

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

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**1920**

**December 2009 Edition**

- 1920 Maximum number of system employees, 279,787; maximum route mileage, 11,000+
- 1920 Executives of Class I railroads form Association of Railway Executives under leadership of Pres. W.W. Atterbury of PRR; establish Labor Committee under Chairmanship of W.W. Atterbury to maintain united front against unions. (Conlon)
- 1920 Association of Railway Executives rejects report of its own Labor Committee recommending the establishment of national adjustment boards. (Conlon)
- Jan. 1, 1920 USRA grants national union agreement to clerks, establishing time-and-a-half for work over eight hours.
- Jan. 1, 1920 PRR System acquires trackage rights over Fort Street Union Depot Company between 18½ Street and Fort Street Union Depot; also joint operation with Pere Marquette Railway and Wabash Railway over Detroit Union Railroad Depot & Station Company between Delray and 18½ Street, all under agreement of Aug. 8, 1921. (C&C)
- Jan. 3, 1920 Chicago Yardmen's Association organized under leadership of John Grunau, who had been removed by national Brotherhood of Railroad Trainmen leadership in Oct. 1919 for radicalism; CYA is at first confined to the Rock Island, but it soon changes its name to the United Association of Railroad Employees and espouses IWW-style industrial unionism. (LC, PrsnlDept, Bylaws)
- Jan. 8, 1920 Steel strike ends with defeat of union; steel industry remains non-union until 1930s. (NYT)
- Jan. 13, 1920 Boston-Miami sleepers inaugurated.

Jan. 13, 1920 PRR announces \$100 million improvement program for Pittsburgh area. (HistPitts)

Jan. 13, 1920 PRR signs agreement with Fruit Growers Express Incorporated (? - see below)

Jan. 15, 1920 Pres. Rea, speaking to Detroit Real Estate Board, calls for a minimum guaranteed rate of return. (NYT)

Jan. 15, 1920 Equipment trust agreement signed covering equipment bought by USRA and now leased to PRR. (MB)

Jan. 1920 Republican *Altoona Tribune* published by Henry Wharton Shoemaker (1881-1958) merges with *Altoona Times*; Shoemaker buys out last *Times* interests later in year in order to remove radical elements from the *Times's* labor page in interest of PRR; however, PRR job printing drops off in 1921 depression. (HWSPapers)

Jan. 16, 1920 PRR McKeen car No. 4701 scrapped at Wilmington. (Keystone)

Jan. 16, 1920 Prohibition begins; big impact on club car and station restaurant revenue; Prohibition proves unenforceable in big cities and other areas, leading to large-scale smuggling of liquor, small and large-scale illicit distilling, bribery of police, and growth of organized crime and inter-gang violence. (Burg)

Jan. 1920 Week of severe cold weather in Northeast; New York Harbor frozen. (USRA)

Jan. 1920 Economic expansion ends and sharp contraction begins. (NBER)

Jan. 20, 1920 Four-month steel strike ends with total defeat of union. (HistPitts)

Jan. 25, 1920 Passenger service extended on \_\_\_ branch between Grindstone and Royal, Pa., on Monongahela Division.

Jan. 31, 1920 Corporate Engineer Horace C. Booz and Assistant Secretary J. Taney Willcox resign for new jobs in industry. (MB)

Feb. 2, 1920 Charter of New York, Pittsburgh & Chicago Railway Company charter revived as New York, Pittsburgh & Chicago Railroad Company (verify name); charter controlled by Edward T. Noble of Pittsburgh.

Feb. 3, 1920 Indianapolis Board of Public Works orders elevation of Indianapolis Union's Belt Line Railroad between West 10th Street and White River. (AR)

- Feb. 4, 1920 Collapse in New York foreign exchange market; call money rates rise to 25%. (NYT)
- Feb. 9, 1920 PRR Committee on Organization approves dividing the system into four Regions instead of Lines East and West and eliminating separate Lines West executive officers. (MB)
- Feb. 9, 1920 AFL Railway Employees' Dept. presents demands to USRA for further increase, as cost of living has increased rather than decreased. (Conlon)
- Feb. 9, 1920 American Brotherhood of Maintenance of Way Employes & Railway Shop Workers calls strike for Feb. 17. (NYT)
- Feb. 11, 1920 PRR Board grants nine-month leave with pay to Comptroller C. M. Bunting; appoints E.A. Stockton Comptroller. (MB)
- Feb. 11, 1920 Special Committee on Organization reports on plan for post-USRA arrangements; believe that growth of country requires executives at places other than Philadelphia and Pittsburgh; recommend dividing whole PRR System (excluding LIRR, BC&A, MD&V) into four regions headquartered in Philadelphia, Pittsburgh, Chicago and St. Louis, each to be headed by a VP with a full staff of officers; recommend complete decentralization similar to divisional organization recently developed by manufacturing companies such as Du Pont and General Motors; each region to be autonomous with own Treasury, Accounting, Purchasing and Traffic officers; headquarters staff to coordinate activities as a whole; also recommend creating a central Personnel Dept. incorporating the Voluntary Relief Dept. and Pension Dept. (MB, Chandler)
- Feb. 11, 1920 Percival Roberts, Jr., issues minority report agreeing with most proposals but urges keeping salaries competitive with industry to avoid talent drain; granting greater autonomy and initiative to individual officers than in past; salaries of Regional VPs too low; objects to having both horizontal and vertical lines of command; all connections between headquarters and regions should go through Regional VPs; both Chief of Motive Power and Chief Engineer's offices should have more authority and higher pay; some of these criticisms prove true in 1930s. (MB)
- Feb. 11, 1920 PRR Board adopts new organization effective Mar. 1, 1920; Lines East-Lines West arrangement replaced by four regions; for details see Mar. 1 below. (MB, NYT)
- Feb. 14, 1920 Last run of the two extra Jeffersonville-New Albany round trips

formerly run for the benefit of government war workers at Jeffersonville; two round trips remain. (LegDept)

- Feb. 1920 LIRR applies to ICC for fare increase. (AR)
- Feb. 17, 1920 News that Congress has raised maximum rate of return from 5½% to 6% causes rise of rail stocks by from 1 to 6 points during last half hour of trading. (NYT)
- Feb. 19, 1920 Standing Committee of Association of Railway Executives meets with Director General Hines to discuss labor issues. (NYT)
- Feb. 20, 1920 Railroads call upon Pres. Wilson to veto Esch-Cummins Bill (Transportation Act of 1920). (Conlon)
- Feb. 20, 1920 Future PRR and Penn Central lawyer Basil S. Cole, Jr. (1920-2002) born. (SSDI)
- Feb. 21, 1920 John Grunau begins organizing dissident engineers, firemen and hostlers in United Enginemen's Association. (PrsnlDept)
- Feb. 22, 1920 Indianapolis Union Railway opens track elevation of PCC&StL between East and Noble Streets. (C&C)
- Feb. 24, 1920 Washington Southern Railway merged into Richmond, Fredericksburg & Potomac Railroad (RF&P). (Mordecai)
- Feb. 24, 1920 Indianapolis Union Railway opens track elevation of Cincinnati, Indianapolis & Western Railroad between East and Noble Streets.
- Feb. 25, 1920 Andrew W. Mellon elected PRR director and member of Road Committee replacing Henry Clay Frick. (MB)
- Feb. 26, 1920 Ralph Peters resigns as Federal Manager of LIRR (MB)
- Feb. 27, 1920 Justice Dept. approves constitutionality of Esch-Cummins Bill. (NYT)
- Feb. 28, 1920 Pres. Wilson signs Transportation Act of 1920 (Esch-Cummins Act) returning railroads to private control; roads receive a government guaranteed income through Sep. 1, 1920 to permit ICC to study and provide for postwar rates; calls for ICC to combine all railroads into 25 to 30 systems of about equal size and earning power which also preserve competition; also authorizes ICC to set minimum as well as maximum rates, allowing the railroads a "fair rate of return" of 5.5% with half of any excess over 6% to go to government (the "recapture clause"); gives ICC power over issuing railroad securities; curbs

interlocking directorates; establishes U.S. Railroad Labor Board, consisting of three representatives each of management, labor, and government, to regulate wages and working conditions; also authorizes ICC to require automatic train stop systems. (Act)

- Feb. 28, 1920 New York Transit Commission denies extending Hudson & Manhattan Tubes's franchise to extend from 33rd Street to Grand Central Terminal for 17th consecutive time. (Cudahy)
- Feb. 29, 1920 PRR raises Jeffersonville-New Albany, Ind., fare from 7 cents to 16 cents, vs. 7-10 cents on parallel interurban line; the last riders desert the line. (LegDept)
- Mar. 1, 1920 Railroads returned to private control. (NYT)
- Mar. 1, 1920 General reorganization; PRR replaces separate Lines East and Lines West managements with four regions (Eastern, Central, Northwestern, Southwestern) reporting to a single headquarters in Philadelphia; Altoona Shops made a separate unit reporting directly to headquarters; central Personnel Dept. created out of Labor & Wage Bureaus and absorbs Pension Dept. and Voluntary Relief Dept.; Stores Dept. created; Purchasing Dept., Stores Dept., Accounting Dept. and Traffic Dept. (What else??) organized on a decentralized, regional basis; accountants at regional level and below, formerly employees of the Transportation Dept. made joint appointments of Transportation and Accounting Depts.
- Mar. 1, 1920 General Divisional structure revised: Central System, Northwest System, St. Louis System, Southwest System of Lines West abolished; Central Ohio, Eastern Ohio, Illinois, Indiana, Lake, Michigan, Northern Ohio Grand Divisions created in former Lines West territory; Grand Rapids & Indiana merged into PRR organization as Michigan Grand Division; Central Grand Division renamed Central Pennsylvania Grand Division; headquarters of Eastern Pennsylvania Grand Division moved from Altoona to Harrisburg.
- Mar. 1, 1920 Divisional structure revised; Renovo Division ceded to Northern Grand Division; Southern Division (GR&I) renamed Grand Rapids Division; Northern Division (GR&I) renamed Mackinaw Division; Pittsburgh Division (PCC&StL) renamed Panhandle Division; Western Division (PFW&C) divided into Fort Wayne Division and Mansfield Division; Greensburg-Uniontown ceded from Pittsburgh Division to Monongahela Division; Pittsburgh Terminal Division formed within circle described by Trafford, Dravosburg, Carnegie, Rochester, Nadine, and Ross; Wheeling Terminal Division created from Wheeling Terminal Railway; headquarters of Monongahela Division moved from

South Side Pittsburgh to Uniontown; Michigan Division of St. Louis System renamed South Bend Division.

