

PRR CHRONOLOGY
1915

- Jan. 1, 1915** Ivy L. Lee resigns as Executive Assistant to President of PRR; his public relations firm continues to serve PRR as consultant.
- Jan. 1, 1915** Langeloth Branch of PCC&StL opens between Burgettstown Branch at Langeloth Jct. and Studa, Pa. (6.56 miles)
- Jan. 1, 1915** Cincinnati, Lebanon & Northern Railway resumes operation of line between Lebanon and Dodds, Ohio, from Dayton, Lebanon & Cincinnati Railroad & Terminal Company; also begins operating DL&CRR&T between Dodds and Dayton and Hempstead to Clement under agreement of Dec. 28, 1914.
- Jan. 1, 1915** Indianapolis Union Railway establishes Pension Dept. (AR)
- Jan. 3, 1915** Sleeping car line established between New York and St. Petersburg via Seaboard Air Line. (earlier - see 1914)
- Jan. 3, 1915** Kaighn's Point (Camden) Terminal of Atlantic City Railroad destroyed by fire.
- Jan. 4, 1915** *Dixie Flyer* on C&EI/L&N route between Chicago and Florida reequipped with steel cars. (Guide)
- Jan. 5, 1915** Alphonse Feldpauche (1848-1915), Secretary of the Association of Transportation Officers (ATO), dies. (ATO)
- Jan. 11, 1915** Indianapolis Union Railway makes supplemental contract with city for track elevation because of change of city administration; construction begins. (AR)
- Jan. 12, 1915** Grading of Chartiers Southern Railway completed between Eighty-Four and Marianna, Pa. (10.22 miles); all further work suspended and never completed.
- Jan. 11, 1915** Atlantic Coast Line inaugurates *Pinellas Special*, No. 95-96, between Jacksonville and St. Petersburg via new line through Gainesville, with through cars via *Florida & West Indian Limited*.
- Jan. 18, 1915** Alexander P. Gest (1853-), Special Agent of New Jersey Grand Division, appointed Secretary of the Association of Transportation Officers, replacing Alphonse Feldpauche, deceased. (AR)

- Jan. 1915** Chestnut Street, Allegheny station renamed Heinz on Conemaugh Division.
- Jan. 14, 1915** PRR General Advertising Agent Frank N. Barksdale (1845?-1915), dies at age 60. (Zega - verify Ry Age)
- Jan. 20, 1915** Dick Brothers & Co. issues circular to LIRR stockholders charging PRR mismanagement and call for proxies at next annual meeting for an investigation. (NYT)
- Jan. 20, 1915** In hearing before New Jersey PUC, counsel for Jersey Commuters' Association argues that PRR has raised fares unjustly to cover losses of expensive projects like the Westville Cutoff and through collusive awards of contracts to steel companies. (NYT)
- Jan. 22, 1915** Oyster Bay & Long Island City RPO extended to Oyster Bay & New York RPO; Wading River & Long Island City RPO extended to Wading River & New York RPO. (Kay)
- Jan. 22, 1915** Baltimore, Chesapeake & Atlantic Railway steamer *Maryland* burns while northbound off the mouth of the Magothy River; no loss of life; vessel is not rebuilt because of poor traffic conditions and impending threat of Panama Canal Act. (AR)
- Jan. 24, 1915** Pres. Rea issues statement denying charges of Dick Brothers & Co. that PRR is mismanaging LIRR; notes that circular was issued after PRR refused to buy William A. Dick's 11,000 shares of LIRR at \$50. (NYT)
- Jan. 27, 1915** PRR Board authorizes additional \$49 million issue of Consolidated Mortgage bonds. (MB)
- Jan. 28, 1915** Old Schuylkill River Bridge on Connecting Railway reopens; integrated with new bridge to form 5-track concrete and masonry arch viaduct.
- Jan. 28, 1915** Terms for sale of \$49 million Consolidated Mortgage bonds announced; responding to pressure from government investigations of bankers' commissions, have agreed that Kuhn, Loeb & Co. will return to PRR half of any profits over 2.5%. (NYT)
- Jan. 30, 1915** Kuhn, Loeb & Co. announces that the purchase price of the \$49 million PRR Consolidated Mortgage bonds will be 103-3/4 when sale closes on Feb. 1; Kuhn, Loeb & Co. has bought the bonds at

par. (NYT)

