

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

By Christopher T. Baer

1923

December 2009 Edition

- Jan. 1, 1923 PRR leases Pennsylvania-Detroit Railroad under agreement of June 27, 1923. (Church)
- Jan. 1, 1923 PRR changes basis of LIRR's rent for use of Penn Station from a flat payment of \$25,000 per month to 4½% per year on total cost of investment in line from "H" ("HAROLD") Tower to Penn Station. (MB)
- Jan. 1, 1923 PRR establishes new schedule of executive salaries for levels below VP's; President and VP's have pre-depression rates restored; Samuel Rea to \$75,000 and W.W. Atterbury to \$40,000. (MB)
- Jan. 1, 1923 PRR reports that 80% of its locomotives are in good order. (PR)
- Jan. 1, 1923 Seaboard Air Line Railway begins running sleepers between Boston and Miami on *The Colonial Express* and *The Florida-Cuba Special* southbound and *The Seaboard Florida Limited* northbound. (Guide)
- Jan. 1, 1923 PRR, Wabash Railway, and Pere Marquette Railway draft but do not execute an agreement forming "Union Belt of Detroit" under which joint terminals to be under a separate Board of Managers and each company provides switchers in proportion to number of cars handled by it. (Church)
- Jan. 1, 1923 123 separate British railway companies amalgamated into four groups under the Railways Act of Aug. 19, 1921: London, Midland & Scottish Railway, London & North Eastern Railway, Great Western Railway, and Southern Railway; forced combination of weak with strong companies stands in contrast to U.S. Consolidation scramble. (Marshall)

- Jan. 5, 1923 VP A.J. County, addressing the Bond Club of New York, calls for taking railroad situation out of politics, allowing railroads to earn a fair return and ending wasteful Congressional investigations, fair tax policy and right to set wages and working conditions. (NYT)
- Jan. 8, 1923 Van Sweringens acquire control of C&O. (RyAge)
- Jan. 8, 1923 Lehigh Valley Railroad opens new Claremont Terminal, including an import-ore pier, just north of the PRR's Greenville Yard in Jersey City. (Baird)
- Jan. 9, 1923 VP Elisha Lee, in address to Foremen's Club of the Philadelphia Industrial Association, calls government unfit to run railroads and 5¾% "fair" return too low to attract investment. (NYT)
- Jan. 9, 1923 LIRR Board creates a Wage Bureau on the staff of the General Superintendent; authorizes grade crossing elimination between the east end of Jamaica and Hollis, new stations at Mineola, Bayside and Salisbury Plain, and the purchase of 6 MP54's and 2 MPB54's now leased from PRR. (MB)
- Jan. 10, 1923 PRR embargoes grain to Baltimore as elevators are full; New York, Boston and Philadelphia already under embargo. (NYT)
- Jan. 10, 1923 PRR orders 42 heavy passenger locomotives, 40 medium passenger locomotives and 43 switchers from Altoona. (PR)
- Jan. 11, 1923 H.R. Karns and William Park, PRR General Chairman of BLE write to VP Atterbury requesting a meeting to discuss alleged deplorable conditions of locomotives on PRR, that endangers their members, and to offer mediation; then begin collecting evidence of unsafe locomotives from the fall of 1922. (Pam)
- Jan. 11, 1923 PRR's appeal against U.S. Railroad Labor Board argued before U.S. Supreme Court. (NYT)
- Jan. 11, 1923 ICC announces it will investigate efficiency and economy in railroad management. (RyAge)
- Jan. 11, 1923 French and Belgian troops occupy the Ruhr, Germany's industrial heartland, over default in war reparations, provoking riots and sabotage and crippling the German economy; value of the German mark begins to drop to 18,000 to the dollar. (Burg)
- Jan. 13, 1923 No. 807 makes last run, Terre Haute to St. Louis, and No. 803, Columbus to Indianapolis. (Sanders)

