

**PRR CHRONOLOGY**  
**1909**

**March 2005 Edition**

- 1908/9?**            **Huntington Railroad trolley line extended from Huntington Station to Amityville on South Shore.**
- Jan. 1, 1909**        **Hudson Division created from parts of New York Division, including New York ferries, Hoboken Marine Shops, and waterfront freight terminals at Harsimus Cove, Greenville and New York; post of General Agent at New York abolished. (MB)**
- Jan. 1, 1909**        **James F. Fahnestock (1859-1924), formerly Treasurer of International Mercantile Marine Company, named to new post of PRR Assistant Treasurer at New York. (NYT)**
- Jan. 1, 1909**        **Average age of PRR enginemen is 44 and average length of service is 21 years. (RRAG)**
- Jan. 1909**           **John S. Considine, who has been employed since age 15, is promoted from track foreman to assistant supervisor at Columbia, Pa.; first promotion of an unskilled laborer to supervisory rank on PRR. (RRAG)**
- Jan. 3, 1909**        **C.F. Perkins, General Ore & Coal Agent of PCC&StL (or LW?), dies after 35 years of service and office abolished.**
- Jan. 4, 1909**        **Through cars established between New York and Miami via both Atlantic Coast Line/Florida East Coast and Seaboard Air Line/Florida East Coast.**
- Jan. 5, 1909**        **George Gibbs writes to VP Samuel Rea that his design for the Exit Concourse of Penn Station was meant to funnel passengers to the subway lines or else up the Concourse stairs to 8th Avenue and the side streets or up the carriage ramps; with the failure to begin work on the subways, the only solution now is to have a direct exit from the Exit Concourse/LIRR level to the mid-block facing 34th Street, where passengers can reach crosstown streetcars; an escalator and kiosk type entrance is then built on this lot opposite the entrance to the General Waiting Room. (SR)**
- Jan. 6, 1909**        **Future PRR counsel and VP John Butler Prizer (1909-1976) born at Lancaster, Pa. (WwasW)**
- Jan. 1909**           **Excavation of Penn Station yard between 9th and 10th Avenues completed.**

- Jan. 11, 1909** PRR announces it will withdraw interstate school tickets on Feb. 10 in accordance with ICC rules. (RRAG)
- Jan. 11, 1909** Northampton County Court rules that Pennsylvania's 2-cent fare law is unconstitutional in case brought by CNJ. (RRAG)
- Jan. 12, 1909** \_\_ Knapp, Chairman of ICC issues public letter to Pres. McCrea charging that company's recent advertisements that it will terminate reduced rates for school children in interstate travel on Feb. 10 because of an ICC ruling are intentionally misleading. (NYT)
- Jan. 12, 1909** Fort Wayne ordinance calls for track elevation at Calhoun and Fairfield Streets. (Church)
- Jan. 13, 1909** PRR Board authorizes \$1.225 million for track elevation on Kensington Branch on Trenton Avenue. (MB)
- Jan. 13, 1909** PT&T Board declines petition from West Hoboken for a station in the Bergen Hill Tunnel. (MB)
- Jan. 13, 1909** MD&V Railway assigns lease of Piers 9 & 92 Light Street to Baltimore Steam Packet Company (Old Bay Line). (MB)
- Jan. 13, 1909** In U.S. Senate, opponents of Pres. Roosevelt, move to investigate his ordering the demolition of the old PRR station on the Mall without an authorization from Congress. (NYT)
- Jan. 1909** Henry Clay Frick is largest PRR individual stockholder with \$4.32 million; other large individual investors are William Waldorf Astor at \$1.1 million, Henry Phipps at \$980,000 and the Cassatt Estate at \$750,000; all other large stockholdings are by institutional investors. (RRAG)
- Jan. 1909** Monongahela Railroad resumes work on Republic Yard. (AR)
- Jan. 16, 1909** PB&W begins double-tracking Delaware Division between Delmar and Princess Anne, Md.
- Jan.? 1909** Office of Superintendent of Belvidere Division finally moved from Lambertville to Trenton. (Lee -supposed to have been done 5/1/06)
- Jan. 1909** PRR runs tests on Maryland Division for new type of water scoop that will work equally well for fast passenger and slow freight trains. (WEJ)
- Jan. 26, 1909** Kuhn, Loeb & Co. sells PRR's 101,300 shares of C&O to Edwin Hawley under agreement of 1906. (Wheeler)

- Jan. 27, 1909** South tunnel of Hudson & Manhattan Railroad holed through between Cortlandt Street and Exchange Place, Jersey City. (H&M)
- Jan. 27, 1909** Sternberger interests purchase all capital stock of Dayton, Lebanon & Cincinnati Railroad & Terminal Company. (Church)
- Jan. 28, 1909** Representatives of unions representing telegraphers, freight handlers, boilermakers, machinists, car workers, blacksmiths, clerks, switchmen, maintenance of way workers and steamfitters petition AFL to organize Railway Employees' Dept. of AFL; H.B. Perham of Order of Railroad Telegraphers elected Pres. (Conlon)
- Early 1909** Angered by the constant loss of market share in the Lake coal trade to Southern Appalachian producers since 1900, Pittsburgh District and Ohio operators demand railroads increase the differentials against Southern Appalachian coal; railroads increase Inner Crescent differential from 9 to 12-18 cents and Outer Crescent differential from 24 to 33.33 cents; however, rates were blocked by injunctions obtained by West Virginia operators before they could take effect, and the matter is finally resolved by the ICC in 1912. (Lambie)
- Feb. 1, 1909** William C. Brown (1853- ) elected Pres. of NYC&HR replacing William H. Newman, resigned. (AR)
- Feb. 8, 1909** PRR acquires trackage rights over DL&W from Manunka Chunk to East Stroudsburg and DL&W's Gravel Place Engine Terminal to avoid use of DL&W locomotives between Manunka Chunk and East Stroudsburg. (Lee)
- Feb. 10, 1909** PRR discontinues interstate tickets for school children under ICC ruling; replaced with 46-trip ticket for all persons between ages 12 and 21. (NYT)
- Feb. 10, 1909** Hudson & Manhattan Railroad files with New York PSC to extend from 33rd Street to Grand Central Terminal. (SR)
- Feb. 11, 1909** Samuel Rea and John P. Green, last representatives of PRR, resign from C&O Board; Edwin Hawley, Henry E. Huntington, Frederic W. Scott and Frank A. Vanderlip elected. (AR)
- Feb. 1909** Lock No. 4 station renamed Monessen on Monongahela Division.
- Feb. 1909** Joseph Ramsey, Jr., is resurveying New York, Pittsburgh & Chicago Air Line between Allentown and Pittsburgh; to have maximum eastbound grade of 15 feet per mile and 20 feet per mile westbound, except 9 miles of 60 feet per mile on East Slope at Sandy Ridge. (RRAG)

