retroactive to Jan. 1, 1900. (Church, MB)
- Oct. 31, 1900 Wheeling Terminal Railway grants joint use of its Wheeling freight house to Wheeling & Lake Erie Railroad, Cleveland & Pittsburgh Railroad and Cleveland, Lorain & Wheeling Railway. (Church)
- Oct. 31, 1900 Planters Hotel Company agrees to buy half the stock of the Mackinac Island Hotel Company. (Church)
- Oct. 31, 1900 Tiffin & Northwestern Railroad grants quit claim covering old Mansfield, Coldwater & Lake Michigan Railroad right of way between West Unity in Williams County and Michigan state line to Lake Michigan & Southeastern Railroad. (Church)
- Fall 1900 Four-track system completed between Jersey City and Harrisburg with exceptions of bridges over Passaic, Raritan, Delaware, and Schuylkill River, Brandywine at Coatesville, and Conestoga east of Lancaster; two separate two-track routes between Dillerville and Royalton via Elizabethtown and via Columbia. (RyW, AR)
- Fall 1900 Upon returning from his annual summer vacation in Scotland, Andrew Carnegie begins talks with George J. Gould on the latter's plan to build into Pittsburgh; Pres. A. J. Cassatt had eliminated the preferential rates that George B. Roberts and Frank Thomson had negotiated with Carnegie. (Nasaw)
- Fall 1900 J. Pierpont Morgan meets with Clement A. Griscom of International Navigation Company, Bernard Nadal Baker of Atlantic Transport Company, and others on forming a combination of Atlantic shipping interests based on those two companies. (Flayhart)

- Nov. 1, 1900 New eastbound classification yard east of Juniata Scales at Altoona opens for eastbound coal traffic. (Snyder)
- Nov. 1?, 1900 Alexandria Branch extended from Crabtree to New Alexandria. (3.57 mi.) on Pittsburgh Division. (Val, RyW - possibly 10/29)
- Nov. 1, 1900 Lines West Voluntary Relief Dept. extended to GR&I, Cincinnati & Muskingum Valley Railroad, Cincinnati, Lebanon & Northern Railway, Waynesburg & Washington, Terre Haute & Logansport and Wheeling Terminal Railway. (MB)
- Nov. 1, 1900 Lines West Pension Dept. created effective Jan. 1, 1901; no one over 35 to be employed after that date without permission of Board. (AR, MB)
- Nov. 1, 1900 S.M. Russell appointed Engineer of Maintenance of Way of the Cleveland, Akron & Columbus Railway, replacing Sherman E. Burke, killed on the job. (MB)
- Nov. 1, 1900 PRR Board declares a regular 2¼% quarterly dividend, plus an extra dividend of 1% because of a large increase in earnings; is the first dividend to be paid on the entire authorized capital of \$151,700,000. (NYT)
- Nov. 2, 1900 Pres. A. J. Cassatt meets with John D. Crimmins of City Trust Company of New York, representing Metropolitan Street Railway interests; Crimmins urges LIRR to locate its terminal between 32nd & 33rd Streets east of 4th Avenue instead of at 42nd Street. (AJC 32/1)
- Nov. 3, 1900 First National Automobile Show opens for an 8-day run at Madison Square Garden in New York, sponsored by the Automobile Club of America; 300 vehicles are exhibited, ranging from \$280 to \$4,000. (Curcio)
- Nov. 6, 1900 Compartment sleeping cars now run three times a week between New York and San Francisco on Southern Railway's *Washington & Southwestern Limited* and Southern Pacific's *Sunset Limited*. (RyW - check name and verify - were run in earlier years - NYT as shows only DC-SF early as 1/21)
- Nov. 7, 1900 Robert Kelso Cassatt (1873-1944), son of A.J. Cassatt, elected a director of NYP&N. (MB)
- Nov. 7, 1900 Atlantic Transport Company places orders with the Maryland Steel Company for two large steamers, to have refrigerated holds for carrying meat; orders for two more placed in Belfast, Ire. (NYT)
- Nov. 7, 1900 Greenwich Coal & Coke Company, controlled by persons associated with the PRR, incorporated in Pa.; by 1903 it opens mines at Shanktown on the Cherry Tree & Dixonville Railroad in Indiana County for high-grade steam coal and

at Saxman in Cambria County for coking coal. (PaCorps, Stewart)