- Jan. 13, 1923 Central Elevator Company of Baltimore dissolved. (Cards)
- Jan. 14, 1923 New timetable in effect on Southwestern Region removing many local passenger trains whose patrons have switched to cars and buses; local passenger service between Richmond and Columbus, Ind., reduced from two to one round trips. (PR, Sanders)
- Jan. 1923 Ernst Schleifer, an International Association of Machinists organizer on the New Haven becomes the only person arrested for violating the Wilkerson injunction; he is charged with inciting to riot and sentenced to three and a half years. (Davis)
- Jan. 16, 1923 N.Y. Transit Commission suspends the PSC order of Jan. 31, 1916, for grade crossing elimination of the Far Rockaway Branch; now propose to rethink the design, including the possible extension of city transit lines to Rockaway. (MB)
- Jan. 16, 1923 Gifford Pinchot (1865-1946), a Progressive Republican best known for his work in forestry and natural resource conservation, is inaugurated Gov. of Pennsylvania; Pinchot becomes a major critic of the PRR and an opponent of W.W. Atterbury in Pennsylvania party politics. (Sobel)
- Jan. 17, 1923 Girard Trust Company files to foreclose mortgage on Maryland, Delaware & Virginia Railway. (NYT)
- Jan. 18, 1923 George LeBoutillier elected an additional VP of LIRR to take work load off Pres. Peters, who is in failing health. (MB, PR, NYT)
- Jan. 18, 1923 ICC approves application of Nickel Plate to issue securities to cover merger of Clover Leaf and Lake Erie & Western by vote of 7-3.
- Jan. 20, 1923 Work suspended for a second time at Mosier Yard. (CE)
- Jan. 24, 1923 PRR Board authorizes enlargement of Renovo Yard for 120-car trains. (MB)
- Jan. 24, 1923 Pennsylvania Company approves purchase of Susquehanna Coal Company's property between 116th & 118th Streets in Chicago. (MB)
- Jan. 24, 1923 Southwestern Region branch of Women's Aid of the Pennsylvania Railroad System organized. (PaNews)
- Jan. 24, 1923 A.M. Parker promoted to General Superintendent of the Eastern Pennsylvania Grand Division, replacing George LeBoutillier, promoted; R.C. Morse to Superintendent of Philadelphia Terminal

- Division, replacing Parker. (PR)
- Jan. 24, 1923 U.S. withdraws last occupation troops from Germany. (or 9/23 Gregory)
- Jan. 26, 1923 Two days of meetings held in New York attended by leading railroad executives, including Pres. Rea, Secretary of Commerce Herbert Hoover and representatives of manufacturers and shippers under the sponsorship of the Chamber of Commerce of the U.S.A. to discuss transportation problems; call for nation-wide study to examine government regulations, rates, railroad consolidations, and coordination with motor vehicles and waterways. (NYT)
- Jan. 27, 1923 National Socialist German Workers' (Nazi) Party holds its first rally in Munich. (Mercer)
- Jan. 29, 1923 Van Sweringens close deal to buy 12% of C&O from Henry E. Huntington for \$7.3 million; C&O controls Hocking Valley, which connects with NKP at Fostoria, Ohio; gives C&O access to Lake Erie for first time; Van Sweringens continue purchases of both C&O and Hocking Valley through 1924. (Wheeler)
- Jan. 29, 1923 PRR tests Brill gasoline railcar on Flemington Branch. (Lee)
- Jan. 30, 1923 Subcommittee of Finance Committee discusses proposed Employe Provident & Loan Association. (MB)
- Feb. 1, 1923 VP-Northwestern Region John G. Rodgers (1865-1923) is given leave for health; E.T. Whiter promoted from Assistant VP in Charge of Personnel to Acting VP-Northwestern Region; Thomas B. Hamilton named General Manager-Northwestern Region, replacing Whiter.. (PR)
- Feb. 1, 1923 John Carlisle Bland (1853-1927) retires as Engineer of Bridges & Buildings; replaced by ____ (PaNews)
- Feb. 1, 1923 George Copeland Urquhart (1866-1939), Assistant to the General Real Estate Agent at Pittsburgh, retires after 50 years of service. (RyAge)
- Feb. 1, 1923 U.S. Railroad Labor Board grants signal dept. employees time-and-a-half after 8 hours, but denies increase in pay. (RyAge)
- Feb. 3, 1923 Ivy Lee and Assistant Secretary of Labor E.J. Henning, in speeches at the Republican Club in New York, call for abolition of U.S. Railroad Labor Board. (NYT)
- Feb. 5, 1923 American Railway Association informs ICC that Warfield Plan for pooling freight cars in impracticable. (RyAge)

Feb. 6, 1923 LIRR Board authorizes abandoning station at Suffolk Downs. (MB)

Feb. 6, 1923 ICC approves continued control of Central Pacific Rail__ by Southern Pacific Company, undermining last year's Supreme Court ruling. (RyAge)

Feb. 8, 1923 Gasoline railcar No. 4743 replaces steam train on Berwick Branch; first assignment in Eastern Region. (CMP)

Feb. 8, 1923 ICC orders investigation into distribution of anthracite coal since Sep. 1922. (RyAge)

Feb. 9, 1923 Gasoline railcar No. 4734 assigned to all passenger service on Flemington Branch. (CMP)

Feb. 11, 1923 Gasoline railcar No. 4742 assigned to Bustleton Branch. (CMP)

Feb. 15, 1923 First number of Eastern Region edition of *Pennsylvania News* published; edited by Walton M. Wentz of the Publicity Bureau. (PR, Guide)

Feb. 15, 1923 PRR places order with Baldwin Locomotive Works for 275 heavy Class IIs 2-10-0 freight locomotives. (PR)

Feb. 1923 Locomotive production at Juniata Shops resumes after two-and-a-half year hiatus with K4s No. 3800. (Edson)