- Feb. 1909** Continuous Transit Securities Company petitions to build moving-platform people-movers on eight designated subway routes in New York, including Broadway between 14th & 42nd Streets. (RRAG)
- Feb. 20, 1909** Masonry of 7th Avenue facade of Penn Station completed. (NYT)
- Feb. 20, 1909** Walhonding Coal Company leases 1,400 acres in Gurnsey and Noble Counties, Ohio, to Cambridge Collieries Company. (Church)
- Feb. 22, 1909** At 3:00 AM, southbound passenger train collides with two standing locomotives waiting to take it south at Delmar; wreck takes fire; seven employees, including four mail clerks, killed. (RRAG)
- Early 1909** PRR Band established at Philadelphia through YMCA. (Wilson)
- Mar. 1, 1909** PRR adopts designation of "Pennsylvania Station" for new New York terminal. (MB)
- Mar. 1, 1909** LIRR completes Glendale Cutoff between White Pot (Rego Park) and Glendale Jct., linking Rockaway Beach Branch to Main Line for access to Penn Station; (no service until June 16, 1910).
- Mar. 3, 1909** Two-day snowstorm disrupts service on Northeast Corridor; requires rebuilding telegraph and telephone lines between Havre-de-Grace and Washington. (AR)
- Mar. 4, 1909** Two trainloads of West Point cadets are impressed to clear PRR line between Baltimore and Washington of downed telegraph poles during snowstorm in order to arrive in time for Pres. Taft's inauguration; leave Baltimore at 6:00 AM and arrive in Washington at 1:00 PM. (NYT)
- Mar. 5, 1909** NYP&N steamer *Maryland* takes hours to cross to Cape Charles and enter harbor against gale winds. (WEJ)
- Mar. 1909** PRR completes installation of 1,780 Snyder steel ties in Conemaugh Yard; ties, invented by former Altoona employee John D. Snyder, are set in concrete; adopted for fear of timber shortage. (WEJ)
- Mar. 8, 1909** PRR starts farmers' educational train on three day tour in southern New Jersey in cooperation with New Jersey State Agricultural College. (RRAG)
- Mar. 9, 1909** PRR stockholders at annual meeting approve putting increase of bonded debt by \$80 million to a vote on Mar. 23; pressed by Boston stockholders, pass resolution calling for all securities to be sold by competitive bid. (AR,

NYT)

- Mar. 10, 1909** PRR Board authorizes agreement to move 1893 world's fair exhibit from Field Columbian Museum in Chicago to Smithsonian; deal falls through and rescinded in 1910. (MB)
- Mar. 11, 1909** North tunnel of Hudson & Manhattan Railroad holed through between Fulton Street and Exchange Place, Jersey City. (H&M)
- Mar. 11, 1909** MD&V Railway steamer *Love Point* burned. (MB)
- Mar. 13, 1909** Report on electric locomotives by committee of Chief Engineer of Electric Traction & Terminal Station Construction (George Gibbs), General Superintendents of Motive Power of Lines East and Lines West, and Mechanical Engineer; recommends design of what becomes Class DD1 electric locomotive. (SR)
- Mar. 13, 1909** Gen. William Jackson Palmer (1836-1909), former secretary to J. Edgar Thomson, dies at Colorado Springs. (RRAG)
- Mar. 15, 1909** Ivy Lee issues standard PRR instructions for supplying information to the press, including standardized press releases and distribution plans. (SR)
- Mar. 1909** United Engineering & Construction Company completes Crosstown Tunnels of PT&T east of Penn Station. (ASCE, Couper)
- Mar. 1909** Hudson Companies agree to erect a department store for Gimbel Brothers on the half block they own on 6th Avenue between 32nd & 33rd Streets; site was originally intended for an underground terminal for the Hudson & Manhattan Railroad that would have been connected to Penn Station. (SR, Ballou)
- Mar. 1909** Appellate Division of New York Supreme Court rules that city cannot seize the Belmont Tunnel at 42nd Street as penalty for non-compliance, even though charter of New York & Long Island Railroad expired on Jan. 1, 1907; trustees have right to organize new company. (RRAG)
- Mar. 16, 1909** Virginia Corporation Commission rules that railroads may increase fares from 2 cents to 22 cents effective Apr. 1. (RRAG)
- Mar. 16, 1909** NY Public Service Commission denies application of Buffalo, Rochester & Eastern Rail\_\_ to build line from Buffalo to Troy parallel to NYC&HR main line. (RRAG)
- Mar. 17, 1909** Jacob H. Schiff meets with Pres. McCrea in the latter's New York office; neither offers any comment. (NYT)

- Mar. 18, 1909** Delaware transfers Chesapeake & Delaware Canal to federal government. (Fcts&Dts - verify)
- Mar. 1909** Following tests of four prototypes, PRR agrees to order 132 all-steel Pullman cars to be ready by proposed opening of Penn Station on June 10, 1910; cars are to be Tuscan red exteriors with cream interiors. (WEJ)
- Mar. 1909** PRR announces it will introduce all-vestibuled trains in local passenger service. (WEJ)
- Mar. 1909** PRR announces it is arranging to test all-steel box cars. (WEJ)
- Mar. 23, 1909** PRR starts farmers' educational train on three-day tour between Harrisburg and State College via Williamsport and Lemont in cooperation with Penn State College. (RRAG)
- Mar. 24, 1909** Joint meeting of PRR and Post Office Dept. officials resolves items in dispute at New York Post Office; Post Office Dept. drops demand for storage space under west driveways that would encroach on Tower "A"; PRR agrees to pay for certain chutes and elevators and perform all portorage at track and basement levels. (SR)
- Mar. 24, 1909** Pennsylvania & North Western Division renamed Bellwood Division; Cambria & Clearfield Division renamed Cresson Division; Eastern Division (P&E) renamed Williamsport Division; Western Division (P&E) renamed Renovo Division; Elmira & Canandaigua Division renamed Elmira Division; Sunbury & Lewistown Division renamed Sunbury Division; Williamsport and Susquehanna Divisions given common Superintendent. (AR)
- Mar. 24, 1909** First VP John P. Green announces will not stand for reelection, as is approaching retirement age; assigned to special duties until retirement on Aug. 1; Charles E. Pugh promoted to First VP; Samuel Rea to Second VP; J.B. Thayer to Third VP; Henry Tatnall to Fourth VP; W.W. Atterbury to new post of Fifth VP; W.H. Myers to General Manager; J.B. Hutchinson to Assistant to First VP; A.J. County to Assistant to Second VP; J.G. Rodgers (1862- ) from Superintendent of NYP&N to Assistant to General Manager; H.M. Carson from Assistant to General Manager to General Superintendent of Erie Grand Division and Northern Central Railway; C.M. Bunting appointed Assistant Comptroller; Horace C. Booz appointed Principal Assistant Engineer of Branch Lines; James F. Fahnestock (1859-1924) named Treasurer, replacing Henry Tatnall; Elisha Lee (1870-193 ) named Superintendent of NYP&N. (MB, AR) (Snyder has all these eff. 4/1)