- Mar. 1, 1920      Accounting Dept. reorganized on Regional system with officials in each Division, Grand Division, Region, and functional staff Department jointly responsible to that unit and to central Accounting Dept.; previously, were clerks in each unit who handled accounts with no coordination with those in other units or with central Accounting Dept.; Regional and System Blank Committees appointed to standardize and reduce the number of printed forms used and to establish uniformity between former Lines East and Lines West.
- Mar. 1, 1920      New Executive Dept. appointments: James J. Turner to VP in Charge of Corporate Work for companies west of Pittsburgh; George L. Peck to new post of VP in Charge of Personnel; E.B. Taylor, VP in Charge of Finance & Accounting for Lines West, retires at 70 after 50 years of service; W. Heyward Myers (1856-1923) takes early retirement for health after 44 years of service and replaced as VP in Charge of Real Estate, Purchases & Insurance by Moorhead C. Kennedy. (MB)
- Mar. 1, 1920      New changes in Transportation Dept.; Chief of Motive Power made a position on staff of VP in Charge of Operations also supervising Altoona Works; James T. Wallis promoted from General Superintendent of Motive Power-Lines East to Chief of Motive Power; Electrical Engineer John V.B. Duer placed on Chief of Motive Power's staff. (MB)
- Mar. 1, 1920      Altoona Works made a separate unit with Persifor F. Smith, Jr. (1870-1939) as Works Manager. (RyAge)
- Mar. 1, 1920      New Regional V.P.s appointed: Elisha Lee Eastern Region; R.L. O'Donnel Central Region; J.G. Rodgers Northwestern Region; Benjamin McKeen Southwestern Region; R.V. Massey Assistant General Manager-Eastern Region. (RyAge)
- Mar. 1, 1920      Charles D. Young named General Supervisor of Stores. (MB)
- Mar. 1, 1920      Former Lines West officers integrated into main PRR organization: former Chief Engineer of Construction Robert Trimble named Assistant Chief Engineer; former Federal Auditor of Lines West, James W. Orr, named Comptroller at Pittsburgh. (MB, AR, RyAge)
- Mar. 1, 1920      Charles M. South (1867-1939) named Assistant to the VP in Charge of Corporate Work for Lines West of Pittsburgh. (RyAge)
- Mar. 1, 1920      Ralph Peters, Jr., named Superintendent of Transportation of LIRR.

(PR)

- Mar. 1, 1920      General Managers of all railroads with marine services in New York harbor form General Managers Association to replace USRA as bargaining agent. (LC)
- Mar. 1, 1920      Turnbull Murdoch named General Manager, General Freight Agent & General Passenger Agent of Baltimore, Chesapeake & Atlantic Railway. (AR) and MD&V?
- Mar. 1, 1920      PRR continues USRA contract for joint use of CNJ's station at Flemington, N.J.
- Mar. 1, 1920      End of USRA creates quandary for railroads regarding Daylight Savings Time; DST continues to be observed in many large cities, particularly in the Northeast, while the rest of the country, particularly rural areas and the South and West, revert to Standard Time; LIRR stays on DST; PRR goes to Standard Time, but adjusts schedules to reflect DST; CNJ/RDG keeps DST in New Jersey and Standard Time in Pa., requiring duplicate trains for certain interstate services; eventually, railroads use Standard Time for their employee timetables, but change schedules twice a year to reflect change in publicly observed time. (Guide)
- Mar. 1, 1920      U.S. Supreme Court rules that United States Steel Corporation is not a "trust" and liable to antitrust prosecution. (NYT)
- Mar. 2, 1920      "Grand Division" designation replaced by "General Division." (ATO)
- Mar. 2, 1920      Pres. Wilson writes to T. DeWitt Cuyler, Chairman of the Association of Railway Executives, advising the railroads and unions to meet to seek an agreement on wages, which had been tabled during the last year of the USRA. (Flynn)
- Mar. 3, 1920      General Manager-Eastern Region C.S. Krick gives illustrated talk on Penn Station to monthly meeting of PRR Women's Club at West Philadelphia YMCA; followed by screening of PRR film *The Americanization of Tony* and dancing. (ATO)
- Mar. 3, 1920      United States Shipping Board ends operation of merchant marine fleet and control of rates. (NYT)
- Mar. 4, 1920      Comptroller Carroll M. Bunting ( -1920) dies at Bryn Mawr Hospital at age 49 after 30 years of service. (NYT)
- Mar. 8, 1920      U.S. Supreme Court holds stock dividends are non-taxable as income.

(NYT)

- Mar. 9, 1920 VP Elisha Lee issues circular on resumption of corporate control; pledges to restore PRR to former standards. (ATO)
- Mar. 10, 1920 Bipartisan Board appointed to settle shop crafts request for increased wages.
- Mar. 10, 1920 Pennsylvania Company Board votes to acquire all minority stock in PCC&StL Railroad by exchanging for bonds guaranteed by Pennsylvania Company. (NYT)
- Mar. 10, 1920 PRR contracts repair of 200 locomotives to Baldwin Locomotive Works. (NYT)
- Mar. 11, 1920 Old ferry *Pennsylvania* sinks at dock in Camden. (Boyer)
- Mar. 1920 PRR and NYC begin contracting out repairs to Baldwin Locomotive Works and Alco; unions claim this is union-busting tactic to permit laying off union workers; railroads claim have interest in keeping locomotive builders busy and intact in period of low orders; ICC later finds additional cost to PRR is \$3.17 million. (Conlon)
- Mar. 13, 1920 PRR drops word "The" from advertising designation "Pennsylvania System." (ATO)
- Mar. 15, 1920 PRR offers to purchase remaining 192,929 shares of PCC&StL still in public hands at par for 5%, 50-year General Mortgage bonds. (MB)
- Mar. 18, 1920 Fruit Growers' Express Company incorporated in Delaware for purpose of operating refrigerator cars originally operated by Fruit Growers Express, Inc., a subsidiary of Armour & Co.; PRR has about 25% interest. (Moody's, Compt)
- Mar. 19, 1920 Senate fails to muster enough votes to ratify the Treaty of Versailles for third and final time; the U.S. does not join the League of Nations and remains technically at war with Germany. (Burg)
- Mar. 20, 1920 PRR, Erie, West Shore and other railroad members of National Organization of Masters, Mates & Pilots at New York split and form a new local. (LC)
- Mar. 20, 1920 Pres. Wilson ends control of coal prices. (NYT)
- Mar. 22, 1920 Ten days of labor-management conferences begin in Washington under auspices of Pres. Wilson. (LC)

- Mar. 22, 1920 Joint Railroad Wage Board appointed by Pres. Wilson composed of representatives of railroads and unions organizes; E.T. Whiter of PRR elected Chairman. (NYT)
- Mar. 23, 1920 Pres. Samuel Rea kills further consideration of through passenger trains to Texas points via St. Louis gateway after being informed by VP Benjamin McKeen that the PRR is already getting most of the through business off the *Sunshine Special* and the *Texas Special*. (SR 101/1)
- Mar. 24, 1920 Turnbull Murdoch named Pres. & General Manager of Baltimore, Chesapeake & Atlantic Railway and Maryland, Delaware & Virginia Railway, replacing W. Heyward Myers as Pres. (AR)
- Mar. 28, 1920 Pres. Rea is among over 400 members of the National Civic Federation signing a memorial against diplomatic recognition of the Soviet Union. (NYT)
- Mar. 28, 1920 *The Quaker* and *The Pittsburgh Express* (southbound) and *The New England Express* and *New Haven Express* (northbound) inaugurated between Philadelphia and Boston, doubling the number of through trains by the Hell Gate Bridge Route; Boston-Pittsburgh sleepers re-introduced. (Mutual, SRea)
- Mar. 28, 1920 New York City goes on Daylight Saving Time; creates havoc for commuters because N.J. and Connecticut remain on Standard Time; railroads, including PRR, adjust commuter train schedules to reflect Daylight Saving Time while operating on Standard Time. (NYT)
- Mar. 29, 1920 Majority report of the Labor Committee of the Association of Railway Executives favors national adjustment boards for settling grievances rather than local boards, as local boards would require too many men; W.W. Atterbury is lone dissenter. (NYT)
- Mar. 31, 1920 John Grunau, head of Chicago Yardmen's Association, removed from a local passenger train on the Chicago, Milwaukee & St. Paul Railway and replaced by an ORC road conductor.
- Apr. 1, 1920 John Grunau leads Chicago Yardmen's Association in strike against the Chicago, Milwaukee & St. Paul Railway at Chicago; quickly spreads to the entire Chicago Switching District and then to other major cities excluding New England, paralyzing rail operations; goal of strike becomes prompt wage increase and IWW-style unionism.
- Apr. 1, 1920 Marine employees of Erie Railroad in New York Harbor stage wildcat strike; spreads on same day to include all PRR marine employees in

