

PRR CHRONOLOGY
1908

March 2005 Edition

- Jan. 1, 1908** PRR and NYC agree to have equal running rights on Lake Erie & Pittsburgh Railway, but only NYC exercises them; done to protect lake business and keep out of rival hands.
- Jan. 1, 1908** Hollidaysburg Yard pool abolished; Marysville Yard closed. (Snyder)
- Jan. 1, 1908** Ivy Ledbetter Lee (1877-1934) of Paker & Lee, who have been acting as PRR publicity agents, joins staff of PRR as full-time employee. (RRG)
- Jan. 1, 1908** Bessemer & Lake Erie Railroad ends operation of Western Allegheny Railroad.
- Jan. 3, 1908** St. Clair Coal Railway (2.84 miles) deeds property to Vandalia Railroad and cancels lease of Oct. 3, 1904; thereafter listed as a siding. (Church)
- Jan. 4, 1908** Samuel Rea presents a list of historical reports, plans, etc. to be placed in a copper box inside the cornerstone of Penn Station; no formal dedication to be held. (MB, JMcC 32/184)
- Jan. 4, 1908** First special train runs through Hudson & Manhattan Railroad tunnel from Hoboken to Christopher Street. (EltcRyJrnl)
- Jan. 5, 1908** Jersey City-Barberton sleeper changed to Jersey City-Youngstown.
- Jan. 6, 1908** Pennsylvania State Railroad Commission organized to regulate railroads within the state; created under act of May 31, 1907. (act)
- Jan. 8, 1908** Demolition of old 1871 Grand Central Depot train shed begins.
- Jan. 9, 1908** Pennsylvania, Monongahela & Southern opens between Millsboro and Rice's Landing,
- Jan. 10, 1908** Pennsylvania Company and LS&MS agree for joint ownership and operation of Lake Erie & Pittsburgh Railway; C&P secures trackage rights between Bradys Lake and Marcy, Ohio, although PRR does not use LE&P. (Church)
- Jan. 10, 1908** Henry Fletcher Kenney (1824-1908), President of Delaware Railroad, Philadelphia & Baltimore Central, etc., and long-time Superintendent of PW&B, dies at home in Ridley Park at age 84 of pneumonia. (Obit)

- Jan. 10, 1908** Frederick Meade Bissell (1842-1908), former Auditor of Empire Line, dies at home in Germantown. (Obit)
- Jan. 12, 1908** *Dixie Flyer* becomes a through train between Chicago and Jacksonville on C&EI/L&N/NC&StL/CofG/ACL route via Evansville and Atlanta.
- Jan. 13, 1908** PT&T changes George Gibbs's title from Chief Engineer of Electric Traction to Chief Engineer of Electric Traction & Terminal Station Construction. (MB)
- Jan. 1908** Hudson & Manhattan Railroad begins testing cars on Second Avenue Elevated and in tunnels.
- Jan. 15, 1908** PB&W abolishes position of General Agent at Washington. (AR)
- Jan. 16, 1908** PRR announces big drop in earnings in first half of Jan. 1908; 60,000 freight cars idle system-wide; reports record gross earnings for 1907 of \$164.8 million, but net earnings decrease \$1.23 million from 1906; most of the drop occurs in Dec. 1907 because of wage increase. (NYT)
- Jan. 17, 1908** Attorney General Charles J. Bonaparte issues public statement that it will not begin prosecuting any railroads under the Hepburn Act until courts have determined its constitutionality. (Lambie)
- Jan. 19, 1908** First semi-automatic signals with through-route locking installed at Broad Street Station; invented by C.C. Anthony.
- Jan. 20, 1908** PRR signs agreement to relocate Genesee Valley Canal Railroad between Cuba and Belfast, N.Y.
- Jan. 22, 1908** PRR Board makes further appropriation of \$7 million for Penn Station project. (MB)
- Jan. 22, 1908** PRR establishes absolute block system between Eldorado and Petersburg. (Snyder)
- Jan. 25, 1908** PRR announces 10% pay cut for all employees.
- Jan. 25, 1908** Attorney General Bonaparte files to break up the Harriman Lines under the Sherman Act. (RRG)
- Jan. 26, 1908** Premature dynamite blast accident in Bergen Hill Tunnel. (ASCE)
- Jan. 27, 1908** U.S. Supreme Court voids anti-blacklist and "yellow dog contract" provisions of Erdman Arbitration Act on grounds they violate the Fifth

Amendment.

- Jan. 27, 1908** Pres. Roosevelt meets with nine railroad leaders in Washington on modifying the Sherman Act to minimize restrictions on pooling and through traffic agreements. (RRG)
- Jan. 28, 1908** PRR Board appoints special committee on railroads on Delmarva Peninsula. (MB)
- Jan. 29, 1908** New Jersey law bans serving liquor in dining cars. (WEJ)
- Jan. 1908** Saxonburg station renamed Cabot on Conemaugh Division.
- Feb. 1, 1908** (Manual?) block signal system installed between Nunda Jct. and Rochester, N.Y.
- Feb. 1, 1908** As economy measure, PRR orders all employees to minimize use of company telegraph lines and use interoffice mail carried on trains. (WEJ)
- Feb. 1, 1908** PRR restores passenger fares to 2-1/2 cents per mile in Pennsylvania after Pa. Supreme Court grants injunction barring application of 2 cent fare law to PRR; does not apply the PB&W or Northern Central. (RRG)
- Feb. 1, 1908** Toledo & Ohio Central Railway begins operating Marieta, Columbus & Cleveland Railroad, one of properties acquired from Little Kanawha Syndicate, between Palos and Marietta, Ohio. (Church)
- Feb. 1, 1908** Detroit, Toledo & Ironton Railroad enters receivership. (RRG)
- Feb. 3, 1908** U.S. Supreme Court in Danbury Hatters' Case rules that antitrust laws apply to labor unions as well as combinations of capital and union boycotts are illegal restraint of trade.
- Feb. 3, 1908** Locomotive No. 555 on train No. 604 derailed on top of grade at Frackville, Pa., and rolls 200 feet down mountainside; engineer killed; train remains on track. (RRG)
- Feb. 3, 1908** Banker Thomas Mellon (1813-1908) dies at Pittsburgh. (HistPitts)
- Feb. 4, 1908** PRR adopts new 100-lb. and 85-lb. standard rail sections; Lines West uses ASC 100-lb. standard. (RRG)
- Feb. 1908** PRR places rail order for 1908 at 55,000 tons; steel companies had refused to accept the original 1908 order for 142,600 tons placed in 1907 because of PRR's new specifications and inspection procedures. (NYT)