- Nov. 1900 Coal Lick Run Branch of South-West Pennsylvania Railway extended 6.73 miles to Ache Jct. (Val - AR says from near Uniontown to Huron - 11.72 miles - see 6/15)
- Nov. 1900 Shamrock Branch of South-West Pennsylvania Railway opens from Shamrock Jct. south of Buffington to Shamrock Coke Works (1.32 miles). (Val)
- Nov. 1900 Pennsylvania Canal Company announces that it will make no further repairs to the canals. (AR)
- Nov. 10, 1900 NYC&HR takes possession of Boston & Albany Railroad under a lease dated Nov. 15, 1899 after a year's delay while Legislature rules on terms; must spend \$2.5 million over 5 years to improve docks and yards at East Boston; in deference to New England sensibilities, the B&A remains nominally independent with headquarters in Boston and equipment remains lettered for "Boston & Albany"; lease is retroactive to July 1, 1900. (AR, RRGaz, Humphrey)
- Nov. 10, 1900 Press leaks from Baltimore first disclose negotiations for a big shipping merger of the Atlantic Transport Company, the International Navigation Company, and (supposedly) the Pacific Mail Steamship Company; Atlantic Transport shares jump 15 points to 170, making a total advance of 65 points in two weeks; Bernard Nadal Baker offers "no comment." (NYT)
- Nov. 12, 1900 Chicago, Indiana & Eastern Railway files for extension from Muncie to Richmond and Cincinnati. (Church)
- Nov. 13, 1900 Pres. A. J. Cassatt and party leave Philadelphia on inspection tour of Norfolk & Western Railway, running via Hagerstown and Roanoke to Columbus, then returning from Cincinnati via the Chesapeake & Ohio Railway. (RyW)
- Nov. 13, 1900 N.Y. Board of Railroad Commissioners approves Newark & Marion Railway's application to adopt electric trolley system. (NYState)
- Nov. 13, 1900 Baltimore banker Alexander Brown makes the first official confirmation that the International Navigation Company will absorb the Atlantic Transport Company at 300 per share. (NYT)
- Nov. 1900 PCC&StL Railway is surveying a new line to reduce grades between Piqua and Urbana, Ohio. (RyW)
- Nov. 16, 1900 Philadelphia & Crisfield RPO extended to Philadelphia & Cape Charles RPO. (Kay)

- Nov. 16, 1900 Sharon & Butler Railroad Board adopts location from Middlesex Extension of Sharon Railway to Sharpsville Railroad near Bethel Station. (MB)
- Nov. 17, 1900 PRR announces it will apply to Legislature for authority to increase its capital stock from \$151.7 million to \$201.7 million. (NYT)
- Nov. 19, 1900 PRR Vice President John P. Green joins Sutherland M. Prevost on B&O Board; there are no Baltimore directors left. (NYT, RRGaz, Wheeler)
- Nov. 20, 1900 Andrews Run Branch of South-West Pennsylvania Railway opens between Herminie and Ocean Coal Company's works at Oceanco (1.71 miles). (Val)
- Nov. 20, 1900 Pennsylvania Company Executive Committee authorizes extension of Manufacturers Railway at Toledo down Water Street to connection with Wheeling & Lake Erie; authorized combining station at Upper Sandusky with that of Hocking Valley Railroad. (MB)
- Nov. 20, 1900 PCC&StL Railway Executive Committee authorizes a second track from Wheeling Creek to Benwood and the use of the Wheeling Terminal Railway as a second track from Wheeling to Boggs Run, completing a double track from Wheeling to Benwood; authorizes proceeding with double track between Woodville and Bridgeville on the Chartiers Railway; authorizes the purchase of land for a connection with the Pittsburgh, Chartiers & Youghiogheny Railway at Carnegie, Pa. (MB)
- Nov. 20, 1900 Cleveland, Akron & Columbus Railway Board authorizes giving the widow of Sherman E. Burke, late Engineer of Maintenance of Way, a \$1,000 Union Depot Company 7% bond; appoints C.E. McKim Superintendent of Telegraph. (MB)
- Nov. 22, 1900 First test of an electric MU train on the Second Avenue Elevated near 67th Street. (Stokes)
- Nov. 22, 1900 Washington & Alexandria Turnpike Company deeds its roadbed to the county and to the Washington Southern Railway; Washington Southern deeds its half of the turnpike and railroad right-of-way along its St. Asaph Street Branch to the City of Alexandria. (MB)
- Nov. 22, 1900 Terre Haute & Indianapolis Railroad agrees with Illinois Central Railroad for a joint freight house at Vandalia. (MB)
- Nov. 22, 1900 Grand Trunk Western Railway Company incorporated as the reorganization of the Chicago & Grand Trunk Railway. (RRH 147)
- Nov. 23, 1900 Indiana Supreme Court refuses Wabash Railroad petition for rehearing of Eel River Railroad lease case and confirms the annulment of the lease of the Eel

River to the Wabash. (RRGaz, Wheeler)

- Nov. 23, 1900 Youngstown Iron Sheet & Tube Company incorporated in Ohio by George D. Wick, James A. Campbell, William Wilkoff, and others. (Moody, Seely)
- Nov. 24, 1900 *Railway World* reports that foreigners now hold only 29% of PRR stock, down from 52% in 1890; notes large sales by foreigners in 1900 during the Boer War and a big rise in the price of PRR stock; holdings of stock in New York City have increased to 27%, particularly through the purchases by big banks and insurance companies. (RyW)
- Nov. 24, 1900 Eel River Railroad Board authorizes an appeal from the decree of George S. Kistler, prosecuting attorney in the Superior Court of Howard County against the Eel River Railroad Company, so that it may avoid receivership and sale; also that Pres. Elijah Smith be empowered to seek a reorganization of the company in the best interests of the stockholders. (MB)
- Nov. 25, 1900 PRR drops shuttle train between Broad Street Station and *Congressional Limited* at Powelton Avenue Station; *Washington Special* and *Philadelphia Special*, running on similar schedules, inaugurated to take Philadelphia-Washington passengers off the *Congressional Limited* to reduce crowding. (RyW)
- Nov. 25, 1900 *Pittsburgh Special*, No. 24, inaugurated as fast overnight run between Chicago and Pittsburgh, running in 12:30. (tt.)
- Nov. 25, 1900 Passenger service inaugurated on the Bridgeville & McDonald Branch between Bridgeville and Bishop, Pa. on PCC&StL. (tt)
- Nov. 25, 1900 B&O places coaches on the Jersey City-Washington *Royal Limited*, previously all first class. (Guide)
- Nov. 25, 1900 New "CP" Interlocking placed in service at Larimer on Pittsburgh Division. (CE, AR)
- Nov. 26, 1900 Pennsylvania Equipment Trust organized with capital of \$10 million. (MB)
- Nov. 26, 1900 Almet E. Reed (1855-1900), Superintendent of Altoona Division, dies at University Hospital in Philadelphia of liver disease. (RRGaz, RyW)
- Nov. 27, 1900 Pennsylvania Company agrees with Hetherington Brothers to extend its Salineville Branch to their coal lands in Carroll County, Ohio. (Church)
- Nov. 27, 1900 First keel laid at the New York Shipbuilding Company yard at South Camden, N.J. (Boyer)