New York; PRR ferries operate on irregular schedule and are further hampered by heavy fog; late at night, a riot between strikers and deckhands breaks out on ferry *Chicago* after leaving Cortlandt Street, forcing captain to return so police can arrest strikers; 80% of tugs and lighters tied up, threatening city's food supply. (LC, NYT)

- Apr. 1, 1920 "Illegal" strike begins among shopmen at PRR's Fort Wayne Shops over closed shop; another brief strike begins among shopmen at Camden, N.J., engine house; clerks and freight handlers at 37th Street freight house in New York stage one-day strike; engineers and firemen on Tyrone Division walk off jobs. (LC)
- Apr. 1, 1920 Last American troops sent as part of an Allied force to aid the White Russian (Tsarist) forces against the Bolsheviks withdraw from Siberia. (Burg)
- Apr. 1, 1920 Railroads reject union demands for a wage increase, stating it will cost an additional \$1 billion a year. (Flynn)
- Apr. 3, 1920 W.W. Atterbury submits minority report to Association of Railway Executives in favor of local adjustment boards and against centralizing effect of national adjustment boards; cites reports that Brotherhoods will join AFL and French General Strike of May 1, 1919, which he witnessed, as examples of syndicalist threat. (NYT)
- Apr. 6, 1920 Chicago Yardmen's Association declares embargo of through freight. (NYT)
- Apr. 7, 1920 West Jersey & Seashore Board approves designation as Atlantic Division. (ATO)
- Apr. 7, 1920 PRR Board authorizes issue of \$50 million ten-year General Mortgage bonds. (MB)
- Apr. 7, 1920 PRR announces issue of \$50 million 10-year, 7% Gold bonds to be sold at par and accrued interest through a syndicate headed by Kuhn, Loeb & Co.; first new railroad financing since Federal control; PW&B issues \$15 million 6% General Mortgage bonds, of which \$5 million are to serve as collateral for PRR bonds. (NYT).
- Apr. 8, 1920 Outlaw strike reaches Jersey City yards of PRR, DL&W, Erie, West Shore and CNJ at 4:00 PM, affecting rush hour. (NYT)
- Apr. 9, 1920 National BRT and ORC leaders denounce strikers as "Outlaws" who aim at destruction of their Brotherhoods and their replacement with industrial unionism; order their members back to work. (LC)

- Apr. 9, 1920                      Less than a dozen men reported working at Conway Yard. (NYT)
- Apr. 10, 1920                      "Outlaw Strike" has spread over entire PRR system causing severe disruptions of service; 75% of all engine & train employees, switchmen and assistant yardmasters on New York Division strike; about 80% of engine and train forces, shopmen and signalmen and 50% of track forced on Philadelphia Terminal Division strike; Philadelphia Division passenger trainmen strike; all engine & train forces on Schuylkill Division strike, causing 56% reduction in service; trainmen, shopmen and some engineers, firemen and yardmen strike on Maryland Division; total of 10% of engine & train employees on strike. (LC)
- Apr. 10, 1920                      "Outlaw" Strike spreads to Cleveland, Dayton, Alliance and Youngstown. (NYT)
- Apr. 10, 1920                      "Outlaw" Strike by trainmen of United Railway Workers of America (IWW affiliate) hits Hudson Tubes at 5:00 AM, throwing rush hour into chaos; PRR adds two ferries for a total of four on Cortlandt Street run. (NYT - NB: Grunau says CYA is not an IWW union)
- Apr. 10, 1920                      Association of Railway Executives adopts minority report of W.W. Atterbury in favor of local adjustment boards by vote of 60-41; Union Pacific Pres. Carl R. Gray resigns as head of Labor Committee, and W.W. Atterbury elected in his place. (NYT)
- Apr. 11, 1920                      Trainmen, switchmen, engineers and firemen on Atlantic Division and Camden Terminal Division strike; on Trenton Division, strike begins at Coalport Yard and spreads to entire division, resulting in 60% cut in freight service; engine & train forces on Baltimore Division strike, where about 50% of passenger service and some perishable freight service is maintained by volunteers; total number of strikers increases to 13% of engine & train employees. (LC)
- Apr. 11, 1920                      About 600 switchmen on PRR at Columbus vote to return; traffic reported blockaded at Pittsburgh and a number of PRR east-west trains annulled; Pitcairn Yard closed by strike at 11:00 PM; all parlor and dining car service between New York and Philadelphia annulled, as are 10 of 26 passenger trains eastbound. (NYT)
- Apr. 12, 1920                      Just after midnight, 40 of 50 DD1 crews strike; some are replaced by crews drawn from elsewhere in the system, but service remains disrupted; 1,500 men strike at Coalport, Barracks and West Morrisville Yards, blockading movement of freight east of Trenton; by using ferry fleets, railroads able to transport all commuters who would have used Hudson Tubes; PRR carries 200,000 passengers using four boats on

- Cortlandt Street line and two on Debrosses Street. (NYT)
- Apr. 12, 1920 Princeton students offer services as PRR strikebreakers; last regular train leaves Princeton at 1:15 PM. (NYT)
- Apr. 12, 1920 Total number of strikers increases to 19% of engine & train employees. (LC)
- Apr. 13, 1920 New York, Philadelphia & Norfolk Railroad Board approves designation as Norfolk Division of Pennsylvania System. (MB)
- Apr. 13, 1920 Pres. Wilson names U.S. Railroad Labor Board: Horace Baker, J.H. Elliot and William L. Park for railroads, Albert Phillips, A.O. Wharton and James J. Forrester for labor, and Henry Hunt, George W. Hanger and R.M. Barton for public; in response, strikers at Potomac Yard return to work. (NYT)
- Apr. 13, 1920 All power plant firemen at Camden, all firemen on Philadelphia & Camden Ferry and all shopmen at Trenton Shops strike; 50% of shopmen on New York Division strike; total number of strikers increases to 28% of engine & train employees; over half of all trains on New York Division annulled; South Amboy struck at 2:00 PM; Phillipsburg struck at 6:00 PM, cutting Poughkeepsie Bridge route; no perishables floated to New York City; Pres. Rea issues a statement thanking all those employees who have remained loyal and college students and others who have volunteered to run trains; LIRR firemen walk out after morning rush, halting all steam service and stranding commuters who live beyond the electrified zone; commuters and college students volunteer to act as firemen on commuter trains, with dozens of Princeton athletes serving as PRR firemen. (LC, NYT)
- Apr. 13, 1920 In evening, PRR agrees to proposition made by Bureau of Mediation & Arbitration of Pa. Dept. of Labor to arrange meeting with strikers, providing representatives of Brotherhoods also present; strikers at Jersey City reject a peace proposal brokered by Mayor Frank Hague. (NYT)
- Apr. 14, 1920 Precival Roberts, Jr., only PRR director to dissent from new corporate organization, resigns. (MB)
- Apr. 14, 1920 Cabinet meets to consider railroad strike; first meeting Wilson attends since his stroke; Attorney General A. Mitchell Palmer investigate alleged IWW involvement in strike on finding that \_\_\_ Bedell, who replaced John Grunau as head of strike at Chicago is an IWW member. (NYT)

- Apr. 14, 1920 Total of 75% of affected classes of employees now on strike; total number freight cars dispatched now at only 33% of pre-strike levels; PRR runs 53 of 83 trains out of Penn Station; LIRR runs about 50% of steam service; Dr. Richard Derby, son-in-law of Pres. Roosevelt operated a train between Oyster Bay and Jamaica; 87 Princeton undergraduates report for PRR duty at Jersey City; some volunteer crews threatened; LIRR Pres. Peters promotes formation of local vigilance committees to protect commuters. (LC, NYT)
- Apr. 15, 1920 Charles S. Krick, General Manager-Eastern Region notifies William J. Tracy, Chief of Bureau of Pennsylvania Dept. of Labor & Industry who is acting as mediator, that the General Manager's Labor Board of the Eastern Region will hear all grievances except those dealing with wages, if men will return to work. (NYT)
- Apr. 15, 1920 PRR ferrymen at New York return to work. (labor chron. says 4/19)
- Apr. 16, 1920 Brotherhood of Locomotive Engineers issues circular denouncing the Outlaw Strike. (PrsnlDept)
- Apr. 16, 1920 PRR tugboat employees at New York return to work.
- Apr. 16, 1920 Five crews return to work at Pitcairn Yard, first break in Pittsburgh District. (NYT)
- Apr. 17, 1920 U.S. Railroad Labor Board organized. (NYT)
- Apr. 17, 1920 Striking firemen at Camden, Philadelphia Division passenger trainmen, all strikers on Philadelphia Terminal Division and most on Trenton Division return to work; all railroads entering New York City severely affected by strike. (LC)
- Apr. 18, 1920 Striking shopmen return to work at Trenton Shops and other points on New York Division; last strikers on Maryland Division and Baltimore Division return to work. (LC)
- Apr. 18, 1920 Anarchist Thomas W. Simpson attempts to assassinate J.P. Morgan, Jr., while he attends services at St. George's Church in Stuyvesant Square but fatally wounds family physician James Markoe, who was next to him. (Trager)
- Apr. 18, 1920 PRR lifts embargo on perishables to New York. (NYT)
- Apr. 19, 1920 At 12:01 AM, railroads in New York-Philadelphia area begin to fill places of strikers who have not returned. (NYT)

