

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

By Christopher T. Baer

1904

**All Data Subject to Correction and Change
October 2015**

- Jan. 1, 1904 PRR cuts the fare between Baltimore and Sparrows Point from 30 cents to 25 cents to meet trolley competition. (ATO)
- Jan. 1, 1904 PRR establishes its own anthracite sales department and stops using commission agents. (RyW - check)
- Jan. 1, 1904 Terre Haute & Indianapolis Railroad leases buildings on Charles Avenue between 20th & 21st Streets at St. Louis from the Terminal Railroad Association of St. Louis for use as a shop and commissary. (MB)
- Jan. 1, 1904 L.F. Loree (1858-1940) resigns as president of B&O, ending period of direct PRR influence; becomes president of the Rock Island Company (N.J.), a holding company, and Chairman of the Executive Committees of the Chicago, Rock Island & Pacific Railway and St. Louis & San Francisco Railroad; Oscar G. Murray (1847-1917), a traffic officer, is elected Pres. of B&O, restoring traditional management; the Moore-Reid Syndicate controlling the Rock Island offers Loree \$75,000 a year for 5 years and \$500,000 in severance pay at the end of that time. (B&O AR, RyW, Hayes)
- Jan. 1, 1904 W.H. Scriven named Superintendent of the Chicago Terminal Division, replacing Benjamin McKeen to General Manager of the Terre Haute & Indianapolis Railroad; T.B. Hamilton to Superintendent, Cleveland & Pittsburgh Division, replacing Scriven; Henry W. Thornton to Superintendent, Erie & Ashtabula Division, replacing Hamilton; R.C. Bannard to Superintendent, Cleveland, Akron & Columbus Railway, replacing Thornton; J.W. Coneys to Superintendent, Marietta Division, replacing Bannard. (RyW)
- Jan. 1, 1904 Daniel Willard resigns as First VP & General Manager of the Erie Railroad to become VP in Charge of Operations for the CB&Q for James J. Hill. (AR, Vrooman)

- Jan. 1, 1904 Charles F. Nye (1860-) appointed New England Freight Agent at Boston; Julien L. Eysmans (1874-1943) made Eastern Superintendent of the Union Line, replacing Nye. (PRRBio, MB)
- Jan. 1, 1904 Position of Coal Freight Agent of Lines West abolished and C.F. Perkins appointed to new post of General Ore and Coal Agent. (MB, AR)
- Jan. 1, 1904 BC&A sells steamer *Ida* to Saugerties & New York Steamboat Company. (MB)
- Jan. 1, 1904 Norfolk & Western Railway assumes operation of Columbus Terminal & Transfer Railroad under lease. (Poors)
- Jan. 1, 1904 Michigan Central Railroad begins operating the Canada Southern Railway under a new lease of Aug. 15, 1903, replacing an earlier operating agreement of 1882. (Tennant)
- Jan. 2, 1904 West Jersey & Seashore Railroad authorizes the Atlantic City & Suburban Traction Company to cross the Newfield Branch with an overhead bridge at Pleasantville. (MB)
- Jan. 2, 1904 Massillon & Cleveland Railroad and Cleveland, Lorain & Wheeling Railway (B&O) agree to operate their parallel lines between Massillon Jct. and Warwick Jct., Ohio, as a single double-tracked railroad, retroactive to Sep. 22, 1902. (Church, MB)
- Jan. 2, 1904 *Railway World* reports that the Pullman Company has stopped building compartment cars because of the increase in travel; railroads don't want them as they weigh 10 tons more than section cars. (RyW)
- Jan. 7, 1904 Former General Freight Agent Charles B. Chipley (1836-1904) dies at Easton, Md., at 68 after 24 years service. (AR, RRGaz)
- Jan. 7, 1904 George Gibbs's plan for electrification of LIRR west of Jamaica presented to LIRR Board; Board reports have chartered Montauk Steamboat Company, Limited, steamboat *Shinnecock* to Peninsular & Occidental Steamship Company for use in Florida in winter season to earn extra money. (MB)
- Jan. 11, 1904 Southern Railway restores the *Chicago & Florida Special* for the season as an all-first class winter train between Chicago and St. Augustine via the Big Four and Queen & Crescent Route. (Guide, Blardone)
- Jan. 13, 1904 PRR Board authorizes construction of float bridges at Greenville Yard, Jersey City. (MB)

- Jan. 13, 1904 PB&W begins removing shop machinery from old Wilmington Shops to new shops north of city. (WEJ)
- Jan. 14, 1904 Assistant Superintendent of Signals Alexander Holley Rudd and Superintendent R.E. McCarty of Pittsburgh Division of PCC&StL leave Pittsburgh for a six week tour to study the signal systems of English railroads; to confer with Pres. Cassatt in Philadelphia next day. (NYT)
- Jan. 15, 1904 Rockefeller spokesman tells *New York Times* that they have mediated a settlement in the war between George J. Gould and the PRR; Gould is to abandon his plan for a New York terminal for the Wabash and settle for a terminal in Baltimore; PRR is to withdraw opposition to the Wabash entering Pittsburgh in the Pittsburgh City Councils and make restitution to Western Union for destroyed telegraph lines; Times reports that Pres. Cassatt and VP Samuel Rea are in New York and supposedly meeting today with Gould and Rockefeller; report Cassatt had demanded the Goulds turn over all properties east of Pittsburgh, including the Western Maryland, to the Norfolk & Western Railway. (NYT)
- Jan. 15, 1904 Excavations begun for the Locomotive Test Plant at St. Louis. (TestDept)
- Jan. 15, 1904 Last run of passenger service on Manistee Branch of GR&I between Milton Jct. and Luther, Mich.; trains had run from Reed City to Luther. (Guide)
- Jan. 15, 1904 E. Tatnall Warner (1835-1904), VP and former Pres. of the Delaware Railroad, dies at Wilmington. (AR, RyW)
- Jan. 15, 1904 H. M. Langworthy named Assistant Auditor of Passenger Receipts for Lines West. (MB)
- Jan. 1904 PRR is doing an official remeasurement between New York and Pittsburgh because of the line relocations. (RyW)
- Jan. 1904 Pennsylvania Company opens a new double-deck bridge across the Allegheny River at Pittsburgh. (AR)
- Jan. 16, 1904 R.E. McCarty, Superintendent of Passenger Transportation Charles M. Sheaffer and Superintendent of Telegraph Andrew Keiser sail from New York to study to study European railroads. (NYT)
- Jan. 18, 1904 Rochester, Beaver Falls & Western Railway deeds property to Pennsylvania Company and dissolves. (Church)
- Jan. 18, 1904 Virginia passes a comprehensive act for the regulation of all public service corporations, including railroads and steamboat lines; includes a ban on long-haul-short-haul discrimination and rates and fares that discriminate in favor of

one locality over others; it also restates the “Jim Crow” provisions of earlier laws, including “separate but equal” railroad cars; companies are to be fined \$300-\$1,000 for each offense. (PL)

- Jan. 19, 1904 August Belmont hosts tour of nearly completed Interborough Rapid Transit subway for members of the city's business elite and press, traveling from City Hall to 125th Street in five hand cars pumped by Italian laborers; Pres. Cassatt rides with Belmont in first car; George J. Gould and John D. Rockefeller, Jr. in second car; Charles M. Jacobs in third car; Samuel Rea in command of fourth car. (NYT)
- Jan. 19, 1904 Charles S. Mellen elected Pres. of New York Connecting Railroad, replacing John M. Hall, resigned. (MB)
- Jan. 19, 1904 Mahoning Valley Western Railway (B&O) and Youngstown & Ravenna Railroad (PRR) sign agreement for construction of joint line between Niles Jct. and Ravenna Jct.; Pennsylvania Company to have trackage rights. (MB, Church, B&O Val)
- Jan. 19, 1904 Youngstown & Ravenna Railroad acquires trackage rights over B&O between Niles Jct. and Ravenna Jct., Ohio. (Church)
- Jan. 19, 1904 PCC&StL Railway Executive Committee approves plans for eastbound receiving and classification yards at Columbus. (MB)
- Jan. 19, 1904 A new Buick Motor Company incorporated by James H. Whiting of the Flint Wagon Works. (May)
- Jan. 21, 1904 Regular freight service begins in both directions over New Portage Railroad between Hollidaysburg and Gallitzin, mostly South Fork Branch coal trains. (Snyder)
- Jan. 1904 Executive Committee of Interborough Rapid Transit Company, first New York subway, discusses car design; the majority prefers chemically-fireproofed wooden cars; August Belmont and George Gibbs convince them to adopt the first all-steel passenger car designed by consulting engineer George Gibbs on the basis of a prototype built at Altoona; IRT orders 300 built by American Car & Foundry Company; serve as prototypes for first LIRR steel cars (MP41's). (PR, PaNews)
- Jan. 1904 Altoona Machine Shop turns out its last locomotive, Class B4a No 1425 (c/n 2289); all locomotive production concentrated at Juniata Shops. (Lovell)
- Jan. 22, 1904 Robert Stewart (1839?-1904), former Superintendent of Telegraph of the Joint Companies, dies in Denver at 65. (RRGaz)

- Jan. 22, 1904 Heavy floods begin in Pennsylvania and Indiana. (RRGaz)
- Jan. 23, 1904 LIRR Executive Committee approves plan for electrification west of Jamaica on the Atlantic Avenue line and its branches. (MB)
- Jan. 23, 1904 Part of Grays Ferry Bridge in Philadelphia torn out by ice jam.
- Jan. 25, 1904 PRR Road Committee approves new interlocking at South Street, Philadelphia. (MB)
- Jan. 27, 1904 Committee on Penn Station Passenger Terminal Station Yard issues third report to Pres. Cassatt, recommending purchase of additional property west of 8th Avenue to create car storage yard. (SRea)
- Jan. 27, 1904 Last departments of Wilmington Shops moved from old shops on Front Street to new shops north of city. (WEJ)
- Jan. 29, 1904 LIRR Board approves electrification of Atlantic Avenue and allied lines. (MB)
- Jan. 29, 1904 West Jersey & Seashore Railroad Board authorizes transferring the operation of its parlor cars to the Pullman Company, as they have been operated at a loss for 1902-1903. (MB)
- Jan. 29, 1904 PRR and Lines West approve an additional appropriation of \$90,000 for the Louisiana Purchase Exposition. (MB)
- Jan. 30, 1904 Pennsylvania Company and B&O sign agreement for connection near Crab Creek in Youngstown, Ohio. (Church)
- Jan. 31, 1904 J.P. Morgan & Co. announces that the New Haven interests have purchased the stock of the Central New England Railway, the last independent system in southwestern New England and with it control of access to the Poughkeepsie Bridge. (NYT)
- Early 1904 Real Estate Dept. begins a plantation of 15,000 locust trees at Newton Hamilton on the Middle Division and 43,000 near Conewago on the Philadelphia Division. (ATO)
- Early 1904 New York Attorney General abandons his suit against the anthracite railroads begun by William Randolph Hearst on the grounds that a federal investigation is underway. (RyW)
- Early 1904 Atchison, Topeka & Santa Fe Railway hires efficiency engineer Harrington Emerson (1853-1931) to reorganize its Topeka Shops; Emerson works with the Santa Fe through 1907, the first application of "Scientific Management" to railroad work. (Aldrich/BHR)

- Feb. 1, 1904 Superintendent of Voluntary Relief Dept. releases first PRR first aid manual. (GM)
- Feb. 1, 1904 Robert L. Franklin named to the new post of Assistant Freight Claim Agent. (NC MB)
- Feb. 1, 1904 GR&I agrees with the LS&MS Railway for an interlocking at the crossing at Plainwell, Mich. (MB)
- Feb. 2, 1904 Demolition of old Wilmington (Del.) Shops begins. (WEJ)
- Feb. 4, 1904 George J. Gould offers to sell PRR the property of the Toledo-Pittsburgh Syndicate, including the coal lands, for cost plus 6%; Pres. Cassatt refuses offer. (Wheeler)
- Feb. 7, 1904 Two-day fire destroys most of Baltimore business district; 80 blocks and 1,343 buildings, including the B&O headquarters office building; the burned district runs from Pratt Street north to Fayette Street and east to Jones Falls; PRR loses O'Donnell's Wharf and city ticket office; damage estimates at \$150 million; the Light Street piers used by local Chesapeake Bay steamboats escape; destruction of central telegraph offices cuts off communication with rest of the country at 9:00 PM; at 11:30 PM, PRR dispatches one of its own fire engines from Altoona to protect its property in central Baltimore and brings fire engines and crews from New York City; cost of rebuilding is partly defrayed by money the city has received from the sale of the Western Maryland Railroad to George J. Gould in 1902. (Hungerford, Vexler, RRGaz, B&O AR, NYT, Hood Memoir)
- Feb. 8, 1904 Prototype IRT steel subway car begins road tests on 2nd Avenue El; IRT announces an order for 200 such cars has been placed with the American Car & Foundry Company. (RRGaz, NYT)
- Feb. 8, 1904 Iron magnate Henry W. Oliver (1840-1904), Pres. of the Oliver Mining Company, dies at Pittsburgh. (RyW)
- Feb. 9, 1904 LIRR Pres. William H. Baldwin directs Westinghouse, Church, Kerr & Co. to begin electrification of lines between Flatbush Avenue and Belmont, Jamaica and Metropolitan Track, and Woodhaven Jct. and Rockaway Park, including 122 MP41 MU cars and 61 trailers. (MB)
- Feb. 9, 1904 NYC&HR signs a contract linking Reed & Stem and Warren & Wetmore as "Associated Architects" for Grand Central Terminal; Reed & Stem are pressured into assuming a subordinate role: Whitney Warren assumes control of the design; the Executive Committee adds a further proviso on Feb. 16 that the contract may be cancelled at any time. (MB, Schlichting, Nevins)

- Feb. 10, 1904 PRR Board approves additional \$90,000 for Louisiana Purchase Exposition. (MB)
- Feb. 10, 1904 PRR announces that "Annex" trains running between Wilmington and the new Wilmington Shops at Todds Cut will be placed on a regular schedule, leaving the shops on the hour and Wilmington on the half hour. (WEJ)
- Feb. 10, 1904 J.P. Morgan & Co. announces that the New Haven has this day finalized control of the Central New England Railway; also has to take branch lines including Hartford & Connecticut Western Railroad. (NYT)
- Feb. 13, 1904 Jefferson Coal & Mining Company sells its 655.5 acres of mineral rights in Sullivan County, Ind., to Pan Handle Consolidated Coal Company. (Church)
- Feb. 13, 1904 Long Island Electric Railway electrifies its line in Queens between 212th Street in Belleaire and the Nassau County line at Belmont Park. (Seyfreid)
- Feb. 14, 1904 New elevated station opens at South Street, Newark; ground-level stations at Chestnut Street and Emmett Street, Newark, close for track elevation. (MB, AR)
- Feb. 15, 1904 Three Maryland Division passenger engineers begin wearing blue uniforms as three-month test; selected at General Manager's meeting in Nov. 1903. (WEJ)
- Feb. 15, 1904 PCC&StL Railway Executive Committee authorizes a second track between Wilburforce and "XY" Office (2.51 miles) on the Chicago Division; also grading and bridging for a second track between Glade Run and Florence (12.95 miles) on the Cincinnati Division. (MB)
- Feb. 15, 1904 Cleveland coal and iron magnate and Republican Party kingpin Marcus Alonzo Hanna (1837-1904), Pres. Roosevelt's main rival for leadership of the Republican Party, dies in Washington of typhoid fever. (WwasW, Morris)
- Feb. 1904 PRR is to have 33,000 square feet in the Transportation Building at the Louisiana Purchase Exposition; exhibits will include a model of the West Philadelphia Improvements; F.D. Casanave has been appointed Special Agent for the working test plant in connection with Edward D. Nelson, Engineer of Tests. (RyW)
- Feb. 1904 At suggestion of PRR VP John B. Thayer, Tidewater Bituminous Steam Coal Traffic Association changed to Bureau of Statistics of the Tidewater Bituminous Steam Coal Traffic; compilation of tonnage divisions replaced by simple tonnage statistics; Association was never effective in dividing tonnage and only succeeded in maintaining freight rates after 1900. (Lambie)

- Feb. 1904 NYC&HR and Michigan Central abrogate traffic contract granting PRR access over their lines between Toledo and Detroit.
- Feb. 16, 1904 Wabash Pres. Joseph Ramsey announces in Pittsburgh that Wabash extension will open in early Apr. (NYT)
- Feb. 16, 1904 Pan Handle Coal & Mining Company deeds 985.5 acres of mineral rights to Pan Handle Consolidated Coal Company. (Church)
- Feb. 17, 1904 Bala, Haverford & Villa Nova Passenger Railway and Overbrook, Wayne & Paoli Passenger Railway dissolved without any construction. (MB)
- Feb. 17, 1904 Philadelphia, Bala & Narberth Railway Company and Philadelphia, Bryn Mawr & Paoli Street Railway dissolved without any construction. (MB - from cards, not Temple)
- Feb. 17, 1904 St. Louis, Alton & Terre Haute Railroad deeds its last property, East St. Louis-Belleville, to the Illinois Central Railroad. (GrnBk)
- Feb. 18, 1904 *New York Times* announces that all attempts to arrange a settlement between George J. Gould and the PRR have failed; PRR had demanded that control of the Western Maryland be vested in a third railroad, such as the Norfolk & Western Railway, in which both Wabash and PRR would have an interest, while Gould refused to give up WM; says PRR kept up pretense of negotiations in order to have a better market for its recent \$50 million loan. (NYT)
- Feb. 18, 1904 GR&I and Logansport & Toledo Railway agree for joint station at La Otto. (Church)
- Feb. 18, 1904 PCC&StL Railway agrees with the B&O to relocate part of the Columbus & Newark Division track and build additional C&N tracks at Columbus. (MB)
- Feb. 18, 1904 St. Louis, Vandalia & Terre Haute Railroad Board approves the purchase of 7 freight and 4 switching locomotives; Pennsylvania Company Finance Committee agrees to loan the Vandalia Lines \$200,000 for 11 locomotives for World's Fair service. (MB)
- Feb. 19, 1904 Richmond, Fredericksburg & Potomac Railroad assigns the lease of the Potomac Railroad (the short connecting link near Quantico) to the Washington Southern Railway. (ICC)
- Feb. 20, 1904 Queen Anne's Railroad enters receivership on petition of Queen Anne's Ferry & Equipment Company; is also a Queen Anne's Steamboat Company; one object of the receivership is to unite all three companies. (Val, RyW)