- Feb. 5, 1908** Hudson & Manhattan Railroad stages press trip between Hoboken and 14th Street. (PA - verify)
- Feb. 6, 1908** Florida East Coast Rail__ opens Florida Keys Extension to Knights Key, 47 miles from Key West, with boat connection to Havana. (RRG)
- Feb. 8, 1908** PRR obtains trackage rights over DL&W between Manunka Chunk and East Stroudsburg for Pocono resort trains using Belvidere Delaware Railroad. (Val)
- Feb. 11, 1908** PRR issues order forbidding use of profanity in shops. (WEJ, RRG)
- Feb. 12, 1908** Former Lines West official James D. Layng (1833-1908) dies at New York. (RRG)
- Feb. 13, 1908** PRR Board authorizes settlement with Western Union; Western Union to pay PRR \$1 to settle its bill for removing the Western Union poles and wires; authorizes construction of Seneca Branch from Winchester on WNY&P to ore docks at South Buffalo. (MB)
- Feb. 13, 1908** Automatic block signals (upper-quadrant semaphores) placed in service between Media and West Chester. (CCHS)
- Feb. 1908** Automatic block signals being extended from Wawa to Oxford on Octoraro Branch.
- Feb. 1908** PRR announces it will discontinue use of helpers for passenger trains between Altoona and Gallitzin. (RRG)
- Feb. 1908** PRR removes head brakeman from through passenger trains operating between Jersey City and Washington and Jersey City and Pittsburgh; had previously removed one of two brakemen from Jersey City-Philadelphia trains. (RRG)
- Feb. 20, 1908** Shields meet on first PRR East River Tunnel, Tube D; toy representation of *Congressional Limited* passed by air pressure through 8-inch pipe running between headings as "first train through tunnel"; \$100 bonus given to each of 50 men on final shift; once out of quicksand on Manhattan side, tunnel struck hard clay, and pace of work increased; S. Pearson & Son overcame quicksand by dumping bags of cement in river to form crust on river bed. (MB, Couper, NYT, Seyfried)
- Feb. 24, 1908** Committee on memorial to A.J. Cassatt reports; have discussed with McKim, Mead & White and sculptor A.A. Weinmann; decide on heroic statue in bronze to be placed in a niche on the grand staircase in Penn Station; cost \$12,000; Weinman is also sculptor of 22 granite eagles and

four sets of figures representing Night and Day that decorate station's main entrances. (MB, Ballon)

- Feb. 24, 1908** George Raymond Weaver (1908-1997), later Penn Central Director of Equipment Engineering, born at Huntingdon, Pa. (Mutual).
- Feb. 25, 1908** Hudson & Manhattan Railroad stages public opening ceremony for "Hudson Tubes" between 19th Street & 6th Avenue and Hoboken at 3:30 PM. (PA)
- Feb. 26, 1908** Hudson & Manhattan "Tubes" open for revenue service between 19th Street and Hoboken at 12:01 M. (, ElctRyJrnl)
- Early 1908** Eastbound hump yard opens at Pitcairn.
- Mar. 2, 1908** Northern Central Railway acquires trackage rights at PRR stations in Harrisburg retroactive to Jan. 1, 1908. (Val)
- Mar. 3, 1908** PT&T East River Tube B holed through; a rag doll is passed by air pressure through 8-inch pipe between the headings as "first person through tunnel." (MB, Couper)
- Mar. 4, 1908** New hours-of-service law in effect; 9 hours continuous service for train operators and 16 hours for trainmen; PRR yard crews put on 10-hour basis. (Snyder, WEJ)
- Mar. 5, 1908** Western Maryland Railroad enters receivership; first of Gould properties to fail (? NO recheck).
- Mar. 7, 1908** PT&T East River Tube C holed through. (MB)
- Mar. 9, 1908** PRR begins storing freight cars idled by depression on westbound main track of Petersburg Branch.
- Mar. 11, 1908** PT&T Board approves subcontract with Harbeson-Walker Refractories Company for face brick in Penn Station courts and driveways. (MB)
- Mar. 11, 1908** New Strang gas-electric car *Irene* built by J.G. Brill Company makes test run from Philadelphia to Washington. (WEJ, RRG - unclear if PRR or B&O)
- Mar. 11, 1908** PB&W General Agent at Baltimore H.W. Kapp given leave for health. (AR)
- Mar. 1908** Massachusetts Commission on Commerce & Industry issues report on question of control of Boston & Maine; three members approve New

Haven control of the B&M as a means of keeping control in New England; two are opposed. (Splawn)

- Mar. 16, 1908** New office building opens at Wilmington, Del., located south of new station. (WEJ)
- Mar. 18, 1908** Last PT&T East River Tunnel, Tube A, holed through at 8:00 PM; work crew is given two days' paid vacation. (MB, NYT)
- Mar. 18, 1908** PB&W lays off 200 of 1,000 employees at Wilmington Shops. (WEJ)
- Mar. 20, 1908** Sand hogs on East River Tunnels present E.W. Moir, VP of S. Pearson & Son, with a model of medical air lock 30" long by 9" diameter; Moir had introduced the first such air lock, with cots to lie on during change in pressure, on Hudson Tunnel Railroad in 1890. (NYT)
- Mar. 21, 1908** James B. Hill (1840-1908), General Freight Agent of Southwest System, dies at Biloxi, Miss, after 40 years of service. (RRG,)
- Mar. 21, 1908** Hollidaysburg Car Shops closed because of depression and work moved to Altoona.
- Mar. 23, 1908** PRR furloughs 2,140 shopmen at Altoona and hours of all others increased from 32 to 36 hours per week; 7,695 surplus freight cars stored in the vicinity of Hollidaysburg. (WEJ) (check Snyder?)
- Mar. 26, 1908** PB&W furloughs additional 125 workers at Wilmington Shops. (WEJ)
- Mar. 30, 1908** Chicago ordinance calls for PCC&StL track elevation at Ogden Avenue. (Church)
- Mar. 31, 1908** Junction Railroad merged into PRR under agreement of Feb. 13, 1908; Northern Division designated Belmont Branch and Southern Division the Grays Ferry Branch; South West Connecting Railway and Bald Eagle Valley Railroad merged into PRR under agreements of Oct. 23, 1907 and Feb. 13, 1908. (Val)
- Apr. 1, 1908** G.S. McCabe appointed General Freight Agent of PCC&StL (or SW System), replacing James B. Hill, deceased.
- Apr. 2, 1908** PRR discontinues branch agencies at Oreminea, Ore Hill and Franklin Forge. (Synder)
- Apr. 2, 1908** West Virginia & Ohio Construction Company acquires all stock of Ashland & Western Railway, Lorain & Ashland Railroad and Industrial Railroad. (Church)