- Feb. 1, 1915** Samuel Hardin Church named Secretary of Lines West, replacing Sidney B. Liggett, deceased; J.W. Orr appointed Comptroller of Lines West, replacing John W. Renner, retired at 70; J.W. Roberts appointed General Superintendent of Passenger Transportation of Lines West, replacing Charles Watts, retired at age 70.
- Feb. 8, 1915** Samuel Rea, Theodore Voorhees of Reading, and Daniel Willard of B&O issue statement from railroads of Pennsylvania and New Jersey appealing to public to repeal Full Crew Laws recently passed in those states; claim that money spent on full crews would be better spent on improvements that the general public demands. (NYT)
- Feb. 9, 1915** 9,000 members of PRR Dept. of YMCA parade from City Hall to Billy Sunday Tabernacle at 19th Street and Benjamin Franklin Parkway. (Mutual)
- Feb. 11, 1915** BC&A Board asks Pres. to report on possible abandonment of boat lines under Panama Canal Act. (MB)
- Feb. 14, 1915** First position-light signals placed in service between Overbrook and Bryn Mawr; designed to provide high-visibility replacement for semaphores in electrified territory; eventually adopted as PRR standard. (CE)
- Feb. 17, 1915** Kuhn, Loeb & Co. pays PRR for Consolidated Mortgage bonds with check for \$49,098,000, supposedly the largest ever drawn to that date; Kuhn, Loeb & Co. syndicate nets profit of \$980,000. (NYT)
- Feb. 20, 1915** Panama-Pacific International Exposition opens in San Francisco; PRR shows promotional movies in a theater made by splicing two P70 coaches down the center; also models of Penn Station and Washington Union Station; a large model of New York City; a relief map of the PRR System at 2 miles to the inch; Westinghouse displays a DD1 locomotive; PRR wins Grand Prize for best railroad. (LW tt, Mutual)
- Feb. 20, 1915** Through Carbondale-Pittsburgh sleeping car discontinued; cut to Wilkes Barre-Pittsburgh. (SR 101/1)
- Feb. 21, 1915** Position-light signals placed in service between Bryn Mawr and Devon, Pa. (CE)

Feb. 23, 1915 NYC Pres. Alfred H. Smith advises O.P. Van Sweringen that he can sell him control of the Nickel Plate for \$9 million. (Wheeler)

Feb. 25, 1915 Pennsylvania & Atlantic Railroad Company incorporated as merger of Philadelphia & Long Branch Railroad, Pemberton & Hightstown Railroad, and Kinkora & New Lisbon Railroad under agreement of Dec. 21, 1914. (C&C)

Feb. 28, 1915 Position-light signals placed in service between Devon and Paoli, Pa. (CE)

Early 1915 ICC grants general 5% increase in freight rates.
Mar. 1, 1915 PRR annual report notes that net income for 1914 is down \$7.83 million from 1913 because of unsettled financial conditions and war; expenses reduced 8.67% by rigid economies; net profit after dividends only \$2.36 million. (NYT)

Mar. 1, 1915 Consulting Engineer Joseph T. Richards retires at age 70 after 46 years of service.

Mar. 1, 1915 GR&I acquires trackage rights over Pere Marquette Railway at Grand Rapids (0.47 mile).

Mar. 1, 1915 Vandalia Railroad obtains trackage rights over Toledo Terminal Railroad between Gould and Walbridge. (Church)

Mar. 1, 1915 Germany begins a submarine blockade of Britain.

Mar. 2, 1915 PRR annual report shows net income for 1914 of \$35.1 million, down \$7.83 million from 1913 because of poor business conditions, although expenses also fall 8.67% (NYT)

Mar. 3, 1915 Western Pacific Railway enters receivership. (Splawn)

Mar. 4, 1915 Liability Act enforces liability of railroads for damages to persons and property effective June 21, 1915.

Mar. 9, 1915 At annual meeting, PRR stockholders approve \$40 million increase in bonded debt, in addition to \$31 million approved in 1909 but not yet issued. (AR)

Mar. 10, 1915 Western New York & Pennsylvania leases line of Jamestown, Westfield & North-Western Railroad between Mayville and the Chautauqua Assembly Grounds (2.64 miles) on year-to-year basis. (Val, C&C)

- Mar. 12, 1915** Debate on New Jersey Full Crew Law held at Elks Hall in Jersey City; Francis P. Boland, a trainman and member of Legislature, speaks for the law; Hart J. Fackenthal, an PRR engineer, speaks for the company's position; PRR paid cost of hiring the hall. (NYT)
- Mar. 16, 1915** PRR signs track elevation agreement with Borough of Freeport, Pa. (MB)
- Mar. 18, 1915** First test runs of MP54 electric MU cars between Overbrook and Bryn Mawr. (CE)
- Mar. 18, 1915** Dick Brothers & Co. serve notice on Pres. Peters that will sue in ten days unless PRR directors are removed from LIRR Board and Penn Station contracts are cancelled and \$50 million returned to LIRR treasury for use as dividends. (NYT)
- Mar. 1915** Fairmount station renamed Helper; Prentice renamed River Ridge on Allegheny Division.
- Mar. 29, 1915** Wilkes-Barre Connecting Railroad opens between PRR at Buttonwood and Delaware & Hudson at Hudson, forming freight bypass of congestion in downtown Wilkes-Barre, Pa.; jointly-owned but operated by Delaware & Hudson. (C&C)
- Apr. 1, 1915** New York Stock Exchange resumes unrestricted trading for first time since outbreak of war. (Wyckoff)
- Apr. 1, 1915** Yellow Creek Branch extended 3.56 miles to Crown Hill Coal Mining Company's mines on Conemaugh Division.
- Apr. 2, 1915** Connecting Terminal Railroad opens new concrete grain elevator of 1,048,000 bushels capacity at Buffalo replacing one destroyed by fire in 1914; however, glut of war traffic on PRR eastern lines causes grain to pile up at Buffalo and ultimately seek other routes to tidewater. (E&W MB)
- Apr. 5, 1915** U.S. Supreme Court, in case of PRR vs. Puritan Coal Mining Company, rules that shippers have a right to sue for damages in either state or federal courts for damages incurred by reason of discrimination or failure to supply cars. (NYT)
- Apr. 5, 1915** Gilberton Branch opens near Shenandoah, Pa.
- Apr. 7, 1915** Dick Brothers & Co. file suit in N.Y. Supreme Court for appointment of receiver for LIRR and injunction against present Board. (NYT)

