

**PRR CHRONOLOGY
1914**

February 2005 Edition

- Jan. 1, 1914** Alfred H. Smith elected Pres. of NYC&HR, replacing William C. Brown, resigned. (AR)
- Jan. 1, 1914** Mineral Railroad & Mining Company conveys its long-term leases to Susquehanna Coal Company; Manor Real Estate & Trust Company sells all coal lands leased to Mineral Railroad & Mining Company to Susquehanna Coal Company.
- Jan. 1, 1914** Lewisburg & Tyrone Railroad Company reorganized as Lewisburg & Tyrone Railway Company.
- Jan. 1, 1914** St. Petersburg-Tampa Airboat Line, world's first regular commercial airline, begins operating between St. Petersburg and Tampa; founded by airplane manufacturer Thomas Benoist (- 1917); service lasts about four months. (Davies)
- Jan. 2, 1914** J.P. Morgan, Jr., announces that he and his partners are resigning from directorates of 30 companies and that the New Haven has terminated the 1911 joint agreement with the NYC&HR over control of the Boston & Albany.
- Jan. 2, 1914** George W. Brown elected first General Pres. of Mutual Beneficial Association of Pennsylvania Railroad Employees; John McCully General Secretary; offices at 1841 Filbert Street opposite Broad Street Station; Brown serves until reaches age 70 in 1925. (MM)
- Jan. 5, 1914** PRR announces it has carried 111,000,000 passengers in 1913 without a single fatality to any passenger; in six years has carried 600,000,000 passengers with only 16 killed. (ATO)
- Jan. 5, 1914** Pennsylvania Company grants LS&MS trackage rights between Bradys Lake Jct. and Ravenna Jct., retroactive to Oct. 15, 1911 opening of Lake Erie & Pittsburgh Railway. (Church)
- Jan. 5, 1914** Henry Ford announces incentive system of \$5 per day wage, twice the common rate.
- Jan. 6, 1914** Buckhannon & Northern Railroad is withdrawn from properties covered by Little Kanawha Syndicate. (Church)

Jan. 7, 1914 Panama Canal opens.

Jan. 8, 1914 Indianapolis & Frankfort Railroad organized. (Church)

Jan. 10, 1914 New Haven announces an offer to place its Boston & Maine, trolley and steamboat stocks in hands of trustees for sale in order to avoid antitrust prosecution. (verify)

Jan. 14, 1914 PRR Board authorizes expansion of LIRR concourse at Penn Station; hires ex-Attorney-General Philander C. Knox as Special Counsel in threatened antitrust prosecution over ownership of N&W; Knox had consented to purchases of N&W stock while Attorney-General. (MB)

Jan. 14, 1914 Toledo & Ohio Central Railway and Hocking Valley Railway admitted to joint ownership in Toledo Terminal Railroad.

Jan. 14, 1914 J.P. Morgan, Jr. resigns as director of NYC&HR; Harold S. Vanderbilt, son of ___, elected. (AR)

Jan. 14, 1914 Endless chain conveyors placed in service at Ford Motor Company's Highland Park Plant, cutting time to assemble a Model T to 1:33.

Jan. 1914 Hill Crest - Nelson station renamed Nelmoor on New York Division.

Jan. 1914 Stock of Buckhannon & Northern Railroad removed from Little Kanawha Trust Agreement. (Church)

Jan. 19, 1914 Wheeling & Eastern Railroad incorporated in W.Va. to build from Short Creek, W.Va., up Short Creek Valley to lands of Richland Coal Company. (Church)

Jan. 19, 1914 NYC&HR opens new station at Rochester, N.Y. (Droege)

Jan. 20, 1914 Shade Creek Branch extended from ___ to Cairnbrook (8.1 miles) on Pittsburgh Division. (AR, Val)

Jan. 28, 1914 PRR implements further reduction in forces because of decreased business. (Snyder)

Jan. 29, 1914 City of Camden adopts resolution calling for PRR to resume work of grade crossing elimination on Atlantic City Division from Spruce Street to the old Harleigh station and at White Horse Pike

and Ferry Avenue.

- Jan. 29, 1914** No. 19 (Cleveland & Cincinnati Exp?) rear-ends a freight east of Conemaugh in fog at high speed; three engines wrecked; three crew members on freight killed and two passengers injured. (Snyder)
- Jan. 30, 1914** Central Railroad of Maryland opens between Keymar and Union Bridge, Md.; part of Baltimore Division; no passenger service.
- Jan. 31, 1914** New Haven-NYC&HR Joint Operating Agreement terminated under antitrust actions. (NH AR)
- Feb. 1, 1914** Joseph Wood, First VP, Lines West, resigns after 49 years of service; J.J. Turner to First VP, Lines West; Edward B. Taylor to Second VP; D.T. McCabe Third VP; G.L. Peck Fourth VP. (AR)
- Feb. 1, 1914** Thomas Benton Hamilton named General Manager of Vandalia Railroad replacing A.M. Schoyer, who is named to new post of Resident VP at Chicago. (AR)
- Feb. 1, 1914** ICC establishes block system of express rates, dividing entire country into blocks of about 50 miles square and prescribing rate between each combination of blocks; cuts express company rates by 18%, so deeply that profits for year are wiped out; small package rates are increased in 1915. (RRH)
- Feb. 2, 1914** Vandalia Railroad obtains trackage rights over Peoria & Pekin Union Railway for five years retroactive to Jan. 1, 1912. (Church)
- Feb. 3, 1914** Joseph Boyd Baker (1853-1914), Superintendent of Philadelphia Terminal Division, dies at Merion, Pa. (ATO)
- Feb. 3, 1914** Progressives in Senate pass resolution calling for ICC to investigate New Haven's finances. (AR)
- Feb. 1914** Henry W. Thornton, General Superintendent of LIRR, selected as General Manager of Great Eastern Railway in England; later President of Canadian National Railways.
- Feb. 11, 1914** PRR Board authorizes \$3 million advance to Pennsylvania Steel Company. (MB)
- Feb. 14, 1914** Committee appointed to analyze freight congestion in Philadelphia terminals in the fall of 1913 recommends a single large freight yard between 40th and 56th Streets in West Philadelphia/Overbrook.