- Nov. 28, 1900 VP Samuel Rea informs Board that he has sold PRR's stock in West Virginia & Pennsylvania Rail(road?) to B&O for \$41,300. (MB)
- Late 1900 New Haven electrifies the Providence, Warren & Bristol Railroad with trolley wire. (AR)
- Dec. 1, 1900 PRR establishes transfer office on 16th floor of American Exchange National Bank Building at Broadway & Cedar Street in New York under new Assistant Secretary Robert H. Greff, and is listed on the New York Stock Exchange; hitherto only listed on Philadelphia Exchange and traded in New York as a unlisted stock; the LIRR offices move from 23 Nassau Street to the 9th and parts of the 10th & 11th floors of the same building. (MB, AR, NYT, RyW)
- Dec. 1, 1900 Cumberland Valley Railroad grants trackage rights to N&W between Hagerstown Jct. and North Jct. and yard (1.77 miles). (Val)
- Dec. 1, 1900 Future PRR Chief Engineer Chester J. Henry (1900-) born at Youngville, Pa.; son of Charles L. Henry (1871-1944), a PRR station agent, and Orva Miller Henry. (WWRR)
- Dec. 1, 1900 Future PRR General Solicitor Windsor Franklin Cousins (1900-1974) born at Warren, Pa. (SSDI)
- Dec. 1, 1900 Detroit & Lima Northern Rail__ sells its St. Mary's Branch, Peoria to St. Mary's, Ohio, to the Toledo & Ohio Central Railway. (Meints)
- Dec. 1, 1900 Jacob S. Rogers (1823-1901) closes the Rogers Locomotive & Machine Works in Paterson after 4 months notice. (Steinbrenner)
- Dec. 3, 1900 U.S. Supreme Court upholds Kentucky's "Jim Crow" law in a case brought by the Chesapeake & Ohio Railway. (RRGaz)
- Dec. 4, 1900 New Grand Rapids station opens; designed by Daniel Burnham; train shed 600 x 213 covers 6 tracks, with 1 outside. (C&C, Keystone)
- Dec. 4, 1900 Chambersburg & Gettysburg Electric Railway incorporated to build from Chambersburg to Fayetteville and Caledonia. (PaState, Watts)
- Dec. 5, 1900 Pres. A. J. Cassatt and officers leave on inspection trip to Pittsburgh. (RyW)
- Dec. 5, 1900 Fourth track opens between Parkesburg and "NL" Tower west of Atglen on Philadelphia Division; completes four-track system between Philadelphia and Harrisburg, except for Coatesville Bridge, which opens in 1904, and Conestoga Bridge east of Lancaster. (CCHS, AR)
- Dec. 7, 1900 Horace J. Hayden (1840-1900), Second VP of NYC&HR, former Chairman of

Board of Managers of Joint Traffic Association, and director of the Chesapeake & Ohio Railway and other lines, dies when he falls from the third floor window of his New York home onto the paving stones in the back yard; had suffered from heart disease and anxiety; supposed to have lost his balance when opening a window for fresh air. (RRGaz, NYT)

- Dec. 8, 1900 Last coal dispatched from Nanticoke on Pennsylvania Canal.
- Dec. 8, 1900 *Railway World* reports that the Vanderbilts have secured control of the Cincinnati Northern Railroad. (RyW)
- Dec. 8, 1900 Rise in the price of the Pennsylvania Coal Company stock sparks rumors that the Erie Railroad is buying control; all of the parties refuse comment. (NYT)
- Dec. 9, 1900 New Red Star Line steamship *Vaderland* leaves Southampton on maiden voyage, filling in for damaged American liner *St. Paul*. (Flayhart)
- Dec. 10, 1900 Pennsylvania Company executive Committee authorizes second track at Toledo between Ash Street and Walbridge. (MB)
- Dec. 10, 1900 Terre Haute & Indianapolis Railroad grants Southern Indiana Railway the use of Terre Haute Union Station. (MB, Church)
- Dec. 10, 1900 Baltimore Mayor Thomas G. Hayes announces that he has received three offers for the city's \$7 million in Western Maryland Railway, one from New York capitalists, one from New York and Philadelphia, and one from Baltimore; each is about \$10 million. (NYT)
- Dec. 10, 1900 Pres. A. J. Cassatt informs Andrew Carnegie that the PRR will provide trackage rights to the junction with the Pittsburgh, Bessemer & Lake Erie Railroad if Carnegie builds a tube mill at Tarentum on the Allegheny Valley Railway; instead, Carnegie settles on building at Conneaut, Ohio. (Warren)
- Dec. 10, 1900 Price of Pennsylvania Coal Company advances to 625 on rumors that J. Pierpont Morgan is buying on behalf of the Erie Railroad, but no shares are available. (NYT)
- Dec. 10, 1900 Southern Railway opens the Savannah Extension of the Carolina Midland Railway between Allendale and Hardeesville, S.C., eliminating 30.5 miles of trackage rights on the Plant System and shortening the distance between Columbia, S.C., and Savannah by 13.7 miles. (AR)
- Dec. 1900 Andrew Carnegie meets with Pres. A. J. Cassatt at Broad Street Station to protest PRR raising its rate by 1.5 mills per ton and ending rebates; Carnegie threatens to back George J. Gould in building new railroad into Pittsburgh. (Wheeler)