- Apr. 4, 1909** Hudson Terminal, twin 22-story office buildings built over downtown terminal of Hudson & Manhattan Railroad, open in New York; Clinton & Russell, architects; located on west side of Church Street between Cortlandt and Fulton Streets; contain 815,000 square feet of office space; touted as world's largest office building. (Sub&TnlsofNY)
- Apr. 4, 1908** Ferryboat *Annex 4* destroyed by fire at Hoboken Marine Shop. (HC)
- Apr. 6, 1908** NYC&HR extends electric service from High Bridge to Yonkers on Hudson Line. (Condit - RRG 12/07 says to be eff. 1/1/08 - see 1909)
- Apr. 11, 1908** Final blast holes through the south tube of PT&T's Bergen Hill Tunnel at 7:05 AM; blast supervised by Assistant Chief Engineer James Forgie. (NYT)
- Apr. 13, 1908** South tube of PT&T tunnel under Bergen Hill holed through. (MB)
- Apr. 15, 1908** Altoona Railroad Club holds first meeting at Cricket Club; made up of PRR officers and Mechanical Dept. employees; General Superintendent G.W. Creighton is Pres.; attendance is compulsory. (RRAgeGaz)
- Apr. 1908** PRR completes track improvements at Broad Street Station and west to Schuylkill River; station tracks lengthened, shortest from 350 feet to 750 feet and longest to 1,000 feet; umbrella sheds built beyond train shed; interlocking rearranged with upper quadrant semaphores. (RRG, WEJ)
- Apr. 19, 1908** NYC&HR restores *Twentieth Century Limited* to 18:00 schedule. (RRG)
- Apr. 19, 1908** Illinois Central opens own line to Birmingham and inaugurates through sleeper between Chicago and Jacksonville. (Key)
- Apr. 20, 1908** Elmira & Baltimore RPO extended to Elmira & Washington RPO. (Kay)
- Apr. 21, 1908** New double-track Raritan River drawbridge opens between Perth Amboy and South Amboy on NY&LB, replacing old 1875 span with gauntlet track. (RRG)
- Apr. 22, 1908** Kuhn, Loeb & Co. announces that they have agreed to take \$40 million in PRR 4% Consolidated Mortgage bonds at 96, in cooperation with N.M. Rothschild & Sons and Baring Brothers & Co. of London; helps spread sense of recovery from Panic. (NYT)
- Apr. 22, 1908** Second Employers' Liability Act corrects defect of first by being limited to interstate commerce; act eliminates the common law "fellow servant" rule, whereby negligence of another employee relieves employer of

liability for employee injuries.

- Apr. 27, 1908** Kuhn, Loeb & Co. places the \$20 million of PRR bonds bond issue allotted to American subscribers in one minute; offers received for \$500 million. (NYT)
- Apr. 27, 1908** B&O agrees to operate Little Kanawha Railroad, one of properties acquired jointly from Little Kanawha Syndicate. (Church)
- Apr. 28, 1908** PRR sells \$20 million in ___ bonds in London in one hour.
- Apr. 28, 1908** PCC&StL files locations for three branches: Smithfield Summitt Branch, from Rush Run Branch of Cleveland & Pittsburgh (3.9 mi.); Bowerstown & Hammondsville Branch (39.4 mi.); Dry Fork Branch (3.5 mi.) to coal mines. (Church)
- May 1, 1908** Main waiting room, ticket offices, etc. open at Washington Union Station.
- May 1, 1908** PRR Board authorizes an issue of an additional \$40 million Consolidated Mortgage bonds. (MB)
- May 1, 1908** PRR Board cuts annual dividend from 7% to 6%. (MB)
- May 1, 1908** IRT subway extension opens between Bowling Green in lower Manhattan and Atlantic Avenue, Brooklyn, improving access for LIRR commuters to the downtown financial district; LIRR and subway platforms are adjacent at Atlantic Avenue/Flatbush Avenue station, including a never-used connection for through service.
- May 1, 1908** B&O begins operating Little Kanawha Railroad under agreement of Apr. 27, 1908. (Church)
- May 5, 1908** Samuel Rea writes letter for Gen. Raymond, Chairman of Board of Engineers, on question of screw piles for supporting tunnels under rivers. (MB)
- May 7, 1908** Last blast holes through north tube of PT&T's Bergen Hill Tunnel at 1:35 PM; dinner in honor of engineer Charles M. Jacobs and his staff held at Sherry's in New York that evening. (NYT)
- May 8, 1908** George Gibbs issues preliminary draft of report comparing AC vs. DC for electric traction; tends to favor DC, given New Haven's problems with their AC system. (SR)
- May 8, 1908** Clerks at Wilmington Shops abandon efforts to form union. (WEJ)