(CE)

- Feb. 16, 1914** **New organization in Lines West Traffic Dept.; J.C. Venning promoted to revived office of General Ore & Coal Agent.**
- Feb. 16, 1914** **S.W. Dudley reads paper on 1913 high speed brake trials to American Society of Mechanical Engineers meeting in New York. (RyAge)**
- Feb. 18, 1914** **PRR implements third reduction in force. (Snyder)**
- Feb. 18, 1914** **Yukon Branch extended from Millbell (sp?) to Cowansburg on Youghiogheny Branch. (AR, Val)**
- Feb. 20, 1914** **Detroit, Toledo & Ironton Railroad incorporated as reorganization of Detroit, Toledo & Ironton Railway. (filed 3/4)**
- Feb. 24, 1914** **PRR approves guarantee of additional \$8 million New York Connecting Railroad bonds.**
- Feb. 25, 1914** **PT&T Board authorizes \$30,115 for extension of LIRR Concourse. (MB)**
- Feb. 27, 1914** **PRR issues annual report for 1913; gross operating revenues increase by \$10.79 million, but operating expenses increase by \$11.35 million, for a \$1.51 million decrease in net operating revenue; income rose 6.18% while expenses increase by 9%; primarily in wage increases and maintenance costs. (NYT)**
- Feb. 27, 1914** **Information that the Justice Dept. is considering divorcing the PRR and N&W under the Sherman Antitrust Act is made public. (NYT)**
- Feb. 28, 1914** **Pres. Rea issues public statement that PRR will contest any governemnt attempt to force it to sell N&W under antitrust laws as far as Supreme Court. (NYT)**
- Mar. 1, 1914** **Two-day blizzard hits New York-Philadelphia area; ice and heavy snow down many telegraph wires, blocking railroad lines. (WJS AR)**
- Mar. 1, 1914** **F.H. Buchanan made Signal Engineer of Lines West, replacing William McGrafton, deceased.**
- Mar. 1, 1914** **Passenger service cut because of economic downturn and rising costs imposed by regulation; *Pan-Handle Limited* discontinued (eff.) between New York and Chicago via Columbus; No. 43**

***Pittsburgh Day Express* discontinued and observation car placed on No. 27; No. 39 *Pittsburgh Express* discontinued between Harrisburg and Pittsburgh; No. 96 discontinued between Washington and New York. (Guide) (Snyder says disc. 39, 43, 47 Pitts Exp, 69, 36 Phila. Exp, 96, 1036) (NYT says disc. 23 trains on Lines West and Pittsburgh suburban service)**

- Mar. 1, 1914** River & Harbor Transportation Company dissolved and equipment transferred to LIRR. (AR)
- Mar. 1, 1914** Henry W. Thornton resigns as Superintendent of LIRR to become General Manager of Great Eastern Railway of England. (LIRR AR)
- Mar. 1, 1914** Two-day snowstorm paralyzes New York Division; disruptions confined to area east of Lancaster. (Snyder)
- Mar. 1, 1914** Grand Rapids & Indiana terminates operation of (and disposes of interest in?) Traverse City, Leelanau (?) & Manistique Railroad, Traverse City to Northport. (check church!)
- Mar. 4, 1914** Presidents of New Jersey railroads petition the Legislature to repeal the Full Crew Law, stating it has cost the companies \$300,000 in a few months. (NYT)
- Mar. 9, 1914** Clifford Thorne (-1923), Chairman of the Iowa State Railroad Commission representing Plains States regulatory agencies before ICC hearing on 5% rate increase, states that Eastern railroads, including PRR have manipulated their maintenance accounts to plead poverty. (NYT)
- Mar. 10, 1914** At annual meeting, Pres. Rea issues statement responding to charge by Clifford Thorne of the Iowa State Railroad Commission that railroads, including PRR, are fraudulently inflating cost accounts to justify application to ICC for higher freight rates; says increased costs are real and railroads are unable to spend enough for maintenance during downturns. (NYT, LW tt)
- Mar. 11, 1914** Slow freights for Enola and beyond begin moving via Hollidaysburg and Petersburg Branch again. (Snyder)
- Mar. 12, 1914** George Westinghouse (1846-1914) dies at summer home in Lenox, Mass. (HistPitts)
- Mar. 1914** Branch Intersection station renamed Royalton on Philadelphia Division; Thomson renamed Althom on Allegheny Division;