- Dec. 11, 1900 Pennsylvania Canal closes for the season, Columbia-Nanticoke and Northumberland-Watsontown; does not reopen in 1901; heavier locomotives and cars permit railroads to outperform 200-ton canals. (AR)
- Dec. 11, 1900 PCC&StL Railway Executive Committee authorizes the location of a coal branch from Gould's Tunnel to Bloomfield, Ohio (14 miles). (MB)
- Dec. 11, 1900 Samuel R. Callaway of NYC&HR elected director of the Chesapeake & Ohio Railway, replacing Horace J. Hayden, deceased. (AR)
- Dec. 12, 1900 PRR formally accepts the Pennsylvania Constitution of 1874. (MB)
- Dec. 12, 1900 PRR Board authorizes retirement of the approximately 28,000 20-ton freight cars now on Lines East at rate of 2,500 per year for seven years and their replacement with 40-ton and 50-ton cars. (MB)
- Dec. 12, 1900 PRR Board authorizes extension of Ebensburg & Black Lick Railroad from Vintondale to Social Hall; extension of Scalp Level Railroad from Scalp Level to Shade Creek; realignment at Duncannon. (MB)
- Dec. 12, 1900 Wabash Railroad agrees to operate Eel River Railroad for Receiver Richard Ruddell, retroactive to Dec. 1, 1900. (Church)
- Dec. 12, 1900 Pennsylvania Coal Company VP William V.S. Thorne admits that the Erie syndicate is buying control; at Scranton, Edward L. Fuller, projector of the Delaware Valley & Kingston Railroad, admits that the Erie has secured the Pennsylvania Coal Company and Erie & Wyoming Valley Railroad and that his project is dead. (NYT)
- Dec. 12, 1900 A testimonial dinner to Charles M. Schwab is held by New York bankers Edward R. Simmons and Charles Stuart Smith at the University Club, attended by both Andrew Carnegie and J. Pierpont Morgan, along with George F. Baker, James Stillman, Jacob H. Schiff, August Belmont, E. H. Harriman and other financial leaders; Carnegie supposedly leaves early (although some accounts have him still present), but Schwab sits next to J. Pierpont Morgan and gives a 30-45 minute speech on the need for new consolidations to eliminate ruinous competition and effect economies of scale in the steel industry; no text of the speech survives; Morgan talks with Schwab afterwards. (Cotter, Warren, Nasaw)
- Dec. 13, 1900 Pennsylvania Coal Company announces that J.P. Morgan & Co. has bought control on behalf of the Erie Railroad to prevent it from building another, unnecessary, railroad from the Wyoming Field to tidewater. (NYT, RRGaz)
- Dec. 13, 1900 James J. Hill (1838-1916) of the Great Northern and Norman B. Ream (1844-

1915) of Chicago, both of whom are also directors of the B&O, and Robert Bacon (1860-1919) of J.P. Morgan & Co. are elected directors of the Erie Railroad. (NYT)

- Dec. 14, 1900 Majority report of House Committee on District of Columbia favors keeping PRR station on the Mall; claims business interests, traveling public and most public opinion favor the present location. (Moore)
- Dec. 14, 1900 Pennsylvania & Buffalo Connecting Railroad Company (Wilcox-New York state line) dissolved, as not needed since the PRR has leased the Western New York & Pennsylvania Railway. (MB)
- Dec. 14, 1900 George A. Fuller (1851-1900) of Chicago, pioneer designer and builder of steel-framed buildings, dies at Marmaroneck, N.Y. (RRGaz)
- Dec. 15, 1900 Atlantic City Railroad contracts for new interlocking plant at Kaighns Point Terminal in Camden. (MB)
- Dec. 15, 1900 Minority report of House Committee on District of Columbia opposes any gift to PRR of public lands on Mall or Garfield Park and supports removal of station from the Mall and restoration of the L'Enfant Plan. (Moore)
- Dec. 15, 1900 PRR establishes connection with Northern Susquehanna Railroad, part of the Buffalo & Susquehanna system, at Sinnemahoning, Pa. (AR)
- Dec. 15, 1900 Alexander C. Shand named Superintendent of Altoona Division, replacing A.E. Reed, deceased. (AR)
- Dec. 16, 1900 National Civic Federation founded to promote cooperative solutions to social problems and industrial conflict; Sen. Marcus A. Hanna soon becomes Pres. and uses it as a platform to promote acceptance of unions and collective bargaining. (, Perlman)
- Dec. 1900 Economic downturn ends and 21-month expansion begins. (NBER)
- Dec. 1900 PRR has completed plans for a new Camden Terminal station; train shed is to be 232 feet wide covering 12 tracks. (RyW)
- Dec. 1900 Rainey Branch of South-West Pennsylvania Railway opens from Rainey Jct. near South Uniontown to Revere Coke Works (2.44 miles). (Val)
- Dec. 1900 PCC&StL Railway line between Columbus and Richmond via Dayton has been relaid with 85-lb. rail. (RyW)
- Dec. 1900 Trunk Line committee reports unanimously in favor of reduction in steel rate to take effect in Jan. 1901. (NYT)