- Feb. 20, 1904 South Chicago & Southern Railroad Board authorizes a wye at Clarke Jct. to permit it to run suburban trains via the PFW&C direct to East Chicago and Hammond; authorizes extending second track east of Clarke Jct. as far as the LS&MS for the use of the Pere Marquette Railroad. (MB)
- Feb. 20, 1904 Tidewater Railway incorporated in Va. by Henry H. Rogers and associates to form the link between their Deepwater Railway in the West Virginia coal fields and tidewater at Norfolk. (ICC)
- Feb. 22, 1904 G.A. Cellar named Superintendent of Telegraph for Lines West, replacing C.E. McKim, resigned. (MB)
- Feb. 23, 1904 Clement A. Griscom (1842-1912) resigns as Pres. of International Mercantile Marine Company under pressure from White Star Line stockholders who see their profits being devoured by the losses in the rest of the system; replaced by J. Bruce Ismay (1862-1937), Pres. of the Oceanic Steam Navigation Company, Ltd. (White Star Line); Griscom accepts the ceremonial office of Chairman; other Griscom family members leave IMM and the offices are moved from Philadelphia to New York. (Navin, Flayhart, RRGaz)
- Feb. 24, 1904 PRR sells its 50% interest in Pittsburgh & Eastern Railroad to NYC&HR for \$306,523; later in the year it is completed from Mahaffey through Arcadia and Burnside to Cherry Tree on the PRR. (AR, MB)
- Feb. 24, 1904 PRR Board authorizes use of Auditing Machine Company calculators for Accounting Dept. (MB)
- Feb. 24, 1904 Jamaica & South Shore Railroad organized at New York; J. Stanley Brown, Pres. (C&C)
- Feb. 24, 1904 NYC&HR buys the entire remaining stock of the Pittsburgh & Eastern Railroad (Mahaffey to Arcadia and Cherry Tree) (AR)
- Feb. 24, 1904 Former B&O Pres. Charles F. Mayer (1832-1904) dies. (RyW)
- Feb. 25, 1904 The Metropolitan Railway Company, which is headed by Thomas Fortune Ryan and has a streetcar monopoly in Manhattan and the Bronx, proposes to the Rapid Transit Commission that if the Commission will lay out subway lines to compete with August Belmont's Interborough Rapid Transit Company, it will bid on them; Ryan's real aim is to pressure Belmont into buying the Metropolitan from him; the proposed line runs from the Battery up Broadway and Lexington Avenue to 138th Street in the Bronx with a branch running from the Battery up Greenwich Street, Hudson Street and 8th Avenue to 34th Street and across 34th to join the main line in Lexington Avenue; the proposed system would enjoy free transfers with the Metropolitan streetcars. (Walker)

- Feb. 26, 1904 PRR buys land for a new freight station at Perry Street, Trenton. (TrntnTimes)
- Feb. 26, 1904 West Jersey & Seashore Railroad Board authorizes the construction of 10 electric cars for the Atlantic City trolley lines. (MB)
- Feb. 26, 1904 Part of Newark & Marion Railway opens; was to be part of an electric interurban system between Syracuse and Rochester. (Lovell - verify)
- Feb. 29, 1904 Rosslyn Connecting Railroad incorporated in Virginia under articles dated Feb. 27 for the purpose of acquiring the Rosslyn Branch of the Washington Southern Railway to keep it part of PB&W/PRR; Samuel Rea, Pres. (Val, C&C)
- Mar. 1, 1904 LIRR Board approves application to dissolve the Interstate Terminal Construction Company and New York & Long Island Terminal Railway; grants Pres. Baldwin one month leave from Mar. 11 to travel in the South; authorizes Westinghouse, Church, Kerr & Company to proceed with electrification under contract of July 9, 1902. (MB)
- Mar. 1, 1904 LIRR elects William F. Potter director and VP & General Manager; appoints Charles L. Addison (1868-) General Superintendent, replacing Potter, and F. Hartenstein Superintendent of Transportation; title of Lardner V. Morris (1870-1941) changed from Engineer to Chief Engineer. (MB, RRGaz)
- Mar. 1, 1904 West Jersey & Seashore Railroad ceases operating its own parlor and sleeping cars and begins using ones furnished by the Pullman Company. (AR, MB)
- Mar. 1, 1904 PRR announces it will stop all work on Wilmington track elevation except Brandywine bridge as part of general retrenchment. (WEJ)
- Mar. 1, 1904 Calumet River Railway and State Line & Indiana City Railway deed franchises and property to South Chicago & Southern Railroad under agreements of Feb. 5, 1901; the merger of the State Line & Indiana City Railway into the South Chicago & Southern Railroad has been filed only in the state of Indiana on June 5, 1901. (Church, C&C)
- Mar. 1904 Special Committee of Transportation and Traffic officers appointed to study traffic congestion reports to Pres. Cassatt; the PRR now reclassifies slow freights at each division point to get the maximum number of cars a locomotive can handle. 75 cars from Jersey City and 37 cars on the Middle Division, and then again at Altoona; committee recommends running all freights as fast freights with the maximum number of cars set by what a locomotive can handle over the whole distance between Jersey City and Pittsburgh, attaching helpers where needed. (RyW)

- Mar. 1904 U.S. Circuit Court dismisses suit of Western Maryland Railroad vs. B&O over traffic diversion to the Cumberland Valley Railroad. (RyW)
- Mar. 2, 1904 New York & Jersey Railroad applies for a franchise for an extension of its tunnel under 6th Avenue to 33rd Street; the City refuses to grant a perpetual franchise. (Walker)
- Mar. 3, 1904 Rosslyn Connecting Railroad organized at Alexandria; Samuel Rea, Pres. (MB)
- Mar. 4, 1904 Jurisdiction of R.N. Durborow, Superintendent of Motive Power of PRR Grand Division extended over the line between Frankford and Kensington and associated branches in Philadelphia. (AR)
- Mar. 4, 1904 ATO committee from Lines East and Lines West issues report on the operation of European railways, having toured Great Britain, France, Germany and Belgium, traveling 3,420 miles by rail; finds interlocking systems more crude in Europe; find the following practices worthy of consideration: use of green light for “clear” in UK and Germany; better care of locomotives; impressive terminals for future growth; “track skids” for stopping cars in UK freight yards; heavy suburban traffic on the Great Eastern Railway, which achieves quick turnarounds by having an engine couple to the rear of an arriving train without having the entire train back out of the station for servicing and turning; Stone system of electric axle generators and batteries; committee finds an absence of PRR advertisements in stations and hotels compared to other U.S. railroads; on visiting the site of the PRR’s former passenger agency in London, found a NYC office across the street. (ATO)
- Mar. 4, 1904 Flood and ice gorge blocks PRR at Middletown, Pa. and Northern Central Railway south of York Haven; lasts until Mar. 10. (AR)
- Mar. 4, 1904 Lewes & Georgetown RPO established. (Kay)
- Mar. 4, 1904 Pennsylvania Company Executive Committee authorizes a new lease of the Pittsburgh grain elevator to R.S. McCague, the present lessee. (AR)
- Mar. 5, 1904 Pennsylvania, New York & Long Island Railroad Board authorizes purchase of additional land between 9th & 10th Avenues from 31st to 33rd Street for car yards; rejects bid of O’Rourke Engineering Construction Company of \$73 million for North River Tunnels as too expensive. (CorpHist, AJC)
- Mar. 6, 1904 Heavy rains and thaw break up the ice gorges in the Nanticoke Gorge of the North Branch of the Susquehanna below Wilkes-Barre; the flood works its way downstream, causing \$7.7 million in damages. (Stranahan)
- Mar. 8, 1904 Pittsburgh ordinance authorizes elevation of PRR track now in Liberty Street,

including Duquesne Way Elevated. (Church)

- Mar. 9, 1904 PRR grants Bellefonte Central Railroad trackage rights at Bellefonte station. (Val)
- Mar. 10, 1904 Pres. Cassatt announces that construction and equipment expenditures for 1904 are \$21 million on Lines East and \$10 million on Lines West, all of which are provided for; Hudson and East River Tunnels are to be let soon. (NYT)
- Mar. 10, 1904 New station opens at Chester, Pa., on track elevation. (WEJ - see 1903)
- Mar. 10, 1904 Pennsylvania Company executes a memorandum of agreement to sell the stock of the Newport & Cincinnati Bridge Company to the Louisville & Nashville Railroad. (Church)
- Mar. 11, 1904 Pennsylvania, New Jersey & New York Railroad reconsiders and awards North River Tunnels contract to O'Rourke Engineering Construction Company for \$73 million and awards East River Tunnels to S. Pearson & Son, Ltd. of London; John F. O'Rourke (1854-1934) has been Chief Engineer of Poughkeepsie Bridge. (AJC 32/20)
- Mar. 11, 1904 New York & Jersey Railroad north tunnel between Jersey City and Morton Street, working from New Jersey, meets the end of the old tunnel built from New York by the Hudson Tunnel Railway, completing the first tunnel under the Hudson River; first tube of what later becomes uptown line of Hudson & Manhattan Railroad incorporates portion of Haskin's tunnel begun in 1870s; second tube, begun by S. Pearson & Sons in 1880s is sealed, as it cannot be connected to the flying junction being built on the New Jersey side; Pres. William G. McAdoo is first to pass through the link from the N.J. to the N.Y. side, followed by Walter G. Oakman and Charles M. Jacobs; the party then walks to the N.Y side, where McAdoo gives all 200 workmen two days off with pay. (NYT, Electric RR, H&M, Couper, Jacobs, Brennan)
- Mar. 11, 1904 Toledo, Walhonding Valley & Ohio Railroad acquires property and franchise of Rolling Mill Railroad (0.71 miles) at Toledo. (Church)
- Mar. 12, 1904 William G. McAdoo gives press tour through New York & Jersey Railroad tunnel. (NYT)
- Mar. 14, 1904 U.S. Supreme Court upholds lower court ruling 5-4 and orders the dissolution of the Northern Securities Company, ending the so-called "first merger movement" of 1896-1904 and breathing new life into the moribund Sherman Antitrust Act; writing for the majority, Justice John M. Harlan calls the mere combination of parallel roads a violation, even if the merger had no greater market power than the sum of the individual lines, and the company conducted

no illegal acts; Justice Oliver Wendell Holmes in his dissent calls the decision swayed by the momentary passion of a hatred of trusts and notes that the Sherman law says nothing about size or number of competitors but only rules out combinations that interfere with commerce; Holmes's opinion leads to a cooling of his relationship with Pres. Roosevelt, who appointed him; the decision also brings an end to the "Great Merger Movement" that began in 1897; a second "Great Merger Movement" will occur at the end of the century. (RRGaz, Strouse, Wright)

- Mar. 15, 1904 PRR make agreement with Philadelphia Cold Storage & Warehouse Company covering the produce terminal at 30th & Market Streets. (MB)
- Mar. 1904 General Manager W. W. Atterbury approves the plan of the congestion committee; also to eliminate road switching by through trains. (RyW)
- Mar. 1904 Double track completed between Wilmington and Harrington on Delaware Division. (AR)
- Mar. 1904 William G. McAdoo's New York & Jersey Railroad applies for franchise to extend up 6th Avenue to 33rd Street; opposed by Thomas Fortune Ryan's Metropolitan Street Railway Company and Public Service Corporation of New Jersey, who fear interference with their trolley monopolies. (NYT,)
- Mar. 16, 1904 Rockaway Park Improvement Company, Ltd., grants right-of-way to the western end of its tract to the Ocean Electric Railway. (NYState)
- Mar. 16, 1904 Northern Central Railway leases its Coal Yard No. 2 at North & Read Streets to the Baker-Whitely Coal Company. (MB)
- Mar. 17, 1904 Morrisdale Mines & McCartney RPO cut to Osceola Mills & McCartney RPO. (Kay)
- Mar. 17, 1904 Maryland enacts two strict Jim Crow laws, one covering transportation on railroads and the other on steamboats, after Gov. Edwin Warfield (1848-1920) refuses to veto; requires separate cars for African Americans except parlor cars, and sleeping cars and on express trains carrying no local passengers; laws go into effect on July 1. (PL, RRGaz)
- Mar. 20, 1904 New westbound receiving yard placed in service at Hollidaysburg. (Snyder)
- Mar. 21, 1904 New roundhouse and coal wharf placed in service at Hollidaysburg, Pa. (Snyder)
- Mar. 21, 1904 Richmond, Fredericksburg & Potomac Railroad opens double track between Guinea and Summit. (AR)

- Mar. 22, 1904 Members of the Northern Securities Company agree to distribute the company's stocks pro rata among the stockholders; E. H. Harriman objects, as he wants all his Northern Pacific shares back; Harriman appeals all the way to the U.S. Supreme Court, where his plea is rejected in 1905. (Strouse)
- Mar. 23, 1904 PRR Board orders termination of lease of Renovo Hotel to A.Y. Jones and disposition of property; contributes \$6,000 to establish a branch of the YMCA at 43rd Street, Pittsburgh. (MB)
- Mar. 23, 1904 VP Samuel Rea presents franchise application of New York Connecting Railroad for Hell Gate Bridge to New York Board of Rapid Transit Commissioners; city rejects Rea's request for a lump sum payment and insists on 5 cents a linear foot for crossing streets, and 10 cents after five years; William G. McAdoo also appears to ask for a franchise extending Hudson Tubes under 6th Avenue to 33rd Street. (NYT)
- Mar. 23, 1904 ATO hears a report on filing correspondence; recommends adopting the decimal filing system which W. W. Atterbury has installed in his office under the expert who devised it; are to make carbon copies of all outbound letters to be filed with inbound letters instead of the old practice of keeping outbound letters in letterpress copy-books; refers to a book on the decimal system by W.H. Williams; system has also been tried in the offices of Lines West Third VP J. J. Turner, Superintendents at Williamsport, Columbus, and Fort Wayne, General Superintendents of Motive Power of Lines East and Lines West, Superintendents of Motive Power at Columbus, Fort Wayne and Williamsport, and all Master Mechanics on Lines West; committee has been unable to come up with uniform destruction schedules. (ATO)
- Mar. 23, 1904 B&O secures trackage rights over Bedford & Bridgeport between Mann's Choice and Hyndman; never used and cancelled on Apr. 12, 1922. (MB, Val, C&C)
- Mar. 23, 1904 "___" Tower opens at Linwood on Maryland Division. (same as Marcus Hook!)
- Mar. 23, 1904 Richmond, Fredericksburg & Potomac Railroad opens double track from m.p. 17.5 to Taylorsville. (AR)
- Mar. 24, 1904 Work begins on new East Trenton car Shops near Millham Jct. (StGaz)
- Mar. 24, 1904 "___" Tower opens at Marcus Hook, Pa.
- Mar. 25, 1904 Freight station at 30th & Market Streets in Philadelphia damaged by fire. (AR)
- Mar. 25, 1904 Combined ATO/FTO report finds that preference freight trains pay; they help induce manufacturing industries to locate on the PRR; otherwise the PRR would be limited to mineral traffic and be prey to coal strikes and fluctuations

in demand. (ATO)

- Mar. 26, 1904 Former Lines West Superintendent and Tin Plate king William B. Leeds resigns as Pres. of the Chicago, Rock Island & Pacific Railway for health and is succeeded by Benjamin Winchell. (Hayes)
- Mar. 28, 1904 The PRR presidential portrait of A. J. Cassatt by John Singer Sargent (1856-1925) is exhibited at the annual show of the Pennsylvania Academy of Fine Arts, running through Apr. 16; it later hangs in the PRR Board Room and is now at the Railroad Museum of Pennsylvania. (Catalog, Mathews)
- Mar. 29, 1904 Capt. Andrew Blair Frazee (1820-1904) dies of a stroke at Camden. (PhlInq)
- Mar. 30, 1904 Senate amends Post Office appropriation bill calling for purchase rather than lease of site over proposed PRR tracks west of 8th Avenue in New York. (NYT)
- Mar. 31, 1904 LIRR opens third and fourth tracks between Woodhaven Jct. and Hamilton Beach on Rockaway Beach Branch.
- Mar. 31, 1904 American Locomotive Company acquires all the capital stock of the Locomotive & Machine Company of Montreal Ltd; it is operated as a semi-independent subsidiary to supply the British Empire market; ironically, it will be the last builder of ALCO locomotives. (Moody's, Steinbrenner)
- Apr. 1, 1904 Rockaway Electric Railway leases to the Ocean Electric Railroad its rights in Cedar Place and Fairview Avenue. (NYState)
- Apr. 1, 1904 John R. Savage (1869-1922), who has worked briefly for the PRR in 1889-1890 and 1897-1900, and most recently for the Lackawanna Iron & Steel Company, appointed Chief Engineer of the LIRR. (MB, PRRBio)
- Apr. 1, 1904 New York & Jersey Railroad suspends work on south tunnel pending approval of extension up 6th Avenue and the condemnation of approaches on the New Jersey side. (Jacobs)
- Apr. 1, 1904 New station opens at Irvineton, Pa. (AR)
- Apr. 1, 1904 Pennsylvania Company renews the Mutual Transit Company's use of Dock 22 and Dock 23 at Cleveland. (MB)
- Apr. 1, 1904 Pennsylvania Company leases a new Toledo city ticket office at 320 Madison Street. (MB)
- Apr. 1, 1904 Toledo Dock & Warehouse Company dissolved. (Church)

- Apr. 1, 1904 Lehigh Valley Railroad executes new agreement with the Delaware, Susquehanna & Schuylkill Railroad covering trackage rights for coal from the Hazleton area to Perth Amboy. (AR)
- Apr. 1, 1904 United Mine Workers of America members accept a 5.5% wage reduction in the bituminous coal mines. (NYT, McDonald)
- Apr. 2, 1904 PCC&StL grants the Louisville & Nashville Railroad the use of its station and connecting tracks in Cincinnati; L&N closes purchase of Newport & Cincinnati Bridge Company. (MB, Church)
- Apr. 2, 1904 Maryland passes its first modern state highway act; beginning on Jan. 1, 1905, roads are to be built by county commissioners subject to the approval of the Geological Survey; the state appropriates \$200,000 per year to be matched by an equal amount from the counties. (PL, RdBldgMd)
- Apr. 1904 Double track opens between Dover and Wyoming on Delaware Division.
- Apr. 4, 1904 PRR ends the interchange of freight with the Pittsburgh, Shawmut & Northern Railroad at Swains, N.Y., and ends freight service between Nunda and Swains; interchange with the PS&N is moved to Olean. (NYState)
- Apr. 4, 1904 In *I.C.C. v. Baird*, the U.S. Supreme Court reverses the lower court ruling and rules that the anthracite railroads are obligated to produce their percentage contracts, particularly those with the Temple Iron Company, to the ICC investigation. (194 US 24, RyW, Bogen)
- Apr. 5, 1904 Committee on capacity of tracks at Penn Station reports revising the plan of Apr. 17, 1902; recommends four-tracks (Nos. 18-21) with tail switching exclusively for the use of LIRR MU trains. (AJC 32/24)
- Apr. 5, 1904 NYP&N Board authorizes purchase of 165 acres and half the harbor at Cape Charles from the William L. Scott Estate. (MB)
- Apr. 7, 1904 Board of Engineers approves contract drawings of Mar. 30 covering excavation and substructure of Penn Station, along with bid proposal forms and specifications. (AJC 32/47)
- Apr. 9, 1904 "SK" (STARK) Tower placed in service at Canton, Ohio. (AR,)
- Apr. 9, 1904 Philadelphia investment banker Edward W. Clark (1828-1904) dies. (LC&N AR)
- Apr. 11, 1904 Board of Engineers adjourns to view a large plaster cutaway model of Penn Station prepared by Klee Brothers of New York under the direction of McKim, Mead & White before it is sent to the Louisiana Purchase Exposition; model

shows the building as built but lacking the separate Exit Concourse level. (AJC 32/47, TestDept)

- Apr. 11, 1904 PRR Road Committee approves completions of Waverly Yard near Newark, N.J. (MB)
- Apr. 11, 1904 First PRR Veterans' Association formed; by 1929 are 41 associations at various offices and divisions with 33,462 members. (Mutual, NYT)
- Apr. 12, 1904 PRR begins condemnation proceedings to acquire all properties on both sides of 32nd Street between between 9th & 10th Avenues, which is to be vacated to create open yards at mouth of tunnel. (NYT)
- Apr. 12, 1904 LIRR Pres. Baldwin reports to Board on the return to the company of the steamboat *Shinnecock* after its charter to the Peninsular & Occidental Steamship Company in Florida. (MB)
- Apr. 12, 1904 Toledo & Northwestern Railroad incorporated in Ohio. (ICC)
- Apr. 12, 1904 Niles & Alliance RPO extended to Ashtabula & Alliance RPO. (Kay)
- Apr. 13, 1904 PRR Board approves grade crossing elimination between Hudson and Ravenna, Ohio. (MB)
- Apr. 13, 1904 General Manager W. W. Atterbury orders all General Superintendents to begin a system of random tests (“surprise signal tests”) to determine if engine crews are observing signals properly after an engineer runs into a light engine stopped just before a home signal. (Pam)
- Apr. 13, 1904 New York, Providence & Boston & Old Colony Railroad Terminal Company renamed Providence Terminal Company. (NHCorp)
- Apr. 15, 1904 West Philadelphia Elevated ("High Line") opens as a separate route for freight trains through the West Philadelphia terminal area between later "ZOO" and "ARSENAL"; structure not fully completed until end of year. (Val, AR)
- Apr. 1904 PRR announces that it will plant 200,000 locust trees along right-of-way this year, to be harvested in future for ties. (CCHS)
- Apr. 16, 1904 *Railway World* reports that the Northern Central Railway and PB&W have approved plans for a belt line around Baltimore. (RyW)
- Apr. 18, 1904 Contractors begin excavating Hudson River Tunnels from New York Shaft. (ASCE)
- Apr. 19, 1904 New “__” Interlocking placed in service at Emporium. (AR)