- Brooklyn Eastern District renamed Brooklyn, North Fourth Street Station.**
- Mar. 1914** **Pennsylvania Company acquires B&O's stock in State Line & Southern Railroad and Fairmont & Southern Railroad. (Church)**
- Mar. 18, 1914** **New Haven organizes Electrical Dept. under ___ Consulting Electrical Engineer. (AR)**
- Mar. 21, 1914** **Brief strike of brakemen begins on Monongahela Division over issue of reducing the number of brakemen on some shifting crews. (Snyder)**
- Mar. 21, 1914** **New Haven agrees to settle antitrust case out of court, providing company has two and a half years from July 1, 1914 to dispose of stocks. (NYT)**
- Mar. 23, 1914** **PRR imposes further job cuts as net earnings for Feb. 1914 are less than half that for Feb. 1913; loss aggravated by two big snowstorms in 1914; brings total layoffs to 25,000 on Lines East and 13,000 on Lines West since downturn began in late 1913. (NYT - 25,000 may be typo for 15,000)**
- Mar. 23, 1914** **PRR and B&O sign South Philadelphia Track Elevation Agreement with City of Philadelphia; calls for elevation of freight tracks in 25th Street and Washington Ave. and relocation of Greenwich Point branch and terminal southward to a point near Navy Yard; B&O is to have joint operating rights over PRR between Queen Street and Packer Avenue. (Agree, CE)**
- Mar. 23, 1914** **Chicago passes city ordinance permitting Chicago Union Station Company to build and operate new Union Station for PRR, Chicago & Alton, CB&Q, and Milwaukee Road (CM&StP); certain city politicians had demanded \$1 million payoff to ensure passage, but company appealed to public opinion; ordinance requires Station Company to pay city \$2.7 million for vacated streets, build bridges of Adams and Monroe Streets across Chicago River, widen Canal Street and maintain 12 viaducts for streets across right of way; company gets credits for widening Canal Street and building bridges at Monroe and Kinzie Streets, making total payment to city \$825,805. (Church, RRH)**
- Mar. 23, 1914** **New Fort Wayne station opens and track elevation completed.**
- Mar. 24, 1914** **Cincinnati ordinance calls for grade crossing elimination on Little Miami Railroad between Carroll Street and Donham Avenue.**

(Church)

- Mar. 25, 1914** **PRR Board authorizes negotiations with City of Philadelphia for amended ordinance for Darby Creek Low Grade Line from Cobbs Creek to West Philadelphia. (MB)**
- Mar. 26, 1914** **Trenton Division Superintendent __ Weirman states that recent service cuts are the result of state regulatory laws; 10 trains are withdrawn on Browns Mills Branch, 7 on Pemberton Branch, 4 on Camden & Amboy, 8 on Island Heights Branch and 2 between Jamesburg and Sea Girt. (NYT)**
- Mar. 27, 1914** **NYC VP A.T. Hardin announces that NYC has discharged 25,000 workers since Dec. 1, 1913; all construction plans since completion of Grand Central Terminal have been put on hold. (NYT)**
- Mar. 29, 1914** **Clifford Thorne makes statement that recent layoffs were done entirely to influence the 5% Rate Case pending before the ICC. (NYT)**
- Mar. 30, 1914** **Pres. Rea issues statement defending recent layoffs and cuts in service, noting net operating income has been falling since Oct. 1913, and company had postponed cuts for as long as possible. (NYT)**
- Apr. 1, 1914** **J.B. Hutchinson, former PRR General Manager and now Assistant to VP and Pres. of water companies, retires after 51 years service; Elisha Lee named General Superintendent of PB&W, replacing E.F. Brooks, retired. (AR)**
- Apr. 1, 1914** **PRR discontinues a total of 118 passenger trains on Lines East; 500 clerks at Broad Street Station furloughed; total layoffs on PRR now at 40,000; cuts save 2,040,000 train miles per year on Lines East and 2,100,000 on Lines West, with a total saving of \$4 million a year. (NYT)**
- Apr. 1, 1914** **Coal and coke traffic bound for Buffalo from Buffalo & Susquehanna Railroad, formerly delivered to Buffalo & Susquehanna Railway at Wellsville, shifted to operate over PRR from Driftwood because of better grades.**
- Apr. 2, 1914** **Pres. Rea concludes testimony of Eastern railroads before ICC in support of 5% rate increase. (NYT)**
- Apr. 10, 1914** **J.J. Brooks, General Counsel for Lines West since 1893, dies suddenly.**

- Apr. 1914?** **Class L1s 2-8-2 freight locomotive introduced; designed by General Superintendent of Motive Power James T. Wallis.**
- Apr. 1914** **MBA General Secretary John McCully dies; succeeded by Curtis M. Brinker who serves for 38 years and becomes known as "Mr. MBA". (Mutual)**
- Apr. 1914** **New Haven sells its shares of Merchants & Miners Transportation Company and New England Navigation Company. (AR)**
- Apr. 14, 1914** **ICC begins hearings on New Haven.**
- Apr. 15, 1914** **Robert S. Lovett of Harriman interests elected a director of NYC&HR. (AR)**
- Apr. 1914** **PRR traffic begins upturn. (NYT)**
- Apr. 19, 1914** **Alfred Noble (-1914), engineer of PRR East River Tunnels, dies at age 69.**
- Apr. 21, 1914** **New Haven stockholders approve settlement with government in antitrust case. (NYT)**
- Apr. 22, 1914** **PRR Board authorizes removing lower deck cabins of one New York ferryboat for increased vehicle capacity; authorizes converting one P70 coach to experimental lunch counter car. (MB)**
- Apr. 22, 1914** **Newark & Marion Railway enters receivership.**
- Apr. 27, 1914** **Brotherhood of Federated Railroad Employees postpone strike against PRR at Altoona set for Apr. 28 to Apr. 30 at request of Secretary of Labor William B. Wilson. (NYT)**
- Apr. 27, 1914** **Chicago ordinance calls for PCC&StL track elevation between Carroll Avenue and West Kinzie Street. (Church)**
- Spring 1914** **Planning revived for Darby Creek low-grade line.**
- May 1, 1914** **Clarence B. Heiserman named General Counsel for Lines West.**
- May 2, 1914** **Pres. Rea rejects the suggestion of VP (?) George D. Dixon to change the name of *The Broadway Limited* to *The National Limited*; also declines to cut running time from 20:00 to 19:00 as NYC would simply match cut; NYC will always get greater share of traffic because of its superior terminal at Chicago and its**

convenience to New York hotels. (SR 47/47)