- Apr. 7, 1915** Pennsylvania Canal Company property sold at foreclosure to partly satisfy mortgage bonds held by PRR. (C&C)
- Apr. 7, 1915** Pennsylvania Company, NYC, Illinois Central Railroad and Nickel Plate agree to grade separation of crossings at Grand Crossing on south side of Chicago. (Church)
- Apr. 8, 1915** Executive Committee of Associated Railroads of Pennsylvania & New Jersey issues statement refuting charges made by Order of Railway Conductors that PRR stock is "watered." (NYT)
- Apr. 9, 1915** Number of idle cars on PRR now 75,000 but 9,000 less than three months ago. (NYT)
- Apr. 9, 1915** Karl Bitter (-1915), sculptor of decorations of Broad Street Station, struck and killed by an automobile in front of the Metropolitan Opera House in New York. (NYT)
- Apr. 13, 1915** Annual meeting of LIRR defeats Dick Brothers & Co. proposals; PRR has won 34,528 votes of independent stockholders vs. 25,317 votes for Dick. (NYT)
- Apr. 17, 1915** ATO committee makes report on problem of highway grade crossings causes by increased automobile traffic; on Lines East are 5,233 crossings with plain sign only, 209 with bells, 181 with gates, 498 with watchmen, and 160 with gates and watchmen; recommends that American Railway Association adopt national standard. (ATO)
- Apr. 17, 1915** PRR announces that it will spend \$20 million for 144 locomotives, 146 steel passenger cars, and 10,000 freight cars, ending retrenchment of last two years. (NYT)
- Apr. 17, 1915** Southern Railway's *Southeastern Limited* makes last run between New York and Jacksonville via Augusta; last Southern through train between New York and Florida. (Guide)
- Apr. 21, 1915** Millstone & New Brunswick Railroad Company dissolved and property sold to United New Jersey Railroad & Canal Company. (C&C)
- Apr. 22, 1915** New Jersey Court of Errors & Appeals rules that right of PUC to bar PRR's lease of WJ&S. (NYT)
- Apr. 22, 1915** British begin an offensive at Ypres; Germans respond with first

use of poison gas.

- Apr. 23, 1915** **Pennsylvania Company reports net income decreased from \$9.79 million in 1913 to only \$4.72 million in 1914, and decline of 51.7%. (NYT)**
- Apr. 1915** **Warner station renamed Parkview on Conemaugh Division.**
- Apr. 25, 1915** ***New York Times* reports that PRR is close to closing negotiations with National Dry Goods Association for a 20-story office building filling the block between Gimbel's department store and 7th Avenue between 32nd & 33rd Streets; PRR is to furnish the building and the association the tenants. (NYT)**
- Apr. 30, 1915** **Lancaster & Quarryville Railroad Company, Lewisburg & Tyrone Railway Company, and Pennsylvania, Monongahela & Southern Railroad Company merged into PRR under agreement of Dec. 28, 1914. (C&C)**
- May 5, 1915** **VP W.W. Atterbury gives frank testimony before the U.S. Industrial Commission; says PRR's first duty is to run trains, and it will oppose any organization that will interfere with that through the sympathy strike or closed shop; spent \$800,000 on police and undercover Pinkerton spies last year, although about half of that was to break strike on Monongahela Division. (NYT)**
- May 6, 1915** **Former Altoona Mayor Samuel M. Hoyer testifies to U.S. Industrial Commission that PRR controls the city and directs officials to arrest union organizers or run them out of town. (NYT)**
- May 7, 1915** **Eastern Pennsylvania Grand Division General Superintendent G.W. Creighton denies charges by ex-Mayor Hoyer in testimony before the U.S. Industrial Commission, but admits PRR refuses to deal with labor organizers as "intruders." (NYT)**
- May 7, 1915** **Kuhn, Loeb & Co. advertises issue of \$65 million PRR 42% General Mortgage bonds secured by mortgage to Girard Trust Company dated June 1 to refund \$87.8 million in Convertible bonds. (MB, NYT)**
- May 7, 1915** **Union Station Company renamed Chicago Union Station Company. (Church)**
- May 7, 1915** **Cunard liner *Lusitania* sunk by German submarine off the Irish coast; 1,198 killed, including 114 Americans.**