- Apr. 19, 1904 Former PRR Superintendent of Transportation and Congressman John Reilly (1836-1904) dies at Philadelphia at 69. (RRGaz, CongBio)
- Apr. 20, 1904 ATO committee recommends the Coburn overhead rail carrying system for icing plants. (ATO)
- Apr. 21, 1904 ATO committee reports on wheel flange breakage; recommends increasing the coming on the tread and increasing the radius of the fillet at the throat. (ATO)
- Apr. 22, 1904 LIRR agrees with Interborough Rapid Transit Company to change the connection to the 34th Street el. station from the LIRR ferry house to the sidewalk. (MB)
- Apr. 22, 1904 PB&W Board authorizes building additional yard tracks and revising interlockings between Benning and Deanwood. (MB)
- Apr. 22, 1904 W. N. Page, Pres. of the Deepwater Railway and Tidewater Railway meets with Norfolk & Western Railway Pres. Lucius E. Johnson at Roanoke; Page notes he has enough capital to complete the Deepwater Railway to the Bluestone River; offers to abandon building the Tidewater Railway across Virginia from the coal fields to Norfolk if the N&W will transport 4 million tons of coal a year at \$1 a ton, 35 cents below the regular rate set by the Tidewater Bituminous Steam Coal Traffic Association; Johnson immediately informs PRR VP's Samuel Rea and Sutherland M. Prevost. (Lambie)
- Apr. 23, 1904 N.Y. Rep. William Randolph Hearst files with Attorney General Philander Knox to bring suit against the combination of the Reading and CNJ and their subsidiary coal companies. (NYT)
- Apr. 23, 1904 Former NY&LB Pres. and N.J. politico Henry S. Little (1823-1904) dies at Trenton. (RyW)
- Apr. 24, 1904 ATO committee report recommends that all roundhouse repairs be by piecework, as it is faster and requires fewer men. (ATO)
- Apr. 24, 1904 Cleveland railroad entrepreneur Stevenson Burke (1826-1904) dies of a stroke at the Shoreham Hotel in Washington, D.C. (NYT)
- Apr. 24, 1904 Former B&O Pres. John K. Cowan (1844-1904) dies at Chicago. (RyW - Hungerford has 4/26??)
- Apr. 25, 1904 Cleveland, Akron & Columbus Railway Board authorizes enlarging the yard at Orrville. (MB)
- Apr. 26, 1904 Long Branch express rear-ends *New York & Florida Special*, which had been stopped by a broken brake line just west of Elizabeth, N.J., station; fireman of

- Long Branch train jumps, but ricochets off the inter-track fence, bounces under the wheels, and is killed; 27 injured. (NYT)
- Apr. 26, 1904 VP Samuel Rea reports to New York Connecting Railroad Board that attempt had been made in Legislature to force inclusion of footpaths and bicycle path on Hell Gate Bridge, which he has protested. (MB)
- Apr. 26, 1904 Fire damages Harrisburg station; it is rebuilt with 13 rooms added at the west end; roof is replaced with one of the "barn" type with 8 gables on the front. (AR, Keystone)
- Apr. 27, 1904 PRR Board approves completion of automatic signals on Port Perry Branch and to connection with the PCC&StL at South Side, Pittsburgh. (MB)
- Apr. 29, 1904 ATO committee reports on a potential timber shortage and the need for conservation; Lines East consumes 166.6 million board feet per year, about one-third of it yellow pine; recommends the creosoting of ties to prolong life and the use of the catalpa as a quick-growing tree; the Indianapolis Division planted about 80,000 catalpa trees along the right-of-way 20-25 years ago and later trimmed or harvested them when they interfered with the telegraph lines; the Real Estate Dept. has begun plantations of locust trees at Newton Hamilton and Conewago; recommends both experiments continue. (ATO)
- Apr. 30, 1904 Louisiana Purchase Exposition opens in Forest Park on the west side of St. Louis; PRR display includes a locomotive test plant as a working exhibit and ex-Cumberland Valley *Pioneer*; test plant is built by William Sellers & Co. to PRR designs; tests a variety of locomotives in public display, including the NYC&HR's ALCO-built Cole Balanced Compound 4-4-2 No 3000; coal for the Test Plant is furnished gratis by the Berwind-White Coal Mining Company; adjacent to the Test Plant are a model (18'-6" x 8'-4") of the West Philadelphia area from 30th Street to the Girard Avenue Bridge, showing the High Line and other improvements, a 3/8" to the foot cutaway model of Penn Station, a longitudinal model and a full size cross section of the Hudson River Tunnel; PRR also transports the Liberty Bell from Philadelphia to be exhibited at the Fair; displays include the first U.S. exhibit of a diesel engine built to the specifications of German inventor Rudolf Diesel. (TestDept, Loeb)
- May 1, 1904 Excavations begun for Penn Station. (Tablet)
- May 1, 1904 Philadelphia Terminal Division extended to 62nd Street on Maryland Division and 49th Street on Central Division (MB has this as 11/1/03); Superintendent of Philadelphia Terminal Division given jurisdiction over all shops and engine terminals in Philadelphia. (AR)
- May 1, 1904 New organization in Passenger Dept. of Lines West: Elias A. Ford appointed to new post of Passenger Traffic Manager; Samuel Moody (1851-1927) to

- General Passenger Agent, replacing Ford; Frank Van Dusen to Chief Assistant General Passenger Agent. (MB, AR)
- May 1, 1904 St. Louis Terminal Railway opens from Currie & McKissock Avenues west to Wabash Railroad (5.10 miles) and north to St. Louis Car Company (2.25 miles). (Church)
- May 2, 1904 Pennsylvania, New Jersey & New York Railroad and Pennsylvania, New York & Long Island Railroad sign contract with O'Rourke Engineering Construction Company for Hudson River Tunnels. (MB, ASCE)
- May 3, 1904 Lancaster & Reading Narrow Gauge Railroad renamed Lancaster & Quarryville Railroad. (C&C)
- May 3, 1904 Huntingdon & Broad Top Mountain Railroad & Coal Company grants trackage rights to PRR from near Huntingdon passenger station to south end of Long Siding Yard (1.81 miles). (Val)
- May 2, 1904 PRR places an imported experimental DeGlehn four-cylinder balanced compound 4-4-2 in service as Class E Odd No. 2512; built by the Société Alsacienne de Constructions Mécaniques at Belfort, France, and reassembled at Juniata; similar to locomotives built for Northern Railway of France (Chemin de Fer du Nord); tested in display at the Louisiana Purchase Exposition at St. Louis, but set aside after several years of tests. (CMP, TestDept, AltoMirror, Keystone)
- May 4, 1904 Locomotive Test Plant at the Louisiana Purchase Exposition is completed and PRR Class H6a 2-8-0 No. 1499 is placed on it for preliminary running. (TestDept)
- May 4, 1904 Masters, Mates & Pilots Association strikes Great Lakes carriers. (RyW)
- May 4, 1904 Pittsburgh-Toledo Syndicate liquidated. (Snyder - or agrees to liquidate)
- May 6, 1904 Pennsylvania, New York & Long Island Railroad Board approves supplemental route in Queens. (CorpHist)
- May 6, 1904 Pere Marquette Railroad granted use of Englewood Union Station in Chicago. (Church)
- May 9, 1904 Wabash Pittsburgh Terminal Railway incorporated by merger of Pittsburgh, Carnegie & Western Railway (Pa.), Cross Creek Railroad (W.Va.), and Pittsburgh, Toledo & Western Railroad (Ohio); the Gould Syndicate then transfers it 51.7% interest in the Wheeling & Lake Erie Railroad. (ICC)
- May 10, 1904 Northern Central Railway Board authorizes \$22,000 to complete Pier No. 7 at

- Canton; changes the name of Bridgeport, Pa., to Lemoyne. (MB)
- May 10, 1904 Atlantic Coast Line Railroad opens an extension from Punta Gorda to Fort Myers, Fla. (AR)
- May 11, 1904 PRR Board authorizes new line up west bank of Allegheny River from Freeport to the northern line of Armstrong County; extension of Cherry Tree & Dixonville from Cherry Tree to Fleming Summit; track elevation between Steelton and White House Road on Philadelphia Division. (MB)
- May 11, 1904 PRR leases the warehouse at Front & Berks Street, Philadelphia, to the Merchants Warehouse Company. (MB)
- May 11, 1904 PB&W Board authorizes money for completion of Wilmington Shops; coaling facilities at Anacostia; automatic block signals between South Street, Philadelphia, and West Yards on Maryland Division; adopts revised line for new Susquehanna River Bridge at Havre-de-Grace. (MB)
- May 11, 1904 Advisory Committee of American Society of Mechanical Engineers and Master Mechanics Association inspect PRR test plant at St. Louis and watch test of Class H6a; plant has a staff of 27; is capable of testing all but largest 2-8-2's and Mallets. (RRGaz, CMP)
- May 11, 1904 New York State Board of Railroad Commissioners approve downtown tunnels of Hudson Tubes. (NYT)
- May 11, 1904 New York & Long Island Traction Company opens a further extension westwards from Park Avenue & Park Place in Rockville Centre to Lynbrook. (Seyfried)
- May 11, 1904 Wabash Pittsburgh Terminal Railway accepts proposal from Pittsburgh-Toledo Syndicate to transfer to WPT all traffic contracts, stock control of W&LE and unpaid part of Syndicate's subscription to WPT; WPT is to issue \$50 million in First Mortgage bonds, \$20 million in Second Mortgage bonds and \$10 million in additional stock; of this, Syndicate is to get \$13.4 million of First Mortgage bonds, all Second Mortgage bonds and all new stock; Wabash Railroad issues \$10 million in common stock to the Pittsburgh-Toledo Syndicate in return for \$10 million in stock of the Wabash Pittsburgh Terminal Railway; Wabash Railroad is to get \$6.6 million First Mortgage bonds; rest of First Mortgage bonds are to be used for construction; Syndicate realizes about \$15 million profit; \$10 million in ultimately worthless Second Mortgage bonds sold to the public. (ICC, Wheeler, Rehor)
- May 12, 1904 Dreamland Corporation incorporated in N.Y. to build and operate an amusement park called "Dreamland Park" at Coney Island. (Moody)

- May 13, 1904 Former New York broker Alfrederick S. Hatch (1829-1904) dies. (findagrave)
- May 1904 Maysville station on Low Grade Division renamed Mayport. (MB)
- May 14, 1904 Dreamland Park, the last of the big three Coney Island amusement parks, opens opposite the Culver Depot; features a 300-foot tower, exhibits taken from the Louisiana Purchase Exposition, a miniature railroad, and a miniature replica of 15th century Nuremberg populated by 300 midgets; Dreamland is a bit less honky-tonk than previous Coney Island amusement parks, aiming to replicate the architecture of world's fairs. (NYT, Cudahy, Trager, Immerso)
- May 14, 1904 Pennsylvania Company, PCC&StL Railway, Pittsburgh, Virginia & Charleston Railway, and Pittsburgh & Lake Erie Railroad agree with the Pittsburgh Terminal Warehouse & Transfer Company to build a warehouse on the South Side between 3rd & 4th Streets and Cabot Way. (MB)
- May 14, 1904 Meadow Land & Zediker Railroad opens between Meadow Lands and Manifold Mine (1.72 miles); operated by PCC&StL Railway under agreement of Dec. 20, 1904. (Val, C&C)
- May 14, 1904 Last run of mixed train over Massillon & Cleveland line between Massillon and Clinton, Ohio, via Canal Fulton. (tt)
- May 14, 1904 Last run of *Ohio Valley Express* over PRR between Pittsburgh and Wheeling to Portsmouth, Ohio. (tt)
- May 14, 1904 South Pennsylvania Railway sold at foreclosure to Herbert R. Preston and William W. Wood in interest of B&O. (RRGaz, B&O Corp)
- May 15, 1904 *Expo Train* No. 35 and *Logansport & Fort Wayne Express* No. 36 inaugurated for World's Fair service between Pittsburgh and St. Louis, running via Fort Wayne, Columbia City and Logansport; (tt)
- May 1904 PRR contracts for East Trenton Shops near Millham Jct., to be done by the fall. (RyW - see above - work begun in Mar. - verify contracts?)
- May 1904 Pennsylvania Company begins track elevation between 46th Street and 55th Street at Chicago. (AR)
- May 1904 Cleveland & Pittsburgh Railroad Board votes to complete double-tracking between Cleveland and Pittsburgh. (RyW)
- May 1904 American Locomotive Company (ALCO) turns out B&O 0-6-6-0 No. 2400, first U.S. Mallet articulated compound locomotive; at 334,500 lbs. is the heaviest locomotive in the world, with 71,500 lbs. tractive effort; designed by John E. Muhfeld on orders of former B&O Pres. L. F. Loree, who had ordered

his friend and General Manager Clifford S. Sims to investigate the Mallet compounds being used in Switzerland and Russia to develop a pusher locomotive for its heavy Appalachian grades; is exhibited at the Louisiana Purchase Exposition at St. Louis and first used on the Sand Patch Grade; is nicknamed “Old Maude” after a comic strip mule of the day; Loree will be a promoter of high-power, high-pressure locomotives later on the Delaware & Hudson. (RRGaz, Hungerford, Steinbrenner, Stover)

- May 1904 Wheeling & Lake Erie Railroad acquires control of bonds of Pittsburgh, Lisbon & Western Railroad. (Poors)
- May 1904 Waynesburg & Washington Railroad begins Sunday passenger service. (Koehler)
- May 1904 New Haven announces that it will abandon the Tariffville Loop around the Montague farm, where it had blocked the Central New England Railway. (RyW)
- May 1904 National Association of Manufacturers endorses the principle of stricter ICC rate regulation, providing there is judicial review. (Kolko)
- May 1904 United States Steel Corporation acquires the Clairton Steel Company from the Crucible Steel Company for \$1 million. (Cotter)
- May 16, 1904 PCC&StL Railway Executive Committee authorizes a connection with the West Side Belt Railway at Temperanceville station in Pittsburgh. (MB)
- May 17, 1904 Stuyvesant Real Estate Company authorizes sale of Sunnyside Yard land to Pennsylvania, New York & Long Island Railroad. (MB)
- May 17, 1904 Ground broken for Queens shaft of East River Tunnels at East & Borden Avenues in Long Island City. (Seyfried, ASCE, Couper)
- May 18, 1904 Katherine Water Company incorporated in Pa. to operate in Susquehanna Township, Cambria County. (MB)
- May 19, 1904 Henry Tatnall (1855-1939), President of Franklin National Bank in Philadelphia, named Sixth VP in charge of finance to raise funds for huge modernization projects, effective June 1; is under general supervision of First VP John P. Green. (MB)
- May 19, 1904 Department store founder Marshall Field (1835-1906) elected a director of the PFW&C Railway. (MB)
- May 19, 1904 Lake Superior Corporation incorporated in N.J. as the reorganization of the Consolidated Lake Superior Company; has no PRR or Philadelphia directors.

(Moody's, RyW)

- May 20, 1904 Wrightsville & York Street Railway opens trolley line between York and Wrightsville; PRR passenger traffic drops by 92%. (ATO)
- May 23, 1904 PRR Road Committee approves new tunnel at Gallitzin; completion of Greenville Yard in Jersey City. (MB)
- May 23, 1904 PCC&StL Railway and Norfolk & Western Railway grant B&O trackage rights from East Columbus at Leonard Avenue over the PCC&StL to reach the N&W yard (0.68 mi.). (B&O Val)
- May 23, 1904 Future New Haven and Boston & Maine Pres. Patrick Benedict McGinnis (1904-1973) born at Palmyra, N.Y. (WhosWho)
- May 24, 1904 New York & Jersey Railroad applies for a franchise to extend eastwardly under Christopher and 9th Streets to 3rd Avenue. (Walker)
- May 24, 1904 ICC investigation of the anthracite railroads based on the William Randolph Hearst suit resumes at New York City after a hiatus since last fall; George F. Baer of the Reading is the first, and often belligerent witness; he produces the contracts between the Temple Iron Company and the railroads that guarantee its bonds, and also says that the complainants should blame God (i.e., blizzards and floods) for the high price of coal last winter; loudly proclaims that a profit of \$778,224 on a capital of \$97,276,000 (0.8%) is hardly cheating or unfair and that until the Reading can earn 5%, the price of coal is not too high. (NYT)
- May 24, 1904 International Association of Car Accountants & Car Service Officers merges with the Railway Transportation Association to form the International Association of Transportation & Car Accounting Officers at Washington, D.C. (Loree)
- May 25, 1904 West Rockaway Land Company grants right-of-way to the western end of its property to the Ocean Electric Railway. (NYState)
- May 25, 1904 PRR Board authorizes new station at Wilmerding, Pa.; island platforms at Johnstown. (MB)
- May 25, 1904 Portion of Lake & River Railway between Custaloga and New London, Ohio, sold at foreclosure at Ashland to Calvary Morris for \$250,000. (Church)
- May 25, 1904 NYC&HR obtains trackage rights over Cambria & Clearfield between Irvona and Amsbry. (MB)
- May 25, 1904 PRR H6a 2-8-0 No. 1499 begins regular tests on the Locomotive Test Plant.