May 10, 1914 New "DX" ("UNION") Tower placed in service at Rahway, N.J.

1914 Elevated tracks No. 3 & 4 placed in service between North Rahway and Colonia, N.J.

May 12, 1914 New station opens at Piqua, Ohio. (CE)

May 13, 1914 PRR Board authorizes new alignment and new concrete arch bridge at Manayunk. (MB)

May 14, 1914 85# rail installed on Bloomfield Branch, Altoona Division, permitting use of Class H6 locomotives. (Snyder)

May 20, 1914 Gloucester Branch of WJ&S (0.66 mi.) opens Gloucester to South Gloucester N.J. (AR)

May 20, 1914 Hollidaysburg, Bedford & Cumberland Railroad merged into PRR under agreement dated Jan. 21, 1914. (Val)

May 21, 1914 PRR leases Kinzua Branch between Morrison and Gates to Kinzua Valley Chemical Company; lease never takes effect as disapproved by Pennsylvania Public Service Commission.

May 27, 1914 LIRR completes double track between Cold Spring Harbor and Syosset.

May 1914 Wildwood station renamed Wildwood Springs on Cresson Division.

June 1, 1914 George Harley joins Publicity Bureau (?); graduate of Penn Law School and former reporter for *Philadelphia Press* and *Public Ledger*.

June 1, 1914 Belt Railway Company of Chicago places northbound receiving yard and southbound departure yard at Clearing Yard in service. (AR)

June 6, 1914 ICC hearings on New Haven end.

June 1914 Class K4s 4-6-2 passenger locomotive, also designed by Wallis, introduced; L1s and K4s have interchangeable boilers. (or May for K4s??)

June 15, 1914 PRR begins branch passenger service between Scalp Level and Cairnbrook on Paint Creek or Shade Creek Branch, Pittsburgh

- Division; trains operate out of Windber. (Guide)**
- June 15, 1914** **PCC&StL obtains trackage rights over B&O Chicago Terminal Railroad between 49th & 75th Streets. (Church)**
- June 1914** **East Lebanon Branch of Cornwall & Lebanon Railroad extended 615 feet to point east of 5th Avenue, Lebanon. (Val)**
- June 20, 1914** **Shade Creek Branch extended 0.65 miles at Cairnbrook on Pittsburgh Division. (AR, Val)**
- June 21, 1914** **PRR begins through local passenger service over Cincinnati, Lebanon & Northern between Middletown and Cincinnati (via Hageman?).**
- June 22, 1914** **New Haven extends electrification between Stamford and New Haven for revenue service. (AR)**
- June 24, 1914** **PRR Board authorizes setting minimum pension at \$15 per month. (MB)**
- June 24, 1914** **PCC&StL passes quarterly dividend on common stock and cuts dividend on preferred to 1/2%. (NYT)**
- June 27, 1914** **Graham No. 2 Branch opens to Conquest Colliery, 0.91 miles, on Tyrone Division. (Val)**
- June 28, 1914** **Archduke Franz Ferdinand, heir to the throne of Austria-Hungary, and his wife assassinated at Sarajevo by a Serb nationalist, touching off an international crisis between Austria and its ally Germany on the one hand and Russia as protector of the Balkan Slavs on the other.**
- June 29, 1914** **Cape Cod Canal opens.**
- June 30, 1914** **Justice Dept. indicts Charles S. Mellen and other New Haven directors. (verify)**
- June 30, 1914** **United States Express Company goes out of business; B&O switches to Wells, Fargo & Co. (B&O AR)**
- July 1, 1914** **LIRR opens Hunters Point Avenue Station in Long Island City; transfer point to Steinway rapid transit tunnel (later IRT Flushing line) to 42nd Street, Manhattan.**
- July 1, 1914** **Girard Point Storage Company opens new 1.225 million-bushel**