- Apr. 19, 1920                   Strikers return to work on Atlantic and Camden Terminal Divisions. (LC)
- Apr. 19, 1920                   U.S. Railroad Labor Board issues Order No. 1 in Outlaw Strike; sets out rules for hearing disputes and states that Board will not hear petitions from parties who are not making reasonable efforts to avoid interruptions to service; Board generally sides with the national unions against the insurgents.
- Apr. 20, 1920                   Last strikers on Schuylkill Division return to work; situation on PRR begins to improve. (LC)
- Apr. 20, 1920                   At Penn Station, 77 of 84 outbound and 79 of 86 inbound trains operated; at Jersey City, 37 of 40 outbound and 31 inbound; freight arriving in New York, but handicapped by failure of many yard employees to return at Jersey City. (NYT)
- Apr. 20, 1920                   Engine & train service Brotherhoods begin presentation before U.S. Railroad Labor Board.
- Apr. 20, 1920                   U.S. Railroad Labor Board declines to hear petition from leaders of striking marine workers in New York City.
- Apr. 21, 1920                   Railroads' General Managers Association at New York refuse to extend time for return of "Outlaw" strikers. (NYT)
- Apr. 22, 1920                   Most strikers on New York Division and last strikers on Trenton Division return to work; the few that do not are discharged. (LC)
- Apr. 22, 1920                   5,000 strikers at Jersey City vote not to yield until U.S. Railroad Labor Board has heard their case; Hudson Tubes resumes service to Summit Avenue with new men; strikers return at St. Louis and Youngstown. (NYT)
- Apr. 23, 1920                   Strike collapses in Jersey City; C.I. Lieper, General Superintendent of New Jersey General Division, refuses to restore seniority. (NYT)
- Apr. 23, 1920                   PRR's Forester placed on staff of General Supervisor of Stores and also placed in charge of tie treating. (ATO)
- Apr. 26, 1920                   U.S. Supreme Court rules in Reading Antitrust Case ordering severing all ownership ties among Reading Company, Philadelphia & Reading Coal & Iron Company, CNJ and Lehigh & Wilkes-Barre Coal Company. (NYT)
- Apr. 28, 1920                   PRR Board authorizes purchase of real estate for proposed 7-track

- system between East Liberty and Pitcairn.
- Spring 1920 Work suspended on Spruce Street Engine Terminal at Columbus. (PaNews)
- May 1, 1920 Wheeling Division created from Wheeling Terminal Division, Ohio River & Western, C&P south of Yellow Creek, etc.; Wheeling Jct.-Wheeling ceded from Panhandle Division.
- May 1, 1920 PRR, B&O, NYC, CNJ, Reading, P&LE and Western Maryland contract with Tidewater Coal Exchange, Inc., for pooling bituminous coal consigned to it at New York, Philadelphia and Baltimore. (MB)
- May 5, 1920 PRR starts running merchandise trains direct from Chicago to Pittsburgh without yarding; experience with streamlined methods for volunteer workers during strike reveals that much drilling and shifting work is unnecessary. (NYT)
- May 6, 1920 Railroad executives ask for \$500 million federal fund for new construction. (NYT)
- May 6, 1920 PRR begins running solid merchandise trains from New York to Pittsburgh without yarding. (NYT)
- May 1920 Worst freight car backlog since winter of 1917-18 develops, partly as a result of the "Outlaw" Strike, the New York Longshoremen's Strike and city truckers' refusal to serve struck facilities; 235,000 cars still tied up on line or at junctions. (NYT)
- May 12, 1920 PRR Board approves Pres. Rea's negotiations to settle accounts with USRA; PRR to pay USRA \$55 million in cash and to fund \$100 million system debt for road and equipment improvements made by USRA for 10 years; PRR agrees to drop demand for credit of \$35 million owed by USRA for depreciation during federal control. (MB)
- May 12, 1920 At meeting with PRR officials, head of shop craft locals stand by national agreements as written and state are non-negotiable. (NYT)
- May 12, 1920 VP A.J. County, in speech to American Railroad Accounting Officers Association at Atlantic City, proclaims that railroad properties have never been more valuable. (NYT)
- May 16, 1920 Former U.S. VP and banker Levi P. Morton ( -1920) dies at Rhinebeck, N.Y., at 96. (Trager)
- May 17, 1920 New York shipping interests declare freight backlog threatens New

York's standing as a port, as freight is being diverted to other East Coast ports, particularly Philadelphia and Baltimore. (NYT)

- May 19, 1920 A new Tidewater Coal Exchange, Inc., formed as a pooling agreement for bituminous coal at New York, Philadelphia and Baltimore by PRR and other major coal hauling railroads. (Rdg)
- May 20, 1920 VP W.W. Atterbury elected to head Pennsylvania Republican delegation to national presidential convention. (Davis) When Republican Boss Sen. Boies Penrose is taken ill, seizes opportunity to have delegation drop endorsement of Sen. Philander C. Knox and endorse Gov. William C. Sproul. (NYT)
- May 21, 1920 ICC authorizes \$300 million in federal funds for new railroad equipment. (NYT)
- May 21, 1920 PRR is sending 1,400-1,500 empty cars per day back to the Midwest from New York backlog. (NYT)
- May 22, 1920 PRR obtains temporary trackage rights over Pere Marquette Railway and Wabash Railway between Alexis Jct., Ohio, and Romulus, over Wabash Railway between Romulus and Delray, and use of Fort Street Union Depot. (Church)
- May 23, 1920 PRR begins passenger service from Toledo to Detroit (Fort Street) via Ann Arbor Railroad to Alexis Jct., Pere Marquette to Romulus, and Wabash to Delray and ends service over Michigan Central between Toledo and Detroit; New York-Detroit sleeping car placed in service; *Clevelander/Buckeye Limited* restored; *Cincinnati Limited* established westbound. (Church, Guide)
- May 23, 1920 PRR inaugurates *The Cincinnati Limited* (westbound only) with through cars to Nashville and Chicago; inaugurates No. 17, *The Duquesne Express* to relieve No. 19; Cincinnati cars removed from *The St. Louisian*; *The Clevelander/Buckeye Limited* restored; westbound *Mercantile Express* cut from New York to Philadelphia; St. Louis sleeper added to westbound *Manhattan Limited*; *Day Express* No. 24 extended from Philadelphia to New York. (PR)
- May 23, 1920 NYC establishes two round trips between Detroit and Pittsburgh in competition with new PRR line to Detroit, running via Toledo, Cleveland, Erie to Youngstown, and P&LE. (Guide)
- May 23, 1920 NYC extends *The Mohawk* (New York-Buffalo) to Chicago via Michigan Central; inaugurates No. 16 *B&A Southwestern Limited* between Boston and Cleveland. (Guide)

May 26, 1920 PRR Board approves application for \$18 million government loan to pay for road and equipment improvements ordered by USRA under Section 210 of Transportation Act of 1920. (MB)

May 26, 1920 PRR Board approves petition to ICC to relieve congestion caused by the Switchmen's Strike by issuing orders for the movement of cars. (MB)

May 26, 1920 PRR informs ICC it has opened a new perishables terminal at Meadows Yard to reduce dockside congestion at New York. (NYT)

May 26, 1920 U.S. Railroad Labor Board ends hearings on union demands for a wage increase. (Flynn)

June 1, 1920 Maryland, Delaware & Virginia Railway and Baltimore, Chesapeake & Atlantic Railway contract with Atlantic Transport Company for lighterage in Baltimore harbor for five years from July 1, 1918. (MB)

June 1, 1920 Olean & Falls Creek RPO discontinued. (Kay)

June 2, 1920 Last PRR marine employees at New York return to work. (LC)

June 2, 1920 State Republican delegation meets; Joseph Grundy, Pres. of the Pennsylvania Manufacturers Association, puts forward William C. Sproul in opposition to ex-Attorney General Philander Knox of Pittsburgh, the candidate of the Mellon faction; Sproul refused to be nominated by Grundy, but W.W. Atterbury nominated him instead; this humiliated Grundy, who became a bitter enemy of Atterbury thereafter. (Davis) Three-quarters of delegates vote to push Sproul's candidacy all the way; this infuriates Boies Penrose, but his health is too poor to permit him to attend the convention. (NYT)

June 5, 1920 Merchant Marine Act repeals emergency war legislation relating to shipping, extends U.S. Shipping Board, and authorizes sale of government-built ships to private operators. (EAH)

June 6, 1920 Pres. Rea reports to Board on railroad petition to ICC for rate increases; ask for 30.4% increase in Eastern Territory. (MB)

June 6, 1920 At Republican National Convention in Chicago, W.W. Atterbury starts pushing Gov. William C. Sproul as a "dark horse" candidate to other state delegations. (NYT)

June 7, 1920 Chartiers Southern Railway opens from Crucible to Nemaquin, Pa., to mines of Buckeye Coal Company; high by-product coal used in

explosives manufacture.