- May 7, 1915** ICC rules that PRR and other railroads must discontinue their Great Lakes steamboat lines by Dec. 1, 1915; finds no public interest served by such operation despite no shippers or commercial interests testifying against PRR. (E&W MB)
- May 12, 1915** PRR Board authorizes \$40,000 for preliminary survey for electrification between Altoona and Johnstown. (MB)
- May 13, 1915** ICC issues Valuation Order No. 20, requiring all railroads subject to the Valuation Act to submit a complete corporate history of itself and predecessors, with a chart showing corporate succession. (Order)
- May 1915** PRR begins test runs of MP54 MU cars between Overbrook and Bryn Mawr to train crews; also sets up one MU car each at Broad Street Station and West Philadelphia Shops for training purposes; road tests reveal that hangers separating the power and contact wires are too brittle, and several hundred break; replacement delayed by war-induced shortage of copper, causing PRR to miss June 1 date for implementing revenue service. (CE)
- May 17, 1915** PRR places orders for nearly 10,000 freight cars. (NYT)
- May 23, 1915** Remodeled North Philadelphia Station opens with eight tracks, high-level platforms, and waiting room relocated to ground floor.
- May 26, 1915** PRR Board authorizes new Canton coal pier in Baltimore. (MB)
- May 1915** Roaring Run station renamed Truxall on Conemaugh Division.
- May 28, 1915** ATO adopts standard for highway grade crossing sign. (ATO)
- May 30, 1915** *Flamingo* established as a through train between New York and Key West via Seaboard Air Line. (Guide)
- June 1, 1915** Kuhn, Loeb & Co. pays for \$65 million PRR General Mortgage bonds by check, breaking the record for a U.S. check set earlier in year. (NYT)
- June 1, 1915** General Divisions Baseball League established for Lines East; also expand company athletics to other sports, including basketball and track & field. (Mutual)
- June 1, 1915** Dayton, Lebanon & Cincinnati Railroad & Terminal Company opens between Lebanon Jct. and Clement, Ohio (1.51 miles); no passenger service shown in Guide.

- June 7, 1915** **New York Connecting Railroad modified to terminate at Fresh Pond Jct. in Queens instead of Knickerbocker Avenue in Brooklyn.**
- June 7, 1915** **PCC&StL conveys rights in Canal Street between Lake & Fulton Streets to Chicago Union Station Company. (C&C)**
- June 10, 1915** **W.W. Atterbury marries Arminia Rosengarten MacLeod, divorced wife of Malcolm MacLeod, at bride's home in St. Davids; leave for West Coast honeymoon in Atterbury's private car. (NYT)**
- June 18, 1915** **Sewickley, Pa., ordinance authorizes relocation of PFW&C main line to river front. (Church)**
- June 18, 1915** **Vandalia Railroad signs agreement with Pennsylvania Company for servicing its passenger equipment at Toledo; also with Toledo, Columbus & Ohio River Railroad for running freight trains between Walbridge and Toledo. (Church)**
- June 19, 1915** **Van Sweringens organize Terminal Properties Company as consolidation of all their Cleveland real estate concerns for the purpose of building a new Union Station, offices, stores, etc. on Public Square. (Wheeler)**
- June 22, 1915** **IRT subway service opens via Steinway Tunnel between 42nd Street, Manhattan, and Long Island City, permitting easy transfer to LIRR at its Hunterspoint Avenue station; gives more convenient access to midtown office district than Penn Station. (Seyfried)**
- June 23, 1915** **PRR Board authorizes (manual?) block system on Wolf Creek Branch between Redmond and Leesburg, Pa. (MB)**
- June 23, 1915** **PRR special committee authorizes making \$1 million loan for building loft buildings at Penn Station. (MB)**
- June 24, 1915** **Work begins on Polk Street Freight Station at Chicago.**
- June 26, 1915** **MBA holds (first?) system picnic at Paxtang Park in Harrisburg.**
- June 1915** **Bens Creek station renamed Cassandra on Pittsburgh Division.**
- June 29, 1915** **Buckhannon & Northern Railroad deeds property south of Pennsylvania state line to Monongahela Railroad.**
- July 1, 1915** **Monongahela Railway incorporated by merger of Monongahela Railroad and Buckhannon & Northern Railroad under agreement**

dated Nov. 14, 1914; owned 50-50 by P&LE and PRR; also inherits leases of Connellsville & Monongahela Railway consisting of branches south of Brownsville and of Shamrock Branch of PRR. (Church)