- Dec. 1900 Clement A. Griscom and Bernard Nadal Baker agree on merger of International Navigation Company and Atlantic Transport Company (W.Va.), which are to buy John R. Ellerman's controlling shares of the Leyland Line and control of the Oceanic Steam Navigation Company, Ltd. (the White Star Line); Atlantic Transport is to build six new ships in the U.S. with funds to be advanced by J.P. Morgan & Co.; the merger is to be conservatively capitalized at \$75 million; White Star founder Thomas H. Ismay (1837-1899) has died, and his estate's holdings were on the market; William J. Pirrie (1847-1924), the head of the Belfast shipbuilding firm of Harland & Wolff and the second largest holder of White Star Line, took an active role in negotiations to keep White Star in friendly hands. (Navin)
- Dec. 17, 1900 NYC&HR opens a new Beaux-Arts style station and track elevation at Albany, replacing the station built in 1872; it is designed by the Boston firm of Shepley, Ruten & Coolidge and sits at the northeast corner of Broadway & Steuben Street, on the site of the old Delavan House hotel, which burned down in Dec. 1894. (Reynolds, RRGaz, AR)
- Dec. 17, 1900 Fairview Coal Mining Company incorporated in Pa. to operate in the Cambria and Clearfield Coal Region; later renamed the Pennsylvania Coal & Coke Corporation. (PaCorps)
- Dec. 18, 1900 U.S. Senate spends all day debating a bill to permit the PRR to elevate its tracks and station across the Mall and build a new Long Bridge; opposition on grounds the bill will destroy the plan to beautify the Mall is led by Rep. William S. Cowherd (1860-1915) of Missouri. (RyW, NYT)
- Dec. 19, 1900 U.S. Senate passes the bill for the PRR to elevate its tracks in Washington, 74-19. (RyW)
- Dec. 19, 1900 Last two Pennsylvania Canal Company boats leave Nanticoke Dam for Northumberland, ending service on the old Wyoming Canal. (Bugbee)
- Dec. 20, 1900 Alfred J. Ball (1882-1966) joins the PRR as a stenographer in the office of his father George M. Ball (1845-1928), Manager of the Empire Line. (PRRBio)
- Dec. 20, 1900 Electrification placed in service on the ___ Avenue Elevated of the Manhattan Railway in New York City. (Hammond)
- Dec. 24, 1900 *New York Times* reports (erroneously) that A. J. Cassatt will resign as Pres. in favor of S. M. Prevost on Lines East and James McCrea on Lines West and take the new post of Chairman of the Executive Committee (although the PRR does not have an Executive Committee). (NYT)
- Dec. 24, 1900 PRR Road Committee hears report from Second VP Charles E. Pugh regarding

the use of company property at Altoona on 7th Street between Howard and Chestnut Streets as a public park. (MB)

- Dec. 24, 1900 At a Christmas Eve dinner for his employees, contractor Andrew J. Corcoran, who is cleaning out the old Hudson Tunnel Railway tunnel, says that British capitalists will arrive in mid-January to inspect it. (NYT)
- Dec. 26, 1900 PRR Board votes to increase capital stock to \$251.7 million. (MB)
- Dec. 26, 1900 PCC&StL, Pittsburgh, Chartiers & Youghiogeny Railway, Pittsburgh & Lake Erie Railroad, and Pittsburgh & Ohio Valley Railway (controlled by American Steel & Wire Company) agree for PC&Y to build an extension from McKees Rocks to the western end of Neville Island in the Ohio River. (MB, Church)
- Dec. 27, 1900 New Castle & Beaver Valley Railroad Board authorizes building a new freight house and tracks on the Hickman Hotel property at New Castle, Pa. (MB)
- Dec. 28, 1900 West Jersey & Seashore Railroad Board authorizes lettering all its Philadelphia-Camden ferry boats for "Pennsylvania Railroad." (MB)
- Dec. 28, 1900 Philadelphia Belt Line Railroad, PRR/River Front Railroad, and Reading agree for the Philadelphia Belt Line Railroad to build a single track in Delaware Avenue east of the PRR track from Callowhill to Queen Street; Reading may build a single track in the center between Callowhill & Dock Streets when Delaware Avenue is widened. (Rdg)
- Dec. 28, 1900 Lackawanna Coal & Coke Company incorporated in Pa., as a subsidiary of the Lackawanna Iron & Steel Company for a source of coke; opens coal mines and coke ovens at Wehrum, Pa., named for Henry Wehrum, General Manager of the Lackawanna Iron & Steel Company; however, the coal is less suitable for steel-making than originally thought, and the mine operates only sporadically after 1904. (BethStl)
- Dec. 29, 1900 PRR establishes an interchange with the Reading at Newberry Jct. west of Williamsport, where the Reading has completed a large yard for its interchange with the Erie, NYC&HR and Beech Creek Railroads. (AR, Rdg AR)
- Dec. 28, 1900 Chicago, Indiana & Eastern Railway opens between Matthews and Muncie, completing line from Converse. (Church, C&C)
- Dec. 31, 1900 Officers and directors follow the old custom of calling on Pres. A. J. Cassatt in his office between 11:00 AM and noon to celebrate the end of the year. (RyW)
- Dec. 31, 1900 Northern Central Railway agrees with the Baltimore Belt Railroad to substitute a third rail for overhead trolley at its crossing at Bolton. (MB)