- May 8, 1908** Massachusetts Supreme Court in "Trolley Merger" case holds that New Haven is a Massachusetts as well as a Connecticut corporation, and thus subject to all Massachusetts laws against acquiring parallel lines; decision also means that New Haven's acquisition of the Boston & Maine is illegal. (Splawn)
- May 1908** New Haven engineers realize that copper catenary wire is too soft and is breaking and kinking too much; install a power wire suspended from main wire as experiment between Port Chester and Harrison; proves successful and installed on whole system. (RRAG)
- Spring 1908** Bay Ridge freight yard completed on LIRR.
- May 11, 1908** VP Samuel Rea, in a statement made in Boston, says business conditions "do not warrant Wall Street's excessive optimism at this time." (NYT)
- May 13, 1908** PRR Board authorizes abandonment of Lakeville Branch between Tryonville and Lakeville, Pa., as now no revenue. (apparently not done as rescinded on 9/23/25)
- May 13, 1908** Pres. Roosevelt hosts first White House Conservation Conference; beginning of modern conservation movement. (EAH)
- May 16, 1908** George Westinghouse demonstrates world's first single-phase AC main line electric locomotive to officials of International Railway Congress. (Mutual - verify - must be 1907!! as were already in use on NH)
- May 17, 1908** Grand Trunk Railway begins electric operation of St. Clair-Sarnia Tunnel, replacing 0-10-0 tank engines. (RRAgeGaz)
- May 18, 1908** VP Samuel Rea writes to New York City Controller Metz urging immediate construction of 7th Avenue Subway. (NYT - may be a few days earlier)
- May 18, 1908** PCC&StL Railway sells one half interest in its line between Western Avenue and Canal Street in Chicago to Chicago, Milwaukee & St. Paul Railway and arranges for joint operation.
- May 21, 1908** Pres. McCrea authorizes expenditure of \$50,000 for test of single-phase AC electrification with catenary vs. DC for possible use at Penn Station. (SR)
- May 22, 1908** U.S. files antitrust suit to force New Haven to divest itself of its trolley lines and Boston & Maine stock; withdrawn after 1908 election. (RRG, Splawn,)

- May 24, 1908** PRR opens last section of Conemaugh Division improvement, including double tracking, a 760-foot tunnel and grade reduction; maximum eastbound grade now 0.3%. (NYT, RRG)
- May 25, 1908** Bradley Jct. & Dixonville RPO extended (?) to Bradley Jct. & Idamar RPO. (Kay)
- May 25, 1908** Penfield Coal Company deeds its 1.09 mile coal mine branch at Penfield, Pa., to Allegheny Valley Railway under agreement of June 24, 1903. (Val)
- May 26, 1908** LIRR electrification extended from Queens (or Belmont Park Jct?) to Hempstead via Garden City. (NYT - check contemporary issue - When was section from Country Life Press to Salisbury Plain electrified? - to Clinton Road by end 1912)
- May 26, 1908** PRR special committee on Delmarva Peninsula railroads recommends that PRR acquire stock of the NYP&N. (MB)
- May 1908** PRR receives first all-steel coach from Pressed Steel Car Company; taken from Pittsburgh to Altoona for display; will display at annual MCB convention in Atlantic City in June. (WEJ)
- May 29, 1908** Wabash-Pittsburgh Terminal Railway enters receivership; Gould system of railroads begins to collapse; receivership abrogates the through traffic contracts with the Wabash and W&LE. (Rehor has 5/28)
- May 30, 1908** LIRR and Brooklyn Rapid Transit Company inaugurate joint service between Rockaway Park and Delancey Street, Manhattan, via Williamsburg Bridge.
- May 30, 1908** Ash Pan Act requires locomotives to have ash pans that can be opened without crawling under the engine.
- June 1, 1908** Ellsworth Branch extended about 8 miles from Ellsworth to Marianna, Pa. (AR, Val)
- June 1, 1908** PRR introduces new rules; uniformed employees no longer required to keep coats buttoned in summer.
- June 1, 1908** WJ&S raises fares; Philadelphia-Atlantic city round trip by 25 cents. (RRG)
- June 1908** PRR introduces electric trucks to transfer freight between Kensington and Shackamaxon Street freight stations in Philadelphia and baggage between Jersey City and New York ferry terminals.

- June 1908** Economy bottoms out and new expansion begins lasting until Jan. 1910. (NBER)
- June 5, 1908** Bills filed against the CNJ, DL&W, D&H, LV, Erie and PRR in U.S. Circuit Court in Philadelphia charging that their ownership of anthracite coal mines and coal companies violates the Hepburn Act. (RRAgeGaz)
- June 8, 1908** Pres. Roosevelt appoints National Conservation Commission headed by Gifford Pinchot (1865-1946). (EAH)
- June 8, 1908** Wheeling & Lake Erie Railroad enters receivership.
- June 9, 1908** On basis of Samuel Rea's report, PT&T Board refuses to add screw piles to anchor underwater tunnels to bedrock but orders tunnels designed in such a way as to permit adding them at a future date; approves contract with J.C. McFarland & Co. for skylights and roofing at Penn Station; releases O'Rourke Engineering Construction Company from tunnel contracts made in May 1904. (MB)
- June 10, 1908** PRR special committee on acquisition of railroads on Delmarva Peninsula recommends purchase of stock of NYP&N. (MB)
- June 11, 1908** Pres. McCrea orders deferring building power station at Harrison for Penn Station electrification and add capacity at Long Island City. (SR)
- June 11, 1908** Hudson & Manhattan Railroad holds press run for extension from 19th to 23rd Streets.
- June 12, 1908** General Manager's Labor Board created on Lines East; consists of a staff officer (Supt. of Telegraph J.C. Johnson) and two General Superintendents to relieve General Manager of hearing appeals of grievances; also codify all labor regulations and collect statistics used in setting wages.
- June 12, 1908** PRR denies rumors that it will charge an extra fare on trains using Penn Station in order to help meet interest on cost of project. (NYT)
- June 1908** PRR begins coal consumption tests. (WEJ)
- June 15, 1908** First masonry placed at Penn Station. (PR)
- June 15, 1908** Hudson & Manhattan Tubes open for revenue service under 6th Avenue from 19th Street to 23rd Street, New York using one track only. (PA,)
- June 15, 1908** Baltimore, Chesapeake & Atlantic Railway agrees to use bridge of Ocean City Bridge Company free of toll in return for maintenance.