- Mar. 24, 1909** PRR Board authorizes purchase of additional shares of N&W for up to 90; agrees to advance LIRR \$10.5 million for betterments through 1911 in return for 4% debentures. (MB)
- Mar. 26, 1909** Samuel Rea writes to Charles W. Raymond dissolving the Board of Engineers for New York improvements. (MB)
- Mar. 26, 1909** LIRR asks for bids for 120 Class MP54 steel MU cars for Penn Station service; 50 MP54's being tested on steam lines without motors. (NYT)
- Mar. 28, 1909** PRR begins serving complimentary tea and coffee to parlor and sleeping car passengers at any time of day. (RRAG)
- Mar. 28, 1909** Fast run of special train on NYC&HR, Chicago-New York in 16:30, and banker Frank A. Vanderlip races to bedside of dying mother. (RRAG)
- Mar. 29, 1909** PT&T Board approves report of George Gibbs of Mar. 16, calling for construction of 24 Class DD1 electric locomotives, of which two are to be delivered as soon as possible for testing. (MB)
- Mar. 29, 1909** MD&V Railway authorizes construction of new steamboat for night service. (MB)
- Mar. 30, 1909** Queensboro Bridge opens for pedestrian and vehicular traffic between 59th Street and Long Island City. (RRAG)
- Mar. 31, 1909** At request of Julia D. Longfellow of New York Women's Municipal League, Hudson & Manhattan Railroad begins operating women-only cars on rush-hour trains between Midtown New York and Hoboken as three-month experiment. (NYT, Hood)
- Apr. 2, 1909** NY Public Service Commission approves extension of Hudson & Manhattan Railroad from 33rd Street to Grand Central Terminal. (NYT)
- Apr. 4, 1909** Memorial tablet to late LIRR Pres. William H. Baldwin unveiled at Tuskegee Institute in Alabama; features bas relief portrait by Karl Bitter. (RRAG)
- Apr. 5, 1909** Pennsylvania Company agrees with B&O for use of B&O line from Cleveland & Marietta Jct. to Buffalo, Ohio, to reach mines of Cambridge Collieries Company. (Church)
- Apr. 9, 1909** Payne-Aldrich Tariff lowers duties to about 38% from highs of Dingley Tariff of 1897; period of tariff moderation continues through World War I. (EAH)

- Apr. 12, 1909** PT&T contracts with Westinghouse Electric & Manufacturing Company for 24 Class DD1 electric locomotives; running gear and cabs are built at Juniata Shops. (MB, ASCE)
- Apr. 12, 1909** Pennsylvania Company, Cleveland & Marietta Railway and Wheeling & Lake Erie Railroad agree for partition of property at Valley Jct., Ohio. (Church)
- Apr. 14, 1909** PRR Board approves report on electric locomotives; authorizes construction of two units for testing and an additional 22 production models. (MB)
- Apr. 14, 1909** PRR signs new Pullman contract stipulating assignment of steel cars into Penn Station. (MB)
- Apr. 15, 1909** PCC&StL acquires property of Midway & Oakdale Railway, Midway to Shaw Coal Mines, Pa. (1.53 miles), under agreement of Apr. 14; reclassified as siding. (Church, C&C)
- Apr. 1909** PRR has established schools of signaling, offering three-year course, on each division. (RRAG)
- Apr. 1909** Concrete lining of East River Tunnels completed. (NYT)
- Apr. 20, 1909** PT&T Board rules that Chief Engineers of North River and East River Divisions are to serve until work is completed, notwithstanding the dissolution of the Board of Engineers. (MB)
- Apr. 21, 1909** PRR purchases 22,540 shares N&W preferred and 133,940 shares of common from Kuhn, Loeb & Co. at 88.39; this represents all of Kuhn, Loeb's holdings, which were purchased from PRR in fall 1906; purchases of N&W common continue until PRR owns 372,734 shares by the end of 1913; purchase is seen as response to more relaxed antitrust environment for railroads. (Wheeler, NYT)
- Apr. 22, 1909** PRR implements new rules at Debrosses Street produce terminal in New York, eliminating sales of less than a wagon load; commission merchants had complained of inability to compete with pushcart operators who have no overhead expenses and buy in small lots. (NYT)
- Apr. 23, 1909** Greeley Square Realty Company, a subsidiary of Hudson & Manhattan Railroad, leases half block on west side of 6th Avenue between 32nd & 33rd Streets to Gimbel Brothers for department store. (Agrmt)
- Apr. 23, 1909** Olean & Falls Creek RPO discontinued. (Kay)



- Apr. 1909** PRR now posting baseball scores in smokers of principal east-west trains; updated by telegraph. (WEJ)
- Apr. 26, 1909** PT&T contracts track laying on Meadows Division and Manhattan Transfer Yard to Henry Steers, Inc. (ASCE)
- Apr. 26, 1909** Buffalo & East Emporium RPO extended to Buffalo & Williamsport RPO; Elmira & Washington RPO cut to Williamsport & Washington RPO. (Kay)
- Apr. 26, 1909** Two Southern Pacific Mallet 2-8-8-2's being delivered by Baldwin Locomotive Works sent via B&O as too big to clear PRR tunnels. (WEJ)
- Apr. 29, 1909** PRR holds testimonial dinner to PRR historian William Bender Wilson at Majestic Hotel, formerly the William L. Elkins mansion on Girard Avenue, on occasion of his retirement after 53 years of service. (ATO)
- Apr. 1909** All steel passenger cars built prior to Nov. 1908 ordered returned to shops to correct weak axles. (WEJ)
- Apr. 30, 1909** Board of Engineers for New York improvements makes final report and is dissolved. (ASCE, JMcC 32/47)
- Apr. 30, 1909** PCC&StL acquires joint use of Chicago, Rock Island & Pacific Railway station at Washington Heights, Chicago. (Church)
- May 1, 1909** PRR surrenders operation of Philadelphia & Beach Haven Railroad (Manahawkin-Beach Haven, N.J.) and Barnegat Railroad; leased to Tuckerton Railroad under agreement of Apr. 28, 1909, while PRR retains ownership. (Val)
- May 1, 1909** *South Atlantic Limited* inaugurated between Cincinnati and Jacksonville on L&N/CofG/ACL route via Atlanta and Macon. (Key, Guide)
- May 3, 1909** U.S. Supreme Court rules that Hepburn Act is constitutional, but interprets act in most narrow terms possible, so that only direct ownership of coal in transit is illegal, while ownership of coal companies or coal lands is not; ruling affects only D&H and DL&W which have coal departments; they then set up separate coal companies to evade act. (Lambie)
- May 7, 1909** Assistant General Baggage Agent Albert D. Kelly dies at Sewickley, Pa. (RRAG)
- May 1909** PRR places refrigerator car on morning passenger train from Rehoboth Beach to accommodate strawberry growers; transferred to fast freight at