- concrete grain elevator in South Philadelphia. (FnDpt)
- July 1, 1914** **Washington Terminal Company establishes pension plan. (AR)**
- July 1, 1914** **New Post Office Building opens directly west of Washington Union Station; connected directly to Concourse by bridge. (AR)**
- July 2, 1914** **Cincinnati, Hamilton & Dayton Railway enters receivership. (B&O AR)**
- July 6, 1914** **York, Hanover & Frederick Railroad and Central Railroad of Maryland merge to form York, Hanover & Frederick Railway under agreement of Apr. 27, 1914. (Val)**
- July 1914** **Work begins on Hell Gate Bridge.**
- July 13, 1914** **Government files antitrust charges under Hepburn Act against PRR, Northern Central Railway, DL&W and their anthracite coal companies. (NYT)**
- July 14, 1914** **ICC releases its report on the New Haven. (AR says "published" 7/11)**
- July 15, 1914** **Newlands Act passed; creates government-sponsored mediation board for settlement of labor disputes. (more info)**
- July 16, 1914** **Future PRR and Penn Central VP Albert M. Schofield (1914-2000) born at Philadelphia. (Mutual)**
- July 17, 1914** **PRR establishes Records Storage House for Lines East at Sunbury, Pa.; all records are to be stored there and preserved or destroyed according to schedules promulgated by ICC. (ATO)**
- July 17, 1914** **Small stockholder sue for appointment of receiver for New Haven and recovery from company and directors of money lost under Mellen's program of buying trolley and steamship companies. (NYT)**
- July 20, 1914** **Attorney General McReynolds meets with New Haven's Pres. __Hustis, and New Haven directors including PRR's T. DeWitt Cuyler; directors refuse to accede to government demands to place B&M stock in hands of trustees. (NYT)**
- July 21, 1914** **Pres. Wilson directs Justice Dept. to bring suit to break up New Haven's New England transportation monopoly and begin criminal prosecutions.**

- July 23, 1914** **On instructions of Pres. Wilson, Justice Dept. begins suit against New Haven in U.S. District Court under Sherman Antitrust Act, demanding that it divest itself of trolley and steamship companies, the Rutland, the Boston & Maine and the New England Railroad, and that it cancel the joint contract with the NYC&HR regarding the Boston & Albany Railroad. (AR, NYT)**
- July 23, 1914** **Ashtabula & Alliance RPO and Ashtabula & New Castle RPO rerouted to form Alliance & New Castle RPO and Ashtabula, Niles & Youngstown RPO. (Kay)**
- July 28, 1914** **Austria-Hungary declares war on Serbia; World War I begins in Europe.**
- July 29, 1914** **PRR leases Northern Central Railway and its leased lines, including Lykens Valley Railroad, Shamokin Valley & Pottsville Railroad, and Elmira & Williamsport Railroad, retroactive to Jan. 1, 1911, at 8% on stock. (Val)**
- July 29, 1914** **Cape Cod Canal opens. (Fed. Reserve says 6/29?)**
- July 30, 1914** **Coming to the aid of Serbia, Russia orders a full mobilization.**
- July 31, 1914** **New York Stock Exchange votes to close at 10:00 AM on fear of massive cash-out of European holdings of American investments estimated at \$2.4 billion and to stop sharp decline in stocks begun the previous week. (Wyckoff)**
- Aug. 1, 1914** **Germany declares war on Russia in bid to engage it before it can fully mobilize its huge army.**
- Aug. 1, 1914** **Northern Central consolidated with Erie Grand Division to form Central Grand Division; Central Division renamed Media Division; Shamokin Division abolished and merged into Sunbury Division; Susquehanna Division abolished and merged into Williamsport Division.**
- Aug. 1, 1914** **PFW&C deeds old Chicago Union Passenger Station property bounded by 12th, Van Buren, Madison and Fulton Streets to Union Station Company; Pennsylvania Company and PRR deed their leasehold interests. (Church)**
- Aug. 2, 1914** **Germany invades Luxembourg.**
- Aug. 3, 1914** **Germany declares war on France, its ancient enemy and Russia's**

most powerful ally; German battle plan calls for a massive strike around the French left through neutral Belgium.

- Aug. 4, 1914** **Germany declares war on Belgium when it refuses passage to its armies; main German force sweeps into Belgium; after Germany refuses an ultimatum to withdraw, Britain declares war on Germany at 11:00 PM, bringing all the Great Powers into the conflict.**
- Aug. 4, 1914** **U.S. declares neutrality in World War I.**
- Aug. 5, 1914** **Austria-Hungary declares war on Russia.**
- Aug. 8, 1914** **PRR announces it has authorized Ralph H. Baker, its Special European Agent at Liverpool, to furnish funds on credit to Americans seeking to leave Great Britain. (NYT)**
- Aug. 9, 1914** **First units of British Expeditionary Force land in France.**
- Aug. 10, 1914** **Federal Reserve Board organized.**
- Aug. 10, 1914** **France declares war on Austria-Hungary.**
- Aug. 11, 1914** **New Haven reaches new agreement with Justice Dept. to settle antitrust case out of court and accept decree forcing it to divest most properties; is given until Jan. 1, 1917 to sell stocks unless courts grant further extensions. (NYT)**
- Aug. 12, 1914** **Britain declares war on Austria-Hungary.**
- Aug. 15, 1914** **Official ceremony opens Panama Canal. (or 8/19?)**
- Aug. 1914** **Lower deck cabins removed from New York ferry *Pittsburgh* to increase vehicular capacity from 2 to 4 lanes; *Chicago, Newark, New Brunswick, Philadelphia* and *St. Louis* rebuilt on same plan by 1917. (HC)**
- Aug. 1914** **York, Hanover & Frederick Railway opens between Keymar and Union Bridge, Md. (Val)**
- Aug. 16, 1914** **Germans take Liege.**
- Aug. 19, 1914** **Pres. Wilson calls on Americans to maintain strict neutrality.**
- Aug. 20, 1914** **Germans take Brussels.**