- June 24, 1908** **PRR offers \$150 for NYP&N par \$50 shares, payable in 4% trust certificate; PRR acquires 90% of stock.**
- June 24, 1908** **PRR Board authorizes new branch between New Alexandria and Saltsburg. (MB)**
- June 25, 1908** **Buffalo & Emporium RPO renamed Buffalo & East Emporium RPO. (Kay)**
- June 28, 1908** ***Pittsburgh Night Express* withdrawn.**
- June 1908** **Herman station renamed Mellinger on Philadelphia Division; Stewart renamed Trafford and Trafford City renamed North Trafford on Pittsburgh Division.**
- June 1908** **PRR reports four times as many arrests for illegal rides by tramps and hoboes as in June 1907; most are unemployed seeking work. (NYT)**
- June 30, 1908** **New Haven sells its Boston & Maine stock to John L. Billiard, a Meriden, Conn., coal merchant, who purchases it with money advanced by National City Bank. (Splawn)**
- July 1, 1908** **George H. Daniels (1842-1908), retired General Passenger Agent of NYC&HR, dies at Lake Placid, N.Y. (RRAgeGaz)**
- July 1, 1908** **Wilmington Shops return to full hours. (WEJ)**
- July 1, 1908** **LIRR opens merchandise freight terminal at Flatbush Avenue station.**
- July 1, 1908** **New Haven electric operation between New York and Stamford expanded to include all through as well as local passenger trains. (SR, RRAG)**
- July 2, 1908** **West Jersey & Seashore Railroad grants trackage rights to Atlantic City & Shore Railroad over Atlantic Avenue track in Atlantic City between South Carolina & Virginia Avenues. (Val)**
- July 4, 1908** **Air pressure taken off Tubes C & D of East River Tunnels, and officials and 300 employees of S. Pearson & Son walk from Long Island City to Penn Station in normal pressure. (NYT)**
- July 6, 1908** **PRR wins exemption in courts for Waynesburg & Washington Railroad to charge 34 per mile passenger fare on grounds cannot earn money at state-mandated fare of 24.**
- July 6, 1908** **PRR contracts with Altoona, Hollidaysburg & Bedford Springs Railway**

to occupy part of old Newry Branch for trolley line.

- July 7, 1908** South side (northbound tracks) of new Wilmington, Del., station opens; designed by Furness & Evans. (WEJ)
- July 14, 1908** First of a series of serious delays (over 5 hours each) occurs on New Haven electrification, lasting through Oct. 19.
- July 15, 1908** Monthly meetings of Lines East Superintendents and General Superintendents discontinued and meetings of General Superintendents and General Manager's staff substituted. (GM)
- July 15, 1908** Columbus, Ohio, ordinance calls for elevation of PCC&StL tracks between Scioto River and Sandusky Street. (Church)
- July 16, 1908** Railroad presidents meet in New York to consider either 10% rate increase or wage cut and hear report of committee that is studying the subject; Pres. McCrea later states he is in favor of raising rates on high-class freight only. (NYT)
- July 21, 1908** Air pressure taken off Tubes A & B of East River Tunnels. (RRAgeGaz)
- July 27, 1908** Future VP Richard Cary Morse (Yale 1906) joins PRR as yard clerk at Pitcairn.
- July 28, 1908** Number of surplus freight cars stored in vicinity of Hollidaysburg reaches 9,257.
- Aug. 1, 1908** PRR begins paying employees in cash from a steel pay car on Maryland Division instead of by check; frequently could only get checks cashed in saloons, etc. (WEJ see also 12/2)
- Aug. 3, 1908** Market Street Subway extended from 15th to 2nd Street. (SEPTA)
- Aug. 5, 1908** PRR officials deny Pres. McCrea will resign. (NYT)
- Aug. 5, 1908** LIRR asks commuters to vote on fall timetable. (RRAgeGaz)
- Aug. 6, 1908** Rumors in Pittsburgh circles of friction between Pres. McCrea and PRR Board; McCrea is in favor of post-Panic retrenchment and has finished a study that shows 4,000 employees should be laid off on Lines East; large layoffs to begin in Pittsburgh on Aug. 10; directors reported to want to increase work force. (NYT)
- Aug. 1908** Press reports that W.W. Atterbury has given orders to discharge any employee trying to organize unions other than the four Brotherhoods.

(WEJ)

- Aug. 10, 1908** Cornerstone of Penn Station laid at 33rd Street & 7th Avenue without ceremony; a small box of contemporary newspapers and reports is placed in the cornerstone. (MB, SR)
- Aug. 11, 1908** Pres. McCrea makes public a letter written to the Cleveland Chamber of Commerce again denying he is in favor of general rate increase; only wants so-called "class rates" on high-value merchandise raised. (RRAgeGaz)
- Aug. 11, 1908** Col. S.F. Gray (1833-1908), former Western Freight Agent at Indianapolis, dies. (RRAgeGaz)
- Aug. 14, 1908** PRR sends 52 cars of excursionists from Pittsburgh to Atlantic City. (RRAgeGaz)
- Aug. 1908** PRR committees of investigation begin examining causes for variation in costs of specific tasks and materials across entire system. (NYT)
- Aug. 15, 1908** Group of PRR officials examines Grand Central electrification as far as High Bridge, mostly with respect to maintenance costs. (NYT)
- Aug. 15, 1908** PRR begins running freight crews through between Jersey City and Washington instead of changing at Wilmington. (WEJ)
- Aug. 15, 1908** Yukon Branch opens between Hunker and Yukon, Pa., (4.52 miles) on Pittsburgh Division ; Hillman Branch opens between Hillman, Pa., and Clover Run Mines of Madeira-Hill Coal Mining Company on P&NW Division. (Val, AR)
- Aug. 18, 1908** City Real Estate Company transfers to Stuyvesant Real Estate Company lots on 34th Street on line with General Waiting Room of Penn Station; will be combined with Stuyvesant holdings on 33rd Street to create mid-block passage and entrance so passengers can better access crosstown streetcars on 34th Street. (NYT)
- Aug. 21, 1908** PRR special train runs between Pierceton and Warsaw, Ind., 9 miles in 4 minutes, or 100 MPH, with experts from Altoona and Harvard University to test bridges and equipment for high-speed running. (WEJ)
- Aug. 1908** Double track opens between Knightsville and East Yard, Terre Haute, on Vandalia Railroad, including new alignment between Brazil and Seelyville.
- Aug. 1908** Severe drought over much of PRR territory; livestock dies, industries