**Harrington. (WEJ)**

- May 10, 1909** PRR Board appoints special committee to investigate performance of WNY&P and decide which portions should be abandoned as unprofitable. (MB)
- May 12, 1909** PRR Board authorizes construction of Northumberland Yard. (MB)
- May 12, 1909** LIRR completes double track between Roslyn and Glen Cove.
- May 1909** PRR announces it will plant over 1 million trees this spring; for first time will plant at Metuchen and New Brunswick in addition to along Philadelphia-Pittsburgh Main Line; are also expanding program of growing shrubbery for station grounds and have imported 6,000 plants from France to company nurseries at Morrisville, Pa. (WEJ)
- May 17, 1909** S. Pearson & Son turns East River Tunnels over to PT&T. (Couper)
- May 18, 1909** *New York Times* reports that Edwin Hawley syndicate has refused offer of PRR to buy back its former interest in the C&O. (NYT)
- May 19, 1909** Last spike driven on Pacific Coast Extension of Milwaukee Road, seventh transcontinental railroad, at Garrison, Mont. (AAR)
- May 21, 1909** L.F. Loree elected Chairman of Kansas City Southern Railway. (NYT)
- May 27, 1909** Assistant Engineer James Forgie supervises laying the last shovelful of concrete in the Hudson River Tunnels. (Couper)
- May 30, 1909** *Pittsburgh Night Express* restored between Philadelphia and Pittsburgh.
- May 30, 1909** LIRR extends rapid transit service from Williamsburg to Delancey Street, Manhattan, over Williamsburg Bridge.
- June 1, 1909** Chautauqua Division abolished and divided between Buffalo and Allegheny Divisions; headquarters of Allegheny Division moved from Pittsburgh to Oil City. (MB)
- June 1, 1909** Connellsille & Monongahela Railway buys railroad (Dearth Branch) of H.C. Frick Coke Company from its works at Dearth to Low Phos (0.37 mile).
- June 1, 1909** PRR operates farmers' special between Lemont and Lewisburg. (RRAG)
- June 4, 1909** MD&V operates two-day farmers' special steamboat cruise from Fredericksburg to Rappahannock River points. (RRAG)

- June 4, 1909** New York City Board of Estimate approves franchise for Hudson & Manhattan Railroad extension from 33rd Street & 6th Avenue to Grand Central Terminal over opposition of IRT; station is to be sandwiched between the IRT station above and Flushing line station below, but is never built.
- June 1909** Track removed between Lewistown and New Lisbon, N.J.; not used since about 1881. (C&C)
- June 1909** New Haven station renamed Connellsville, West Side on Pittsburgh Division.
- June 1909** Begin track elevation on Panhandle line between Taylor and 31st Streets, Chicago.
- June 1909** New alignment opens between Mount Union and Ryde on Middle Division; completes reduction of grade to 0.3% and eliminates use of pushers on heavy eastbound coal trains.
- June 10, 1909** PRR agrees to elevate tracks through Wilkinsburg, Pa. (HistPitts)
- June 12, 1909** Queensboro Bridge formally opens across East River from 59th Street in Manhattan to Long Island City; designed by Gustav Lindenthal; third East River Bridge. (RRAG, Condit)
- June 1909** A failing Charles F. McKim responds to a photograph of the nearly completed Penn Station and letter of congratulations from Samuel Rea: "It would be a wonder how it ever came to pass at all, were it not that the Pennsylvania Railroad has always taken the ground that its improvements must be indestructible. It is a wonderful building, and as time goes on will justify its cost." (SR)
- June 1909** Pennsylvania Company refuses Indiana Railroad Commission order to interchange with Chicago, Cincinnati & Louisville Rail\_\_ at Richmond. (RRAG)
- June 18, 1909** Boston Railroad Holding Company incorporated in Mass. to acquire control of Boston & Maine from American Express Company in interest of New Haven; Holding Company is subject to state "freeze" on further resale and control must stay in New England. (Splawn)
- June 20, 1909** NYC&HR establishes Chicago-Boston train No. 4 on 25:00 schedule; adds through cars to fast mail train No. 21 for 24:40 train from New York to Chicago. (RRAG)

- June 1909** P&LE and LS&MS establish through Pittsburgh-Buffalo service in 5:15; route is 257 miles vs. 271 via PRR. (RRAG)
- June 21, 1909** Charles M. Jacobs, Samuel Rea, A.J. County, and other officials ride through Hudson River Tunnel in a Lozier automobile lowered down Weehawken Shaft; larger party of three cars returns to New Jersey. (photo)
- June 22, 1909** Record train of 105 hopper cars, totaling 15.3 million pounds, runs between Altoona and Enola in 7:12 or 17.6 MPH; pulled by single H8b No. 1113; last of series of tests of tractive power of new 2-8-0 type. (RyAgeGaz)
- June 23, 1909** Hazleton & Sunbury RPO replaced by Wilkes-Barre & Sunbury RPO. (Kay)
- June 24, 1909** Federal government discontinues antitrust suit against New Haven. (Splawn)
- June 24, 1909** Fort Wayne ordinance calls for track elevation at Broadway. (Church)
- June 25, 1909** Tuckerton Railroad assumes operation of Barnegat Railroad between Barnegat City and Barnegat City Jct. on Long Beach Island in New Jersey under agreement of July 19, 1909; also begins operating part of Philadelphia & Beach Haven Railroad between Barnegat City Jct. and Long Beach City under agreement of Aug. 17, 1909. (Val)
- June 28?, 1909** PRR establishes summer-only express with parlor car between Wilmington and Rehoboth Beach, leaving Wilmington at 3:44 PM and returning at 6:39 AM. (WEJ)
- June 29, 1909** Hudson & Manhattan Railroad runs first test train between Hoboken and Hudson Terminal. (PA)
- June 30, 1909** Sleeping car line established between Jersey City and Roanoke, Va., via Harrisburg.
- June 30, 1909** John L. Billiard contracts to sell Boston & Maine back to New England Navigation Company. (Splawn)
- Summer 1909** Sloop *Pennsy* added to PRR YMCA summer vacation facilities at Ocean City. (Wilson)
- July 1, 1909** PRR establishes ticket office in Hudson Terminal at Cortlandt & Church Streets in lower Manhattan. (NB: no service til 7/19!)