- Aug. 20, 1914** **PRR imposes further reductions in force because of war panic. (Snyder)**
- Aug. 31, 1914** **Germans smash an invading Russian army at Tannenberg in Prussia; on the Western Front, the Germans depart from their battle plan and instead of capturing the Channel ports, wheel to the southeast against Paris.**
- Sep. 9, 1914** **Deputation of railroad presidents, including Samuel Rea, call on Pres. Wilson at the White House; press for relief from squeeze between rising costs and shrinking revenues in order to serve war effort; note New York Stock Exchange closure impairs railroads' credit and call for government aid. (NYT)**
- Sep. 9, 1914** **Panama-Pacific International Exposition in San Francisco begins paid admissions to grounds. (or 1913? - verify)**
- Sep. 10, 1914** **Five-day Battle of the Marne ends with the French and British rallying and the Germans thrown back to the Aisne River north of the Marne; while the German advance is stopped, Germany occupies the northeastern portion of France, which contains 80% of its coal and most of its iron ore.**
- Sep. 10, 1914** **Pres. Wilson issues non-committal replay to railroads' requests.**
- Sep. 13, 1914** **Summer-only *Buffalo Special* and *Pittsburgh Special* make last runs between Pittsburgh and Buffalo because of poor traffic.**
- Sep. 14, 1914** **British and French stop the German advance on the River Marne, ending the immediate threat to Paris; opposing armies then entrench along a line stretching from the Alps to the North Sea, producing a stalemate in which heavy losses are inflicted to capture mere yards of ground. (or 9/5)**
- Sep. 15, 1914** **PRR cuts a further 68 passenger trains on Lines East. (NYT)**
- Sep. 17, 1914** **Pres. Rea orders construction & equipment expenditures curtailed by \$5 million for balance of year because of war crisis.**
- Sep. 17, 1914** **New Haven files answer to antitrust brief in U.S. District Court agreeing to settlement. (AR)**
- Sep. 1914** **Toledo, Columbus & Ohio River Railroad opens extension of Strasburg Branch from Parral to Harwalk, Ohio; not extended further toward Massillon.**

- Sep. 20, 1914** North slip finished at Cortlandt Street ferry terminal.
- Sep. 22, 1914** First MBA annual General Assembly held at office at 1841 Filbert Street; system-wide business meeting and banquet.
- Sep. 23, 1914** Railroads accept city ordinance covering construction of new Chicago Union Station and freight houses.
- Sep. 26, 1914** Federal Trade Commission established to regulate corporations other than banks and common carriers and prevent unfair business practices. (EAH)
- Sep. 29, 1914** *New York Times* reports that PRR is building large new yard and shops at Whiting, Ill. (NYT)
- Sep. 30, 1914** Pres. Rea meets with Daniel Willard of B&O, A.H. Smith of NYC and C.H. Markham of Illinois Central at Penn Station to review data for rate increase application. (NYT)
- Fall 1914** Work begins on relocating freight stations to make room for construction of new Chicago Union Station.
- Oct. 1, 1914** W.C. Snyder, Assistant Freight Trainmaster of Altoona Division and PRR diarist, retires. (Snyder)
- Oct. 1, 1914** Lorain, Ashland & Southern Railroad defaults on interest. (Church)
- Oct. 1, 1914** C&O inaugurates direct sleeping car service between New York and the Greenbrier Hotel at White Sulphur Springs, Va., running tri-weekly on the *F.F.V.* (Guide)
- Oct. 6, 1914** 1,000 horses being sent over PRR from East St. Louis to Great Britain are rested and watered at Herra Island Stock Yard at Pittsburgh. (NYT)
- Oct. 7, 1914** Maryland, Delaware & Virginia Railway sells steamer *Gratitude* which had been sunk in a collision. (AR)
- Oct. 1914** Rails removed from Nicholson Branch of Delaware Railroad between Worton and Nicholson. (Val)
- Oct. 9, 1914** Germans take Antwerp.
- Oct. 11, 1914** Northern Division of Lorain, Ashland & Southern opens for revenue passenger service between Ashland Jct. and Lorain, Ohio.

- Oct. 14, 1914** **Allies take Ypres, Belgium; Belgian government flees into exile.**
- Oct. 15, 1914** **Germans occupy Ostend on the North Sea coast, creating a solid front stretching south to the Swiss Alps.**
- Oct. 15, 1914** **Congress passes Clayton Antitrust Act; outlaws interlocking directorates, price discrimination, stock ownership in competing companies and exclusive contracts; farmers' and labor organizations not to be subject to antitrust laws; legalizes strikes, picketing and boycotts. (EAH)**
- Oct. 15, 1914** **John P. Green does not stand for reelection to B&O Board, ending all PRR representation. (B&O AR)**
- Oct. 17, 1914** **New Haven signs antitrust decree drawn up by Attorney General ___ agreeing to dispose of its holdings of steamship and trolley lines and the stock of the Boston Railroad Holding Company, owner of the Boston & Maine; stocks of Connecticut and Rhode Island trolleys and Boston Railroad Holding Company placed in hands of trustees; stocks of steamship and other companies to be sold between Jan. 1, 1917 and July 1, 1919. (AR, Splawn)**
- Oct. 19, 1914** **New Washington Post Office begins handling mail and vacates old facilities in Union Station. (AR)**
- Oct. 19, 1914** **Railroads present request for higher rates to ICC. (NYT)**
- Oct. 1914** **PRR abandons old Shire Oaks and Coal Bluff stations on Monongahela Division and establishes new Shire Oaks station 0.26 miles south of old station.**
- Oct. 1914** **Canton Company of Baltimore opens concrete warehouse at Canton Pier 4.**
- Oct. 20, 1914** **Germans begin an offensive against the British Expeditionary Force at Ypres.**
- Oct. 23, 1914** **ICC concludes hearings on application of Eastern railroads for rate increase. (NYT)**
- Oct. 26, 1914** **Atlantic Coast Line inaugurates through cars between New York and St. Petersburg via new line between Burnetts Landing and Croom via Gainesville on *Palmetto Limited* and *Atlantic Coast Line Express*. (Guide)**