(TestDept)

- May 27, 1904 Joint meeting of ATO and Freight Traffic Officers at Broad Street Station; discuss the relationship between Division Superintendents and Division Freight Agents; in opening remarks, W.W. Atterbury notes that the Transportation organization is near perfect, having been able to switch semaphore blades from red & green to yellow in the course of one morning, and begin cutting down telegraph poles all over the system withing 6 hours of the order; however, there is little contact between Transportation and Traffic officers; freight agents are not transferred across divisions. (Rept, ATO)
- May 28, 1904 Peoples Traction Company begins revenue trolley service between Mount Holly and Burlington, N.J., running mostly on a private right-of-way parallel to the PRR Burlington-Mount Holly Branch; PRR then reduces its Burlington-Mount Holly service to a single round trip. (ETFrancis/Marker)
- May 28, 1904 Pennsylvania Republican Party boss and Senator Matthew S. Quay (1833-1904) dies. (CongBio)
- May 29, 1904 Sunday passenger service discontinued on Delaware Division.
- May 29, 1904 Telephones replace telegraphs for transmitting train orders on branches of Middle Division. (Snyder)
- May 30, 1904 DeGlehn compound locomotive No. 2512 tested between Camden and Atlantic City over West Jersey & Seashore Railroad; is underpowered compared with PRR locomotives; morning test with 11 cars is unable to make up time; test with 5 cars in afternoon is on time. (NYT)
- May 31, 1904 Treasurer Robert W. Smith (1836-1906) resigns for health after 17 years of service and is reassigned to less arduous duties; Henry Tatnall (1855-1939), Pres. of Franklin National Bank, named Treasurer as well as Sixth VP effective June 1, a rare instance of the PRR seeking outside expertise, in this case, to cope with financing Cassatt's construction program. (MB, PhilRec)
- May 31, 1904 LIRR agrees with New York Connecting Railroad for trackage rights for its trains over south track between Bushwick Jct. and Glendale, conveyed to New York Connecting Railroad on June 8, 1903. (MB)
- May 31, 1904 Old New Brunswick station at George Street abandoned and new station begun at Albany Street. (AR, CityofNBruns)
- June 1, 1904 Hudson & Manhattan Railroad files certificate of public convenience with N.Y. Secretary of State. (NYState)
- June 1, 1904 Henry Tatnall takes office at Sixth VP, in charge of the Treasury Dept. under

- the general supervision of First VP John P. Green. (MB)
- June 1, 1904 Henry Tatnall named Treasurer of LIRR, replacing Robert W. Smith, retired for health. (MB)
- June 1, 1904 New Mantua Transfer Station opens in at 49th Street & Columbia Avenue in West Philadelphia; 15 tracks and two main platforms 1,200 feet long with capacity of 387 box cars. (PaNews, AR)
- June 1, 1904 Black Lick Branch of Cambria & Clearfield Railway extended from Dilltown to Black Lick, Pa. (Val)
- June 1, 1904 Belt Railway Company of Chicago leases running rights over Chicago & Western Indiana Railroad between 18th Street and Dolton and between Pullman Jct. and State Line near Hammond. (Church)
- June 1, 1904 Manistique, Marquette & Northern Railroad discontinues car ferry service between Manistique and Northport, Mich. (MichRRs)
- June 1, 1904 Samuel Rodger Callaway (1850-1904), Pres. of American Locomotive Company and former Pres. of NYC&HR, dies at his home at New York after an operation. (RyW, Memoir of SRC)
- June 1, 1904 Pittsburgh, Lisbon & Western Railroad defaults on interest payments. (Poors)
- June 2, 1904 Rosslyn Connecting Railroad buys Washington Southern Railway branch between the Long Bridge (Jackson City) and Rosslyn, Va., for \$71,000; operation by PB&W ends; done to keep this line in PRR system rather than RF&P; Rosslyn Connecting Railroad acquires trackage right over 0.22 mile of the Washington Southern (RF&P system) between the PB&W at the south end of Long Branch and junction near Jackson City. (Val, MB, AR)
- June 2, 1904 Washington Southern Railway Board approves the plan for Potomac Yard. (MB)
- June 6, 1904 PRR Road Committee changes the name of "East Moorestown" station on Camden & Burlington County to "Moorestown"; "Wildwood" station on Allegheny Valley renamed "Nadine." (MB, Guide)
- June 1904 Wilmington Shops placed on 20-hour, 2-day week because of fall-off in traffic. (WEJ)
- June 9, 1904 Excavation of first of two (south) Manhattan shafts for East River Tunnels begins. (ASCE)
- June 9, 1904 U.S. Attorney General Philander C. Knox (1853-1921) appointed Pennsylvania's Senator to fill the seat of the late boss Matthew S. Quay;

selection attributed to the influence of Pres. A.J. Cassatt, the PRR needing a friendly Senator after the deaths of Quay and William J. Sewell; that evening, Knox is guest of honor at a dinner party at Cassatt's Chesterbrook Farm also attended by Henry Clay Frick, J. Donald Cameron, and other political and business notables; most other Republican leaders from Western Pennsylvania are incensed that a Westerner is not chosen. (NYT - later attributes choice to Pres. Roosevelt)

- June 1904 Wilmington Shops cut to five day weeks. (WEJ)
- June 13, 1904 Northern Central Railway grants trackage rights to the Susquehanna & New York Railroad at Ralston; changes the name of Fairview, Pa., to West Fairview. (MB)
- June 13, 1904 Edwin D. Worcester (1828-1904), Secretary of the NYC&HR since its consolidation in 1869, dies. (AR)
- June 13, 1904 General Railway Signal Company incorporated in N.Y.; acquires the property of the Taylor Signal Company of Buffalo and the Pneumatic Signal Company of Rochester. (Moody's)
- June 14, 1904 PRR reopens New Portage Railroad between Gallitzin and Newry Jct. as freight bypass line; also opens third (single-track) "Gallitzin" Tunnel for westbound traffic north of the old 1854 "Allegheny" Tunnel. (AR of 1903 lists as done ex. tunnel? - Storey says done 5/1904)
- June 14, 1904 Pres. F. Wolcott Jackson (1833-1904), Pres. of United New Jersey Railroad & Canal Co. and retired Resident Manager of the PRR in New Jersey, dies at Newark after suffering a heart attack on a train near Trenton. (RRGaz, MB, AR)
- June 15, 1904 Franklin & Parkers Landing Railroad incorporated in Pa. in interest of PRR to build from Franklin to point on Allegheny River six miles north of Parkers Landing; not built. (MB)
- June 15, 1904 George J. Gould and Joseph Ramsey cross the Monongahela Bridge in the locomotive cab of a special train to from Mingo Jct. to the Wabash Pittsburgh Terminal Railway's Pittsburgh station site; terminal is not yet completed; Gould now possesses an unbroken line between Pittsburgh and the Rocky Mountains. (NYT)
- June 15, 1904 Black Lick & Yellow Creek Railroad incorporated in Pa. as a subsidiary of the Vinton Lumber Company, Ltd.; it is later acquired by the Weaver and Coleman coal interests. (Kline)
- June 15, 1904 The New York excursion steamboat *General Slocum*, carrying 1,358 members

of St. Mark's Evangelical Lutheran Church, takes fire just after passing up Hell Gate and is entirely engulfed before it can be beached, killing over 1,000 people and bringing calls for greater safety regulations. (Holly, Trager)

- June 1904 LIRR begins d.c. electrification of lines between Flatbush Avenue and Rockaway Park. (PR, NYT)
- June 1904 PRR has purchased the block on the Delaware River between Vine & Callowhill Streets for a freight and produce depot. (RyW)
- June 1904 Future real estate officer Thomas W. Hulme (1868-1939) joins the PRR Real Estate Department at New York, having worked in the Real Estate Dept. of the Lehigh Valley Railroad since 1890. (PRRBio)
- June 1904 PRR engineers are being supplied with new uniforms of heavy canvass overalls with a salt-and-pepper effect and blue strips on the legs. (RyW)
- June 16, 1904 Newport & Cincinnati Bridge Company conveys its property to the Louisville & Nashville Railroad. (ICC)
- June 18, 1904 S. Pearson & Son, Inc., incorporated in New York as U.S. subsidiary of British firm to build East River Tunnels. (AJC 32/20)
- June 19, 1904 Ocean Electric Railway operation between Hammel and Rockaway Park rerouted to new street track in Rockaway Beach Boulevard with third track on LIRR between Hammel and Far Rockaway. (elsewhere, Seyfried says 3rd track Hammel-Far Rockaway opens 6/29!!)
- June 19, 1904 Signals revised at PRR junction with the NYC&HR at Keating, Pa. (AR)
- June 19, 1904 NYC&HR inaugurates *Boston & New York Express* No. 42 between Buffalo and New York. (CntrlHdlite)
- June 20, 1904 PRR Road Committee authorizes new yard and engine terminal at Greenwich Point, Philadelphia; "Buffington" station on Cambria & Clearfield renamed "Wheatfield"; "Avenue" station on West Penn renamed "Breckenridge"; "Breckenridge" station renamed "Grovedale." (MB, Guide)
- June 20, 1904 Wilmington Shops cut to four and a half day week to save money for dividends. (WEJ)
- June 20, 1904 Ashland & Western Railroad incorporated in Ohio as reorganization of Ashland & Wooster Railway; completed between Custaloga and Ashland and partly completed between Ashland and New London. (Church)
- June 20, 1904 B&O grants trackage rights to Pennsylvania Company from Buffalo to

Opperman (4.4 miles). (B&O Val)

- June 20, 1904 Pennsylvania Company and Chicago & Western Indiana Railroad agree to both relocate tracks between 22nd & 49th Streets in Chicago to permit PFW&C to move tracks out of Stewart Avenue. (Church)
- June 20, 1904 PCC&StL Railway Executive Committee authorizes moving the old station from Ingram to Traveskyn on the Bridgeville & McDonald Branch. (MB)
- June 21, 1904 Contract for excavation of Penn Station site between 7th & 9th Avenues let to New York Contracting & Trucking Company, controlled by Tammany Alderman James E. Gaffney, who had opposed franchise; Pres. of company is John J. Murphy, brother of Tammany Hall chief Charles Murphy; contract is later assigned to New York Contracting Company-Pennsylvania Terminal; spoil is to be dumped as fill at Greenville Yard in Jersey City. (ASCE, NYT, RRGaz)
- June 22, 1904 PRR contracts with Union News Company for concession in all trains and stations east of Pittsburgh. (MB)
- June 23, 1904 Board of Rapid Transit Railroad Commissioners approves franchise for New York Connecting Railroad, subject to the approval of the Mayor and Board of Alderman. (MB)
- June 26, 1904 NY&LB begins stopping Sunday trains at the North Asbury Park station, which is within the limit established by the Ocean Grove Camp Meeting Association under its agreement, for the first time in response to business pressures for Sunday train service. (NYT)
- June 26, 1904 GR&I Trains No. 2 and 3 named *Michigan Express* as companions to the *Northland Limited* for summer season. (tt)
- June 27, 1904 New York Board of Rapid Transit Commissioners sends franchise for New York Connecting Railroad to Board of Aldermen, who reject it. (RTinNYC)
- June 28, 1904 PRR, B&O and P&LE representatives meet at Pittsburgh and vote to meet all reduced rates offered by Wabash-Pittsburgh Terminal Railway.
- June 29, 1904 New York Connecting Railroad accepts the franchise certificate of June 23. (C&C)
- June 29, 1904 Lehigh Valley Railroad declares its first dividend since 1893; 10% on the preferred and 1% on the common. (NYT)
- June 29, 1904 First acid steel made at American Steel Foundries new large plant at Indiana Harbor, Ind.; the first basic steel is made on Dec. 7, 1904. (AI&SI, Howat)

- June 30, 1904 PRR announces it has cut Operating Dept. forces by 11% and all other forces by 5% over entire system East and West; 30,000 men laid off, largest cut in years. (NYT)
- June 30, 1904 Pere Marquette Railroad makes trackage rights agreement for use of PRR and Chicago & Alton Railway between Clark Jct. and 16th Street, Chicago, to avoid congestion on Chicago Terminal Transfer Railroad; continues to operate into Grand Central Station at Chicago. (MB, Church, Sanders)
- June 30, 1904 St. Clair Coal Railway incorporated in Indiana under articles dated June 28 in the interest of the Terre Haute & Indianapolis Railroad to build coal branch from Collinsville to mines; separate charter needed to obtain right-of-way by condemnation. (Church, C&C)
- June 30, 1904 Richmond, Fredericksburg & Potomac Railroad transfers operation of Potomac Railroad at Quantico, Va., to Washington Southern Railway. (ICC)
- June 30, 1904 Union Railroad Terminal Company incorporated to build a union station at Court & Elm Streets, Cincinnati, on the upper terrace above the flood plain; is to have 11 tracks. (Condit)
- June 30, 1904 Future PRR Director of Research John Jacob Clutz (1904-1966) born at Carthage, Ill.; son of Frederick Hollinger Clutz (1873-1945) and Mary Baker Clutz (1875-1964). (ancestry.com)
- July 1, 1904 PRR imposes cuts in clerical forces at Broad Street headquarters; also order all clerks and foremen to take two weeks' vacation without pay, whereas vacations had been paid before. (WEJ)
- July 1, 1904 Maryland Jim Crow Law goes into effect; PRR begins placing Jim Crow cars on trains running south of Wilmington, Del., establishing racial segregation on accommodation trains; PRR is to run separate cars rather than partitioned ones, as it fears the large numbers of African Americans carried might spill into the white compartment, subjecting the company to fines; "Jim Crow" cars are old smoking cars attached to the rear of Wilmington-Baltimore locals and all Delmarva trains, although PRR now prohibits smoking by blacks in these cars. (RyW, WEJ)
- July 1, 1904 Willis King of Philadelphia tests the new Maryland Jim Crow Law by refusing to move to a segregated car at Wilmington; King is thrown off the train and sues for \$5,000. (RyW)
- July 1, 1904 Monongahela & Washington Railroad merged into Pittsburgh, Virginia & Charleston Railway under agreement of June 14, 1904. (Val)

- July 1, 1904 PRR grants B&O trackage rights between Anacostia and north end of Long Bridge under agreement of July 27, 1904, restoring its access to Southern Gateway for first time since 1870. (Val)
- July 1, 1904 LIRR begins operating New York & Rockaway Beach Railway and Long Island Railroad, North Shore Branch under new leases of same date; lease filed in N.Y. on July 27. (Val, AR, MB, NYState)
- July 1, 1904 LIRR grants trackage rights to Ocean Electric Railway for its trolley cars between Far Rockaway and Fairview Avenue, Hammel. (Val. MB)
- July 1, 1904 Work resumes on the Buckhannon & Northern Railroad to link the West Virginia Central & Pittsburgh Railway with the Wabash Pittsburgh Terminal Railway. (RyW)
- July 1, 1904 PCC&StL Railway makes a new agreement with the Norfolk & Western Railway for trackage rights over PCC&StL between Claire and Cincinnati and use of the PRR Cincinnati Station. (MB, Church)
- July 1, 1904 Cincinnati, Hamilton & Dayton Railway and Pere Marquette Railroad agree to retire old \$3 million bond issue of Toledo Railway & Terminal Company and replace it with new \$3.5 million First Mortgage bonds jointly guaranteed by them and to lease TR&T at annual rental equal to bond interest. (Church)
- July 2, 1904 PRR and Huntingdon & Broad Top Mountain Railroad & Coal Company begin summer-only parlor car service between Philadelphia and Bedford via Huntingdon. (Baughman)
- July 2, 1904 George J. Gould's Wabash Pittsburgh Terminal Railway opens for revenue passenger service to station in Pittsburgh's Point District with through service to Toledo, Chicago, St. Louis, and Kansas City; first special train of 10 Pullman's and Joseph Ramsey's private car leaves at 4:00 PM for the Louisiana Purchase Exposition; first regular train follows at 7:30 PM. (NYT, HistPitts, Snyder)
- July 2, 1904 Toledo Railway & Terminal Company acquires property of Toledo Riverside Railway, running from Consaul Street to dock on Maumee River. (Church)
- July 2, 1904 LS&MS simple 2-8-0 No. 734 is placed on the St. Louis Locomotive Test Plant. (TestDept)
- July? 1904 New York Contracting & Trucking Company forms subsidiary New York Contracting Company, Pennsylvania Terminal, of New York City to do Penn Station excavation. (RRGaz)
- July 5, 1904 Pennsylvania Company Executive Committee authorizes the extension of the

- Superior Run Branch of the Indianapolis & Vincennes Division to a proposed new mine of the Shirley Hill Coal Company. (MB)
- July 5, 1904 PCC&StL Railway Executive Committee authorizes a new station at Marshalsea, Pa., on the Chartiers Railway. (MB)
- July 6, 1904 Pennsylvania Company grants the use of the north side of Dock No. 22, Cleveland, to the Northern Steamship Company. (MB)
- July 6, 1904 Ohio River & Western Railway files for branch from Alledonia to Bellaire via Powhatan and to Cumberland via Temperanceville; not built. (Church)
- July 7, 1904 Pennsylvania, New York & Long Island Railroad transfers contract for East River Tunnels to S. Pearson & Son, Inc., of New York. (SR, ASCE)
- July 7, 1904 Weems Steamboat Company of Baltimore City places the new steamboat *Anne Arundel*, built by the Baltimore Shipbuilding & Dry Dock Company, on the Potomac River Line. (Holly)
- July 7, 1904 It is announced that a syndicate of New York, Boston, Philadelphia, St. Louis, Cincinnati, Toledo and Detroit capitalists has secured control of the Cincinnati, Hamilton & Dayton Railway and also the Pere Marquette Railroad and the Chicago, Cincinnati & Louisville Railroad, which is under construction between Cincinnati and Chicago; Eugene Zimmerman of the CH&D is elected Pres. of all three roads this day; they have also secured the use of the Toledo Terminal & Railway Company, which serves to link the CH&D with the PM; the combined system will form a triangle with lines between Cincinnati and Detroit, Cincinnati and Chicago, and Chicago and Detroit, with numerous branches in Michigan. (NYT)
- July 8, 1904 Machinists at Wilmington Shops resume working full time. (WEJ)
- July 9, 1904 Ground broken for Pennsylvania Station yard at 31st Street and 9th Avenue in New York. (ASCE)
- July 9, 1904 New Grays Ferry Bridge opens at Philadelphia.
- July 11, 1904 New bridge over Delaware River opens at Martins Creek on Belvidere Division, replacing one destroyed in flood of 1903. (Lee)
- July 11, 1904 Lehigh and Delaware Canals reopen after damage in back-to-back floods in 1903 and 1904. (LC&N AR)
- July 12, 1904 PRR furloughs 100 men at Wilmington Shops, leaving only 65 at work; a few months ago, employed 2,000. (WEJ)

July 12, 1904 PRR buys the railroad of the Osceola Coal & Coke Company, running from the Moshannon Branch to the Whitehead Branch.

July 13, 1904 Buffalo & Clermont RPO discontinued. (Kay)

July 14, 1904 Chicago ordinance requires the elevation of the PCC&StL Railway between Ada & Fulton Streets. (MB)

July 1904 PRR is to install double set of steam fans at Gallitzin Tunnel after studying those on the Norfolk & Western Railway at Elkhorn, W.Va., and on the Chesapeake & Ohio Railway at Big Bend, Va. (RyW)

July 1904 Lines West introduces Class GLb steel hopper car; 700 built by Standard Steel Car Company. (Karig)

July? 1904 Pennsylvania Company completes 3rd track between Grandview and the Beaver River Bridge with gauntlet track over the bridge to Kenwood. (MB)

July 1904 New Haven opens electrification on the Derby Branch. (RyW)

July 1904 NYC&HR begins purchasing trolley lines in the Utica-Syracuse area. (RyW)

July 1904 Cincinnati, Hamilton & Dayton Railway acquires majority control of the Pere Marquette Railroad system. (Moody's - when lease?)

July 16, 1904 PRR dispatches 2,100 Prudential insurance agents returning from a convention from Jersey City Terminal in 15 minutes. (RRGaz)

July 16, 1904 PRR eliminates middle brakemen from all local freight trains in economy move. (WEJ)

July 16, 1904 PRR changes breakfast and lunch in dining cars from table d'hote to à la' carte. (RRGaz,)

July 16, 1904 Ocean Grove Camp Meeting Association notifies NY&LB that stopping Sunday trains at North Asbury Park violates its agreement which prohibits Sunday stops at stations between Interlaken and Avon-by-the-Sea. (NYT)

July 16, 1904 Detroit Southern Railroad enters receivership. (ICC)

July 17, 1904 Merchants and hotel owners hold mass meeting in Asbury Park to protest the threatened cancellation of Sunday train service. (NYT)

July 17, 1904 New York & Long Island Traction Company opens a further extension from Lynbrook to Franklin Avenue in Valley Stream. (Seyfried - or 7/25?)