- July 1, 1909** Hudson & Manhattan Railroad discontinues operation of special women's cars between New York and Hoboken; not popular and draw disparaging names like "hen cars" or "old maids' retreat" from men. (NYT)
- July 1, 1909** Virginian Railway opens between Deepwater, W.Va., and Sewells Point in Norfolk, Va.; does not disrupt rate structure. (Lambie)
- July 9, 1909** PRR recalls 1,500 workers at Altoona Shops. (WEJ)
- July 9, 1909** PB&W acquires 0.83-mile River Front Railroad at Edge Moor, Del. (AR)
- July 11, 1909** PRR receives a blackmail letter signed "Adam Smith" demanding \$45,000 or will attack PRR and N&W with dynamite bombs. (NYT)
- July 1909** PRR begins laying track in New York Tunnels. (Seyfried)
- July 1909** PRR opens creosoting plant at Mount Union, Pa.; capacity of 2,000 ties a day. (WEJ)
- July 14, 1909** New Haven purchases Boston Railroad Holding Company. (Splawn)
- July 15, 1909** Concrete and clean up work completed in Hudson River Tunnels. (ASCE)
- July 1909** PCC&StL contracts for 17 miles of double track between Indianapolis and Richmond. (RyAgeGaz)
- July 1909** New Haven puts on 9 round trips between New York and Stamford via Harlem River Branch to eliminate crowding at Grand Central during construction. (RyAgeGaz)
- July 1909** Anchor Line places 5,000-ton package steamer *Conemaugh* in service. (RyAgeGaz)
- July 16, 1909** Stuart Thomas Saunders (1909-1987), last Chairman of PRR, born at McDowall, West Virginia. (WwasW)
- July 1909** LIRR resumes work on track elevation between Fiske Terrace and Manhattan Beach. (RyAgeGaz, )
- July 19, 1909** Hudson & Manhattan Railroad (Hudson Tubes) opens between Hudson Terminal in lower Manhattan and Exchange Place, Jersey City; station connected directly to platforms of PRR's Jersey City Terminal by six high-capacity elevators; eastern portion of Old Office Building removed for H&M entrance building; W.G. McAdoo in dedication speeches announces his "The Public be Pleased" policy; 11,000 trips switch from ferry to Tubes, or about 50% drop in passengers; makes PRR route more

competitive with CNJ/Reading from Elizabeth and NY&LB points. (NYT, SR)

- July 19, 1909** PRR begins providing through ticketing to and from Hudson Terminal, New York over Hudson & Manhattan and opens ticket agency in Hudson Terminal; tickets are interchangeable for "Tubes" or ferries. (PR)
- July 19, 1909** South Amboy & Philadelphia RPO extended to New York, South Amboy & Philadelphia RPO. (Kay)
- July 19, 1909** Tuckerton Railroad signs agreement to operate Barnegat Railroad, retroactive to June 25. (Val)
- July 25, 1909** Former Superintendent of Pittsburgh Division Robert Pitcairn (1836-1909) dies at home in Pittsburgh at age 73. (Memoir)
- July 25, 1909** Hudson & Manhattan Railroad begins running between Hudson Terminal and Hoboken without stopping at Erie (Pavonia) Station; in rush hours runs only to Exchange Place as not enough cars. (RyAgeGaz)
- July 26, 1909** Yukon Branch extended 1.37 miles from Yukon and Hunters Run Branch opens thence 2.01 miles from Mibell to Youghioghney & Ohio Coal Company at Osborn (Wyano) on Pittsburgh Division. (Val, AR)
- July 26, 1909** William Harrison Stewart (1833-1909), former Freight Traffic Manager of Lines West, dies at Cleveland. (RyAgeGaz)
- July 1909** Tube D of East River Tunnel first to be completed with entrance ramp at Sunnyside Yard ready for track. (NYT)
- July 29, 1909** NYC&HR obtains (or renews?) trackage rights over PRR from New Jersey Jct. to Jersey City Terminal with ferry rights.
- July 30, 1909** PRR tests borrowed Rock Island railcar between Eddystone and Newark, Del. (WEJ)
- July 31, 1909** Last piece of exterior masonry put in place at Penn Station. (PR, ASCE)
- Aug. 1, 1909** Former VP John P. Green retires at age 70 after 40 years of service.
- Aug. 1, 1909** Charles M. Jacobs resigns as Chief Engineer of North River Division of PT&T; Chief Assistant Engineer James Forgie is to remain until Sep. 30 and then hold title of "Engineer" until tunnels open. (MB)
- Aug. 1, 1909** Portion of Pomeroy & Newark Branch between Pencader and Newark transferred from Philadelphia Division (PRR) to Maryland Division

**(PB&W). (AR)**

- Aug. 2, 1909** Hudson & Manhattan Tubes open between Exchange Place and Hoboken with through service from Hudson Terminal; includes "Erie" stop at Pavonia Avenue connected to Erie Railroad station by underground passage and concourse; opening had been delayed by late delivery of cars. (JCEvnJrnl, RRAG - EltrcRyJrnl says will also open Hud Term-23 St. this date-RyAgeGaz says to open Exch. Pl.-23rd St in week of 8/9)
- Aug. 2, 1909** Tracks completed in Tube A of East River Tunnels. (Seyfried)
- Aug. 1909** VP Samuel Rea writes to ICC and other railroad leaders urging that the ICC change its fiscal year from July to January; not done until 1916. (RyAgeGaz)
- Aug. 5, 1909** Abram C. Eby, a lawyer and mayor of Burkeville, Va., is arrested in New York as author of the "Adam Smith" blackmail letters against the PRR; had demanded \$45,000 with threats to dynamite PRR and N&W trains; Eby claimed that his father had lost \$200,000 in the reorganization of a Virginia railroad once under PRR influence. (NYT)
- Aug. 5, 1909** About 200 electricians and finishers sent to Pittsburgh by PRR and Hudson Companies enter plant of Pressed Steel Car Company to complete orders for passenger cars, thus breaking a several-week strike by the regular employees. (NYT)
- Aug. 6, 1909** Greensburg, Pa., passes ordinance for track elevation and new station; PRR then contracts for 3rd & 4th track and removing tunnel. (MB, RyAgeGaz)
- Aug. 8, 1909** Sleeping car line established between Jersey City and Nashville, via Washington, Bristol and Chattanooga over Southern-N&W-Southern-NC&StL.
- Aug. 15, 1909** Boston-Chicago car added to *Twentieth Century Limited* on 20:30 schedule. (RyAgeGaz)
- Aug. 1909** PRR contracts for wood preserving plant at Point House Pier at Greenwich Point, South Philadelphia. (RyAgeGaz)
- Aug. 1909** PCC&StL contracts for double tracking on Logansport and Richmond Divisions. (RyAgeGaz)
- Aug. 1909** Western Allegheny Rail\_\_ announces it will extend from Kaylor to Reidsburg (16 miles) to connect with Franklin & Clearfield Rail\_\_. (RyAgeGaz)