- Oct. 27, 1914** New Haven consents to antitrust decree to avoid trial; agrees to sell coastal New England Steamship Company but is allowed to retain all Long Island Sound lines at discretion of ICC; stock of Boston Railroad Holding Company and most trolley lines placed in trust.
- Nov. 1, 1914** Reconstructed Pioneer Branch of WNY&P reopens between Petroleum Centre and Titusville.
- Nov. 2, 1914** Federal grand jury indicts 21 former New Haven directors on charges of conspiring to violate the Sherman Act; indictment is timed before Election Day. (verify NYT)
- Nov. 2, 1914** Monongahela Railroad opens between Martin and connection with Buckhannon & Northern Railroad at W.Va. state line; passenger service inaugurated between Martin and Vanzandt, 0.4 miles north of state line. (Church, AR, Guide)
- Nov. 3, 1914** With end of Republican/Bull Moose split and worsening economy, Democratic control of House reduced to bare majority; issues raised by World War I divert attention from antitrust crusade.
- Nov. 7, 1914** Baltimore & Popes Creek RPO cut to Bowie & Popes Creek RPO; Killbuck & Zanesville RPO cut back to Killbuck & Trinway RPO; New York & Far Rockaway RPO established; Port Washington & Long Island City RPO extended to Port Washington & New York RPO. (Kay)
- Nov. 1914** Patton station renamed Phalen on Allegheny Division.
- Nov. 13, 1914** MD&V Railway sells steamboat *Gratitude*. (MB)
- Nov. 15, 1914** First Battle of Ypres ends in stalemate with about 130,000 casualties on each side; both armies entrench for the winter, initiating the stalemate of trench warfare.
- Nov. 16, 1914** Federal Reserve system begins operations with 12 regional Federal Reserve Banks. (Wyckoff)
- Nov. 20, 1914** On return from annual inspection, Pres. Rea urges ICC to make favorable decision on 5% Rate Case. (NYT)
- Nov. 20, 1914** PRR General Supervisor of Mail Traffic in address to New York Railroad Club complains of competition of parcel post with express companies. (NYT)
- Nov. 24, 1914** At order of W.W. Atterbury, Ivy L. Lee makes speech on

"Courtesy" to fall meeting of ATO; cites comment of H.G. Prout, former General Manager of Union Switch & Signal Company, that PRR employees who are in contact with the public are among the worst of major railroads; Lee suggests that company concentrates on being mechanically perfect and comes across as mechanical and unfriendly; after Lee's speech, Atterbury gives a pep talk on the need for better relations with local communities and on the need for discipline to be fair and impartial. (ATO)

- Nov. 24, 1914** **Mass meeting held in Philadelphia to protest increase in passenger fares on PRR, Reading and B&O effective Dec. 15. (NYT)**
- Nov. 28, 1914** **New York Stock Exchange reopens for limited bond trading only. (Wyckoff)**
- Late 1914** **In Six Percent Rate Case, ICC grants rate increase, but not on coal or other heavy commodities.**
- Dec. 1, 1914** **Motive Power Baseball League established. (Mutual)**
- Dec. 1, 1914** **ICC valuation of PRR property begins in area south of Philadelphia.**
- Dec. 1, 1914** **PRR acquires trackage rights over LV at Wilkes-Barre (0.19 mile) under agreement of Nov. 27, 1914.**
- Dec. 1, 1914** **Pennsylvania Company purchases entire capital stock of Dayton, Lebanon & Cincinnati Railroad & Terminal Company from Sternberger interests on behalf of Cincinnati, Lebanon & Northern Railway. (Church)**
- Dec. 1, 1914** **Lorain, Ashland & Southern Railroad opens between Lorain and Custaloga; sections between Lorain and Wellington and between Ashland and Custaloga were reconstructed. (Church)**
- Dec. 8, 1914** **Montour Railroad opens extension from North Star to Mifflin Jct. on Union Railroad; from ___ to Mifflin Jct. is trackage rights over ___; passenger service extended from North Star to Longview Jct., 3.3 miles west of Mifflin Jct.**
- Dec. 9, 1914** **PRR Board authorizes extension of Turtle Creek Branch from 0.6 miles north of Export to Saltsburg. (MB)**
- Dec. 9, 1914** **PRR contracts with Autosales Gum & Chocolate Company for vending machines and coin-operated scales in stations on Lines West.**