- July 18, 1904 PRR reduces road crews from three to two brakemen. (Snyder)
- July 18, 1904 Pennsylvania Company Executive Committee authorizes two additional storage tracks at Sandusky with a total of 200 cars; a new station at Ambridge, Pa., and other improvements for the American Bridge Company plant; rearranging the engine terminal at the Kinsman Street Yard in Cleveland; rebuilding the bridge over the Tuscarawas River on the Marietta Division. (MB)
- July 18, 1904 Curwensville & Bower Railroad opens from Bower on the Beech Creek Railroad to Curwensville with trackage rights over the Buffalo, Rochester & Pittsburgh Railway to Clearfield, leased to NYC&HR. (AR)
- July 18, 1904 It is announced that the Pere Marquette Railroad has secured trackage rights over the Canada Southern Railway and NYC&HR between St. Thomas, Ont. and Suspension Bridge and Buffalo, giving it Trunk Line connections. (NYT)
- July 19, 1904 PRR carries Philadelphia Police Pension Fund excursion to Atlantic City; 12,318 passengers in 14 trains of 14 cars each. (RyW)
- July 20, 1904 PRR carries 12,778 passengers from Camden to Atlantic City in 16 trains totaling 220 cars, the first leaving Market Street Wharf at 6:30 AM and the last arriving at Atlantic City at 9:30 AM. (RyW)
- July 20, 1904 Atlantic City Railroad No. 25, 1 combine, 3 coaches and a parlor car, runs Camden to Atlantic City, 55.5 miles, in 0:43 or 77.4 MPH. (RRGaz)
- July 20, 1904 Berwyn, Pa., freight station destroyed by fire. (CCHS)
- July 23, 1904 NY&LB eliminates Sunday stops at North Asbury Park on short notice; 11:50 PM theater train from New York makes stop at Interlaken instead in the wee hours of the morning; persons wishing to return from Asbury Park later in the day are forced to walk to Interlaken in the rain. (NYT)
- July 24, 1904 Strike halts work on Hudson River Tunnel by the O'Rourke Contracting Company on the New York side; started by the safety engineers and then spreads to all other trades; strikers demand the 8-hour day and union scale wages and blame the Aldermen for promising that and then caving to the PRR. (NYT, ASCE)
- July 25, 1904 Charles Esselburn and H. B. Stewart appointed receivers for the property of the Lake & River Railway at Akron; eventually becomes part of Akron, Canton & Youngstown Railway. (Church)
- July 26, 1904 Charles M. Schwab resigns as a director of the United States Steel Corporation, severing his last official connection with that company, although

he remains a major investor. (Warren)

- July 27, 1904 B&O and PB&W sign agreement providing for joint (50/50) ownership and operation of Washington Terminal Company; B&O to have trackage rights between Anacostia Jct. and the south end of the Long Bridge. (MB, Val)
- July 28, 1904 Ocean Grove Camp Meeting Association signs new agreement with NY&LB allowing Sunday stops at the North Asbury Park station, but not the main station, in return for abandoning the Interlaken station, whose only purpose was to circumvent the blue laws. (NYT)
- July 29, 1904 Fulton, Bedford & Somerset Railroad incorporated in Pa. as reorganization of South Pennsylvania Railway under control of B&O; includes property and franchises for railroad from Harrisburg to Port Perry and branches from Stair's Mill to the West Virginia state line near Wheeling and from Fannettsburg to the Maryland state line in the direction of Hagerstown. (B&O Val)
- July 29, 1904 Cooper-Hewitt interests announce that they have sold the Trenton Iron Company to the American Steel & Wire Company, a subsidiary of the United States Steel Corporation. (NYT, Zink)
- July 30, 1904 Queen Anne's Railroad steamboat *Queen Caroline* unable to land at Cape May because pier is not repaired. (CMGS)
- Aug. 1, 1904 Work resumes on Hudson River Tunnel from New York side after strike settled. (ASCE)
- Aug. 1, 1904 NY&LB makes a new agreement with the Ocean Grove Camp Meeting Association of the Methodist Episcopal Church for banning Sunday stops at Asbury Park-Ocean Grove station. (MB)
- Aug. 1, 1904 Norfolk & Western Railway signs a new trackage rights agreement for use of Cincinnati, Lebanon & Northern Railway between Idlewild and Cincinnati. (AR)
- Aug. 1, 1904 Chicago & Eastern Illinois Railroad begins running into St. Louis Union Station over the Terminal Railroad Association of St. Louis from Granite City, Ill. (Lyford)
- Aug. 2, 1904 LS&MS simple 2-8-0 No. 734 makes its last test on the St. Louis Locomotive Test Plant. (TestDept)
- Aug. 3, 1904 "___" (later "BELL") Tower placed in service at Bellevue, Del.; four-track system completed between Grays Ferry and Bellevue on Maryland Division, including track elevation through Chester and freight duck-under at northern entrance to Edge Moor Yard. (AR, WEJ)

- Aug. 4, 1904 Missouri & Illinois Bridge & Belt Railroad incorporated in Missouri by member companies of Terminal Railroad Association of St. Louis for purpose of building a railroad from the Wabash Railroad at Ferguson, Mo., to and across the Alton Bridge of St. Clair, Madison & St. Louis Belt Railroad; formed because TRRA could not issue Second Mortgage bonds directly to pay for StCM&StL as per the original agreement of Jan. 19, 1903. (Church, C&C)
- Aug. 7, 1904 Queen Anne's Railroad steamboat *Queen Caroline* begins regular trips for season between Lewes and Cape May. (CMGS)
- Aug. 9, 1904 Henry Steers, Inc., contracts to remove spoil from Penn Station site and use it to fill PRR freight yard site at Greenville. (ASCE)
- Aug. 9, 1904 BC&A agrees with Baltimore Transfer Company for transfer of freight and baggage between its steamboat piers and PRR stations in Baltimore. (MB)
- Aug. 10, 1904 Reading Company buys the remaining 20,000 shares of the Lehigh Valley Railroad held by J.P. Morgan & Co. (Wheeler)
- Aug. 10, 1904 Michigan Central Railroad ALCO cross-compound 2-8-0 No. 585 is first placed on the St. Louis Locomotive Test Plant. (TestDept)
- Aug. 12, 1904 Former PRR General Superintendent G. Clinton Gardner (1834-1904) dies at Richmond Hill, Long Island. (NYT, RRGaz - died at night so may have been early hours of Aug. 13)
- Aug. 12, 1904 Terre Haute & Indianapolis Railroad runs first of four employee excursion trains to World's Fair. (RRGaz)
- Aug. 13, 1904 PRR runs first employee excursion to the St. Louis World's Fair; trains run direct to the fairgrounds over the Wabash Railroad. (RyW)
- Aug. 13, 1904 Buick Motor Company delivers its first production automobile. (May)
- Aug. 15, 1904 Lines West Executive Committee changes the name of "T&OC Jct." to "Roseland" on the Pittsburgh Division. (MB)
- Aug. 1904 PRR has 44,950 stockholders, up from 28,675 in 1902. (RyW)
- Aug. 1904 Theodore N. Ely has ordered that the PRR mechanize shop and engine terminal work as much as possible. (RyW)
- Aug. 1904 PRR asks the government to enlarge the immigration station at the foot of Washington Avenue in Philadelphia. (RyW)

- Aug. 1904 Reading purchases 20,000 shares of the Lehigh Valley Railroad. (Wheeler)
- Aug. 1904 Thomas W. Lawson (1857-1925), a Boston stockbroker and speculator who had participated in the flotation of the Amalgamated Copper Company with James Stillman, Henry H. Rogers and William Rockefeller of the National City Bank-Standard Oil interests in 1899, publishes the first of a series of articles called "Frenzied Finance" in *Everybody's Magazine*; Lawson reveals the scale of the promoters' profits in that flotation and continues writing of other sharp practices into 1905; ironically, he also alienates his own clients, and his targets respond by attacking his business; after 1910, Lawson loses most of his possessions, starting with his \$6 million estate near Boston, and dies relatively poor. (Carosso, DAB)
- Aug. 16, 1904 LIRR agrees with Manhattan Beach Company and Austin Corbin Estate to purchase 1,522 shares preferred and 3,500 shares common stock of New York & Manhattan Beach Railway, valued at \$709,000 for \$704,000 in stock and cash. (MB)
- Aug. 17, 1904 After leaving the United States Steel Corporation, former Pres. Charles M. Schwab (1862-1939) pays his first visit to the Bethlehem Steel Company, which he has controlled since 1901; he promises to make it the greatest armor plate and gun factory in the world and urges diversification into foreign sales, crucible steel, locomotive tires, and other products. (Warren)
- Aug. 17, 1904 Michigan lumber baron and founder of Traverse City Perry Hannah (1824-1904) dies.
- Aug. 18, 1904 Interborough Rapid Transit Company (IRT) holds first test run of electric subway cars from Harlem to the Battery. (NYT)
- Aug. 20, 1904 "John Linn Patton Memorial Cottage" opens at Dwight Farms at Downingtown as vacation spot for Philadelphia PRR YMCA members; donated by YMCA Chairman William A. Patton in memory of his son, John L. Patton, who died Oct. 6, 1900; 465-acre Dwight Farm had been given to main Philadelphia YMCA by E. P. Dwight of Chester Steel Casting Company for recreational purposes. (Wilson)
- Aug. 20, 1904 PRR runs its second employee excursion to the St. Louis World's Fair. (RyW)
- Aug. 20, 1904 J. Skelton Williams of Richmond and J. William Middendorf & Co. of Baltimore sell 140,000 shares of Seaboard Air Line common and preferred stock to Thomas Fortune Ryan and Blair & Co., giving them 200,000 shares or a one-third interest. (NYT, RyW)
- Aug. 21, 1904 Wabash Railroad inaugurates its Chicago-St. Louis *Banner Blue Limited*, established in connection with the World's Fair. (Grant/Hofsommer - verify)

Guide?)

- Aug. 22, 1904 LIRR agrees with Manhattan Beach Company and Manhattan Beach Hotel & Land Company, Ltd., for relocating terminal at Manhattan Beach. (MB)
- Aug. 22, 1904 Philadelphia banker J. Lowber Welsh (1842-1904) dies. (Erie AR)
- Aug. 24, 1904 New York & Jersey Railroad resumes work on south tunnel. (Jacobs.)
- Aug. 24, 1904 Burnsville & Eastern Railroad sells rights between Walkersville and Belington, W.Va., to Coal & Coke Railway; B&E had expended \$38,806 on line between Burnsville and Walkersville, which is not completed; Little Kanawha Railroad grants rights between Copen Run, W.Va., and Burnsville to Coal & Coke Railway. (Church)
- Aug. 25, 1904 Southbound tracks of Wilmington track elevation open between Todds Cut (Shops) and 5th Street at 10:00 AM.
- Aug. 25, 1904 New double-track Long Bridge opens between Washington and Arlington, Va., just west of old single-track rail/road bridge of 1889; conversion completed Aug. 28; 10 through truss spans recycled from old Delaware River bridge at Trenton, plus one new truss span and swing draw installed after wreck in 1903; old Long Bridge remains for vehicles and trolley cars pending completion of new 14th Street road bridge. (AR, MB, C&C, JFoley)
- Aug. 1904 Economy bottoms out and three-year expansion begins. (NBER)
- Aug. 27, 1904 *Railway World* reports that a quarter of the tracks in Waverly Yard are now down and the freight transfer station has been built. (RyW)
- Aug. 27, 1904 Third PRR employee excursion to the St. Louis World's Fair carries 2,000 employees of the Vandalia Lines. (RyW)
- Aug. 27, 1904 Michigan Central Railroad ALCO cross-compound 2-8-0 No. 585 makes its last run on the St. Louis Locomotive Test Plant. (TestDept)
- Aug. 28, 1904 Atchison, Topeka & Santa Fe Railway tandem compound 2-10-2 No. 929 is placed on the St. Louis Locomotive Test Plant. (TestDept)
- Aug. 28, 1904 New Haven Pres. Charles S. Mellen announces it will electrify its Harlem River Branch and increase it to six tracks. (NYT)
- Aug. 29, 1904 New 4-track elevated line opens through New Brunswick; new Albany Street station opens on elevated line; street-level Suydam Street Station in New Brunswick, N.J., abandoned (NYT, AR, CityofNBruns)

- Aug. 29, 1904 PCC&StL Railway Executive Committee authorizes building coaling stations at Richmond and Logansport. (MB)
- Sep. 1, 1904 Weehawken Shaft of North River Tunnel completed; 76 feet deep; work begins on Hudson River Tunnels on New Jersey side. (Couper, ASCE)
- Sep. 1, 1904 General Superintendent of PRR Grand Division George W. Creighton returns to duties after leave for health. (RRGaz)
- Sep. 1, 1904 Norfolk & Western Railway obtains trackage rights over Cincinnati, Lebanon & Northern Railway between Idlewild and Cincinnati. (Church)
- Sep. 1, 1904 Circuit Court of Bond County, Ill., dismisses suit brought against St. Louis, Vandalia & Terre Haute Railroad by small shareholder Charles W. Thomas and the Town of Vandalia, et al.; finds that the Terre Haute & Indianapolis Railroad has paid the rent as required and that the preferred stocks and bonds are valid; discharges Receiver Henry C. Begole; Thomas is made responsible for all the receiver's certificates issued by Begole and costs in all suits brought by the receiver; the dismissal releases funds on deposit with Volney T. Malott and with the Pennsylvania Company, permitting them to pay off the floating debt of \$805,600 accumulated during the years of the Thomas Suit and to pay for improvements. (AR, Church)
- Sep. 2, 1904 Tri-weekly freight service restored on Newry Branch on complaint of an on-line shipper. (Snyder)
- Sep. 2, 1904 Terre Haute & Indianapolis Railroad runs last of four employee excursions to World's Fair. (RRGaz)
- Sep. 2, 1904 Hazleton Coal Company merged into Westwood Coal Company, which then changes its name back to Hazleton Coal Company. (LVCorp)
- Sep. 2, 1904 Mineral Spring Coal Company merged into the Lehigh Valley Coal Company; owned 900 acres near Wilkes-Barre leased to the Lehigh Valley Coal Company. (LVCorps)
- Sep. 6, 1904 West Jersey & Seashore Railroad agrees with Atlantic City to contribute \$160,000 to paving Atlantic Avenue and spend \$367,000 relocating the trolley tracks. (AR)
- Sep. 6, 1904 Queen Anne's Railroad steamboat *Queen Caroline* makes last run between Lewes and Cape May; service is unprofitable and under PRR is not restored in 1905. (Guide)
- Sep. 7, 1904 Foundry No. 2, first building of South Altoona Foundries, opens. (AR)

- Sep. 8, 1904 LIRR VP William F. Potter informs Board that operations during the last six months have been unsatisfactory because of large expenditures for maintenance of way and equipment and increased fuel and wage costs. (MB)
- Sep. 9, 1904 Reading voting trust of 1896 ends with the payment of a 4% dividend on the First Preferred stock for two consecutive years. (AR)
- Sep. 10, 1904 The 12-storey, 660-room Astor Hotel opens on the west side of Times Square between 44th & 45th Street. (NYT, Trager)
- Sep. 12, 1904 200 men recalled to Wilmington Shops as business begins to improve. (WEJ)
- Sep. 13, 1904 Pennsylvania Company Executive Committee authorizes a change of line and grade west of Hudson on the Cleveland & Pittsburgh Division. (MB)
- Sep. 13, 1904 St. Louis, Vandalia & Terre Haute Railroad Board authorizes extension of Collinsville Yard and construction of a 75-foot turntable in place of a 60-foot turntable for the Lumaghi Coal Company. (MB)
- Sep. 14, 1904 Chicago, Indiana & Eastern Railway enters second receivership; George W. Bartlett appointed receiver by U.S. Circuit Court for District of Indiana. (Church)
- Sep. 15, 1904 DeGlehn compound 4-4-2 No. 2512 is placed on the Test Plant at the Louisiana Purchase Exposition. (TestDept)
- Sep. 1904 Cincinnati, Lebanon & Northern Railway completes second track to Highland Avenue in East Norwood after building “___” Tower at crossing of B&O. (Hauck)
- Sep. 1904 Future Superintendent John B. Austin (1873-) joins the LIRR as Engineer of Maintenance of Way, having worked for the Great Northern Railway and the Lackawanna Steel Company. (PRRBio)
- Sep. 1904 Thomas W. Lawson publishes the second installment of “Frenzied Finance,” in which he exposes the workings of “communities of interests” and interlocking directorates, with an emphasis upon the close ties between the big New York banks and the big insurance companies, which provide pools of capital; this creates widespread public fears that the financiers are gambling with their insurance premiums. (Carosso)
- Sep. 17, 1904 Atchison, Topeka & Santa Fe Railway tandem compound 2-10-2 No. 929 makes its last run on the St. Louis Locomotive Test Plant. (TestDept)
- Sep. 17, 1904 *Railway World* reports that the Gould-Wabash interests have purchased the Pittsburgh Terminal Railroad & Coal Company and the West Side Belt

- Railroad for \$12 million. (RyW)
- Sep. 18, 1904 Waverly Transfer freight station placed in service at Waverly Yard. (AR)
- Sep. 19, 1904 Assistant to Chief Engineer William Arthur Pratt (1854-1904) dies at Philadelphia. (AR, RyW)
- Sep. 19, 1904 Pittsburgh Junction Railroad leases its track on Herra Island to Pittsburgh Joint Stock Yards Company. (Church)
- Sep. 19, 1904 Circuit Court of Bond County (Ind.) finally dismisses the Thomas Suit, ruling that the St. Louis, Vandalia & Terre Haute Railroad preferred stock and income bonds were legally issued; discharges Henry C. Begole as receiver and orders him to turn over all money and papers; the plaintiffs are to pay court costs and the cost of the \$20,000 receiver's certificates with interest; the settlement means that StLV&TH funds now deposited with the Pennsylvania Company and the Terre Haute & Indianapolis Railroad can be released. (MB)
- Sep. 20, 1904 Norfolk & Portsmouth Belt Line Railroad obtains trackage rights over Atlantic & Danville Railroad (Southern Railway) between Belt Line Jct. and Portsmouth (1.85 miles). (Val)
- Sep. 21, 1904 Dean Water Company incorporated in Pa. (MB)
- Sep. 22, 1904 New 4-track stone arch bridge over Brandywine Creek at Coatesville opens for eastbound traffic. (CCHS)
- Sep. 23, 1904 Special PRR train carrying F.M. Pease, a railway supply manufacturer, arrives in Chicago, having made the run from Philadelphia in 18:14 vs. 18:30 for fastest regular train. (NYT)
- Sep. 23, 1904 S. Pearson & Son, Inc., begins digging East River Tunnel from East Avenue Shaft towards East River. (SRea)
- Sep. 23, 1904 New Haven announces that it will abandon third rail electrification on part of Nantasket Beach Branch between Nantasket Jct. and Braintree for next season; Pres. Mellen announces that the New Haven is abandoning electrification plans at Boston until new inventions are developed, as neither third rail nor trolley wire is suitable for its service; experiments with electrification will continue on New York suburban service. (NYT, StRyJrnl)
- Sep. 24, 1904 Work resumes adding third track to Wilmington track elevation north of Brandywine Creek. (WEJ)
- Sep. 24, 1904 Western Maryland Railroad opens extension down Gywnn's Run to new marine terminal at Port Covington on the south side of Baltimore; is planned