- close, and more frequent forest fires; lasts through Sep. (Snyder)
- Aug. 30, 1907** Pres. James McCrea and VP Charles E. Pugh tour Penn Station. (JMcC)
- Sep. 2, 1908** Long Island Consolidated Electrical Companies sells Babylon Railroad (removing from LIRR system)
- Sep. 2, 1908** Hollidaysburg Car Shops reopen to begin repairing stored freight cars. (Snyder)
- Sep. 7, 1908** Market Street Subway extended by elevated on Delaware Avenue with stops at ferry terminals at Market and Chestnut Streets. (SEPTA)
- Sep. 8, 1908** New organization: Philadelphia Terminal Division reports directly to General Manager. (check cards)
- Sep. 10, 1908** U.S. Circuit Court rules Commodities Clause of Hepburn Act is unconstitutional in case brought by government against the anthracite railroads. (RRAgeGaz)
- Sep. 11, 1908** Pres. McCrea and other officials inspect Manhattan Transfer site. (NYT)
- Sep. 12, 1908** LIRR opens four-track embankment through Sunnyside. (Seyfried)
- Sep. 16, 1908** General Motors Company incorporated in New Jersey; organized by William C. Durant; enters business by buying the Buick and Olds motor companies.
- Sep. 19, 1908** Traverse City, Leelanau & Manistique Railway incorporated as reorganization of TCL&M Railroad. (9/14, filed 9/19)
- Sep. 21, 1908** VP Samuel Rea denies rumors that Penn Station will open in spring of 1909. (JMcC 32/33)
- Sep. 21, 1908** Allegan & Southeastern Railroad signs quit claim to B.E. Barlow covering old right of way of Mansfield, Coldwater & Lake Michigan Railroad between Battle Creek and Coldwater. (Church)
- Sep. 1908** Four-track system and new alignment opens between Vineyard and Newton Hamilton on Middle Division; completes four-track system between Harrisburg and Petersburg.
- Sep. 23, 1908** Channel span of B&O bridge over Susquehanna River at Havre-de-Grace collapses while under construction; begins detour over PRR between Grays Ferry and Swan Creek. (AR)

- Sep. 29, 1908** Temporary connections built from B&O at Aiken, Md., to PRR at Perryville and between B&O and PRR at Oakington, Md., permitting B&O trains to remain on own rails and limiting use of PRR to Perryville-Oakington. (AR)
- Sep. 29, 1908** Future Pres. M.W. Clement wins one of annual track prizes for his section between West Philadelphia and Paoli. (NYT)
- Sep. 30, 1908** LIRR Annex steamer service between Long Island City and Wall Street makes last run.
- Fall 1908** LIRR completes Laurelton-Cedarhurst Cutoff on right-of-way abandoned in 1880; forms a shortcut between Jamaica and Far Rockaway complete with third rail electrification; done to block New York & Long Island Traction Company trolley line; never used for revenue service. (elsewhere Seyfried has 1904!! - Rea files show open before 5/1908!)
- Oct. 1, 1908** PRR and Westinghouse begin a.c. catenary tests of experimental electric locomotives and MU cars over five miles of Central Extension of LIRR east of Hempstead Crossing; track is equipped with various methods of supports for 11,000 volt, 15 cycle, single phase a.c. catenary, including 900 feet of wooden baffles arranged to duplicate clearances in PT&T tunnels; locomotives tested include No. 10003 with 10-12 LIRR coaches and experimental Westinghouse motor cars. (ElectRyJrnl - Gibbs letter says READY to begin 10/8!)
- Oct. 1, 1908** PRR sells West Jersey Express Company to Adams Express Company.
- Oct. 1, 1908** Henry Ford introduces the Model T.
- Oct. 1, 1908** Washington Terminal Company establishes Relief Dept. (AR)
- Oct. 1, 1908** Xenia & Richmond RPO merged into Pittsburgh & St. Louis RPO. (Kay)
- Oct. 2, 1908** Western Washington Railroad (W.Va.) dissolved. (Church)
- Oct. 4, 1908** Delaware Avenue Elevated branch of Market Street Subway extended from Chestnut Street to South Street. (SEPTA)
- Oct. 8, 1908** Broadway Station opens in Camden, using an existing three-story house and new platforms.
- Oct. 8, 1908** George Gibbs begins tests of single-phase AC electric locomotives on stretch of old LIRR Central Main Line east (letter says west but may be error - west would have been heavily used - Seyfried says between Garden City and New Bridge Road - tests were with both 3rd rail and wire,

included 1000 ft of dummy tunnel) of Hempstead Crossing.

- Oct. 9, 1908** Pres. McCrea approves signal plans for Penn Station project; agrees with General Manager W.W. Atterbury's recommendations to eliminate escalators, most clocks, including all of those on the exterior of the building, and the two-story parcel room with desks on both Concourses; orders nothing be done to inflate cost of building. (JMcC 32/24)
- Oct. 9, 1908** Historical pageant and parade on Broad Street, Philadelphia, held as part of Founder's Week; PRR contingent includes the Altoona Shop Band, an original Conestoga wagon and three restorations drawn by mules or horses and accompanied by people in period costume; of the replicas, a copy of the 8-wheel coach *Victory* is loaned by the Eastern Railroad Association, and a canal packet and Columbia Railroad locomotive *Lancaster* and two coaches are built by the Field Museum, copying replicas remaining from the 1893 World's Fair; the Field had mistakenly copied the *John Bull* and train first; the *Lancaster* and *John Bull* replicas are then given to the Philadelphia Commercial Museum. (Secy)
- Oct. 1908** New Haven engineers complete change of catenary support to make it more resilient for pantographs; power wire was originally suspended from guy wires by rigid triangles every ten feet, which created a series of rigid bumps for pantographs; a steel auxiliary wire is now hung one inch below the main wire from points spaced between triangles. (NYT)
- Oct. 15, 1908** Gamble Latrobe appointed PB&W General Agent at Baltimore, replacing H.W. Kapp, named Special Agent for health. (AR)
- Oct. 1908** Pres. McCrea fails to approve VP Samuel Rea's request to acquire the last parcel on the northeast corner of 31st Street & 7th Avenue for \$230,000; kills plan for widening 7th Avenue into a plaza fronting Penn Station. (Ballou)
- Oct. 16, 1908** H. McKown Twombly, last NYC&HR representative, resigns from C&O Board. (AR)
- Oct. 22, 1908** Cambria & Clearfield Railway (?) acquires ___ between Irvona and Irvona Coal & Coke No. 10 from Irvona Coal & Coke Company and Pennsylvania Steel Company, retroactive to July 1, 1907.
- Oct. 22, 1908** Merchants & Travelers Association of Philadelphia charges PRR has discriminated against port of Philadelphia for years and has spent over \$100 million (the cost of Penn Station) to enable New York to overcome the supposed advantages of Philadelphia. (NYT)
- Oct. 27, 1908** Charges that PRR granted Standard Oil Company illegal rates between