- Dec. 31, 1900 Monongahela Railroad incorporated to extend the Pittsburgh, Virginia & Charleston Railway up the east bank of the Monongahela River to the W.Va. state line; owned 50/50 by PRR and P&LE to develop the coal fields of the Mon Valley under the "Community of Interest" program; it proceeds to acquire Brownsville Jct.-Brownsville, Adah Run-Cats Run, Cats Run Branch, Middle Run Branch and unfinished right-of-way Brownsville to Adah Run from the Pittsburgh, Virginia & Charleston Railway for \$395,000. (Church, C&C)
- 1900 PRR issues \$22.2 million in new stock, including \$2.65 million to purchase stock of Erie & Western Transportation Company and \$6.6 million to buy stocks of companies merged into Schuylkill & Juniata Railroad.
- 1900 Total railroad employment stands at 1,018,000 or one in every 29 U.S. non-farm workers. (Gallamore)
- ca. 1900 Newspapers begin calling the western Philadelphia suburbs between Overbrook and Paoli the "Main Line" as a distinctive upper class district. (Harding)
- ca. 1900 George Gibbs becomes Chief Engineer of European Westinghouse companies. (G&H - verify)
- 1900 Andrew E. Buchanan (1871-) placed in charge of the Tourist Bureau. (PRRBio)
- 1900 Separate two-track passenger line with automatic block signals opens across the meadows between East Newark Jct. and Hackensack River, Jersey City. (AR)
- 1900 PRR begins extending New York Bay Railroad to Greenville.
- 1900 Raritan River Railroad extends Serviss Branch about 3 miles to the yards of the South River Brick Company on the north side of South River. (Deibert)
- 1900 NY&LB freight station at Spring Lake, N.J., destroyed. (MB)
- 1900 Wanamaker Camp opens on the east end of Island Heights, N.J., facing Barnegat Bay; young employees of John Wanamaker's department stores in Philadelphia and New York are sent for two weeks of structured recreation and outdoor exercise. (Miller)
- 1900 Philadelphia & Camden Ferry Company sells ferry *Suffolk County*. (AR)
- 1900 Stone retaining walls and arches completed on Filbert Street Extension

- between 21st Street and Schuylkill River, replacing the original iron elevated structure. (AR)
- 1900 West Philadelphia grain warehouse razed and yard enlarged. (AR)
- 1900 Schuylkill River Branch Extension opens from Girard Point Branch near Pensrose Avenue to 11th Street opposite League Island (1.49 mi.) in South Philadelphia. (Val, AR)
- 1900 New agreement grants Reading access to piers and industries along Delaware Avenue from Callowhill Street to Packer Avenue, but switching must be performed by PRR locomotives. (CE)
- 1900 New stations built at Framington, Townsend and Goldsboro and freight houses at Townsend and Bridgeville on the Delaware Division. (C&C)
- 1900 New freight station built at Crisfield, Md., on the NYP&N. (Supt AR)
- 1900 Baltimore, Chesapeake & Atlantic Railway sells the steamboat *Kent* to Washington, D.C., interests. (Burgess)
- 1900 Northern Central Railway completes a hay warehouse on Monument Street, Baltimore, and a new warehouse on Brown's Wharf. (AR)
- 1900 Bryn Mawr station remodeled and canopies extended. (AR)
- 1900 Fourth track opens between Gap and Gordonville on Philadelphia Division. (AR)
- 1900 Old Lancaster, Pa., station remodeled. (AR)
- 1900 Second track built between Colebrook and Lawn on the Cornwall & Lebanon Railroad. (C&C)
- 1900 New station opens at Elizabethtown, Pa.; part of new double-track alignment, which completes double track between Dillerville and Middletown. (AR - see elsewhere)
- 1900 Columbia Yard enlarged.
- 1900 Tangascootac Branch extended 3.25 miles to 3.59 miles from Queens Run, Pa. (Val)
- 1900 Second track built for 1.92 miles west of Kane and Bards to Jersey Shore (2.54 miles) on the Philadelphia & Erie Railroad, and 5.22 miles of sidings changed to second track. (C&C)