- July 1, 1915** **Monongahela Railway (former Buckhannon & Northern) opens direct line from Prickett Creek Jct. to Fairmont, W.Va.; old main line from Prickett Creek Jct. to Rivesville Jct. becomes Rivesville Branch.**
- July 1, 1915** **Monongahela Railway begins operating Redstone Central Railroad, Republic to Brier Hill. (Val)**
- July 1, 1915** **Dayton, Lebanon & Cincinnati Railroad & Terminal Company conveys railroad, Dayton to Dodds and Hempstead to Clement, Ohio, to Cincinnati, Lebanon & Northern Railway.**
- July 1, 1915** **A.J. Ball appointed Eastern Superintendent of Empire Line, replacing George M. Ball, Manager of Empire Line, retired. (AR)**
- July 1, 1915** **E.T. Whiter appointed to new post of Assistant General Manager of Lines West.**
- July 2, 1915** **Pennsylvania Company, PCC&StL, Chicago, Milwaukee & St. Paul Railway and Chicago, Burlington & Quincy Railroad sign agreement covering construction and operation of new Chicago Union Station. (Church)**
- July 3, 1915** **U.S. Circuit Court rules Reading Combination does not violate Sherman Act (?); following Northern Securities precedent, orders that CNJ sell Lehigh & Wilkes-Barre Coal Company. (recheck)**
- July 5, 1915** **NYC sells Nickel Plate (NKP) to the brothers Oris Paxton Van Sweringen (1879-1936) and Mantis James Van Sweringen (1881-1935), Cleveland real estate developers, to avoid Clayton Act prosecution, since it parallels the NYC; the Van Sweringens are originally interested in the right-of-way as a fast entrance to downtown for their Shaker Heights rapid transit line, but they install a competent management that builds the NKP into a strong competitor; like all subsequent Van Sweringen operations, the purchase is highly leveraged through the use of a holding company, the Nickel Plate Securities Corporation. (or 1916 - check)**
- July 5, 1915** **Liberty Bell leaves Independence Hall in Philadelphia via special PRR train from Broad Street for exhibition at Panama-Pacific Exposition in San Francisco; sent by a roundabout route to**

- maximize exhibiting bell en route. (NYT,)
- July 11, 1915** Flying junction with Perth Amboy Branch near Rahway and westbound platforms of Rahway station completed. (CE)
- July 15, 1915** After arbitration by Hale Holden of CB&Q, RF&P increases allowances and pro-rating on freight with Washington Southern Railway to compensate for the latter's high terminal costs. (Mordecai)
- July 1915** Mutual Beneficial Association publishes first number of monthly *Mutual Magazine*; edited by Norbert F. Dougherty with assistance of PRR Publicity Bureau; serves as both an employee magazine and publicity to PRR patrons; motto is "Let us reason together". (Mutual)
- July 18, 1915** PRR employees discover a suspected bomb in car of Berwind-White coal set out at Morrisville Yard on bad order; coal was consigned to Cunard Line. (NYT)
- July 21, 1915** Wabash Railroad sold at foreclosure.
- July 23, 1915** PRR agrees with City of Trenton to abandon navigation on Delaware & Raritan Canal feeder through city and replace narrow swing bridges with fixed spans. (UNJ MB)
- July 28, 1915** Work begins on New York Connecting Railroad. (CE)
- July 30, 1915** New York Mayor ___ signs revised franchise for New York Connecting Railroad. (CE)
- July 30, 1915** ICC rules on PRR ownership of Chesapeake Bay steamboat lines of Maryland, Delaware & Virginia Railway and Baltimore, Chesapeake & Atlantic Railway under Panama Canal Act; finds Love Point and Claiborne lines are extension of rail operations; Western Shore lines are not in violation of Panama Canal Act, but ownership of other Eastern Shore lines is not in public interest and must be sold by Apr. 1, 1916. (AR, memo)
- Aug. 7, 1915** Tourist Dept. special leaves New York on three-week great circle tour to Panama-Pacific Exposition in San Francisco; runs west via St. Louis and Santa Fe to Los Angeles and San Diego, the up the Coast Route to San Francisco and east via Salt Lake City and Denver; appears to be last of big PRR personally guided tours; guided tours to Florida, Niagara Falls, Washington and the Jersey Shore were operated during winter of 1915-16. (Brochure, Mutual)