- Olean and Rochester again ventilated at antitrust prosecution of Standard Oil. (NYT)**
- Oct. 29, 1908** PRR requests Delaware & Schuylkill Market Company to sell its market house at Spruce Street, Dock Street & Delaware Avenue.
- Nov. 2, 1908** PT&T Board approves contract with Westinghouse Electric & Manufacturing Company for electrification connected with Penn Station. (MB)
- Nov. 3, 1908** Republican William Howard Taft defeats Democrat William Jennings Bryan for presidency. (NYT)
- Nov. 4, 1908** PRR recalls all men to Pittsburgh area shops after Taft's victory over William Jennings Bryan. (NYT)
- Nov. 5, 1908** PRR installs its officers and four directors on NYP&N, turning it into a de facto Division; James Gardner Cassatt (1849-) and Robert Kelso Cassatt (1873-) resign as officers and directors.
- Nov. 6, 1908** PRR orders 77 more steel passenger cars. (WEJ)
- Nov. 10, 1908** PRR "Farmers' Special" leaves Broad Street Station on three-day tour of eastern Pennsylvania; first of PRR farm education trains operated in cooperation with state agricultural schools. (RRAgeGaz)
- Nov. 12, 1908** PRR denies rumors, possibly spread by Westinghouse, that it will electrify its New York-Philadelphia line and cut running time to one hour. (WEJ)
- Nov. 14, 1908** Civil engineer Oliver Weldon Barnes (1823-1908), formerly with South Pennsylvania Railroad and New York & Long Island Railroad, dies of pneumonia at New York. (RRAgeGaz)
- Nov. 15, 1908** Providence Terminal Company opens two-track tunnel from Union Station to East Providence. (RRAgeGaz)
- Nov. 1908** First Class MP54 electric MU cars delivered to LIRR; later become standard for PRR.
- Nov. 19, 1908** WNY&P grants trackage rights to NYC and Buffalo, Rochester & Pittsburgh Railway between NYC connection and point south of Buell Avenue, Gates, N.Y. (0.44 miles). (Val)
- Nov. 21, 1908** George Gibbs submits final report on Penn Station electrification to Board of PT&T, accompanied by endorsement from a Motive Power Committee of PRR Lines East and West, recommending adoption of DC,

third-rail system over Westinghouse single-phase AC catenary, primarily on grounds of experience with system on LIRR and WJ&S; both Gibbs and Samuel Rea note superiority of AC system for long-distance lines. (SR)

- Nov. 21, 1908 Arching completed in north tube of Bergen Hill Tunnel. (ASCE)**
- Nov. 21, 1908 New Haven handles 155 passenger trains in its electrified zone on Yale football day without significant mishap. (SR)**
- Nov. 25, 1908 City of Indianapolis signs agreement for elevating tracks of Belt Railroad between Michigan Street & Prospect Street. (Church)**
- Nov. 27, 1908 Joint meeting of New York Terminal Operating Committee and committee of Post Office Dept. reaches preliminary agreement on layout of mail tracks, chutes and conveyors at Post Office adjoining Penn Station. (SR)**
- Nov. 27, 1908 Thirty veterans of Civil War telegraph service, including William Bender Wilson, David Homer Bates and Richard O'Brien, hold reunion dinner in honor of Andrew Carnegie at Manhattan Hotel in New York. (NYT)**
- Nov. 28, 1908 Connellsville & Monongahela Railway buys coal branches of Thompson-Connellsville Coke Company (Thompson No. 2 Branch) and Tower Hill-Connellsville Coke Company (Tower Hill No. 2 Branch) near Republic.**
- Nov. 30, 1908 Toledo Central & Ohio River Rail__ (PRR?) contracts with Lake Shore & Michigan Southern Railway (NYC) for use of its Toledo station.**
- Dec. 1, 1908 Government brings suit to break up the Harriman System by divorcing the Southern Pacific and Central Pacific from the Union Pacific.**
- Dec. 1, 1908 New building for Railroad Branch of Brooklyn YMCA for LIRR employees opens at Long Island City; built with a donations from Mrs. Russell Sage and Helen M. Gould. (County hist. says 12/17/08 - where 12/1?)**
- Dec. 1, 1908 Westinghouse concludes a.c. catenary tests on LIRR's Central Branch east of Hempstead Crossing. (EltrcRyJrnl)**
- Dec. 2, 1908 Board of PT&T authorizes adoption of 650-volt d.c. third rail for Penn Station electrification as per Gibbs's report and also approves report of Motive Power Committee of Lines East & Lines West. (SR, MB)**
- Dec. 2, 1908 PRR begins paying by cash from pay cars. (Snyder - on Altoona Div.)**

- Dec. 4, 1908** Brotherhood of Locomotive Engineers and Lines West management react agreement under the Erdman Act. (RRAgeGaz)
- Dec. 4, 1908** E.L. Du Barry (-1908), former PRR official and Superintendent of Terminals of N&W, dies at Norfolk at age 68; brother of late PRR VP Joseph N. Du Barry. (RRAgeGaz)
- Dec. 9, 1908** James F. Fahnestock, formerly Treasurer of International Mercantile Marine Company, named PRR Assistant Treasurer at New York, effective Jan. 1, 1909. (NYT)
- Dec. 10, 1908** PRR revises standard rail specification changing composition of open hearth steel. (RRAG)
- Dec. 13, 1908** Former Lines West Superintendent of Motive Power Richard H. Soule (1849-1908) dies at home in Brookline, Mass. (RRAgeGaz)
- Dec. 15, 1908** PRR announces it has placed order for 15 Class H8b 2-8-0's from Juniata Shops. (NYT, WEJ)
- Dec. 1908** West Jersey & Seashore Railroad "temporarily" abandons work on Westville Cutoff around Camden, which is never completed. (Val)
- Dec. 1908** New Haven opens double-track tunnel under Brown University between Providence Union Station and Water Street in East Providence; electric cars routed through it instead of to Fox Point Wharf. (RyAgeGaz)
- Dec. 17, 1908** McKim, Mead & White again propose a private street between 33rd & 34th Streets on axis of General Waiting Room instead of a simple covered passageway, street to be flanked by monumental buildings. (SR)
- Dec. 20, 1908** Brotherhood of Railroad Trainmen forms Local Chairmen's Association representing switchmen in the Chicago Switching District.
- Dec. 22, 1908** Finance Committee proposes a new \$60 million bond issue to refund the 5% Gold Notes maturing on Mar. 15, 1910. (was this disapproved at 3/10 meeting?)
- Dec. 23, 1908** PRR Board authorizes purchase of Dunlap Southern Railroad near Connellsville from coal companies for \$70,000. (MB)
- Dec. 1908** Ormsby station renamed Pittsburgh, 30th Street; Lucyville renamed Roscoe;
- Dec. 29, 1908** Pennsylvania Company, B&O, and Pittsburgh & Lake Erie Railroad agree to sell the stock of the Marietta, Columbus & Cleveland Railroad,