- 1900 Fourth track opens between Tyrone and Tyrone Forge on Middle Division. (AR)
- 1900 Old First Presbyterian Church on 11th Avenue at Altoona fixed up as home for the Mechanics Library, which is removed from the Logan House. (AR, Loeb)
- 1900 Cressman Branch opens from point west of Canoe Creek Jct. to terminus (1.25 miles) on Altoona Division. (Val)
- 1900 Clapper Branch opens from junction with Canoe Creek Branch to terminus (0.76 miles) on Altoona Division. (Val)
- 1900 Fourth track opens between Kittanning Point and Bennington around Horseshoe Curve, completing four-track system between Altoona and Lilly. (AR)
- 1900 Automatic block signals installed, Altoona to Gallitzin. (AR)
- c. 1900 Millersburg Railroad opens between Anita and Schaller Coal Mines (1.39 miles) near Punxsutawney. (Val)
- 1900 Pennsylvania & North Western Railroad begins operating Millersburg Railroad (Anita-Schaller's Coal Mines) without agreement. (Val, C&C - says ca. 1900 - is same date that opens)
- 1900 Little Muddy Run Branch of Tyrone & Clearfield Railway, called Whitehead's Branch, opens from Madera Branch to coal mines (1.13 miles). (Val - not in AR)
- 1900 Porter Run Branch of Cambria & Clearfield Railroad extended 0.76 mile. (Val)
- 1900 Eureka Branch No. 37 of Scalp Level Railroad from Paint Creek Branch to coal mines (1.45 Miles). (Val)
- 1900 Third track opens between Shafton and Larimer and fourth track between Manor and Larimer, completing four-track system between Manor and Shafton and Irwin and Larimer. (AR)
- 1900 New station opens on new alignment at Irwin, Pa., on Pittsburgh Division. (AR)
- 1900 New station opens at Pitcairn. (AR)
- 1900 Fairbanks Branch, 1.5 miles east of Saltsburg on Western Pennsylvania

- Railroad and part of original main line, abandoned. (Val)
- 1900 Double track extended between Kiskiminetas Jct. and Hill (3.03 miles) on the Western Pennsylvania Railroad. (C&C)
- 1900 Second track completed on South-West Pennsylvania Railway between Foxton and Alverton (5.16 miles). (C&C)
- 1900 Ruffsdale Branch of South-West Pennsylvania Railway opens from Ruffsdale to terminus (1.24 miles). (Val)
- 1900 Four-track system completed between Thomson and Homestead Yard on Monongahela Division with construction of fourth track at Munhall. (AR)
- 1900 Second track completed between Lucyville and West Brownsville Jct. on Monongahela Division, completing double track from Pittsburgh, South Side, to West Brownsville Jct. (AR)
- 1900 Second track completed between Everson and Youngwood on Monongahela Division, and new hump yard built at Youngwood between Youngwood station and County Home Jct. for coke traffic. (AR - yard may have been finished later)
- 1900 Buffington Branch opens from Ache Jct. to Buffington (Fairbank) on Monongahela Division (3.66 miles). (AR - or 1902?)
- 1900 Moser Run Branch of South-West Pennsylvania Railway opens between Moser Run Jct. and Edenborn (0.88 mile) on Monongahela Division. (AR - acquired by Monongahela Railroad in 1900, C&C)
- 1900 Hempfield Branch extended 2.31 miles (from Andrews Run Jct. to ?) on Monongahela Division.
- c. 1900 Indian Run Branch of Allegheny Valley Railway (1.20 miles) opens from 13th Street in New Kensington, Pa., to 5th Street in Parnassus to serve manufacturing plants. (Val, C&C)
- 1900 Four-track system completed between Allegheny and Rochester on Lines West. (AR)
- 1900 Automatic block signals installed between Jacks Run and Homewood on the Eastern Division of the PFW&C. (AR)
- 1900 Panhandle engine terminal at Pittsburgh removed to permit enlargement of Union Station; temporary engine terminal built at Sheridan Yard. (AR)

- 1900 Pittsburgh, Chartiers & Youghiogheny Railway extended from McKees Rocks to a connection with the Pittsburgh & Lake Erie Railroad at Davis Island Dam (1.67 miles). (Church, C&C)
- 1900 Second track opens between Coshocton and Black Run, Ohio, on the Pittsburgh Division of the PCC&StL Railway, completing the double track between Pittsburgh and Columbus. (AR, C&C)
- 1900 Bellaire, Zanesville & Cincinnati Railway lays third rail for standard gauge between Bellaire and Shadyside. (Church)
- 1900 “__” Interlocking built at the Big Four crossing at Crestline. (AR)
- 1900 Pennsylvania Company begins construction of second track, Wanatah-Winslow, Lafayette-Dunkirk, and Struthers-Niles. (AR)
- 1900 A low hump yard is built at Bradford, Ohio, by officers who have examined the Honey Pot Yard on Lines East. (Loree - verify date)
- 1900 All passenger cars of Cincinnati, Lebanon & Northern Railway now equipped with automatic couplers and air brakes; all freight cars now have automatic couplers but only about 1/4 have air brakes. (AR)
- 1900 Cincinnati Connecting Belt Railroad opens between Idlewild and Bond Hill; diverts Cincinnati, Portsmouth & Virginia Railroad traffic from Cincinnati, Lebanon & Northern Railway to B&O at East Norwood. (AR - prob. early 1901; see 8/25/01 - Poors says 1899, extended Bond Hill-Ivorydale in 1900 - 6/1901 AR say still use CL&N terminal tho CP&V owns CCB)
- 1900 Enlargement of Noble Street Yard completed at Indianapolis. (AR)
- 1900 Belding Hall Branch of GR&I opens between Pellston and Bogardus, Mich. (3.96 miles). (C&C - Meints has 1901)
- 1900 Widdicomb Extension of Manistee Branch of GR&I built (3.17 miles) to open timber lands with 100 million board feet of timber. (C&C - Meints has of the Veneer/Falmouth Branch - not Manistee)
- 1900 Outer 1.4 miles of the Manistee Branch between Carey and the Manistee & Grand Rapids Rail__ crossing. (Meints)
- 1900 Haak's Spur of the GR&I abandoned. (Meints - C&C has 1899)
- 1900 Slocum's Grove Branch of Muskegon, Grand Rapids & Indiana Railroad opens between Ravenna and Slocum's Grove (3.83 miles). (C&C)