- Aug. 17, 1909** Barnegat Railroad leases portion of Philadelphia & Beach Haven Railroad between Barnegat City Jct. and Long Beach City retroactive to June 25, 1909. (Val)
- Aug. 20, 1909** First prototype Class DD-odd two-unit 2-B+B-2 650 volt, D.C. electric locomotive No. 3999 outshopped from Juniata Shops for use between Sunnyside Yard and Manhattan Transfer. (Keyser)
- Aug. 25, 1909** PT&T agrees with Duparquet, Huot & Moneuse Company to equip kitchens and dining rooms at Penn Station. (MB)
- Aug. 25, 1909** PRR agrees with Whyel Coke Company to extend Yukon Branch for one mile from Yukon, Pa. (see 7/26 above fm AR)
- Aug. 26, 1909** Original American Line steamship *Ohio* wrecked in Alaskan waters. (Flayhart)
- Aug. 31, 1909** Lone highwayman hold up No. 39, consisting of 2 express cars and 4 sleepers at Lewistown Jct. by placing dynamite on track, but escapes with only \$50. (RyAgeGaz)
- Sep. 1, 1909** Monongahela Railroad opens Rush Run Branch from Alicia to Sarah Works of H.C. Frick Coke Company (4.25 miles). (AR)
- Sep. 2, 1909** All freight cars formerly stored on branch lines in the Altoona area now back in service for the first time since fall of 1907.
- Sep. 3, 1909** PRR committee reports on finances of WNY&P; cost \$6.25 million in 1900; between 1901 and 1908 PRR spent \$6.2 million on betterments and \$2.3 million on interest; believe that earnings are now improving and no need for reorganization or refinancing; junior securities owned by PRR would be lost in foreclosure, not First Mortgage bonds owned by others; no lines worth abandoning. (MB)
- Sep. 4. 1909** LIRR opens line relocation through Kew Gardens and Forest Hills.
- Sep. 1909** PRR establishes first true commuter train, Nos. 46-47, between Chicago and Valparaiso (prob. Aug. 30 or Sep. 7). (tt)
- Sep. 9, 1909** Edward H. Harriman (1848-1909) dies of stomach cancer at age 51 at his country estate in Arden, N.Y.; was director of 27 railroads totaling 39,354 miles. (Klein)
- Sep. 10, 1909** LIRR Pres. Ralph Peters predicts that LIRR will begin service to Penn Station by Jan. 1, 1910, a deadline that is not met. (NYT)



- Sep. 1909** PRR advises ICC it will comply under protest with its demand that all betterments be charged to property accounts and not to profit & loss, income or special funds. (NYT)
- Sep. 13, 1909** Cambridge City & Madison RPO extended to Richmond & Madison RPO. (Kay)
- Sep. 1909** Columbus, Ind.-Cambridge City, Ind., locals extended to Richmond. (Sanders)
- Sep. 14, 1909** Penn Station architect Charles F. McKim (1847-1909) dies at his country house on Long Island; had been ill since 1906 and done no work at all since the beginning of 1908; William Symmes Richardson had already assumed responsibility for much of the design. (Diehl)
- Sep. 1909** PRR has bought an experimental farm at Bacon, Del., based on those of LIRR to promote more intensive agriculture on Delmarva Peninsula. (RyAgeGaz)
- Sep. 1909** Future Pres. M.W. Clement wins \$1,200 "Klondike" prize for best track on his section between Philadelphia and Paoli. (RyAgeGaz)
- Sep. 18, 1909** Morgantown & Dunkard Valley Railroad given power to extend to Waynesburg, Pa.; never built.
- Sep. 20, 1909** Hudson & Manhattan Railroad opens south leg of wye tracks near Pavonia, permitting trains to run from Exchange Place to uptown tunnels.
- Sep. 20, 1909** Wilbur Wright's airplane arrives at PRR yards in Jersey City; to be used in demonstration flights from Governors Island during Hudson-Fulton celebration. (NYT)
- Sep. 21, 1909** Tracks completed in Tubes B & C of East River Tunnels. (Seyfried - RyAge says only ready for track at this time)
- Sep. 21, 1909** First test run through East River tunnels between Long Island City and Penn Station.
- Sep. 1909** Trolley lines open over Queensboro Bridge between 59th Street, Manhattan, and Long Island City, severely impacting LIRR ferry traffic.
- Sep. 1909** Steelwork of Penn Station completed. (ASCE)
- Sep. 1909** West Seneca station renamed Lackawanna on Buffalo Division.

- Sep. 25, 1909** Hudson-Fulton Celebration begins at New York City commemorating 300th anniversary of discovery by Henry Hudson and 102nd anniversary of Fulton's steamboat; concludes Oct. 2. (RyAgeGaz)
- Sep. 29, 1909** Cleveland, Akron & Columbus Railway files to build branch to the Clinton Mine of the Massillon Run Coal Company in Chippewa Township. (Church)
- Sep. 30, 1909** VP Samuel Rea approves an escalator leading from LIRR/Exit Concourse level to a "temporary" kiosk in the line of the private street between 33rd & 34th Streets; shortens distance to streetcar line on 34th Street, the only transit line running between Penn Station and the hotel and business sections of the city. (SR)
- Oct. 2, 1909** "UN" Interlocking placed in service at west end of Allegheny Tunnel and "AR" Interlocking placed in service at west end of Portage Tunnel, both at Gallitzin. (new machines?)
- Oct. 5, 1909** Boston Railroad Holding Company purchases Boston & Maine stock from New England Navigation Company in exchange for its own stock, which Navigation Company then resells to New Haven. (Splawn)
- Oct. 6, 1909** MD&V Railway leases Pier 2 Light Street from Theodore W. Forbes, et al. (MB)
- Oct. 6, 1909** Pennsylvania Land Company deeds Byrne Lot between 14th & 15th Streets and 18th Street, along with Byrne Track on Arbegust Avenue between 14th & 18th Streets in Louisville to Pennsylvania Terminal Railway. (Church)
- Oct. 1909** PRR reports all freight cars in use for first time since Panic of 1907. (RyAgeGaz)
- Oct. 11, 1909** Experimental Brill gasoline railcar arrives at Smyrna, Del., makes test run from Smyrna to Wilmington and return; then goes into service on Smyrna Branch, replacing a locomotive and coach. (WEJ)
- Oct. 13, 1909** PRR Board disapproves request of stockholders that all securities be sold by competitive bid, but agree to solicit bids from several banking houses. (MB)
- Oct. 14, 1909** Former PRR Signal Engineer George D. Fowle (1859-1909) dies at Philadelphia at age 49. (RyAgeGaz)
- Oct. 1909** Pres. McCrea announces plans for new Chicago Union Station at Adams Street. (RyAgeGaz)