- June 7, 1920 Pennsylvania delegation elects W.W. Atterbury to head steering committee to work for nomination of William C. Sproul as a compromise candidate; Joseph Grundy, a friend of Penrose, is absent; Sproul faction drops plan to name Atterbury the Chairman of the delegation on objection of Penrose supporters and on fear Atterbury will be a magnet for labor criticism. (NYT)
- June 8, 1920 Republican National Convention opens at Chicago. (EAH)
- June 9, 1920 Trenton Delaware Bridge Company dissolved in Pennsylvania. (MB)
- June 10, 1920 After deadlock between Leonard Wood and Frank O. Lowden, Republican National Convention chooses Warren G. Harding of Ohio as presidential candidate; Harding was chosen in "smoke-filled room" negotiations between a small group of leaders, including Pennsylvania's Joseph Grundy. (Gregory, )
- June 12, 1920 U.S. Railroad Labor Board announces that its wage decisions will be retroactive to May 1, 1920. (LC)
- June 13, 1920 B&O and Pere Marquette establish sleeper line between Washington and Detroit via Youngstown and Toledo. (Guide)
- June 1920 PRR Women's Division for War Relief renamed Pennsylvania System Women's Mutual Aid. (according to Mutual Mag renamed Women's Aid of the Pa. System in Dec. 1920! also Publicity Dept. Womens Aid of the Pennsylvania System held first annual meeting on 2/23/21!)
- ca. June 1920 Mutual Beneficial Association establishes co-op store in Altoona.
- June 1920 "Outlaw Strikes" renewed, particularly in Philadelphia, Reading, and Buffalo; some Atlantic Division freight trainmen and yardmen strike, but are discharged. (LC)
- June 15, 1920 Strike of shopmen in Philadelphia and Camden averted. (LC)
- June 16, 1920 Baltimore, Chesapeake & Atlantic Railway Board approves acquisition and dissolution of subsidiary Ocean City Bridge Company, as state of Maryland has built a public road bridge to Ocean City; existing bridge to be converted to railroad use exclusively. (MB)
- June 16, 1920 Pennsylvania-Detroit Railroad obtains temporary trackage rights over Ann Arbor Railroad between Toledo and Alexis Jct. (Church)

- June 17, 1920 AFL convention in Montreal endorses the Plumb Plan for government ownership of railroads and repeal of Transportation Act of 1920 by a vote of 28,058 to 8,348 over the protests of Samuel Gompers; resolution is pushed through by votes of the United Mine Workers and the railroad unions. (NYT, RyAge)
- June 18, 1920 Strike resumes on Philadelphia Terminal Division with about 21% of shopmen, 75% of conductors and trainmen, and some engineers and firemen. (LC)
- June 19, 1920 Strike spreads to Schuylkill Division with about 65% of engine & train employees out; also spreads to Baltimore Division, particularly shopmen and yardmen; service south of B&P Tunnel unaffected, but only a few perishable freights run north and east of tunnel for duration of strike. (LC)
- June 19, 1920 C.E. Musser, General Chairman of the BRT at Philadelphia, denounces strikers as "traitors" and says union must abide by its bargains. (NYT)
- June 20, 1920 Small number of enginemen, firemen, trainmen and switchmen leave work on Maryland Division; no interruption of service. (LC)
- June 23, 1920 Strikes spread among PRR shopmen at Philadelphia, Camden, Jersey City, Orangeville, etc. (LC)
- June 25, 1920 Some strikers on Philadelphia Terminal Division return to work and rest discharged. (LC)
- June 25, 1920 ICC order barring ocean shipments of coal and giving New England absolute priority in coal shipments to avert coal famine goes into effect; conferences held between managers of railroads and public utilities at New York to work out way of securing coal supplies. (NYT)
- June 26, 1920 W.G. Lee, Pres. of BRT begins campaign to bring the 15,000 men expelled for taking part in the "Outlaw" Strike back into the union. (NYT)
- June 27, 1920 "Outlaw" strikers fail to carry out their threat to renew the strike at Baltimore over impatience with the U.S. Railroad Labor Board; Harry S. Jeffrey, Chairman of the Advisory Board of the AFL rail unions at Philadelphia and Camden, issues threat for all AFL employees to strike PRR's Eastern Region on June 29 unless PRR fires three foremen and reinstates AFL foremen with seniority. (NYT)
- June 29, 1920 AFL unions postpone their strike against the PRR until July 5, so as to inconvenience the holiday weekend travel; Harry S. Jeffrey charges

- that PRR offered him \$25,000 to drop the charges against the three foremen. (NYT)
- June 30, 1920 Striking PRR shopmen begin to return to work, accompanied by gradual return of engine & train service employees. (LC)
- June 30, 1920 PRR lifts embargo on export grain to Baltimore and on Schuylkill Division. (NYT)
- Summer 1920 New "FW" Tower opens at Federal Street, Allegheny.
- July 1, 1920 PRR leases New York, Philadelphia & Norfolk Railroad and Cumberland Valley & Martinsburg Railroad.
- July 1, 1920 PRR increases LIRR's rent for the use of Penn Station from \$13,000 to \$20,000 per month.
- July 1, 1920 Rest house placed in service at new Canton (Stark) Engine Terminal. (CE)
- July 1, 1920 At meeting at Grand Central Terminal, Association of Railway Executives names committee headed by Daniel Willard of B&O to work to relieve traffic bottlenecks. (NYT)
- July 2, 1920 U.S. Railroad Labor Board grants shop crafts 13 cents per hour increase. (LC)
- July 2, 1920 LIRR petitions NY PSC for 10% increase in commuter and school tickets, with other fares increased proportionately.
- July 5, 1920 Harry S. Jeffrey, leader of the AFL Shop Craft unions in the Philadelphia area, announces strike against PRR called for today is called off after a meeting between a labor committee and W.W. Atterbury on July 3. (NYT)
- July 5, 1920 PRR sets new record of 87,208 passengers to and 76,585 passengers from South Jersey resorts during three-day holiday; LIRR carries 1,569,800 in 5 days, 50% more than in 1916. (RyAge)
- July 7, 1920 Last Baltimore Division strikers return to work. (LC)
- July 10, 1920 PRR bestows special keystone-shaped medals on all 27,128 employees who have served in armed forces during war, including 610 to next of kin of those killed; medals are presented simultaneously around system by department heads; the medals are keystone-shaped; the front has a figure of Liberty with a torch and shield and a soldier with a raised gun

in front, flanked by trains and Penn Station and Broad Street Station in background; obverse has recipient's name with slogan "Honor for Duty Nobly Done"; name is flanked by semaphores, one on left set for "danger" and one on right for "clear". (RyAge, ATO, NYT)

- July 10, 1920 Henry Ford buys Detroit, Toledo & Ironton Railroad for \$5 million to ensure access to coal and timber for his automobile factories. (NYT - or 7/9? check Moodys)
- July 13, 1920 Sleeping car line established between Chicago and Norfolk, Va., via Cincinnati and N&W.(PassDept)
- July 1920 At Republican convention, W.W. Atterbury and William C. Sproul swing Pennsylvania's votes from favorite-son Sproul to Warren G. Harding of Ohio; leads to charges that Harding is indebted to Atterbury in subsequent labor disputes. (Davis - NO Harding was nominated 6/12!!)
- July 1920 Electric tractors replace hand trucks in Polk Street Freight Station, Chicago.
- July 1920 PRR begins laying off about 8,000 shopmen. (Conlon)
- July 1920 Final meeting of the PRR Women's Division for War Relief at the 41<sup>st</sup> Street YMCA in West Philadelphia; is soon reactivated as the Women's Aid of the PRR. (RyAge)
- July 16, 1920 Indiana PSC authorizes reduction in number of Ohio Falls-New Albany locals from four to two round trips, effective Aug. 20. (PRR memo, LegDept)
- July 17, 1920 Little Kanawha Syndicate sells all railroads except Zanesville, Marietta & Parkersburg Railroad, which is divided among PRR, NYC and B&O, and all coal lands except 54,256 acres of Guffey Lands to B&O. (Cards - also dates as 7/19!!)
- July 19, 1920 PRR announces it will lay off 11,000-12,000 men in Eastern Region, some to be shifted to other areas; Publicity Agent G.B. Harley says "it is time the men got down to work" and claims one goal is to eliminate unproductive workers added under the USRA; also cites declining traffic; reduction in payrolls on other Regions had been accomplished gradually and secretly, but an official at Baltimore mistakenly posted a confidential report on bulletin boards on July 18, and PRR was obliged to make a public statement and spin doctoring before all the details of the plan were worked out; cutback also serves as an excuse for getting rid of many women office workers hired during the war and returning

their jobs to men. (NYT)

- July 19, 1920 Pennsylvania Company and Pittsburgh & Lake Erie Railroad (or Little Kanawha Syndicate?) sell their 75% interest in the Little Kanawha Railroad to the B&O, which has the other 25%. (Cards)
- July 20, 1920 U.S. Railroad Labor Board Decision No. 2 recommends a 21.5% wage increase for all classes retroactive to May 1, 1920; increases PRR wage bill by \$8 million a month; total cost to railroads is \$600 million; award is denounced by both "Outlaw" strikers and Brotherhoods as inadequate; Brotherhoods get a lower cumulative increase since 1914, causing resentment; prices had collapsed during the Board's deliberations. (LC, RyAge, NYT, Flynn)
- July 20, 1920 ICC issues new emergency orders giving priority to coal shipments to the head of the Great Lakes to avert a threatened winter coal shortage in the Northwest and central Canada. (NYT)
- July 21, 1920 PRR Board authorizes negotiation with LV and B&O for continuing use of Penn Station in New York. (MB)
- July 22, 1920 "Outlaw" workers reject wage increase, but unions accept award of Decision No. 2. (NYT)
- July 22, 1920 William Kissam Vanderbilt, Sr. (1849-1920), head of family, dies in Paris of heart disease; leaves a fortune of about \$54 million or less than he had inherited from his father in 1885; sons William K. Vanderbilt, Jr. ( - ) and Harold S. Vanderbilt ( - ) inherit \$21 million each; Harold becomes the family representative on the NYC. (RyAge, Vndrbt)
- July 25, 1920 C.E. Musser, Chairman of BRT on PRR Lines East, issues letter to members warning against plans by radical element for new strike; Musser later becomes an officer in the PRR's Personnel Dept. (NYT)
- July 26, 1920 Pittsburgh & Toledo RPO cut to Toledo & Mansfield RPO. (Kay)
- July 27, 1920 Baltimore, Chesapeake & Atlantic Railway purchases property of Ocean City Bridge Company, consisting of rail-highway bridge leading to Ocean City, Md. (AR)
- July 28, 1920 AFL Pres. Samuel Gompers denounces PRR layoffs, charging they are a plot to frighten workers into voting for Harding; says AFL will resist any move for reduction of wages. (NYT)
- July 28, 1920 Steel companies curtail production. (NYT)