acquired from the Little Kanawha Syndicate, to its bondholders for \$26,470. (Church)

- Dec. 31, 1908** Bergen Hill Tunnel of PT&T completed. (ASCE)
- Dec. 31, 1908** Manahawken & Long Beach Transportation Company surrenders lease of Barnegat Railroad, having operated it since 1894. (Val)
- 1908** Kuhn, Loeb & Co. offers \$20 million PRR Consolidated Mortgage 4-1/2's at 95; success helps boost market and recovery from 1907 Panic. (NYT)
- 1908** Total of 657 trespassers killed and 791 injured on whole PRR system vs. 822 in 1907; 2,989 arrests for trespassing, 442 for vagrancy, and 10,457 for riding trains. (RRAG)
- 1908** McKim, Mead & White named architects for Post Office adjoining Penn Station; exterior is of similar character and of same pink Milford granite. (Ballou)
- 1908** Passenger platform built at South Amboy Jct. (AR)
- 1908** Manual block system installed on Amboy Division: Pavonia-South Pemberton, Bordentown-Trenton, Monmouth Jct.-South Amboy, Jamesburg-Sea Girt, Birmingham-Lewistown, Flemington Jct.-Manunka Chunk. (AR)
- 1908** One track opens on Kensington Branch elevated between Venango and Cambria Streets. (AR)
- 1908** Telegraph block system completed on Columbia & Port Deposit Branch, from Elywn to Oxford, Pa., and from Wawa to West Chester. (AR)
- 1980** PB&W abandons temporary station built at 8th Street & Maryland Avenue built in 1907. (AR)
- 1908** Hotel Conewago Company incorporated to build resort hotel at Mount Gretna, Pa.; stock later passes to PRR with acquisition of Cornwall & Lebanon Railroad.
- 1908** Court Street Branch at Reading extended. (Val)
- 1908** Double track opens between Nescopeck and Port on the Wilkes-Barre Branch.
- 1908** Newberry Connecting Railroad ("Dike Line") opens along the west bank of Lycoming Creek at Williamsport, forming a direct connection between

the P&E main line and the Elmira Division on the north side of Williamsport. (AR, Val)

- 1908 Block signal system installed between Vail and Osceola.**
- 1908 Windber Branch extended 2.03 miles to Eureka No. 42 on Scalp Level Railroad. (Val)**
- 1908 New station opens at Swissvale, Pa. (AR)**
- 1908 Double track opens on new, low-grade alignment between at Bolivar and between Blairsville and Tunnelton on Conemaugh Division.**
- 1908 Track connection completed at Erie, Pa., from P&E at Elm Street to NYC&HR at Holland Street east of Union Station. (Val)**
- 1908 Rochester, New York & Pennsylvania Railroad abandons portion of Nunda Branch between Nunda and Swains, N.Y. (9.58 miles). (Val)**
- 1908 New engine terminal completed at Mahoningtown.**
- 1908 Pittsburgh, Youngstown & Ashtabula Railway (? verify) abandons 3.7 mile branch at Salineville, Ohio.**
- 1908 PCC&StL abandons Meadow Lands & Zediker Branch between Meadow Lands and Manifold Mines, Pa.**
- 1908 Cleveland, Akron & Columbus Railway establishes telegraph block system between Millersburg and Columbus, Ohio.**
- 1908 " __ " Tower (electric interlocking) opens at Akron on Cleveland, Akron & Columbus Railway.**
- 1908 Enlargement of Undercliff Yard near Cincinnati completed at " " Interlocking placed in service at west end.**
- 1908 GR&I opens Michelson Extension of Missaukee Branch (10.79 miles).**
- 1908 GR&I extends Ardis Branch 1.07 miles.**
- 1908 GR&I abandons Wilkins Branch (1.77 miles).**
- 1908 Crew change at Philadelphia on Jersey City-Washington trains discontinued.**
- 1908 PRR establishes annual employee efficiency reports for officials below**

level of division superintendents based on those of Army and Navy.

- 1908 Atlantic City Railroad opens between 4th Street and North Street (Ocean City Gardens) in Ocean City, N.J.**
- 1908 New Haven converts electric traction on New Caanan Branch in Connecticut from 500 volt d.c. to 11,000 volt a.c. (EltrcRyJrnl)**
- 1908 Northport-Manistique, Mich., car ferry discontinued.**
- 1908 Big Four (CCC&StL Railway) opens new main shops at Beech Grove, Ind., near Indianapolis; later becomes main Amtrak shop.**
- 1908/9? Huntington Railroad trolley line extended from Huntington Station to Amityville on South Shore.**
- 1908 Baltimore, Chesapeake & Atlantic Railway extends branch of Tuckahoe Division of Choptank River Line up to Trappe, Md. (AR)**
- 1908 Baltimore, Chesapeake & Atlantic Railway buys steamer *Neuse* from Norfolk Southern Railway. (AR)**
- 1908 Maryland, Delaware & Virginia Railway cuts Rappahannock-Norfolk Line from Fredericksburg-Norfolk to Tappahannock-Norfolk. (AR)**
- 1908 In *Adiar vs. U.S.*, Supreme Court by 6-2 decision rules anti-yellow dog contract provision of Erdman Act is unconstitutional. (EAH - 208 US 161)**