- as Atlantic terminal of the proposed Gould transcontinental system. (WM)
- Sep. 25, 1904 New 4-track stone arch viaduct opens across Brandywine Creek at Coatesville opens for westbound traffic, replacing a 2-track steel Pratt truss bridge built in 1891. (CCHS)
- Sep. 26, 1904 PB&W begins operating freight trains over the Catonsville Short Line Railroad between Loudon Park and Catonsville on a year-to-year contract; old agreement of Jan. 1, 1900 terminated. (MB)
- Sep. 26, 1904 Harrison Gas Coal Company dissolved; remaining lands having been sold to Manor Real Estate & Trust Company. (MB)
- Sep. 27, 1904 Four-track open Pier No. 7 opens at Canton in Baltimore; 52 x 934. (AR)
- Sep. 27, 1904 Pennsylvania Company Executive Committee authorizes additional tracks at Colehour Yard; further appropriation for a 2nd track from Grovertown to Wanatah and from Arcola to Bourbon on the Western Division; 4th track between Homewood and Walnut on the Eastern Division; completion of the Rush Run Branch on the Cleveland & Pittsburgh Division; cancels authorization for a new station at Conway. (MB)
- Sep. 27, 1904 PCC&StL Railway Board authorizes second track between Peoria Jct. and Trimmer and between "PV" Tower and Hartsdale on the Logansport Division. (MB)
- Sep. 28, 1904 PRR Board readopts location for new line for Western Pennsylvania Division (originally approved in 1885 and 1895) from west end of Salina Tunnel along canal bed to Freeport; also a line from Apollo along south bank of river; authorizes extension of Cherry Tree & Dixonville from Possum Glory Jct. to Dixon Run. (MB)
- Sep. 29, 1904 Stuyvesant Real Estate Company acquires land from William H. Langley and William F. Dunning between 63rd & 65th and from 2nd Avenue to the pierhead line at Bay Ridge, Brooklyn. (MB)
- Sep. 29, 1904 Lines West First VP James McCrea reports that the Terre Haute & Indianapolis Railroad and St. Louis, Vandalia & Terre Haute Railroad have agreed to a settlement in the case of the Town of Vandalia, Town of Bear Grove, Edward L. Thomas and John Gochenour, trustees, vs. the St. Louis, Vandalia & Terre Haute Railroad, et al., on the best terms possible, paying \$160,000 and purchasing 508 shares of StLV&TH common stock. (MB)
- Sep. 30, 1904 Long Island City shaft of East River Tunnels completed and bottom headings started westward in Tunnels A, B and D. (ASCE)

- Sep. 30, 1904 West Jersey & Seashore Railroad Board authorizes track elevation in Camden, relaying the Cape May Division with 100-lb. rail, improving the Cape May terminal and lowering and renewing the track in Atlantic Avenue, Atlantic City. (MB)
- Sep. 30, 1904 With its funds unblocked, the St. Louis, Vandalia & Terre Haute Railroad pays \$919,096 due as dividends on the preferred stock since Dec. 31, 1896, and repays the \$800,000 borrowed from the Pennsylvania Company. (MB, AR)
- Oct. 1, 1904 PRR establishes First Aid Program with training by Voluntary Relief Department (VRD) medical examiners and first aid kits on locomotives and cabooses and at principal stations. (RyW)
- Oct. 1, 1904 PCC&StL Railway increases overtime pay for conductors from 29 cents to 31 cents and for brakemen from 19 cents to 20 cents. (RyW)
- Oct. 1904 Blair Furnace station renamed East Altoona.
- Oct. 2, 1904 Buffet-parlor car service added to morning and afternoon round trips between Pittsburgh and Erie via Sharon. (tt)
- Oct. 3, 1904 LIRR subway in Atlantic Avenue opens between Cooper Place and Stone Avenue; Division No. 3 of the Atlantic Avenue Improvement. (, AR)
- Oct. 3, 1904 Benjamin McKeen of St. Louis, Vandalia & Terre Haute Railroad agrees to build St. Clair Coal Railway in return for entire stock; right of way to be provided by Consolidated Coal Company; St. Clair Coal Railway leased to St. Louis, Vandalia & Terre Haute Railroad. (Church)
- Oct. 4, 1904 Missouri & Illinois Bridge & Belt Railroad organized; Joseph Ramsey, Jr., Pres. (C&C)
- Oct. 4, 1904 L. F. Loree resigns as Pres. of Rock Island Company (N.J.) and Chairman of Executive Committee of Chicago, Rock Island & Pacific Railroad in a dispute with the controlling Moore-Reid Syndicate; under his contract, he continues to receive his \$75,000 annual salary until the end of 1907 and is given \$450,000 in Rock Island bonds as an inducement to resign. (RRGaz, NYT, Hayes)
- Oct. 4, 1904 J. H. Moore, Daniel G. Reid and Robert Mather replace Mortimer Schiff, F. F. Winston and C. H. Chappelle on the Board of the Chicago & Alton Railroad after the Moore-Reid Syndicate succeeds in capturing stock control from E. H. Harriman; the road is to be managed jointly with Harriman for one year. (NYT, DAB)
- Oct. 4, 1904 Richmond, Fredericksburg & Potomac Railroad opens double track between Taylorsville and Rutherglen. (AR)

- Oct. 5, 1904 Northumberland & Nanticoke Railroad dissolved without any construction. (MB)
- Oct. 7, 1904 Missouri & Illinois Bridge & Belt Railroad organized. (AR)
- Oct. 8, 1904 DeGlehn compound 4-4-2 No. 2512 ends its first round of tests on the Test Plant at the Louisiana Purchase Exposition; certain parts are running hot when high speeds are attempted; it is sent to the Terre Haute Shops for repairs and road tests before being returned to St. Louis. (TestDept)
- Oct. 10, 1904 PRR Road Committee approves new canal and dock at South Buffalo, N.Y. (MB)
- Oct. 10, 1904 Family owners of Weems Steamboat Company of Baltimore City agree to transfer stock to Scott & Co.; company has a large floating debt; Pres. Henry Williams (1840-1916) obtains bonus fund of \$25,000 for old employees; the company sells Pier No. 2, Light Street, to Georgianna Weems Williams (1845-1924) and Matilda Weems Forbes (1848-1910), who are to lease it back to the company; the Weems heirs assume the floating debt; Willard Thomson and Henry S. Beal elected directors. (BdF, MB)
- Oct. 10, 1904 Henry Clay Frick elected a director of the Reading Company. (AR)
- Oct. 11, 1904 Electric light placed in service at Cape Charles on the NYP&N. (Lewis)
- Oct. 12, 1904 Henry Williams resigns as Pres. of Weems Steamboat Company of Baltimore City, followed by other officers. (BdF)
- Oct. 12, 1904 Atchison, Topeka & Santa Fe Railway Vaucrain compound 4-4-2 No. 535 first tested on the Locomotive Test Plant at St. Louis. (TestDept)
- Oct. 13, 1904 Future PRR VP-Public Relations Ralph Comstock Champlin (1904-1969) born in Augusta, Ga. (WhosWho)
- Oct. 13, 1904 Southern Railway completes the double-tracking and realignment of its main line between Alexandria and Orange, Va., to give a maximum 0.8% grade; the principal changes of grade and alignment are between Alexandria and Manassas. (AR)
- Oct. 14, 1904 Pres. Roosevelt invites E. H. Harriman to meet him at the White House to discuss currency issues in advance of his annual message to Congress; however, he does not draw attention to his impending statement on increasing the powers of the ICC, despite Harriman's huge railroad interests. (TRPapers)
- Oct. 15, 1904 Akron & Barberton Belt Railroad opens Akron Extension between Barberton

(Tuscarawas Avenue) and White Grocery, Akron (12.56 miles); begun by Barberton, Akron & Eastern Belt Line Railway. (C&C, Church)

- Oct. 15, 1904 St. Louis Union Station handles 86 trains in one hour in crush of World's Fair traffic. (ATO)
- Oct. 15, 1904 Last day of racing at the Morris Park Racetrack; racing, including the Belmont Stakes, shifts to the new Belmont Park in Elmont, Long Island, in 1905. (wiki)
- Oct. 15, 1904 Elizabeth Williams Roberts (1879-1959), daughter of the late George B. Roberts, marries Percy Hamilton Clark (1873-1865), son of banker Edward White Clark (1828-1904), at Bala-Cynwyd, thus uniting the Quaker Roberts dynasty with the Yankee Clarks; the couple later build a country house, "Willoughby," on Roberts land on Belmont Avenue; their daughter will marry Nelson Rockefeller, grandson of John D. Rockefeller and future Gov. of New York. (HarvardClass1896, MnLnTms)
- Oct. 1904 Lake Erie & Pittsburgh Railway suspends construction, having graded most of route between Lorain and Berea, Ohio, and purchased 2.33 miles of right-of-way near Ravenna; not resumed on this alignment. (part of Wabash failure?) (Church)
- Oct. 1904 New East Trenton Car Shops completed. (Lee).
- Oct. 16, 1904 PRR announces it is considering changing train numbers by prefixing with a letter code for each division. (WEJ)
- Oct. 16, 1904 Mountain View Water Company incorporated in Pa. to supply water to Steelton. (MB)
- Oct. 18, 1904 Pennsylvania Company agrees to advance money to Benjamin McKeen to built St. Clair Coal Railway in return for its stock; the Consolidated Coal Company had agreed to build a branch from Collinsville on the St. Louis, Vandalia & Terre Haute Railroad, but lacked the power to condemn a right-of-way by eminent domain and was unable to buy it at a reasonable price. (MB, Church)
- Oct. 18, 1904 George F. Baker elected a director of the Erie Railroad, replacing J. Lowber Welsh, deceased. (AR)
- Oct. 19, 1904 Mountain Crest Water Company incorporated in Pa. (MB)
- Oct. 20, 1904 Water floods Manhattan shield chamber of Hudson River Tunnels, causing cave-in from NYC&HR yards above. (ASCE)
- Oct. 20, 1904 S. Pearson & Son, Inc., finishes East Avenue Shaft in Long Island City. (SR)

- Oct. 20, 1904 Pennsylvania Land Company deeds right of way to extend Byrne Track in Louisville from 18th to 28th Street to Pennsylvania Terminal Railway Company. (C&C)
- Oct. 20, 1904 Kuhn, Loeb & Co. begins selling some of the Reading Company shares held for the B&O and NYC&HR in profit-taking. (Wheeler)
- Oct. 20, 1904 E. H. Harriman meets with Pres. Roosevelt in Washington and agrees to raise \$260,000 for New York Republican candidates; they confine their discussions to New York party politics; according to Roosevelt, Harriman asks Roosevelt's help in raising money for the campaign of his friend Gov. Benjamin B. Odell and in obtaining a federal appointment for Chauncey M. Depew, whom Odell has decided cannot be reelected Senator. (Morris, TRPapers)
- Oct. 21, 1904 PRR orders locomotives from various Lines West points sent to Pittsburgh to reduce freight congestion between Pittsburgh and New York. (NYT)
- Oct. 22, 1904 PRR announces it will demolish train shed at Broad Street Station and replace it with platform canopies as part of plan to enlarge station. (WEJ)
- Oct. 24, 1904 PRR Road Committee approves purchase of the West Jersey & Seashore Railroad parlor cars. (MB)
- Oct. 24, 1904 PRR announces completion of pneumatic semaphores between Philadelphia and Washington. (WEJ)
- Oct. 24, 1904 U.S. Circuit Court for Indiana terminates the receivership of the Terre Haute & Indianapolis Railroad, effective Nov. 1. (MB)
- Oct. 24, 1904 Driftwood & Red Bank Furnace RPO renamed Driftwood & Red Bank RPO. (Kay)
- Oct. 25, 1904 New York Connecting Railroad appoints Gustav Lindenthal Consulting Engineer & Architect under contract of Aug. 29, 1904; requests Construction Committee to prepare new plans and estimates; Lindenthal compares three designs, a stiffened eye-bar suspension bridge, a three-span continuous truss, and a three-span cantilever, each with a main span of 850 feet. (MB)
- Oct. 25, 1904 New Mulberry Street Yard in Trenton, N.J., completed. (Lee)
- Oct. 25, 1904 Harlan & Hollingsworth Company, the Wilmington shipbuilding and railroad car building company, is sold at foreclosure for \$685,000 to the reorganization trustees of the United States Shipbuilding Company. (Warren)

- Oct. 26, 1904 Pittsburgh conference between Pres. Cassatt and Brotherhood of Railroad Trainmen on Lines West fails on PRR refusal to make a union contract. (NYT)
- Oct. 26, 1904 New Haven Board votes to purchase the New York, Ontario & Western Railway; the NYO&W is the weakest anthracite railroad, with an up-hill-and-down-dale line between Weehawken and Oswego, but does provide a source of coal and connections at the Poughkeepsie Bridge gateway at Campbell Hall, N.Y. (RyW)
- Oct. 27, 1904 First informal tests at Schenectady of new General Electric Company electric locomotives for Grand Central electrification. (ASCE)
- Oct. 27, 1904 Interborough Rapid Transit Company (IRT) opens first subway in New York City, running from City Hall to 145th Street under Fourth Avenue, 42nd Street, and Broadway; its location contributes to the growth of the midtown office district at Grand Central and Times Square, while Penn Station remains isolated. (RTinNYC)
- Oct. 28, 1904 Alert PRR engineer foils an attempt to wreck westbound expresses carrying Adams Express cars by piling ties on the track at Deans, N.J.; trains operate at slow speeds, while PRR detectives comb the area to no avail. (NYT)
- Oct. 28, 1904 PB&W Board authorizes new office building in Wilmington; two additional passenger tracks at the Bellevue jumpover. (MB)
- Oct. 31, 1904 Pennsylvania Company Executive Committee authorizes a further appropriation for 3rd track between Rochester and New Brighton. (MB)
- Oct. 31, 1904 PCC&StL Railway Executive Committee authorizes 3rd & 4th track between Midway and Bulger on the Pittsburgh Division; new interlocking at the junction of the east and west legs of the wye at the end of double track at the junction of the Ohio Connecting Railway bridge, and also additional money for a second track on the Duff Branch of the Ohio Connecting Railway. (MB)
- Fall 1904 Michigan Central Railroad Board appoints a committee of Chief Engineer Wilson S. Kinnear, LS&MS Chief Engineer E.D. Handy, and consulting engineer William J. Wilgus to study a tunnel between Detroit and Windsor, Ont. (Trains)
- Fall 1904 Flat track racing restored at the Pimlico Race Track northwest of Baltimore. (Kelly/MdHistMag)
- Nov. 1, 1904 Pennsylvania, New York & Long Island Railroad contracts eastern end of Hudson River Tunnel between 10th & 11th Avenues to O'Rourke Engineering Construction Company. (ASCE)

- Nov. 1, 1904 PB&W leases new 3-storey flour warehouse at 15th & Carpenter Streets to Merchants Warehouse Company retroactive to July 1. (MB)
- Nov. 1, 1904 Bay View-President Street, Baltimore ceded from Maryland Division (PB&W) to Baltimore Division (Northern Central); NC assumes operation as agent for PB&W. (MB, AR)
- Nov. 1, 1904 100-car Perry Street freight yard opens at Trenton, N.J. (Lee)
- Nov. 1, 1904 Eastern Shore Steamboat Company interests take control of the Chester River Steamboat Company of Baltimore City; Willard Thomson elected Pres., replacing George Warfield, resigned; operates steamboats *Gratitude*, *Corsica*, *Emma A. Ford* and *B.S. Ford*. (MB, Holly)
- Nov. 1, 1904 Northern Central Railway Board authorizes additional money for yard and engine terminal at Fairview (Enola); authorizes 3rd & 4th track between Mount Royal Jct. and Mount Vernon and between York Haven and New Cumberland Jct. (MB)
- Nov. 1, 1904 Northern Central Railway begins operating over the old PW&B main line between Bay View and President Street Station and maintaining it at the expense of the PB&W. (MB, AR)
- Nov. 1, 1904 Shamokin Valley & Pottsville Railroad Board authorizes a new freight station at Shamokin; completion of a track connection to the new colliery on the Scott Branch. (MB)
- Nov. 1, 1904 Terre Haute & Indianapolis Railroad receivership ends; former receiver Volney T. Malott continues operating the system as Trustee. (MB, RyW)
- Nov. 1, 1904 Officers of Richmond, Fredericksburg & Potomac Railroad elected to similar positions with Washington Southern Railway. (MB)
- Nov. 1, 1904 Atchison, Topeka & Santa Fe Railway Vaucrain compound 4-4-2 No. 535 makes its last test on the Locomotive Test Plant at St. Louis after four attempts to run without melting bearings at high speed fail. (TestDept)
- Nov. 1, 1904 New Haven purchases a majority interest in the New York, Ontario & Western Railway running from Weehawken to Oswego and Scranton for \$13.1 million; it is the weakest of the anthracite roads and runs up hill and down dale while avoiding most large towns, but it connects the Poughkeepsie Bridge to the anthracite fields at Scranton and Lake Ontario at Oswego. (AR, Moodys)
- Nov. 1, 1904 New Haven VP Percy R. Todd resigns over Pres. Mellen's decision to buy the Newburgh, Dutchess & Connecticut Railroad. (Baehr - verify when purch NYT)

- Nov. 1, 1904 Carpenter Steel Company reorganized and incorporated in N.J.; works at Reading, Pa. (MoodyS)
- Nov. 1, 1904 William Crapo Durant (1861-1947) of the Durant-Dort Carriage Company buys control of the Buick Motor Company from James H. Whiting; David Dunbar Buick, who has no business sense, is soon elbowed aside; Durant makes the company the leading automobile manufacturer, with an output greater than the combined production of Ford and Cadillac by 1908. (May)
- Nov. 2, 1904 ATO committee reports on decreasing average car-mileage and locomotive-mileage since 1900; notes greater rate of increase in short-haul traffic and that the large terminals are inadequate. (ATO)
- Nov. 2, 1904 Four-cylinder compound 4-4-2 No. 628 built by the Hannoversche Maschinenbau Aktiengesellschaft, vormal's Georg Egstorff, Linden vor Hannover, for the Königlich Prüss. Eisenbahn Verwaltung (Royal Prussian Railways), is placed on the St. Louis Locomotive Test Plant; it is the only locomotive tested to be equipped with a superheater. (TestDept)
- Nov. 5, 1904 ATO committee reports on trolley competition; trolleys for commuting are currently limited to 4-6 mile radius at 5-cent fare, with which steam railroads are unable to compete; recommends that the PRR continue closing suburban stations within a 5-mile radius and to compete with rural trolleys by making its trains faster and more comfortable; gasoline railcars are not yet perfected to the point at which they can be substituted for steam trains; the Cumberland Valley Railroad has a trolley franchise on the Harrisburg, Carlisle & Chambersburg Turnpike Road between Camp Hill and Carlisle but has yet to use it; has also just got control of the trolley line between Carlisle and Mechanicsburg via Boiling Springs. (ATO)
- Nov. 5, 1904 William F. Kiesel, Jr., assigns his patent for an improved tank car to the PRR. (MB)
- Nov. 7, 1904 PRR Road Committee approves the purchase of the DeGlehn compound locomotive exhibited at the Louisiana Purchase Exposition; approves jumpover at Ehrenfield; combines "Osceola" and "Osceola Town" stations as "Osceola Mills." (MB)
- Nov. 8, 1904 St. Louis, Vandalia & Terre Haute Railroad Board approves a subscription to the stock of the Missouri & Illinois Bridge & Belt Railroad. (MB)
- Nov. 8, 1904 James H. Barrett (1847-1904), an official of the PFW&C and later the Buffalo, Rochester & Pittsburgh Railway, dies at Rochester of Bright's disease. (RyAge)