- Oct. 18, 1909** Max Riebenack presents silver cup given in memory of his son, Max Riebenack, Jr., to Purchasing Dept. team, winners of General Office Baseball League competition; by now have also established Basketball and Bowling Leagues in General Office.
- Oct. 1909** LIRR establishes first year-round service to Long Beach.
- Oct.? 1909** Old PRR Susquehanna River Bridge at Havre-de-Grace reopens as private road toll bridge; one span removed to create clear channel replaced; when old bridge retired, Maryland Legislature required PRR to carry residents wishing to cross river free on all trains. (WEJ)
- Oct. 23, 1909** Ivy Lee resigns as head of PRR Publicity Bureau in favor of his brother James Wideman Lee, Jr., at a reduced salary of \$3,000 per year; Ivy Lee spends next three years in Europe representing Harris, Winthrop & Co., a firm of U.S. private bankers. (JMcC 61/27, SR, NYT)
- Oct. 24, 1909** Sunday slow freights resumed on main line through Altoona for first time since 1907. (Snyder)
- Oct. 27, 1909** PRR Board authorizes issue of new stock to existing holders at par 50 up to 25% of existing holdings. (MB)
- Oct. 28, 1909** Prototype DD1 electric locomotive "odd-DD" Nos. 3996-3997 arrives in Long Island City from Juniata to begin 15,000 miles of road and dynamometer car tests on electrified lines of LIRR; 2,000 HP motors and electrical gear installed at East Pittsburgh Works of Westinghouse. (NYT, ASCE, RRMP - note RyAge photo shows twin unit No. 3998 - unit that arr. in Oct. was 2nd 3999)
- Nov. 1, 1909** PRR Board declares stock allotment of 25% or \$70.95 million to existing stockholders to reduce existing debts maturing in 1910. (MB, NYT)
- Nov. 1, 1909** First cars delivered to Brookes Mills from Bedford Division. (Snyder)
- Nov. 1, 1909** Western Pacific Rail(way?), last U.S. transcontinental railroad, completed at Spanish Creek, Calif. (first pass tr. 8/22/10! - AAR)
- Nov. 1, 1909** Local Chairmen's Association for the Chicago Switching District (BRT) presents demand for 5-cent increase and work rules changes.
- Nov. 1, 1909** Architect Daniel H. Burnham presents Chicago Plan to City of Chicago; high-water mark of "City Beautiful" movement, calling for parks and boulevards, etc.; influences planning in other cities. (or 11/1918 with Chicago Plan Commission org in 1909 with Burnham as Chief Architect?)

- Nov. 2, 1909** Anti-Tammany fusion candidates capture six of eight seats on New York City Board of Estimate, but William Randolph Hearst's mayoral candidacy splits anti-Tammany vote and Tammany candidate William J. Gaynor of Brooklyn elected Mayor; Gaynor supports extending the existing IRT lines instead of the PSC's Triborough plan, leading to further deadlock on extending subway to Penn Station. (Hood)
- Nov. 1909** William K. Vanderbilt, NYC&HR Pres. William C. Brown and architect Charles Wetmore show up unannounced to examine Penn Station; are escorted by George Gibbs; VP Rea and architect W.R. Mead consider this a breach of protocol. (SR)
- Nov. 6, 1909** PRR train No. 104 collides with light locomotive at "RU" Tower in Jersey City; 5 killed, 20 injured. (RyAgeGaz)
- Nov. 7, 1909** *Pittsburgh Special* renamed *Iron City Express*; *Philadelphia Special* renamed *Philadelphia Night Express*; *24 Hour St. Louis/24 Hour New Yorker* established as all first class trains between Jersey City and St. Louis, first train on a 24:00 schedule, vs. 27:30 on No. 26-27. (tt, RyAgeGaz)
- Nov. 7, 1909** NYC&HR places *Southwestern Limited* on 24:00 schedule to St. Louis to compete with PRR; equipment upgraded to be equal to *Twentieth Century Limited*; *Cleveland Limited* (westbound) inaugurated on 11:45 schedule or 2 hours better than previous schedule and 1:20 faster than new PRR schedule; also establishes No. 6, Chicago to New York in 22:00. (NYT, RyAgeGaz)
- Nov. 7, 1909** *The Flamingo* inaugurated as a through train between Jersey City and Miami with through cars to Tampa and Knights Key via Seaboard Air Line.
- Nov. 8, 1909** VP Samuel Rea writes to VP J.B. Thayer on possibility of getting William K. Vanderbilt to concur in both PRR and NYC increasing rates from competitive points to Penn Station or Grand Central; notes with illness of H.McK. Twombly and recent death of E.H. Harriman, Vanderbilt has taken greater responsibility for NYC&HR affairs and is more aware of need to raise capital to cover Grand Central costs. (SR)
- Nov. 8, 1909** PRR engineers and firemen joint Eastern railroads movement for wage increase. (WEJ)
- Nov. 10, 1909** PRR Board makes formal report on securities sales; sales depend on market conditions and terms cannot be fixed in advance. (MB)

- Nov. 15, 1909** First work car sent through New York tunnels from New Jersey to Long Island. (NYT)
- Nov. 15, 1909** PT&T contracts with Levenson Wrecking Company to clear private street between 33rd & 34th Street. (SR)
- Nov. 15, 1909** Illinois Central inaugurates *Seminole Limited* as through train between Chicago and Jacksonville via CofG through Birmingham and Albany; marks its entry into Midwest-Florida passenger market. (Key)
- Nov. 1909** Last incidental work in Hudson River tunnels completed. (ASCE)
- Nov. 1909** Work begins on new station at Baltimore; Kenneth M. Murchison, architect.
- Nov. 1909** Committees of five or six officers formed on each division to review infractions of discipline by operating employees.
- Nov. 1909** Connellsville & Monongahela Railway opens Lilly Run Branch from Republic to Ralph Works of H.C. Frick Coke Company; operated by Monongahela Railroad under sublease from PRR. (AR has 12/09?)
- c. Nov. 1909?** U.S. Supreme Court reverses lower court rulings allowing Peoples Steamboat Company to stop at MD&V wharves. (MB)
- Nov. 18, 1909** VP Samuel Rea conducts Pres. McCrea and other officials from Philadelphia to Sunnyside Yard and Jamaica in first train to pass through New York tunnels; uses Tube A of East River Tunnels; track in Tubes C & D still not finished; at Harrison, diner and observation car are detached and pushed slowly over PT&T by a work engine; view Penn Station and have lunch on train at Sunnyside; train returns from Jamaica to Long Island City, where party boards a tug for Jersey City to reboard two business cars for Philadelphia. (NYT)
- Nov. 19, 1909** Smyrna, Del., residents hold protest meeting against PRR's new gasoline railcar or "peanut roaster" and eliminating stop of afternoon Norfolk express at Clayton; car has only 26 seats and is so small that some have to walk to Clayton; cramped quarters also force racial mixing, which outrages white residents. (WEJ)
- Nov. 21, 1909** Sleeping cars inaugurated between New York and St. Petersburg via ACL.
- Nov. 1909** PRR reports success in tests of telephone dispatching on Maryland Division and its branches. (WEJ)