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- Aug. 12, 1915** **United New Jersey Railroad & Canal Company grants West Jersey & Seashore Railroad trackage rights between Camden Terminal and Pavonia Yard retroactive to June 1, 1915; West Jersey & Seashore grants PRR trackage rights over electric line at Camden Terminal. (Val)**
- Aug. 13, 1915** **Representatives of coal-hauling railroads and Pennsylvania and Ohio coal operators hold informal meeting at ICC on problem of differentials between then at the Southern Appalachian Fields; urge ICC to make full investigation and set new rates; leads to Western and Lake Cargo decisions of 1917. (Lambie)**
- Aug. 15, 1915** **Panama Canal opens. (Wyckoff)**
- Aug. 19, 1915** **German submarine sinks White Star liner *Arabic*, killing two Americans; under further U.S. threats, Germany promises to stop sinking passenger ships.**
- Aug. 19, 1915** **Pres. Samuel Rea undergoes unspecified operation at Polyclinic Hospital after ten days in hospital. (NYT)**
- Aug. 26, 1915** **Because European countries are liquidating their American investments to pay for armaments, Pennsylvania Company agrees with Kuhn, Loeb & Co. to issue \$48.26 million in new 42% certificates to exchange for French Franc Loan of 1906. (Church)**
- Sep. 1, 1915** **PRR Board agrees to issue certificates payable in U.S. gold coin to trustees for U.S. holders of French Franc Loan to avoid payment in francs in Paris; because of war French holders of loan are selling out, and Kuhn, Loeb & Co. is buying up loan and bringing it to U.S. (MB)**
- Sep. 2, 1915** **First test run of three-car MP54 MU train between Paoli and Broad Street Station. (CE)**
- Sep. 4, 1915** **Installation of equipment for Paoli electrification completed. (CE)**
- Sep. 7, 1915** **PRR begins three days of road tests of MU cars between Broad Street Station and Paoli. (CE)**
- Sep. 13, 1915** **City of Cleveland passes ordinance calling for new Union Station on Lakefront as part of new Mall plan. (CE)**
- Sep. 10, 1915** **Kennerdell and Wood Hill Tunnels open for freight service on**

Allegheny Division, avoiding bends in river; open for passenger service Sep. 16. (CE)

- Sep. 11, 1915** Revenue service begins on suburban electrification between Philadelphia and Paoli; first MU train leaves Paoli 5:55 AM; leaves Philadelphia 7:45 AM; at first, only one three-car set of MP54 MU cars is operated, making four round trips daily; project costs \$4 million, including 93 MU cars. (CE)
- Sep. 13, 1915** City of Cleveland passes Union Depot ordinance, calling for new Union Depot on lakefront; action stopped by World War I. (Church)
- Sep. 17, 1915** ATO report recommends reverse signaling of busy main lines to avoid need for additional tracks. (ATO)
- Sep. 18, 1915** Chicago & Alton Railroad admitted as tenant to Chicago Union Station agreement. (Church)
- Sep. 19, 1915** *Tionesta* leaves Buffalo on last trip of Anchor Line passenger service to Duluth. (Guide)
- Sep. 20, 1915** Pennsylvania Company signs release agreement on French Franc Loan of 1906; because of war is to be paid in gold dollars in U.S., not France. (Church)
- Sep. 1915** Monterey station renamed West Monterey on Allegheny Division; Undercross renamed Cereal on Pittsburgh Division.
- Sep. 1915** PRR builds experimental cafe-coach seating 70 with buffet kitchen at Altoona; tables fold down and are supported on arms of facing seats. (, Droege)
- Sep. 1915** Monongahela Railway abandons 2.75 miles of Rush Run Branch.
- Sep. 1915** Experimental battery-car tested in passenger service on Flemington (N.J.) Branch; not successful because of expense of recharging batteries. (Lee)
- Sep. 24, 1915** *Tionesta* arrives at Duluth; departs next day on last Anchor Line passenger trip to Buffalo. (Guide)
- Sep. 29, 1915** *Tionesta* arrives at Buffalo, ending Anchor Line passenger service on Great Lakes. (Guide)
- Oct. 4, 1915** Camden & Burlington County Railroad, Vincentown Branch of Burlington County Railroad, and Mt. Holly, Lumberton &

Medford Railroad merged to form Camden & Burlington County Railway Company under agreement dated May 17, 1915.

- Oct. 5, 1915** **300 PRR officers begin annual fall inspection trip from Jersey City using both water glass test and a seismograph-like instrument mounted in car; \$11,000 in prizes to be awarded. (NYT)**
- Oct. 5, 1915** **Charles M. Schwab of Bethlehem Steel Corporation meets with PRR officials in New York regarding the purchase of PRR's interest in Pennsylvania Steel Company. (NYT)**
- Oct. 7, 1915** **ICC grants railroads extension to Dec. 15 to close out Great Lakes shipping lines.**
- Oct. 1915** **PRR agrees to sell its stock in Cambria Steel Company for \$15 million to J. Leonard Replogle, representing a syndicate backed by Drexel & Co. and the Mellon National Bank. (NYT)**
- Oct. 13, 1915** **PRR Board approves sale of properties of Pennsylvania Steel Company of New Jersey to Bethlehem Steel Company and agrees to accept payment in Bethlehem securities; Pennsylvania Steel Company is jointly controlled by PRR and Reading Iron Company. (MB)**
- Oct. 15, 1915** **American bankers float \$500 million in loans to Britain and France.**
- Oct. 17, 1915** **Third Street Station, Harrisburg, on Cumberland Valley closes; track elevation completed between river and main station.**
- Oct. 20, 1915** **Port Newark channel and dock opens on Newark Bay; originally a city project later taken over by Port of New York Authority; reached by both PRR and CNJ from Oak Island Jct. (PA)**
- Oct. 22, 1915** **Wabash Railway Company incorporated as reorganization of Wabash Railroad Company. (filed in Mich. 3/4/16)**
- Oct. 24, 1915** ***Augusta Special* inaugurated between New York and Augusta/Aiken over Southern Railway, replacing portion of old *Southeastern Limited*. (Guide)**
- Nov. 1, 1915** **District of Columbia fails to renew Washington Union Station's liquor license and buffet closed. (AR)**
- Nov. 1, 1915** **Monongahela Railway opens former Buckhannon & Northern Railroad from Vanzandt, Pa., to Fairmont, W.Va.; establishes**