- Nov. 8, 1904 Republican Theodore Roosevelt is reelected Pres. by a landslide over lackluster Democratic candidate Alton B. Parker; Republicans increase their majorities in the House and Senate. (Morris, wiki)
- Nov. 9, 1904 PRR Board authorizes purchase of the DeGlehn compound exhibited at Louisiana Purchase Exposition; authorizes construction of jumpover at Ehrenfeld. (MB)
- Nov. 9, 1904 Excavations begun for Wilmington Office Building. (AR)
- Nov. 10, 1904 Bolstered by his election victory, Pres. Roosevelt writes to several confidants of his desire to make a moderate reduction in the tariff, even though most of his party supports protection; he hopes to use the threat of tariff reform to get a bargain with conservatives on railroad regulation. (TRPapers)
- Nov. 12, 1904 Prussian four-cylinder compound 4-4-2 No. 628 makes last test run on the St. Louis Locomotive Test Plant. (TestDept)
- Nov. 12, 1904 No. 6000, the prototype of the new Alco-GE electric locomotives for NYC&HR Grand Central service makes first formal trial run on General Electric's 6-mile test track for the press and invited guests; Samuel Rea attends for PRR; experimental Class L with 1-D-1 wheel arrangement designed by Edwin B. Katte of NYC&HR and Asa F. Batchelder of GE to haul 450-ton trains at 65 MPH; 34 production models are originally Class T-1 and T-2 in 3400-series; takes power from under-running 600-volt d.c. third rail. (Wilgus, NYT, Condit, RRH, Steinbrenner, Staufer)
- Nov. 12, 1904 *Railway World* prints the rankings of railroads with numbers of suburban passengers per year compiled for the International Railway Congress; Southern Pacific Company at San Francisco is No. 1 with 18,177,000, but this includes its ferries which have a near-monopoly of cross-bay traffic; Illinois Central at Chicago is No. 2 with 15,000,000; New Haven at Boston is No. 3 at 13,200,000; Boston & Maine at Boston is No. 4 at 12,500,000; DL&W at New York is No. 5 at 11,300,000; Reading at Philadelphia is No. 6 at 11,000,000; Chicago & North Western at Chicago is No. 7 at 8,300,000; NYC at New York is No. 8 at 7,000,000; Erie Railroad at New York is No. 9 at 6,000,000; Boston & Albany at Boston is No. 10 at 6,000,000; No. 11 is listed as the B&O at New York, with 5,600,000, but this must represent the Staten Island Rapid Transit and Staten Island Ferry, as the B&O proper has no suburban service at New York; possibly it is the New Haven at New York; PRR at Philadelphia is No. 12 with 4,000,000; PRR at Pittsburgh is No. 13 with 3,240,000; CNJ is No. 14 at 3,150,000; PRR at New York is No. 15 with 2,350,000; Chicago & Eastern Illinois/Chicago & Western Indiana is No. 16 at 2,300,000; CB&Q at Chicago is No. 17 at 1,280,000; LIRR is No. 18 at 930,000; the LIRR total looks far too low, but it may not include the large summer-only travel to Long Island resorts; the LIRR's status will change once

Penn Station opens and the Flatbush Avenue Terminal is connected to the IRT subway. (RyW)

- Nov. 13, 1904 "New York-Pittsburgh Subway" connection opens at Zoo Junction in West Philadelphia, permitting through passenger trains between New York and the West to avoid running into Broad Street Station and congestion in Mantua Yard; Germantown Jct. becomes Philadelphia stop for western trains; No. 16 *New York Special* from Pittsburgh and No. 29 *Pittsburgh Special* are moved from the Trenton Cutoff to the Subway. (AR, Keystone - NB when opened, last expresses for NY removed from Trenton Cutoff)
- Nov. 13, 1904 NYC&HR Cole four-cylinder compound 4-4-2 No. 3000 built by the American Locomotive Company (ALCO) placed on the Locomotive Test Plant at St. Louis. (TestDept)
- Nov. 15, 1904 United States Steel Corporation appoints a committee to take up the matter of the Wabash Railroad contract with A. J. Cassatt. (Wheeler)
- Nov. 1904 LIRR begins running tests with steam equipment between Long Island City and Valley Stream via Far Rockaway and on Whitestone Branch to get running time and performance data for proposed electric lines. (StRyJrnl)
- Nov. 1904 Contractors stop delivering spoil from the excavation for the IRT subway as fill for the PRR yard at Greenville in Jersey City; to be replaced by rock excavated for Penn Station. (NYT)
- Nov. 1904 Thomas W. Hulme named Assistant Real Estate Agent of the New York Connecting Railroad. (PRRBio)
- Nov. 1904 Baldwin-Westinghouse builds an electric freight locomotive for the Reading for use between Cape May and Sewells Point. (StRyJrnl)
- Nov. 16, 1904 N.Y. Railroad Commission authorized the New York, Westchester & Boston Railway, dormant since 1875, to increase its stock to \$20 million; it has issued a construction contract to the City & County Construction Company, controlled by the New Haven, but construction is soon stopped by injunction. (NYState)
- Nov. 16, 1904 Joseph Ramsay writes to W.E. Corey of the United States Steel Company urging action on a Wabash-Pittsburgh Terminal Railway connection with U.S. Steel's Union Railroad; the Wabash proposes to give U.S. Steel trackage rights between its Union Railroad and Clairton Terminal Railroad, permitting it to link its plants without using the PRR. (Wheeler)
- Nov. 16, 1904 Pennsylvania Company Executive Committee authorizes the sale of \$5 million 3½% Series "C" certificates of Dec. 1, 1902, to Kuhn, Loeb & Co. (MB)

- Nov. 17, 1904 City of Philadelphia sells the 45,000 shares of Philadelphia & Erie that it has owned since the 1850s to Drexel & Co. for \$2.6 million; total loss to city is \$3.5 million.
- Nov. 18, 1904 Premature blast rocks and damages houses at Penn Station excavation site. (NYT)
- Nov. 19, 1904 Buffalo, Rochester & Pittsburgh Railway begins running its passenger trains into the B&O's Smithfield Street Station in Pittsburgh. (AR)
- Nov. 19, 1904 The Heilwood Company incorporated in Pa. to build the coal company town of Heilwood for the J.H. Weaver & Co. in Indiana County. (PaCorps, Stewart)
- Nov. 21, 1904 Baltimore, Chesapeake & Atlantic Railway appoints Thomas Benton Chief Engineer of Floating Equipment. (MB)
- Nov. 21, 1904 New East Altoona engine house placed in service; 52 stalls and 100-foot turntable claimed as the world's largest; also 1,250-ton coaling dock; two remaining roundhouses in the Altoona Machine Shops are closed. (Snyder, altoonaworks.info)
- Nov. 23, 1904 Luther M. Souders (1867-) appointed Western Superintendent of the Empire Line. (PRRBio)
- Nov. 24, 1904 Pres. Theodore Roosevelt and family leave Washington on a special PRR train for the Louisiana Purchase Exposition at 12:00 M. (NYT)
- Nov. 24, 1904 NYC&HR Cole four-cylinder compound 4-4-2 No. 3000 makes last test run on the St. Louis Locomotive Test Plant; the only locomotive tested capable of running at 75 MPH for a full hour. (TestDept)
- Nov. 24, 1904 Baldwin Locomotive Works partner Samuel M. Vauclain (1856-1940) and family move from North Philadelphia and occupy their new Georgian style Main Line country house "Broadlawn" in Rosemont. (Crimmins)
- Nov. 25, 1904 Samuel Rea writes to Pres. Cassatt that he was at New York City this morning and that William J. Wilgus will give the PRR a copy of the report that was the basis for the NYC&HR deciding to electrify their main line as far as Croton-Harmon. (Wheeler)
- Nov. 25, 1904 DeGlehn compound 4-4-2 No. 2512 begins second round of tests on the Test Plant at the Louisiana Purchase Exposition; four more tests are run with difficulty in getting the locomotive to steam. (TestDept)
- Nov. 26, 1904 Last runs of *Expo Train* and *Logansport & Fort Wayne Express*. (tt)

- Nov. 26, 1904 Pres. of Milan Exposition requests PRR to exhibit models of Penn Station and the tunnel cross section. (MB)
- Nov. 27, 1904 *World's Fair Special* No. 29 renamed *St. Louis Special*; (tt)
- Nov. 27, 1904 New timetable has 522 trains in and out of Broad Street Station every weekday; between 7:00 & 10:00 AM are 62 inbound and 36 outbound; between 4:00 & 7:00 PM are 65 outbound and 46 inbound. (WEJ)
- Nov. 27, 1904 Lone Chicago-Valparaiso local Nos. 49-50 replaced by Chicago-Plymouth local Nos. 48-49. (tt)
- Nov. 27, 1904 Brilliant Branch opens at Pittsburgh forming a belt line linking the main line at East Liberty with the Allegheny and Conemaugh Divisions, easing freight congestion; all but some local passenger trains on Conemaugh Division rerouted from Federal Street (Allegheny) Station to Union Station via Brilliant Branch; all but some local Allegheny Division passenger trains also rerouted to serve East Liberty and avoid congestion in Strip District along the Allegheny between 28th Street and Brilliant Branch. (AR, Val,)
- Nov. 29, 1904 Charles F. McKim responds to Pres. Cassatt's question that \$240,000 can be saved if the height of the General Waiting Room in Penn Station is cut down to equal the height of the rest of the building, but regrets he is thinking of it, as the 150-foot height is a vital point in the design. (AJC 32/14)
- Nov. 29, 1904 Belvoir Water Company incorporated in Pa. to operate in Antis Township, Blair County. (MB)
- Nov. 29, 1904 Last three tests run with the DeGlehn compound 4-4-2 No. 2512 on the St. Louis Test Plant. (TestDept)
- Nov. 29, 1904 Western Maryland Railroad agrees to pay \$155,000 for the state's interest in the Chesapeake & Ohio Canal. (Williams/Frederick)
- Nov. 30, 1904 A. J. Cassatt and Samuel Rea appear before New York City Sinking Fund Commission to appeal ruling of City Controller Edward M. Grout that NYC&HR must obtain and pay for a city franchise to temporarily lay tracks for 200 feet in 32nd Street to enable PRR contractors to lay tracks to the 32nd Street pier to remove spoil from the Penn Station excavation; Commission postpones action for one week; contractor is New York Contracting & Trucking Company, whose Pres. John J. Murphy is brother of Tammany Hall leader Charles F. Murphy. (NYT)
- Nov. 30, 1904 Pres. A. J. Cassatt meets with the United States Steel Corporation committee; Cassatt is opposed to a direct link between U.S. Steel's Union Railroad and

Clairton Terminal Railroad, as U.S. Steel could then run its lake ore to Clairton over the Bessemer & Lake Erie Railroad and Union Railroad instead of over the PRR; Cassatt agrees to abrogating the Wabash-U.S. Steel contract and giving them an ordinary connection, but he is unable to reach an accord with U.S. Steel Chairman Elbert H. Gary; the meeting breaks up, and negotiations continue in 1905. (Wheeler)

- Nov. 30, 1904 E. H. Harriman telephones Pres. Roosevelt to express his displeasure upon learning that Roosevelt intends to call for enlarged powers for the ICC in his annual message; Roosevelt writes a reply stating that he had made his mind up after two years of deliberation and consultations with the cabinet, but that he would “gladly have talked it over with you if it had occurred to me to do so.” (TRPapers)
- Nov. 30, 1904 Pres. Roosevelt sends arch-conservative House Speaker Joseph G. Cannon the text of a proposed special message to Congress calling for moderate amendments to the tariff; it is designed as a bluff and bargaining chip in the fight for railroad regulation; in general, the prairie farmers and grain dealers represented by the Progressives and Massachusetts manufacturers who view current freight rates as discriminatory against their interests also favor downward revisions in the tariff; Cannon does not throw up obstacles to the railroad rate bill in the House. (TRPapers)
- Late 1904 New York Bay Railroad completed from Newark (Oak Island Jct.) to Greenville, including portions of Greenville Yard, roundhouse, and three float bridges.
- Late 1904 PRR makes an average of 168 train movements in each direction around Horseshoe Curve, including 28 passenger trains each way. (Bezilla/Trains)
- Late 1904 George F. Parker (1847-1928), formerly press agent for the Democratic National Committee, and Ivy Ledbetter Lee (1877-1934), a former reporter, form the firm of Parker & Lee, publicity agents. (Hiebert)
- Dec. 1, 1904 Louisiana Purchase Exposition closes; St. Louis Union Station handled 13 million passengers during course of Fair; the Fair has produced a big upsurge in passenger traffic on Lines West; the PRR receives over 20 gold medals, 2 grand prizes, and a special commemorative grand prize. (ATO, AR, RyW)
- Dec. 1, 1904 First portion of Cherry Tree & Dixonville Railroad opens between Cherry Tree and Possum Glory Jct. (Wandin); plus Pompey Run Branch (0.66 mile) and Shanktown Branch (1.08 miles at Wandin); operated by PRR. (AR, Val)
- Dec. 1, 1904 All clerks return to working full time as retrenchment ends.
- Dec. 1, 1904 New York & Long Island Traction Company opens from Franklin Avenue,

- Valley Stream, westward to Hook Creek Boulevard in Rosedale. (Seyfried)
- Dec. 1, 1904 Pennsylvania Company leases an off-line passenger office at Los Angeles. (MB)
- Dec. 1, 1904 Pennsylvania Company sells \$20 million 3½%, Series “D” 40-year Gold Trust certificates, Girard Trust Company, trustee. (MB)
- Dec. 1, 1904 New Haven begins operating the Dutchess County Railroad under lease and assumes operation of the Central New England Railway. (NYT)
- Dec. 1, 1904 Winslow S. Pierce replaces Joseph Ramsey as Pres. of Western Maryland Railroad. (WM)
- Dec. 1, 1904 Pittsburgh Union Stock Yards Company leases Pittsburgh Joint Stock Yards Company for 10 years; S. W. Allerton, et al., agree to deposit majority of stock of Pittsburgh Union Stock Yards Company with Pittsburgh Joint Stock Yards Company. (Church)
- Dec. 1, 1904 Future PRR employee, author and collector Harry Parke Albrecht (1904-1997) born. (SSDI)
- Dec. 2, 1904 Pres. Cassatt notes that the saving from lowering the height of the General Waiting Room would be a large one; asks McKim, Mead & White to prepare alternate sketch plans for the interior treatment of the General Waiting Room if it is cut down to same height as the rest of the building. (AJC 32/14)
- Dec. 3, 1904 DeGlehn compound 4-4-2 No. 2512 is removed from the Test Plant at the Louisiana Purchase Exposition, and the tests are concluded; the tests show that the steaming advantages of the compound locomotives decrease quickly as speed increases; however, for freight locomotives, compounding produces a fuel saving of 10-40%. (TestDept)
- Dec. 3, 1904 New York & Pennsylvania Company buys the Wilcox Railroad and land from the Wilcox Manufacturing Company. (Taber/Kline)
- Dec. 5, 1904 Dunbar Water Supply Company incorporated in Pa. to supply water to PRR at Rainey Jct., Uniontown, Brownsville, Monongahela City and to towns in area of Brownsville and Monongahela City. (MB)
- Dec. 5, 1904 Toledo, Ann Arbor & Detroit Railroad incorporated by the merger of the Toledo & Northwestern Railroad (Ohio) and the Ohio & Michigan Traction Company, which has a Michigan franchise. (ICC)
- Dec. 6, 1904 Responding to public pressure in his annual message, Pres. Theodore Roosevelt announces he will seek legislation to further increase ICC regulation

of railroad rates by giving it the power to set a maximum “reasonable” rate and have it implemented immediately; Roosevelt also backs mandatory railroad block signals, and moderate controls on big business; however, Roosevelt does not call for the ICC to fix actual rates or endorse the Quarles Bill or Townsend Bill, but proposes moderate regulation as an alternative to government ownership. (NYT, TRPapers, Kolko)

- Dec. 7, 1904 Kuhn, Loeb & Co. completes the sale of about 6% of the Reading Company common stock in profit-taking by the B&O and NYC&HR. (Wheeler)
- Dec. 8, 1904 Pennsylvania Company authorizes issue of \$10 million Series D 40-year gold trust certificates. (Church)
- Dec. 8, 1904 Last of the properties of the United States Shipbuilding Company sold at foreclosure; all are conveyed to the new Bethlehem Steel Corporation on Jan. 1, 1905. (BethStl)
- Dec. 9, 1904 In a letter to the editor, an anonymous *New York Times* reader suggests rerouting New York Central passenger trains down the old Hudson River Railroad line to make connection with the PRR west of Penn Station, thus anticipating the "West Side Connection" of 1991. (NYT)
- Dec. 9, 1904 LIRR agrees with Bush Terminal Company for connection at 63rd Street, Brooklyn; withdraws its opposition on condition that Bush Terminal Company does not extend its railroad through 1st Avenue between 63rd & 65th Streets across proposed site of Bay Ridge Yard. (MB)
- Dec. 10, 1904 Bethlehem Steel Corporation incorporated in N.J. as the reorganization of United States Shipbuilding Company with former United States Steel Corporation Pres. Charles M. Schwab (1862-1939) having the controlling interest; a holding company, it combines the Bethlehem Steel Company with a number of shipyards, including the Harlan & Hollingsworth Company at Wilmington, Del., the Union Iron Works of San Francisco, S.L. Moore & Sons and the Crescent Shipyard Company at Elizabethport, N.J., and the Bath Iron Works, Ltd., of Maine; it eventually becomes the country's number two steel-maker and largest shipbuilder and is first to roll the wide-flange H-column by a process invented by Henry Gray; it comes to dominate the production of armor plate and the structural steel that is essential for the new steel-framed urban high-rise buildings. (BethStl)
- Dec. 12, 1904 U.S. Supreme Court rules that 1866 act does not give Western Union Telegraph Company eminent domain along railroad rights of way in suit brought against PRR. (NYT)
- Dec. 12, 1904 Willard Thomson of the Eastern Shore Steamboat Company elected Pres. of the Weems Steamboat Company of Baltimore City; Turnbull Murdock

appointed General Agent & Passenger Agent and T.A. Joynes Superintendent of Steamers. (MB)

- Dec. 12, 1904 Pennsylvania Company Executive Committee authorizes temporary improvements to the Allegheny passenger station; further funds for second track between East Liverpool and Wellsville and between Yellow Creek and Steubenville on the Cleveland & Pittsburgh Division; cancels authorization for the reduction of the westbound grade at Tiffin. (MB)
- Dec. 12, 1904 Paul Jones named Superintendent of Cincinnati & Muskingum Valley Railroad, replacing C.M. Bennett, transferred to job with PCC&StL Railway for health. (AR, MB)
- Dec. 12, 1904 PCC&StL Railway Board authorizes additional money for Scully Yard; a new commissary at Columbus to replace the current headquarters at 12th Street Yard in Chicago; 90% of Lines West dining cars run into Columbus and only a few to Chicago. (MB)
- Dec. 12, 1904 Terre Haute & Indianapolis Railroad Board authorizes enlarging the City Classification Yard at Terre Haute by 162 cars and the Storage Yard by 188 cars; also enlarging the yard at Effingham. (MB)
- Dec. 12, 1904 J. Pierpont Morgan calls on Pres. Roosevelt at the White House. (TRPapers)
- Dec. 13, 1904 Edward H. Bonner of New York sues Terre Haute & Indianapolis Railroad seeking injunction to stop consolidation; refused.
- Dec. 13, 1904 Missouri & Illinois Bridge & Belt Railroad buys all stock and properties of the St. Clair, Madison & St. Louis Belt Railroad under agreement of Jan. 19, 1903; Missouri & Illinois Bridge & Belt Railroad constructs no other line; income is from use of the bridge by the CB&Q. (Church, C&C)
- Dec. 14, 1904 Chief of Motive Power Theodore N. Ely's office sends Pres. Cassatt's office a portfolio of 16 prints from the negatives of the plaster cutaway model of Penn Station. (AJC)
- Dec. 14, 1904 PRR Board authorizes rearrangement of Irvona Yard. (MB)
- Dec. 15, 1904 Board of Rapid Transit Commissioners grants William Gibbs McAdoo's New York & Jersey Railroad a 25-year renewable franchise to build under 6th Avenue to 33rd Street and a perpetual franchise to build under 9th Street as far east as 2nd Avenue. (NYT)
- Dec. 14, 1904 Northern Central Railway Board ratifies the sale of \$80,000 Pennsylvania Steel Company and Maryland Steel Company of Baltimore City Consolidated Joint Mortgage bonds for \$90,800. (MB)