- Dec. 12, 1914** New York Stock Exchange reopens as money begins to flow into U.S. for safekeeping; war and food orders from belligerents soon spark war boom in U.S. economy and massive movements of goods to Atlantic ports for export. (Sobel)
- Dec. 14, 1914** Henry Selby Hayward (1845-1914), Consulting Engineer of Floating Equipment, dies at Augusta, Ga. at age 41. (ATO)
- Dec. 15, 1914** New York Stock Exchange resumes all stock trading under restrictions. (Wyckoff)
- Dec. 1914** Economy bottoms out; enters four-year expansion fueled by war spending. (NBER)
- Dec. 1914** New Haven passes dividend.
- Dec. 16, 1914** ICC authorizes 5% rate increase. (NYC AR)
- Dec. 19, 1914** Pres. Rea, commenting on 5% rate increase, notes is not enough, covers only 50% of PRR's freight traffic; urges increased compensation for mail and parcel post. (NYT)
- Dec. 22, 1914** NYC&HR, LS&MS, and several other subsidiaries consolidated under agreement dated Apr. 29, 1914 to form new New York Central Railroad Company (1914); Boston & Albany, Michigan Central and Big Four remain leased lines. (AR - is filing date - merger eff. 1/1/15?)
- Dec. 23, 1914** NYC votes to maintain (annual? semiannual?) dividend at 5%; Pennsylvania Company has cut Dec, dividend from 4% to 1%, sparking fears PRR will cut dividend also. (NYT)
- Dec. 29, 1914** PRR obtains trackage rights over Wilkes-Barre Connecting Railroad between Buttonwood and Hudson and over Northern Coal & Iron Company's Railroad (D&H) between Buttonwood and Wilkes-Barre. (C&C)
- Dec. 31, 1914** Third slip opens at Cortlandt Street ferry terminal to accommodate increase in passenger and vehicular traffic.
- 1914** PRR stock price bottoms at 51-1/4 in wake of War Panic.
- 1914** Shamokin Valley & Pottsville Railroad transfers all coal lands near Shamokin to Susquehanna Coal Company.

- 1914 Automatic block signal system completed, New York to Pittsburgh and Philadelphia to Washington. (C&C)
- 1914 LIRR trying to sell Montauk Steamboat Company, Limited. (AR)
- 1914 Freight station on Pier No. 1, North River, New York, used since early Camden & Amboy days, abandoned, and new station for westbound freight built at Pier No. 22, East River.
- 1914 New station built at Linden, N.J.
- 1914 Middle and Lower Yards at Princeton, N.J., enlarged.
- 1914 WJ&S sells ferry *Annex 5* and replaces with *Columbia* purchased from Philadelphia & Camden Ferry Company; has a total of 3 ferries, plus 5 launches leased to Atlantic City & Shore since __. (AR)
- 1914 Maryland, Delaware & Virginia Railway builds new connection to Delaware, Maryland & Virginia Rail__ at Lewes, Del., rather than build government-mandated swing draw over intracoastal waterway. (AR)
- 1914 Automatic block signals placed in service between Denholm and Huntingdon, Pa., on Middle Division.
- 1914 Manual block signals placed in service between Mount Eagle and Howard Rolling Mill on Tyrone Division.
- 1914 Bonded warehouses and immigrant station at Canton, Baltimore, destroyed by fire; replaced later in year.
- 1914 Canton Railroad extended from 15th Street & 4th Avenue to Back River.
- 1914 New concrete arch bridge completed over Gywnns Falls south of Baltimore.
- 1914 Sugar Camp Branch extended on Tyrone Division. (Val)
- 1914 Ednie Branch extended 1.44 miles on Tyrone Division. (Val)
- 1914 Gallaher Branch of Cherry Tree & Dixonville Railroad (0.64 miles) abandoned. (Val)
- 1914 Leechburg North Side Branch extended on Conemaugh Division.

(Val)

- 1914** **Ten Mile Run Branch extended 0.17 mile from Besco to Champion on Monongahela Division. (Val)**

- 1914** **Change of line opens at Tyronville and Glyndon on Buffalo Division.**

- 1914** **Double track opens between East Brady and Fosters Block Station and between Monterey and Park Block Station on Allegheny Division.**

- 1914** **Double-tracking completed between Bradford and Columbus, Ohio, completing a double-track line between Pittsburgh and Chicago via Columbus.**

- 1914** **Double track placed in service between Alton and Glade Run (8 miles), completing double track between Columbus and Xenia.**

- 1914** **Track elevation and remodeling station completed at Euclid Avenue, Cleveland. (by Apr. 1914 LW tt)**

- 1914** **Third track completed between Mansfield and Toledo Jct.**

- 1914** **Toledo Terminal Railroad builds second track from Walbridge to Duck Creek (4.15 miles) for improved access to Hocking Valley Railway dock near Ironville.**

- 1914** **New 5-story testing laboratory building opens on 16th Street at Altoona.**

- 1914** **PRR produces new experimental 125# rail section.**

- 1914** **Class D16sb 4-4-0 passenger locomotive introduced.**

- c.1914** **PRR introduces lunch counter car for use on busy Northeast Corridor trains; run in tandem with conventional diner. (Droege)**

- 1914?** **PRR announces mass production of all-steel box cars at Altoona. (ca. Oct.)**

- 1914** **PRR drops "Standard Railroad of America" motto. (Secy file - contradicted by TT)**

- 1914** **New 100-ton Wellman-Seaver-Morgan coal dumper placed in service on Dock No. 2, Sandusky, Ohio.**

- 1914** **New 100-ton car dumper opens on Dock #24, Cleveland.**
- 1914** **Lorain, Ashland & Southern Railroad opens between Lorain and Custaloga, Oh.; owned jointly by Pennsylvania Company and Erie Railroad to secure access to industries at Lorain.**
- 1914** **Samuel Harden Church, Secretary of Lines West, named Pres. of Carnegie Institute of Pittsburgh. (NYT - verify date)**
- 1914** **Post Office Building (now the James A. Farley Building) opens on 8th Avenue opposite Penn Station; also designed by McKim, Mead & White; has special chutes and conveyors to station platforms underneath.**
- 1914** **International Navigation Company defaults on interest payments. (E&W MB - verify)**