- through passenger trains from Brownsville. (AR)
- Nov. 1, 1915** **Indianapolis-Jacksonville sleeper inaugurated on PRR and L&N's *South Atlantic Limited*.**
- Nov. 2, 1915** **Cleveland voters approve ordinance for new Union Depot on lakefront; later accepted by NYC, CCC&StL and PRR.**
- Nov. 6, 1915** **Charles S. Krick appointed acting General Superintendent of New Jersey Grand Division (or WJ&S and Philadelphia & Camden Ferry Company only?), replacing Frank L. Sheppard granted leave. (MB, AR)**
- Nov. 6, 1915** **New York, Pittsburgh & Chicago Railway Company incorporated by merger of Indiana, Clearfield & Eastern Pennsylvania Railroad, Allentown, Tamaqua & Ashland Railroad, and Bush Creek & Crow Run Railroad; designed to build a low-grade railroad between Pittsburgh and Allentown; plan had existed as early as 1909 and had been pursued by E.H. Harriman and control remains in Harriman Estate. (SR)**
- Nov. 9, 1915** **LIRR opens Woodside-Winfield realignment. (Seyfried)**
- Nov. 12, 1915** **PRR announces it has sold all of its stock in Cambria Steel Company (PR); Cambria Steel became part of Midvale Steel & Ordnance Company combine. (BethStl)**
- Nov. 16, 1915** **Cleveland Cartage Company incorporated; becomes major truck operator in northern Ohio; purchased by PRR in 1929.**
- Nov. 17, 1915** **MD&V Railway appoints committee to consider sale of boats under Panama Canal Act; Board feels there is no chance of overturning ICC ruling before Apr. 1, 1916. (MB)**
- Nov. 1915** **Lewis station renamed Aloquin on Elmira Division.**
- Nov. 21, 1915** ***The Southland* inaugurated as daily all-year train between Chicago and Jacksonville over PRR/L&N/CofG/ACL via Cincinnati, Atlanta and Macon, replacing earlier *South Atlantic Limited*; all-steel consist is first complete through Chicago-Florida train on PRR. (tt.)**
- Nov. 22, 1915** **Grand Rapids-Jacksonville sleeper inaugurated on *The Southland*. (tt.)**
- Nov. 23, 1915** **PRR denies rumor that it will create a new office of Chairman for**

Samuel Rea. (NYT)

- Nov. 23, 1915** At fall meeting, ATO debates question of reducing paperwork. (ATO)
- Nov. 24, 1915** PRR special committee recommends opening negotiations for sale of anthracite coal properties after hiring Price, Waterhouse to report on performance of last 10 years. (MB)
- Nov. 26, 1915** Baltimore, Chesapeake & Atlantic Railway steamer *Tivoli* destroyed by fire while southbound to Crisfield off south end of Kent Island; five killed, including young son and daughter of Capt. Richard Heward, who were traveling with him because of Thanksgiving. (MB, Mason).
- Nov. 29, 1915** PRR suddenly embargoes all export flour and lumber shipments to Port of New York and all grain exports to Philadelphia and Baltimore; about 5,000 loaded cars now sidetracked along line; B&O embargoes shipments or export iron and steel to New York. (NYT)
- Nov. 30, 1915** Presidents and vice presidents of Trunk Lines meet at PRR offices in New York to consider plans to cope with growing freight congestion at Eastern ports. (NYT)
- Nov. 30, 1915** Anchor Line embargoes further freight shipments. (MB)
- Dec. 1, 1915** Rahway station completed.
- Dec. 1, 1915** Union Line organization becomes Union Line Bureau of Freight Depts. of Lines East and Lines West, reporting to Freight Traffic Managers, and its agents also to solicit regular freight for PRR; W.H. Johnson appointed Manager of Union Line, replacing Edwin A. Dawson (1845-1917) retired at age 70 after 51 years service.
- Dec. 1, 1915** Reitz Branch opens (1.09 miles) to Reitz Coal Works on Pittsburgh Division. (C&C)
- Dec. 4, 1915** Panama-Pacific International Exposition closes in San Francisco. (LW tt)
- Dec. 5, 1915** Missouri Pacific Railroad inaugurates *The Sunshine Special* between St. Louis and Dallas/Fort Worth and San Antonio; becomes an important PRR link after World War II. (Guide)
- Dec. 7, 1915** Pres. Wilson in message to Congress calls for study of the whole