July 29, 1920 Ruling in *Ex Parte 74*, ICC grants 40% rate increase in Official Territory, plus a 20% increase in passenger fares and a 10% surcharge on sleeper and parlor car fares, effective Aug. 26, 1920, which is to cover wage increases. (ICC, RyAge, NYC AR)

July 30, 1920 Labor situation on PRR finally returns to normal; last strike bulletin issued, marking end of "Outlaw Strike" on PRR. (LC)

Aug. 1, 1920 Schuylkill Division strike broken; new men hired and some strikers taken back as new men. (LC)

Aug. 5, 1920 PCC&StL Rail\_\_ appeals to Indiana PSC to discontinue all remaining Jeffersonville-New Albany service. (LegDept)

Aug. 1920 Juniata Shops turns out Class K4s No. 3774; no further locomotives produced for two and a half years because of depression. (Edson)

Aug. 10, 1920 New York dock workers end five-month strike. (NYT)

Aug. 15, 1920 In letter to W.W. Atterbury, T. DeWitt Cuyler of Association of Railway Executives suggests compromise of regional adjustment boards, which many railroads favor, in place of either national or local boards. (NYT)

Aug. 1920 PRR sets new record for coal sent to New York Harbor in one month; 627,019 tons. (PR)

Aug. 17, 1920 W.W. Atterbury meets with Warren G. Harding at Marion, Ohio; tells press that the world faces a transportation crisis. (NYT)

Aug. 21, 1920 PRR reports that AFL Shop Craft unions in Indianapolis have circulated strike ballots against any move by PRR to reinstate piecework. (NYT)

Aug. 22, 1920 Steamer *Old Point Comfort* burns at Pratt Street pier in Baltimore. (AR)

Aug. 24, 1920 Terminal Railroad Association of St. Louis secures control of St. Louis Merchants Bridge Terminal Railway Company. (verify!)

Aug. 24, 1920 St. Louis Merchants Bridge Terminal Railway acquires entire property of St. Louis Merchants Bridge Company. (Moody's)

Aug. 25, 1920 Automobile industry curtails production. (NYT)

Aug. 26, 1920 ICC approves 40% freight rate increase and 20% passenger fare increase on LIRR; passenger fare increase on LIRR blocked by N.Y.

- PSC. (AR)
- Aug. 26, 1920 Motion pictures first shown on a train operating between Atlanta, Ga., and Montgomery, Ala.; accompanied by Edison phonograph. (AAR)
- Aug. 28, 1920 PRR distributes \$23 million in back pay to meet decision of U.S. Railroad Labor Board on July 26. (NYT)
- Sep. 1, 1920 Government guarantee of American Railway Express Company expires; American Railway Express Company enters into uniform contract with all railroads guaranteeing it 2.5% of net operating revenue. (RRH)
- Sep. 1, 1920 ICC authorizes 12.5% increase in interstate express rates.
- Sep. 1, 1920 W.B. McCaleb appointed to new post of Engineer of Water Services on staff of Chief Engineer. (MB)
- Sep. 1, 1920 PRR merges Lines East and Lines West plans as a single Pennsylvania System Voluntary Relief Dept. and Pennsylvania System Pension Dept., with Eden B. Hunt as Superintendent. (MB)
- Sep. 1, 1920 LIRR joins PRR Pension Plan.
- Sep. 1, 1920 PRR obtains trackage rights over Western Maryland between State Line and Cumberland, Md. (C&C)
- Sep. 1, 1920 Nationwide freight car shortage hits a new peak of 146,070, exceeding an old record set on May 1, 1917. (RyAge)
- Sep. 3, 1920 Association of Railway Executives adopts two reports of its Labor Committee headed by W.W. Atterbury of June 30 and Sep. 2, 1920, stressing each railroad's right to negotiate with its own employees and that proposed national adjustment boards are the opening wedge for the union shop and nationalization in interest of the rail unions. (NYT - according to "Labor" WWA tells group the time has come to restore pre-war conditions)
- Sep. 8, 1920 In a speech to the Philadelphia Chamber of Commerce, VP W.W. Atterbury denounces the closed shop as an "attempt to sovietize the railroad industry." (Davis - get whole from PLdgr)
- Sep. 8, 1920 Post Office Dept. establishes last link in its New York-San Francisco airmail route, Omaha to Reno. (Davies)
- Sep. 9, 1920 Susquehanna Coal Company sells its property at 59<sup>th</sup> & Halstead

Streets in Chicago to Michael Lawler. (MB)

- Sep. 15, 1920      Susquehanna Coal Company sells the South Dock property at South Halstead Street & Chicago River to Edward Carmack for \$119,230. (MB)
- Sep. 1920          This month, PRR milk trains carry a total of 14 million quarts: 10.8 million to Philadelphia and 2.3 million to Brooklyn; operates 6 special trains of up to 10 cars daily to Philadelphia, 1 to Brooklyn and 1 to Baltimore; PRR carries about 65% of Philadelphia's milk. (PR)
- Sep. 1920          This month, the number of PRR bad order freight cars stands at 9,500, down from 24,700 in April and from 43,000 in 1919. (PR)
- Sep. 1920          Prof. William Z. Ripley of Harvard begins preparing a national railroad consolidation plan for the ICC; is given the contradictory mandate to preserve competition, keep trade in its "natural" channels, and build up weak roads.
- Sep. 16, 1920      Wagon-bomb packed with cut-up sash weights to act as shrapnel explodes in Wall Street outside the offices of J.P. Morgan & Co. at 12:00 Noon; 30 killed and over 100 injured (Trager has 35-130), most of them passers-by and "runner" boys who deliver messages and certificates to and from the Exchange; business suspended at noon; the perpetrators are never found. (NYT, Wyckoff)
- Sep. 22, 1920      PRR Board authorizes extension of Ellsworth Branch from Marianna to Prosperity, Pa., with branch from Hackney to Mt. Herman. (MB)
- Sep. 22, 1920      Ford Motor Company announces 31% cut in price of automobiles as part of accelerating deflation. (NYT)
- Sep. 25, 1920      William Z. Ripley proposes to group New Haven with PRR and northern New England lines with NYC, with D&H independent; feels uniting all New England roads in one terminal company does not preserve competition. (Wheeler)
- Sep. 25, 1920      PRR holds first system-wide athletic meet at Altoona. (PR)
- Sep. 25, 1920      Banker and philanthropist Jacob H. Schiff (1847-1920) dies at New York; son Mortimer L. Schiff (1877-1931) and Otto H. Kahn ( - ) succeed as co-senior partners of Kuhn, Loeb & Co. (Collins)
- Sep. 25, 1920      First "Inter-City Beauty Pageant" held in Atlantic City to create activity after Labor Day. (Butler)

- Sep. 26, 1920 Group of veterans leaves Broad Street Station in a box car attached to a PRR train to attend the American Legion convention in Cleveland; other box cars to be picked up en route; commemorates the famous "40-8's" used to carry 40 men or 8 horses in France. (NYT)
- Sep. 26, 1920 Dept. No. 3 of Pennsylvania Railroad Women's Division for War Relief, representing the Freight Dept., grants first PRR scholarship to a woman, Miss Dorothy E. Holloway of Williamsport. (PR)
- Sep. 28, 1920 VP-Central Region Richard Lincoln O'Donnel (1860-1920) dies of pleurisy at New York City after 37 years of service; had been scheduled to go on leave on Oct. 1 as terminally ill. (PR, MB)
- Sep. 28, 1920 Association of Railway Executives issues statement that railroads are carrying more freight faster and more efficiently than ever; Aug. carloadings exceeded previous record in 1918 by 4,000 cars; average mileage per freight car now increased to 25.7 miles; loadings per car increased; PRR has reduced number of bad order cars by two-thirds. (NYT)
- Sep. 30, 1920 PRR announces that it has reduced the number of locomotives waiting for repairs from 1,600 per day on Mar. 1 to 1,000 on Sep. 1; locomotive repairs up 38%; number of bad order freight cars reduced from 26,000 to 8,700. (PR)
- Oct. 1, 1920 Voluntary Relief Depts. of Lines East and West consolidated to "Pennsylvania System Voluntary Relief Dept."; Pension Depts. of Lines East and West consolidated into "Pennsylvania System Pension Dept." (MB - ATO has Pension Dept)
- Oct. 1, 1920 James A. McCrea (1875-1923), returns to PRR from VP of Bankers Trust Company and is named VP-Central Region, replacing Richard L. O'Donnel, deceased. (PR)
- Oct 1, 1920 By this date, 44% of PRR main lines on the New York, Philadelphia, Baltimore, Maryland, Middle and Philadelphia Terminal Divisions have been relaid with 125-lb. or 130-lb. rail, replacing 100-lb. rail. (PR)
- Oct. 6, 1920 Williamsport team defeats Pitcairn 1-0 for PRR baseball championship and Atterbury Cup. (PR)
- Oct. 7, 1920 Future operating officer H.L. Nancarrow (1897- ) joins the PRR as a draftsman in the Motive Power Dept. (RyAge)
- Oct. 11, 1920 Cumberland Valley Division Veteran Employees Association organized. (Info)

Oct. 13, 1920 PRR contracts for the services of Ivy Lee and entire time of two of his assistants as "Advisor to Publicity"; at \$20,000 per year; reports to VP W.W. Atterbury; post is restored after being discontinued by USRA. (MB)

Oct. 13, 1920 PRR Board authorizes \$1 million for enlarging shops and engine terminal at Canton, Ohio. (MB)

Oct. 13, 1920 ICC authorizes additional 13½% increase in interstate express rates.