- Dec. 15, 1904 Norfolk & Western Railway opens its Big Sandy Low Grade Line between Naugatuck and Kenova, W.Va., bypassing the heavy grades on the original main line. (AR)
- Dec. 1904 Double-tracking of Western Division of PFW&C completed, Crestline-Chicago. (AR, RRGaz, C&C)
- Dec. 16, 1904 Pres. A. J. Cassatt, in Washington for a social function, meets with Senator Stephen B. Elkins on the subject of revised ICC railroad rate regulation as suggested in Pres. Roosevelt's annual message; later calls on Pres. Roosevelt at the White House for a brief discussion on the rate regulation portion of Pres. Roosevelt's annual message; Cassatt was originally opposed to further rate legislation but now believes that something must be done to appease public opinion; Sen. Elkins is calling for a Commerce Court of federal judges to hear appeals from ICC decisions. (NYT, WEJ, TRPapers)
- Dec. 16, 1904 N.Y. Board of Railroad Commissioners authorizes PRR to abandon its station at Idlewood on the Chautauqua Division. (NYState)
- Dec. 16, 1904 Summit Branch Mining Company Board authorizes lease of the company's 0.4 mile railroad at Williamstown to the Northern Central Railway. (MB)
- Dec. 16, 1904 Senate Committee begins hearings on the regulation of railroad rates. (Rept)
- Dec. 17, 1904 Pres. Charles S. Mellen of the New Haven writes to Pres. Cassatt proposing that PRR invest in the New Haven and that Cassatt join the New Haven Board. (Wheeler)
- Dec. 1904 Engine House No. 1 at Altoona abandoned and No. 2 converted to passenger locomotives of both divisions. (altoonaworks.info)
- Dec. 19, 1904 Chicago passes an ordinance on PCC&StL Railway track elevation. (MB)
- Dec. 19, 1904 Cooke Locomotive & Machine Company of Paterson, N.J., dissolved. (NJCorps)
- Dec. 20, 1904 Work begins at Manhattan end of Tube C of East River Tunnel. (ASCE)
- Dec. 20, 1904 PRR announces acute water shortage in central and western Pennsylvania; Altoona is short 1.5 million gallons a day, and traffic on Pittsburgh and Middle Divisions delayed. Water trains of tank cars used to bring water from east (NYT); leads to new major program to provide adequate reservoirs, beginning in 1905; the PRR begins forming or buying water companies throughout Lines East, particularly in Pennsylvania. (, MB)

- Dec. 21, 1904 New Haven signs agreement with the City of New York over six-tracking the Harlem River & Port Chester Railroad and elimination of grade crossings. (NYState)
- late 1904 Scully Yard and engine terminal completed as main weighing and distributing yard on Pittsburgh, Chartiers & Youghiogheny Railway; to be put in use with opening of lake season in 1905. (AR)
- Dec. 22, 1904 NYC&HR purchases the New York & Ottawa Railroad (Tupper Lake-Ottawa) at foreclosure. (AR)
- Dec. 23, 1904 NYC&HR submits Grand Central Terminal plan to Board of Estimate and makes public announcement; is now to be two levels with 34 tracks on upper level and 9 on lower level; lower level to be reached by ramps directly from street; head house is similar to final design but with vaulted roof over Concourse and no elevated roadways; design features an elaborate Court of Honor on line of Park Avenue from 45th to 48th Streets. (NYT, RRGaz, Condit)
- Dec. 25, 1904 Chicago paper announces PRR is planning a new Chicago Union Station at cost of \$30 million. (NYT)
- Dec. 28, 1904 PRR Board authorizes purchase of 10,000 shares of New Haven and A. J. Cassatt joining New Haven Board. (MB)
- Dec. 28, 1904 PRR Board approves \$50 million increase in bonded debt; authorizes sale of all stocks and bonds of Washington, Alexandria & Mount Vernon Railway Company now owned by PRR; authorizes purchase of all water rights of Burgoon Run, Blairs Gap Creek and Fountain Inn Run to secure water supply to Altoona and Shops. (MB)
- Dec. 29, 1904 Henry P. Scott of Scott & Co., bankers, and Nicholas B. Bond inform BC&A that they have purchased all the stocks of the Weems Steamboat Company of Baltimore City and the Chester River Steamboat Company of Baltimore City and all the First Mortgage bonds of the Queen Anne's Railroad; are to be reorganized as the Maryland, Delaware & Virginia Railway; offer BC&A all \$1.5 million common stock and \$300,000 of preferred in return for guarantee of bond interest; report notes Weems Line in good shape with 5 of 10 steamers less than 5 years old; Chester River owns 4 older steamers. (MB)
- Dec. 29, 1904 Pennsylvania Company Executive Committee authorizes turning over all the equipment of the Indianapolis & Vincennes Railroad to the new Vandalia Railroad; renumbering all freight cars in the new number scheme; extending the Manufacturers Railway at Toledo to a connection with the Detroit & Toledo Short Line Railroad; further appropriation for a new double-track main between Hudson and Ravenna; second track between Edenburg and Haselton

- and between Harbor Bridge and Wheatland on the Pittsburgh, Youngstown & Ashtabula Railroad. (MB)
- Dec. 29, 1904 St. Louis, Vandalia & Terre Haute Railroad ratifies the consolidation into the Vandalia Railroad, effective Jan. 1, 1905. (AR)
- Dec. 30, 1904 PRR buys 10,000 shares of the New Haven for \$1.98 million; PRR holdings of New Haven increase to 53,125 shares by 1912 or 3.4% interest at cost of \$8.5 million. (Wheeler)
- Dec. 30, 1904 Vandalia Railroad incorporated by merger of Terre Haute & Indianapolis Railroad, St. Louis, Vandalia & Terre Haute Railroad, Terre Haute & Logansport Railway, Logansport & Toledo Railway and Indianapolis & Vincennes Railroad under agreement of Dec. 29, 1904; merger is effective Jan. 1, 1905. (Church)
- Dec. 30, 1904 PCC&StL signs agreement for operation of Meadow Lands & Zediker Railroad, retroactive to May 14, 1904. (Church, MB)
- Dec. 30, 1904 Washington, Alexandria & Mt. Vernon Railway terminates trackage rights on part of the Rosslyn Connecting Railroad. (MB)
- Dec. 31, 1904 Washington, Alexandria & Mt. Vernon Railway terminates agreement for use of Long Bridge; remains on month-to-month contract pending completion of new 14th Street road bridge. (MB)
- Dec. 31, 1904 Cincinnati & Muskingum Valley Railroad agrees with the Opperman Coal Company to build to the Beach Grove Mine at McLuney. (MB)
- Dec. 31, 1904 The 24-storey Times Tower opens at 42nd Street & Broadway in New York City, continuing the march of businesses and commerce uptown along the West Side; Long Acre Square becomes Times Square; the midnight fireworks that celebrate the building's opening give rise to the city's annual New Year's Eve celebration. (Trager)
- 1904 Brotherhood of Locomotive Engineers form a General Committee of Adjustment for bargaining with PRR management. (BLE)
- 1904 Lines West ends the use of the "Pittsburgh Scale" that grants higher wages to yard conductors than to switchmen and yard brakemen; the Switchmen's Union of North America's "Chicago Scale" of equal pay is imposed throughout the region. (Loree)
- c. 1904? PRR changes standard semaphore blades on entire Lines East from red and green to yellow simultaneously in a single morning. (Pam - pre 5/27/04)

- 1904 LIRR establishes a Police Dept. with 8 officers. (LIRRInfoBltn)
- 1904 Jersey City Stock Yards Company cattle boat and former Camden & Amboy steamboat *John Stevens* scrapped at the mouth of the Raritan River. (Heyl)
- 1904 New Pier "B" built at Harsimus Cove. (C&C)
- 1904 Timber trestle and steel swing draw built over Newark Bay on line between Oak Island and Greenville. (C&C)
- 1904 Track elevation through Newark, N.J., completed. (AR)
- 1904 Waverly Yard enlarged and jumpover built at southern connection with main line. (AR)
- 1904 Camden, N.J., freight yard rearranged. (AR)
- 1904 Atlantic City Railroad stops running all express trains on the Baltic Avenue Branch, as the main cottage district has shifted to the south end of the island; a limited number of trains operate over the Baltic Avenue Branch until 1926. (Rdg)
- 1904 Freight yards revised and enlarged between 30th Street and 52nd Street in West Philadelphia. (AR)
- 1904 Eastbound grade between Glen Loch and Morrisville reduced to 15.8 feet per mile. (RyW)
- 1904 Freight houses built at Brenford and Millington on the Delaware Division. (C&C)
- 1904 New 120 x 934 foot pier and yard built at Canton, Baltimore, on the Northern Central Railway. (C&C)
- 1904 Four-track system opens between Mount Royal Jct. and Mount Vernon, Baltimore, on Baltimore Division. (AR)
- 1904 Old Parkton, Md., station moved across the tracks and used for a freight house. (AR)
- 1904 Northern Central Railway abandons old block towers at Monkton, Freeland, "CO," York and Loucks. (AR)
- 1904 Four-track system opens between Bridgeport (Lemoyne) and York Haven; low-grade line opens between Fairview (Enola) and Columbia, including Shocks Mills Bridge over Susquehanna River. (AR - C&C says in service)

Nov. 12, 1905!!)

- 1904 100-ton coaling station completed at Canandaigua, N.Y. (AR)
- 1904 New station built at Zurich, N.Y., on the Canandaigua & Elmira Division to replace one burned. (AR)
- 1904 Four-track system opens between Newport and Millerstown on Middle Division. (AR)
- 1904 New "J" Interlocking Tower placed in service at Lewistown on the Middle Division, replacing "J" Block Station in the tower of the passenger station. (Keystone)
- 1904 Sandy Run Branch of Huntingdon & Broad Top Mountain Railroad extended 0.35 mile. (Val)
- 1904 Kimber Run Branch of Huntingdon & Broad Top Mountain Railroad opens (1.34 miles). (Val)
- 1904 Four-track system opens: Lilly-Portage, Viaduct-South Fork, Bolivar-Blairsville Int., and Derry-Latrobe on Pittsburgh Division; tracks realigned between Derry and Bradenville. (AR)
- 1904 Sonman Branch slightly extended on Pittsburgh Division near Portage. (Val)
- 1904 Bradenville Branch extended 0.48 mile on Pittsburgh Division. (Val)
- 1904 Black Lick Branch opens between Dilltown and Black Lick Jct. (AR)
- 1904 Heilwood, Pa., founded by J.H. Weaver & Co., which begins opening three coal mines on the Cherry Tree & Dixonville Railroad. (Stewart)
- 1904 Port Perry Branch rebuilt with new connection to main line at Brinton's. (AR)
- 1904 Telephone dispatching adopted on the entire Monongahela Division.
- 1904 South-West Pennsylvania Railway abandons 0.37 mile of Morrell Branch. (Val)
- 1904 New station established at 54th Street, Pittsburgh, on the Allegheny Valley Railway, and the old station at 57th Street abandoned. (AR)
- 1904 New Coleman Yard constructed on the Allegheny Valley Railway at the intersection with the Brilliant Branch. (C&C)

- 1904 Classification yard, shop improvements and new engine house built at Olean. (C&C)
- 1904 New stations built at Port Allegany and Irvineton. (C&C)
- 1904 Pennsylvania Company completes track elevation between Ridge Avenue and River Avenue and west of Island Avenue at Allegheny. (AR)
- 1904 New two-track connection of Ohio Connecting Railway and PFW&C completed at Allegheny. (AR - see 1903?)
- 1904 Third track completed between Rochester and New Brighton; fourth track completed between Homewood and Walnut; fifth track completed between Leetsdale and Economy, on the Eastern Division, PFW&C. (AR)
- 1904 Alliance and Mansfield Yards enlarged on the PFW&C. (AR)
- 1904 New double track connection opens between PCC&StL and Pittsburgh, Chartiers & Youghioghney Railway at Rosslyn. (AR, C&C)
- 1904 New 12-stall roundhouse built at Scully Yard on the joint PCC&StL-PC&Y line. (C&C)
- 1904 PCC&StL builds a new main track on right of way of Pittsburgh, Chartiers & Youghioghney Railway between Duff Jct. and Lewis Run Jct. to form double track line. (AR, C&C)
- 1904 Second track opens between Boyce and Houston on Chartiers Railway (7.49 miles). (C&C)
- 1904 "HN" Tower built at the end of double track at Houston on the Chartiers Branch. (Keystone)
- 1904 Double track completed, Kenwood-Wampum and State Line-Lowellville on the Erie & Ashtabula Division. (AR, C&C)
- 1904 New Dock No. 6 built at Ashtabula with first McMyler coal dumper at that point. (AR, C&C)
- 1904 Youngstown & Southern Railway opens between Youngstown and Columbiana. (Cards)
- 1904 Double track built, Beaver-Wellsville, Yellow Creek-Summitville and Alliance-Hudson on the Cleveland & Pittsburgh Division. (AR)
- 1904 Wellsville Belt Line and Rush Run Branch of the Cleveland & Pittsburgh

- Railroad completed. (AR)
- 1904 Cleveland & Pittsburgh Railroad opens new alignment between Ravenna and Hudson (13.6 miles) and old line abandoned. (Church)
- 1904 New 18-stall roundhouse built at Kinsman Street, Cleveland. (C&C)
- 1904 Cleveland & Pittsburgh Railroad and Cleveland, Akron & Columbus Railway complete rearranging facilities and elevating tracks at Hudson. (AR)
- 1904 Cleveland, Akron & Columbus Railway completes enlargement of Orrville Yard. (AR)
- 1904 Cleveland, Akron & Columbus Railway begins running through freight trains between Cleveland and Crestline on PFW&C. (AR)
- 1904 Cleveland, Akron & Columbus Railway abandons Fox Lake and Zerbe Coal Branches (7.31 miles) because of exhaustion of mines. (AR)
- 1904 Third and fourth tracks open Midway to Bulger and Scio to Jewett on the Pittsburgh Division of the PCC&StL Railway; westward freight running track built from the west end of Steubenville Yard to Mingo Jct. (AR, C&C)
- 1904 Wellsburg & State Line Railroad completed from near Wellsburg, W.Va., along Buffalo Creek to the mines of the Wellsburg Coal Company, but not opened for operation. (Church)
- 1904 Byesville gravity yard partly opens on Marietta Division. (AR)
- 1904 Rearrangement of Columbus Yards completed. (AR)
- 1904 Double track placed in service Glade Run to Florence (14.43 miles) and Xenia-Wilberforce (3.07 miles) on Cincinnati Division. (AR)
- 1904 Second track built through Miami City (1.12 miles) on the Dayton & Western Railroad. (C&C)
- 1904 New engine terminal completed at Kinsman Street, Cleveland. (AR)
- 1904 Double track completed, Arcola-Bourbon and Grovertown-Hanna on the Western Division, PFW&C, completing the double-tracking of the main line between Pittsburgh and Chicago. (AR)
- 1904 Pennsylvania Company establishes manual block system between the west end of Crestline Yard and Arcola, Arcola to "CU" Tower at Columbia City, and Laswill to Clarke Jct. on the Western Division, PFW&C. (AR)

- 1904 GR&I completes new freight yard at South Grand Rapids. (C&C)
- 1904 GR&I abandons 3.1 miles of Osceola Branch between Olga and Sutliff and the remaining 13.08 miles of the Manistee Branch from Milton Jct. to terminus at the Manistee & Grand Rapids Railroad crossing. (C&C, Meints)
- 1904 Westbound classification yard completed at 55th Street, Chicago, on the PFW&C. (AR)
- 1904 Englewood Connecting Railway completes track elevation as far west as Halsted Street; work then suspended until 1931. (AR, C&C)
- 1904 Chicago Union Station served by about 290 trains per day, 45 on PFW&C and 14 on PCC&StL; PRR suburban service is increasing. (RyW)
- 1904 Logansport & Toledo Railway builds a new combination station at Denver, Ind. (AR)
- 1904 Manual block system installed on Terre Haute & Indianapolis Railroad. and St. Louis, Vandalia & Terre Haute Railroad. (AR)
- 1904 Double track completed between Brazil and Staunton on the Terre Haute & Indianapolis Railroad. (C&C, AR)
- 1904 Double track completed between East St. Louis and Collinsville on the St. Louis, Vandalia & Terre Haute Railroad; done for World's Fair traffic. (AR)
- 1904 St. Louis, Vandalia & Terre Haute Railroad opens a new yard and engine terminal at Rose Lake, Ill., east of St. Louis. (AR)
- 1904 New station built at Arcola, Ill., on the Terre Haute & Peoria Railroad, and the old passenger station rebuilt as a freight house. (C&C)
- 1904 Test Dept. publishes first four Test Bulletins as a special volume covering locomotive tests at the St. Louis World's Fair. (TestDept)
- 1904 PRR begins special campaign to urge Italian and Irish employees to join Employe Saving Fund.
- 1904 Illinois Transfer Railroad opens from East St. Louis Belt Railroad north of the stock yards to connection with Illinois Central Railroad (5.96 miles). (Church)
- 1904 Altoona prepares design for 58-foot coach with steel underframe and sheathing.
- 1904 Isaac W. Geer (1873-1953) appointed Superintendent of the Terre Haute &

- Logansport Railroad and Logansport & Toledo Railway. (PRRBio)
- 1904 William H. Coverdale (1871-1949), formerly a rodman in the PRR Engineering Dept., establishes the consulting engineering firm of William H. Coverdale & Co. in New York City. (MB)
- 1904 After the Penn Station model is publicized, William K. Vanderbilt intervenes in the design process for a new Grand Central Terminal to push for a monumental terminal building without a hotel over it. (Ballon - verify)
- 1904 Lehigh Coal & Navigation Company increases its ownership share of the Lehigh & Hudson River Railway; it also purchases a large interest in the parallel Lehigh & New England Railway. (LC&N AR)
- 1904 LS&MS completes double-hump yard at Elkhart, Ind., with a capacity of 2,000 cars. (MichRRs)
- 1904 New Haven discontinues its Newburgh-Fishkill train ferry. (Mabee)
- 1904 The New Haven begins buying trolley lines in western Massachusetts through the Consolidated Railway Company, a Connecticut corporation, to bypass the Massachusetts prohibition on steam railroads owning trolley lines. (Kennedy)
- 1904 New Haven purchases control of the New Haven Steamboat Company from Chester W. Chapin, Jr., and by Apr. 1904 ends the service between New Haven and Providence. (Dunbaugh - this is 1900)
- 1904 Future PRR General Counsel Henry Wolf Bikle (1877-1942) joins the faculty of the University of Pennsylvania Law School. (PRRBio)
- 1904 Joseph N. Pew, Sr. (1848-1912) moves the headquarters of his Sun Company from Pittsburgh to Philadelphia to be closer to his major refinery and biggest customers; he builds a typical Main Line mansion, "Glenmeade," at Bryn Mawr. (Giebelhaus)
- 1904 National Civic Federation creates a Welfare Dept. to coordinate welfare work by individual business firms. (Vrooman)
- 1904 Pure Oil Company completes a refinery at Marcus Hook, Pa. (Williamson/Daum)
- 1904 York Haven Water & Power Company completes the first hydroelectric dam across the Susquehanna River at the Conewago Falls; it provides electricity to the town of York Haven and a paper mill. (Beck)
- 1904 National Association of Railway Postal Clerks renamed the Railway Mail

Association, in part to get around the Nov. 1902 “gag rule” barring federal civil service workers from lobbying or influencing legislation affecting their pay; it is also expanded to take in all railway mail workers. (Long/Dennis, DeptofLabor/Stewart)