- Nov. 27, 1909** PRR Board authorizes extension of loop cutoff west of Fleming Summit on Cherry Tree & Dixonville. (MB)
- Nov. 27, 1909** Steamboat *Three Rivers* launched at Maryland Steel Company for Maryland, Delaware & Virginia Railway. (AR)
- Dec. 1, 1909** Approaches to East River Tunnels in Long Island City completed. (Couper)
- Dec. 1, 1909** Western Maryland Railroad reorganized as Western Maryland Railway following foreclosure sale. (WM)
- Dec. 1909** PRR begins operating winter-only through train between Camden and Long Branch via Whitings and Farmingdale; runs over CNJ between Whitings and Farmingdale to serve winter resort of Lakewood, N.J.; runs for 1909/10 season only.
- Dec. 10, 1909** Track completed through Tube D of East River Tunnels. (Seyfried - verify)
- Dec. 13, 1909** PRR begins daily local freight service to Oreminea on Altoona Division. (Snyder)
- Dec. 17, 1909** No. 120, first all-steel business car in U.S., outshopped at Altoona; only wood is in chairs and tables. (PR)
- Dec. 17, 1909** PRR reaches settlement with engineers, granting some small wage increases. (NYT)
- Dec. 19, 1909** PRR orders 25 DD1's from Westinghouse Electric & Manufacturing Company for delivery by July 1, 1910. (NYT)
- Dec. 21, 1909** Chief Chemist Dr. Charles B. Dudley (1842-1909) dies at home at Altoona. (RyAgeGaz)
- Dec. 21, 1909** PRR begins double-classifying of westbound trains at Pitcairn Yard, passing two trains over the hump simultaneously to increase efficiency; extended to eastbound yard on Feb. 23, 1910.
- Dec. 22, 1909** PRR Board authorizes construction of additional car float bridge at Greenville; special committee on organization and salaries of 1907 discharged; authorizes 10-cent surcharge on tickets to and from Penn Station to help recoup costs; also bars issuing cut-rate commutation tickets to and from Penn Station. (MB)
- Dec. 22, 1909** PCC&StL announces it has increased dividend rate from 4% to 5%;

**Pennsylvania Company increases from 7% to 8%. (NYT)**

- Dec. 23, 1909** Joint committee appointed to arbitrate differences in design of Grand Central Terminal reports; approves Whitney Warren's design, but with restoration of elevated road and foundations capable of supporting a future office tower over the rear half of the building only; New Haven is to share in income from Park Avenue air rights development. (Schlichting, Nevins)
- Dec. 28, 1909** Eastbound yard at Hollidaysburg reopened.
- Dec. 31, 1909** Alfred Noble resigns as Chief Engineer of East River Division of PT&T; Resident Engineer George C. Clarke take charge of tunnels and Sunnyside Yard placed under George Gibbs. (MB)
- Dec. 31, 1909** Manhattan Bridge opens between Canal Street in Manhattan and Fulton Street in Brooklyn; fourth and last East River bridge. (Condit)
- 1909** PRR stock peaks at 75-5/8 after recovering from trough of Panic of 1907; then declines erratically through 1914; PRR had hoped to resume expansion in 1910, particularly on the Pennsylvania & Newark freight line across New Jersey, but unsettled conditions result in less construction than planned.
- 1909** Baldwin smokebox superheater applied to H6b No. 2846; first use of superheater on PRR.
- 1909** PRR buys first experimental gas motor car with manual transmission from Sheffield Car Company of Michigan.
- 1909** First electro-mechanical interlocking of modern type installed at Gap, Pa.
- 1909** First 10 all-steel diners, Class D70, built at Altoona for Lines East service. (Keystone)
- 1909** John Clark Sims Scholarships established in memory of former corporate secretary; two per year for study at University of Pennsylvania.
- 1909** New York & Rockaway Beach Railway (?) completes automatic block signals between Glendale Jct. and Hammel.
- 1909** PRR completes stone ballasting of all main tracks on New York Division.
- 1909** Manual block system established between Coalport and Flemington Jct. on Bel-Del Branch.

- 1909** "Lock-and-block" system installed on Wilkes-Barre Branch between South Danville and Woolverton.
- 1909** Fourth track opens between Viaduct and Mineral Point on Pittsburgh Division; four-track system completed between South Fork and Conemaugh.
- 1909** Alexandria Branch extended three miles from New Alexandria to north of Andrico on Pittsburgh Division. (Val)
- 1909** Hulton Ferry Company discontinues ferry across Allegheny River at Hulton, Pa., after being rendered unprofitable by bridge. (SR)
- 1909** West Seneca (Ebenezer) Branch completed at Buffalo.
- 1909** Western Allegheny Railroad branch abandoned between Barnhart and Snow Hill, Pa. (C&C)
- 1909** Cleveland, Akron & Columbus Railway adds six stalls to engine house at Orrville and enlarges yard.
- 1909** Cleveland, Akron & Columbus Railway opens 2.5-mile branch from Clinton to mines of Massillon Elm Run Coal Company. (AR)
- 1908-09?** New track connection built between Cleveland & Pittsburgh Railroad and PCC&StL at Mingo Jct. (Church - verify)
- 1909** Ohio River & Western standard-gauged between Zanesville and Lawton, Ohio.
- 1909** Dayton, Lebanon & Cincinnati Railroad & Terminal Company opens between Lambeth and Brown Street, Dayton, (1.3 miles). (Church)
- 1909** GR&I abandons Belding-Hall Branch, Pellston to Bogardus, Mich.
- 1909** Vandalia Railroad abandons 1.43 miles of Summit Branch of Greene County Coal Branch in Indiana. (C&C)
- 1909** Plans for Grand Central Terminal revised under pressure from Wilgus and New Haven representatives; elevated road restored, although only on west side as far north as 45th Street; also add turning loop for New Haven trains on upper track level and buy block fronting on 42nd Street between Depew Place and Lexington Avenue. (Wilgus)
- 1909-10** PRR reacquires about 45 percent stock interest in Norfolk & Western.



- 1909**                    **Night Men's Baseball League formed at Philadelphia.**
- 1909**                    **Lines West authorizes double track and improved grades between Columbus, Ohio, and Chicago, and between Indianapolis and Knightstown to facilitate movement of West Virginia coal and coke to new U.S. Steel plant at Gary.**
- 1909**                    **Conductors and Trainmen's Brotherhoods demand uniform rules and wages in Eastern Territory; until now, PRR has paid on piece work or trip basis with all characteristics of each run figured into wage; Brotherhoods win demands on B&O through Erdman Act arbitration, then on NYC&HR; PRR then agrees to same scale as NYC&HR with proviso that existing PRR rates will remain in force if higher than NYC&HR ones; agreement is then extended to firemen and then engineers.**
- 1909**                    **NYC&HR extends suburban electrification from High Bridge to Yonkers on Hudson Division. (AR)**
- 1909**                    **Amalgamated Association of Iron & Steel Workers loses 14-month strike and goes out of business. (HistPitts)**