Oct. 15, 1920 PRR resumes annual fall inspection trips suspended by USRA. (PR)

Oct. 1920 PRR sets a new record for freight, 24,000 cars per month. (PR)

Oct. 1920 Greenwich coal piers in South Philadelphia set a new record of 343,628 tons. (PR)

Oct. 17, 1920 PRR restores prewar service levels for winter "bridge trains" between Broad Street Station and Jersey Shore points; 2 round trips to Wildwood/Cape May; 4 round trips to Atlantic City, plus 4 round trips of express trains between Camden and Atlantic City. (PR)

Oct. 18, 1920 Eastern Region General Manager Charles S. Krick awards the \$1,200 "Klondike" or first prize for best track to the section between Dillerville and Harrisburg; \$800 goes to the supervisor and \$400 to the assistant supervisor. (PR)

Oct. 21, 1920 Coal operator and former PRR employee J. Howard Patton ( -1920) dies at Greensburg, Pa., after a short illness. (PR)

Oct. 23, 1920 Pres. Samuel Rea announces that the PRR won't bid on the Hog Island Shipyard site for a freight terminal. (PR)

Oct. 26, 1920 Woodbury & Salem RPO extended to Philadelphia & Salem RPO. (Kay)

Oct. 27, 1920 PRR Board authorizes reestablishment of off-line traffic agencies at Boston, New Haven, Minneapolis, Omaha, Kansas City, New Orleans, Dallas, San Francisco, Los Angeles and Seattle; authorizes extension of branch from Powhatan, Ohio, to lands of Maher Collieries Company and Gaddis Coal Company. (MB)

Oct. 27, 1920 PRR announces its intention to purchase minority stockholdings of GR&I Railway and lease road. (NYT)

- Oct. 29, 1920 William Z. Ripley meets Chairman T. DeWitt Cuyler and General Counsel Alfred P. Thom of Association of Railway Executives and presidents of eight eastern railroads, including Samuel Rea and A.H. Smith; informs them he is under orders to submit a tentative plan by Jan. 1, 1921; executives are shocked at haste. (Wheeler)
- Oct. 31, 1920 PRR turns over sale of sleeping and parlor car tickets at Penn Station to employees of Pullman Company after firing seven agents for demanding bribes for tickets. (NYT)
- Oct. 31, 1920 Veteran Employes Association of Indianapolis Division established. (Info)
- Oct. 31, 1920 NYC ends use of Hell Gate Bridge, begun under USRA, after New Haven imposes excessive rates. (NYT)
- Nov. 1, 1920 T. DeWitt Cuyler suggests that railroads approach the ICC directly to ask for delay in consolidation plan. (Wheeler)
- Nov. 1, 1920 PRR begins to restore off-line traffic agencies closed by the USRA; Charles F. Nye appointed New England Freight Agent at Boston; Rodney MacDonough appointed New England Passenger Agent at Boston; freight office at New Haven reopens. (PR)
- Nov. 1, 1920 PRR cancels interchangeable tickets with Reading for points between Philadelphia and Pottsville and between WJ&S and Atlantic City Railroad to all seashore points; had been implemented by USRA. (ATO)
- Nov. 1, 1920 PRR issues circular offering to buy the remaining minority stock of the GR&I at par in 4% Second Mortgage GR&I bonds. (PR)
- Nov. 1, 1920 L&N reroutes *Southland* and *Dixie Limited* from via Macon to Central of Georgia between Atlanta and Albany. (Guide)
- Nov. 1, 1920 Southern Pacific Company announces segregation of its oil properties. (NYT)
- Nov. 2, 1920 Warren G. Harding, who has campaigned on a platform of a "return to normalcy", elected President in a landslide; Republicans widen majorities in both houses of Congress. (EAH)
- Nov. 3, 1920 C&O Pres. George W. Stevens (1851-1920) dies of a heart attack at White Sulphur Springs. (Bias)
- Nov. 10, 1920 Annual directors' inspection trip ends, having covered 2,600 miles.

(PR)

- Nov. 10, 1920 William Z. Ripley begins discussions with Van Sweringens to ask their advice about creating a strong fourth Trunk Line. (Wheeler)
- Nov. 11, 1920 PRR Board authorizes new engine terminal and yard facilities at Mingo Jct. and new engine terminal at Scully, Pa. (MB)
- Nov. 11, 1920 PRR creates \$11 million Pennsylvania Railroad Car Trust. (MB)
- Nov. 11, 1920 PRR Road Committee orders the Granite Improvement Company to sell all unnecessary land. (MB)
- Nov. 12, 1920 PRR announces layoff of 1,350 men at Altoona Works on five days notice, or about 15% of total, in response to declining traffic and less repair work; is to be a permanent reduction, not furlough. (PR)
- Nov. 1920 PRR lays off 35,000 workers. (Davis - verify)
- Nov. 13, 1920 ICC overrules N.Y. PSC and grants LIRR 20% fare increase but exempts commuter and school fares, which account for most of LIRR tickets; LIRR commuter fares remain frozen at 1918 levels into early 1950s, leading to line's eventual collapse.
- Nov. 13, 1920 PRR operates 38 special trains for 47,365 passengers to the Yale-Princeton game at Princeton; 25 from New York, 6 from local points between Jersey City and New Brunswick, 6 from Philadelphia, and 1 from Trenton; returning are 32 trains; operate on 3-10 minute headway. (PR)
- Nov. 14, 1920 PRR re-establishes off-line freight and passenger agencies at Dallas, Minneapolis, Kansas City, Los Angeles, New Orleans, Omaha, Seattle and San Francisco. (PR)
- Nov. 14, 1920 Gang of 20 plunders 15 cars of \$14,414 worth of legal whiskey in South Broad Street Yard in Newark, N.J., before being driven off by a larger force of police in a running gunfight; street value of the stolen whiskey is \$400,000; six men later arrested but acquitted in Federal court. (NYT)
- Nov. 15, 1920 NYC Pres. A.H. Smith advises O.P. Van Sweringen to tell Ripley the Vans are considering expansion into the coal fields and Michigan and that they should aid the NYC in retaining its share of the Reading; this is first germ of what develops into the Van Sweringen railroad empire. (Wheeler)

- Nov. 15, 1920 New York Edison Company begins operating Hudson & Manhattan Railroad power plant in Jersey City, as company is unable to finance improvements. (ElectricRR)
- Nov. 16, 1920 Indiana PSC authorizes discontinuance of all Jeffersonville-New Albany "dinky" service in return for Louisville & Southern Indiana Traction Company providing baggage service between same points; PRR trains are "temporarily" discontinued effective Nov. 16. (PRR memo, LegDept)
- Nov. 17, 1920 Stock prices break on Wall Street. (NYT)
- Nov. 18, 1920 With ICC approval, PRR lifts restriction that heavy gondolas can be used only for coal; releases 33,598 cars for the mill trades and other traffic. (PR)
- Nov. 19, 1920 Dow plunges to 43.12, down from 107.23 at the beginning of the year, on fears of labor unrest; rebounds to 74.63 next day and closes the year at 71.95. (Trager)
- Nov. 1920 PRR pension system extended to LIRR. (Guide)
- Nov. 21, 1920 Counsel for New Haven tells ICC road faces imminent bankruptcy unless granted federal relief. (NYT)
- Nov. 22, 1920 Informal conference held in Washington to consider appeal of New England railroads for larger share of through rates; most New England roads claim to be near bankruptcy, and the New Haven is not earning its fixed charges. (Wheeler)
- Nov. 24, 1920 Ocean City Bridge Company (Md.) dissolved. (MB)
- Nov. 26, 1920 Penn Station celebrates 10<sup>th</sup> anniversary; number of passengers has increased 208% from 9.9 million in 1911 to 30.3 million; LIRR passengers up from 6.2 million to 19.5 million in 1919; number of rail passengers using the ferries has fallen from 9.37 million to 169,772. (PR)
- Nov. 28, 1920 PRR begins running the *Western Express* and the *Cleveland, Cincinnati & Chicago Express* as separate trains between Chicago and Pittsburgh, the former as a local and the latter as an extra-fare train; *Eastern Express* extended from Philadelphia to New York; new Philadelphia-Chicago sleeping car established, leaving at 8:40 AM; service on the Schuylkill Division restored to pre-war levels. (PR)
- Nov. 28, 1920 *Dominion Express* Nos. 574-575 established between Washington and