- 1900 Enlargement of South Side Yard at Logansport completed. (AR)
- 1900 Interlocking placed in service at Englewood, Chicago, by Rock Island. (AR)
- 1900 Interlockings built at Casey, Effingham, Altamont, and Smithboro on the St. Louis Division. (C&C)
- Early 1900 PRR and Swift Refrigeration Company establish line of refrigerator cars for fruits and vegetables. (Mutual)
- 1900 New York & North Shore Railway opens trolley line between Flushing and Jamaica. (when control by LIRR?)
- 1900 Steamboat *Milburn* launched by Neafie & Levy for the Weems Steamboat Company of Baltimore City. (MB)
- 1900 Class G4 4-6-0 introduced.
- 1900 PRR buys 40 Class H6 2-8-0's from Baldwin.
- 1900 August Belmont syndicate buys New York & Long Island Railroad with charter for tunnel between Long Island City and 42nd Street. (Seyfried - Hood says early 1902 - yes in 1900 was controlled by Col. John J. McCook who offered it to PRR but rejected because price too high; acq. by Belmont after 1901 - LIRR then got charter for LI Extension RR in 1901 see AJC)
- 1900 Total investment in U.S. railroads exceeds \$10 billion for first time. (AAR)
- Early? 1901 PRR acquires B&O shares held by James J. Hill and Norman B. Ream of Chicago.
- Late 1900 Chicago & South Eastern Railroad opens between Anderson and Muncie, Ind., and connection with other railroads at Muncie. (Church - after Oct)
- by 1900 PRR establishes summer-only sleeping car between Pittsburgh and Atlantic City. (PRRTHS)
- by 1901 PRR acquires Pittsburgh Provision Company owning stock yards on Herr's Island.
- 1900 Reading completes automatic block signals between West Trenton and Bound Brook Jct., completing its portion of the New York-Philadelphia line. (AR - may be late 1899)
- 1900 Reading opens a new yard at Haucks, Pa., at the junction of the CNJ's Nesquehoning Valley Branch, the Reading's Catawissa Branch, and the line

leading to East Mahanoy Tunnel, an important interchange for coal and other traffic moving from the Beech Creek Railroad and Williamsport Gateway to New York via the CNJ. (Rdg AR - may be late 1899)

- 1900 Reading opens Rutherford Yard, just east of Harrisburg. (AR - may be late 1899)
- 1900 Last portions of the lower end of the Susquehanna & Tide Water Canal abandoned. (portdeposit.org)
- 1900 Pittsburgh & Western Railway opens the Chewton Cutoff between Rock Point and Moravia, bypassing the old line via Wurtemberg (sp). (B&O Corp - verify Taber?)
- 1900 ICC begins inspecting freight cars, revealing widespread safety appliance defects. (Aldrich)
- 1900 Harvard University economist William Zebina Ripley (1867-1941), later the ICC's expert advisor on railroad consolidation, is first employed as an expert by the U.S. Industrial Commission. (Wheeler)
- 1900 Interstate Commerce Law Convention founded by Milwaukee grain dealer Edward P. Bacon and a handful of other Midwestern grain merchants and millers to lobby for increased powers for the ICC to set rates favorable to the farm interest. (Weibe)
- 1900 The Autocar Company relocates to Ardmore, where it occupies a large part of the west side of town on both sides of Lancaster Avenue south of the PRR; its automobiles are relatively unsuccessful, but it becomes an important manufacturer of trucks and other commercial vehicles; this is the only large manufacturing facility in a Main Line community and gives the part of the village around the factory a large working class population. (Toll, May, LMHS)
- 1900 Bryn Mawr Polo Club, founded in 1898, begins playing on the Bryn Mawr Polo Field, built between Lancaster & Railroad Avenues on the east side of Bryn Mawr on land originally owned by PRR Superintendent Samuel A. Black. (Harding)
- 1900 The Lake Superior iron ranges are supplying 75% of all U.S. iron ore; the Mesabi Range alone, where the ore is 50-55% iron, soft and near the surface accessible to large-scale open-pit mining, regularly provides 50%; the Southern District around Birmingham provides 16%, the Adirondacks, New Jersey and Pennsylvania provide 2-4% and imports to the East Coast 3%. (Seeley)

1900

Eastern Shore of Virginia Produce Exchange organized, a farmers' cooperative that successfully develops markets for white and sweet potatoes in northeastern cities. (Clark)