- problem of railroad regulation, including possibility of government ownership; also calls for military buildup.
- Dec. 9, 1915** Erie & Western Transportation Company Board orders disposal of boats but decides to keep shore properties. (MB)
- Dec. 10, 1915** Erie grain elevator "B-C" of Erie & Western Transportation Company destroyed by fire. (MB)
- Dec. 10, 1915** Ford Motor Company produces one millionth Model T.
- Dec. 13, 1915** To cope with worsening situation, PRR extends embargo on all freight on other railroads destined for New York over PRR, except for livestock and perishables. (NYT)
- Dec. 15, 1915** ICC deadline for Erie & Western Transportation Company to cease operation of Anchor Line of Great Lake steamers under provision of Panama Canal Act; Great Lakes Transit Corporation purchases fleets of Anchor Line, Western Transit Company, Mutual Transit Company and Erie Railroad Lake Line; Erie & Western Transportation Company continues operation of its Erie grain elevator. (date of last tie-up not given in AR, but probably before Dec. 12, when insurance expired).
- Dec. 16, 1915** Attorney General T.W. Gregory informs NYC Pres. A.H. Smith that NYC control of LS&MS, Michigan Central and Nickel Plate violates the antitrust laws. (Wheeler)
- Dec. 18, 1915** Turtle Creek Branch extended from Delmont Mine to Trees Mills (?), 1.70 miles, on Pittsburgh Division; no passenger service.
- Dec. 20, 1915** New station opens at Canton, Ohio.
- Dec. 27, 1915** BC&A/MD&V Railway committee reports on status of steamboats; recommends discontinuing all lines except Love Point if can sell boats for at least \$1.3 million. (MB)
- Dec. 27, 1915** *New York Times* reports that manufacturers are turning to independent truckers to carry freight between Philadelphia and New York because of PRR embargoes. (NYT)
- Dec. 1915** Brotherhood of Locomotive Firemen & Enginemen announce that Brotherhoods will push for 8-hour day and won't arbitrate.
- 1915** Philadelphia & Camden Ferry Company sells ferry *Arctic*. (AR)

- 1915** ICC orders Baltimore, Chesapeake & Atlantic Railway to discontinue its steamer operations and Maryland, Delaware & Virginia Railway to discontinue its Chester River Line effective Apr. 1, 1916.
- 1915** Gov. ___ vetoes repeal of Pennsylvania Full Crew Law.
- 1915** Six-track system completed between South Elizabeth and Colonia, N.J., including track elevation at Linden and Rahway. (NB new tracks at Linden opened 7/9/14! - completed thru Rahway ca. 7/18/16)
- 1915** Double track opens between Warren and Kent on the Belvidere-Delaware Branch.
- 1915** Piers of Pennsylvania & Newark's Delaware River Bridge completed below Trenton.
- 1915** New stone passenger station built at Elizabethtown, Pa. (AR)
- 1915** New alignment opens between Corry and Lovell, Pa., on the Chautauqua Branch.
- 1915** Western New York & Pennsylvania Railway rebuilds Pioneer Branch. (C&C)
- 1915** Second track opens between "PARK" Block Station and the Clarion River on the Allegheny Division.
- 1915** Double-track truss bridge opens over Allegheny River at Kiski Jct. on Conemaugh Division.
- 1915** Morgantown & Wheeling Railway opens between Cassville and Price, W.Va.
- 1915** Telephone dispatching installed on Grand Rapids & Indiana main line between Fort Wayne and Mackinaw City.
- 1915** St. Clair Coal Branch of Vandalia Railroad, 2.84 miles at Collinsville, Ill., abandoned. (C&C)
- 1915** LIRR begins trolley operations between Garden City and Clinton Road over old Central Railroad of Long Island main.
- 1915** PRR establishes correspondence course in electrical engineering; also English language correspondence courses for Italian

immigrants; similar courses are not targeted at immigrants from other countries. (Mutual)

- 1915 Manual block system installed on Springfield, Ohio, Branch.**
- 1915 Baltimore, Chesapeake & Atlantic Railway cuts Occohannock Line from Rues to Shields. (AR)**
- 1915 Baltimore, Chesapeake & Atlantic Railway cuts Tuckahoe River Line from Waymans to Cowards. (AR)**
- 1915 Mail building completed at Grand Central Terminal. (AR)**
- 1915 Inbound station at Grand Central revised by lowering headroom and converting space into part of Biltmore Hotel. (AR)**