- Buffalo; other Buffalo schedules revised. (PassDept)
- Nov. 28, 1920 *The Southland* begins running north of Cincinnati for the season; through PRR cars from Chicago, Grand Rapids and Indianapolis. (Guide)
- Nov. 28, 1920 Columbia City-Butler, Ind., passenger service cut from two to one round trip. (Sanders)
- Nov. 29, 1920 Eastern railroads appoint a committee to negotiate with New England railroads over rate divisions.
- Nov. 29, 1920 Grand Chief Engineer Warren S. Stone of BLE warns U.S. Labor Board that unions are tired of waiting for results and leaders will not restrain their more radical members unless progress is made towards national boards of adjustment. (NYT)
- Nov. 30, 1920 In statement for National Industrial Conference Board made public on this date, W.W. Atterbury says PRR is opposed to dealing with any union that can call a sympathetic strike or insists on the closed shop. (NYT)
- Nov. 30, 1920 Delaware Railroad Board requests the heirs of the late John T. Dyer, who purchased the Smyrna & Delaware Bay Railroad in 1902, to deed it the old right of way. (MB)
- Nov. 30, 1920 Last White Russian holdouts evacuated from the Crimea into exile, leaving the Bolsheviks as victors in the Russian Civil War. (Burg)
- Dec. 1, 1920 *The Everglades Limited* inaugurated as a winter-only train between New York and both coasts of Florida via ACL. (Guide)
- Dec. 1, 1920 Southern Pacific Company announces plan to spin off its oil lands to a new company called the Pacific Oil Company, whose stock will then be offered to SP stockholders, including PRR. (NYT)
- Dec. 1, 1920 R.H. Redding named Superintendent of Wheeling Division. (NYT)
- Dec. 1, 1920 William J. Harahan ( - ) named Pres. of the C&O and Hocking Valley Railway, replacing George W. Stevens, deceased. (Miller)
- Dec. 3, 1920 Van Sweringens advise Ripley they want a four-system East; say they want control of LV, DL&W, WM, Wheeling & Lake Erie, Pittsburgh & West Virginia, Pere Marquette, Cincinnati Northern, Toledo, St. Louis & Western (Clover Leaf), part of the Lake Erie & Western and the Reading unless it is to be made a neutral terminal line. (Wheeler)

- Dec. 4, 1920                    General Office regulations now require two five-minute periods of calisthenics at desks at 10:30 and 3:00; a leader stands on a desk. (ATO, Info)
- Dec. 4, 1920                    Grand Rapids & Indiana Railway Veterans' Association organized. (Info)
- Dec. 7, 1920                    Committees of Eastern and New England railroads meet on rate question; Pres. Rea believes that divisions are liberal and should not be changed, but for the sake of compromise is willing to distribute some of the cost, providing the Pocahontas roads are also brought into the agreement. (Wheeler)
- Dec. 8, 1920                    Baltimore & Delaware Bay Railroad Board votes to dissolve. (MB)
- Dec. 8, 1920                    Indianapolis Board of Public Works orders elevation of Belt Line Railroad between Shiff (?) Road and Prospect Street. (AR)
- Dec. 9, 1920                    Committee headed by Samuel Rea established representing Eastern, Central and Pocahontas Territories; offer to contribute \$12 million to New England roads for one year; New England demands at least \$18 million; rejects offer and calls for full ICC hearings. (Wheeler)
- Dec. 13, 1920                  Boston-Miami sleeper added to *The Everglades Limited*, running via Hell Gate Bridge. (Guide)
- Dec. 14, 1920                  PRR leases New York, Philadelphia & Norfolk retroactive to July 1, 1920.
- Dec. 17, 1920                  Pa. Gov. William C. Sproul endorses W.W. Atterbury for Secretary of War in Pres.-elect Harding's cabinet. (NYT)
- Dec. 1920                        Work on additional tracks and new engine terminal at Mosier Yard near Youngstown suspended after about 51% completed. (CE)
- Dec. 18, 1920                  Philadelphia Terminal Division Athletic Association stages an amateur boxing tournament as part of a program to promote winter indoor sports. (PR)
- Dec. 20, 1920                  Gov. William C. Sproul and W.W. Atterbury are among leading Republicans meeting with Harding at his home in Marion, Ohio, supposedly to plead for a place in the Cabinet for Philander C. Knox and for Sproul to conciliate Boies Penrose by appointing a pro-Penrose Senator in place of Knox. (NYT)

- Dec. 20, 1920 Balance of shop buildings at new Canton (Stark) Engine Terminal turned over to Operating Dept., including erecting and machine shops, but not complete and lack electrical work. (CE)
- Dec. 20, 1920 Union Station Company (Chicago) (?) agrees with the Post Office Dept. for a new six-storey mail building between Van Buren & Harrison Streets. (RyAge)
- Dec. 20, 1920 Pacific Oil Company organized as a spin-off from the Southern Pacific Company; Samuel Rea a director. (NYT)
- Dec. 21, 1920 At call of VP W.W. Atterbury, top PRR officers and 310 representatives of the four Brotherhoods meet at the West Philadelphia YMCA; Atterbury explains the new regional organization and the recent decision of the U.S. Railroad Labor Board that it does not have jurisdictions over the Boards of Adjustment that must be formed to resolve disputes and avoid strikes; also intends to establish uniform schedules eliminating the differences between former Lines East and Lines West rules and agreements. (PR, RyAge)
- Dec. 24, 1920 NYC applies to ICC to purchase the Chicago River & Indiana Railroad and lease the Chicago Junction Railway, controlling access to Chicago Union Stock Yards district; cites need for more Chicago terminal facilities relative to PRR and other roads; most shippers favor NYC; eight railroads opposed. (NYT)
- Dec. 27, 1920 Pres. Rea announces that continuing decline in business necessitates further layoffs of about 10% of work force. (NYT)
- Dec. 29, 1920 Management meetings with representatives of the engine and train service brotherhoods conclude at Pittsburgh; agree to establish the Joint Reviewing Committee of the PRR System, effective Jan. 1, 1921, to handle engine and train service grievances; composed of eight representatives of management (two from each Region) and 9 representatives of the Brotherhoods. (PR)
- Dec. 29, 1920 PRR establishes Employees Representation Plan for engine & train service employees (the four Brotherhoods); plan has elements of a company union, with grievances being heard by a committee composed of half labor and half management representatives; labor members are elected at the local level without regard to union status; Joint Reviewing Committees exist at Divisional, General Divisional and System levels to handle appeals; later extended to other trades. (RyAge - eff. Jan. 1, 1921)
- Dec. 31, 1920 PRR Board changes date of annual meeting from second Tuesday in

- March to second Tuesday in April to permit more time to prepare annual reports and statistics. (MB)
- 1920 U.S. Railroad Labor Board recommends abolishing time-and-a-half for Sundays and holidays for shop crafts and allowing railroads to reinstate piece work.
- 1920 PRR's monthly wage bill now at \$43.9 million, up from \$20.8 million in 1917.
- 1920 Because of wage increases under U.S. Railroad Labor Board Decision No. 2 and falling traffic, the average railroad operating ratio rises to 94.32, a new record. (PMiddleton)
- 1920 Waverly Yard enlarged. (AR)
- ca. 1920 Elevation of Delaware Extension tracks on 25th Street in South Philadelphia completed.
- 1920 Number of PRR locomotive units peaks at 7,667. (C&C)
- 1920 PRR company athletics extended to LIRR.
- 1920 Coal merchant John Hurley Weaver builds a country house, "Maroebe" on the site of Frank Thomson's demolished "Corkerhill" at Merion; Horace Trumbauer, architect. (Morrison)
- 1920 PRR Traffic Dept. officer Julien L. Eysmans is elected to membership in the elite Philadelphia Club; also elected is John B. Thayer III, the son of the late VP John B. Thayer. (PhilaClub)
- 1920 West Jersey & Seashore Railroad disposes of 5 launches used in former Longport-Ocean City service. (AR)
- 1920 MBA opens first co-op store in Eagle House Hotel at Altoona. (Mutual)
- 1920 New engine terminal at Crestline completed.
- 1920 New line opens between Oakville and Shippensburg on Cumberland Valley. (AR)
- 1920 Monongahela Railway abandons remaining 1.5 miles of Rush Run Branch. (C&C)
- 1920 Monongahela Railway builds part of Scotts Run Branch; not completed. (AR)

- 1920 Pittsburgh, Chartiers & Youghiogheny Railway resumes construction of extension from Van Emman and Eighty-Four. (AR)
- 1920 New yard and engine terminal at Dennison, Ohio, completed.
- 1920 PRR's Detroit Belt Line opens from Pere Marquette Railway near Warren Avenue to Livernois Avenue, Detroit (5.81 miles); also Oakman Branch between Ford Road and Lanys Road (1.58 miles) and Holden Branch between Michigan Avenue and Chase Avenue (0.35 miles). (Church, C&C)
- 1920 PRR and NYC agree to begin operating Cherry Tree & Dixonville Railroad on alternate years.
- 1920 Work begins on new Chicago Union Station building. (Engr. file from years later, may be 1919 - no AR for 1920-21 check MB?)
- 1920 Third and fourth tracks open between Richmond, Ind., and Richmond Jct. (AR)
- 1920 Indianapolis Union Railway changes connection with Big Four from Delaware Street to new connection at Noble Street; changes connection with PCC&StL from East Street to Davidson Street. (AR)
- 1920 Bituminous coal rates to New York Harbor raised relative to Hampton Roads, Philadelphia and Baltimore. (Lambie)
- 1920 NYC obtains trackage rights over PRR between Girard and Niles Jct. and discontinues trackage rights over B&O between Niles Jct. and Haselton. (AR)
- 1920 New Haven disposes of its stock holdings in the Rhode Island Company. (Moody's)
- 1920 At Republican National Convention in Chicago, Boss Boies Penrose is represented by Joseph Grundy (1863-1961), founder and Pres. of the Pennsylvania Manufacturers' Association; Grundy is pledged to support Sen. Warren G. Harding and is one of those in the "smoke-filled" room of the Blackstone Hotel who secure Harding's nomination when the convention deadlocks. (PhlInq)
- 1920 "Big Five" meat-packers sign consent decree with Justice Dept.; to avoid prosecution agree to dispose of interests in stockyards, railroads, and other businesses and stop transporting anything other than meat in their refrigerator cars. (Pate)