Feb. 19, 1923 U.S. Supreme Court decides case of PRR vs. U.S. Railroad Labor Board in dispute over Board's power to order new shop crafts election; holds that the Board does have the authority to publish its opinions that PRR has violated its orders, but has no enforcement powers beyond "the court of public opinion," so the PRR is not obligated to obey its rulings. (NYT)

Feb. 19, 1923 U.S. Supreme Court upholds ICC award of increase of 15% in division of rates received by New England railroads from lines west of the Hudson. (RyAge)

Feb. 21, 1923 PRR purchases former foundry at 49th Street & Merion Avenue in West Philadelphia from Standard Real Estate Company; buildings later become the company's main records warehouse. (MB)

Feb. 21, 1923 PRR announces record level of export grain traffic for January, 10.9 million bu. vs. 6.3 million bu. in Jan. 1922; has completed its first shipment of 230,000 bu. of grain through the Port of Norfolk; train runs

- from Buffalo to Cape Charles and then by car float. (PR, NYT)
- Feb. 23, 1923 Joint Committee on Postal Service recommends purchasing PRR air rights site behind present New York Post Office for expansion. (NYT)
- Feb. 27, 1923 VP Atterbury begins two days of meetings with representatives of the operating Brotherhoods at the West Philadelphia YMCA regarding their charges of unsafe equipment, etc.; Atterbury first berates the audience for taking the case to the U.S. Railroad Labor Board after the Joint Reviewing Committee had ruled against them, saying it is time to “throw out a few rotten apples”; also complains of anti-PRR articles in the Brotherhood magazines and anti-PRR lobbying by the Brotherhoods. (Pam)
- Feb. 27, 1923 PRR mails notices with dividend checks calling on stockholders to use their influence to oppose further regulatory legislation. (NYT)
- Feb. 28, 1923 PRR computes the total costs of defeating the Shop Crafts Strike to date as \$15.4 million, including \$6.7 million for building and operating commissaries and camps, \$2.7 million for guards, \$3 million in overtime, and \$1.4 million for bonuses to loyal employees. (PersDept)
- Feb. 28, 1923 Labor representatives reply to VP Atterbury’s charges, citing demoralization of Shop Craft workers; 20,000 men or about 30% of the shop force, including the most skilled workers, left rather than give up the unions, and 90% of those who did return sympathize with the old men; H.E. Lore, General Chairman of the firemen, calls for peace with the Shop Craft unions; Atterbury responds that of the 20,000, 9,000 have since returned without seniority; admits the PRR is having to turn away business because its locomotives are in bad shape. (Pam)
- Mar. 1, 1923 Peoria Division abolished and merged into St. Louis Division; Superintendent T.C. Herbert to Superintendent of Schuylkill Division. (MB)
- Mar. 1, 1923 R.E. McCarty appointed Assistant to VP-Central Region; Martin W. Clement appointed General Manager-Central Region, replacing McCarty; H.E. Newcomet appointed General Superintendent of Lake General Division, replacing Clement; Guy Scott to Superintendent of Cleveland & Pittsburgh Division, replacing Newcomet; O.C. Shaad to Superintendent of Akron Division, replacing Scott; J.F. Patterson to Superintendent of Eastern Division, replacing Shaad; J.H. Redding to Superintendent of Erie & Ashtabula Division, replacing Patterson; Otto Schroll to Superintendent of Wheeling Division, replacing Redding; W.C. Higginbottom to Superintendent of Panhandle Division, replacing Schroll; G.R. Barry to Superintendent of Richmond Division, replacing

- Higginbottom; W.L. Elkin to Superintendent of Philadelphia Division, replacing E.J. Cleve, reassigned for ill health; A.C. Watson to Superintendent of Conemaugh Division, replacing Elkin; T.C. Herbert to Superintendent of Schuylkill Division, replacing Watson. (MB, PR)
- Mar. 1, 1923 Future operating official Paul E. Feucht (1900-) joins PRR as a member of the engineer corps of the Louisville Division. (RyAge)
- Mar. 1, 1923 Harrison Street Interlocking placed in service at south end of Chicago Union Station. (DeRouin)
- Mar. 1, 1923 U.S. Railroad Labor Board increases pay of freight handlers and expressmen by 2 cents an hour. (RyAge)
- Mar. 1, 1923 Lehigh Valley Railroad deeds Morris Canal to the State of New Jersey, retaining the portions in Jersey City and Phillipsburg for railroad and terminal purposes. (Baird)
- Mar. 5, 1923 PRR Board creates Pennsylvania Railroad General Equipment Trust Series "A"; authorizes purchase of an additional 200 I1s 2-10-0's; authorizes additional \$60,000 for Automatic Train Stop experiments. (MB)
- Mar. 8, 1923 PRR lawyers and officials meet with U.S. Railroad Labor Board Chairman Ben W. Hooper to discuss Supreme Court verdict. (LC)
- Mar. 13, 1923 Kuhn, Loeb & Co. offers \$31.5 million 5% PRR equipment trust certificates. (NYT)
- Mar. 14, 1923 Chairman Ben W. Hooper writes to Pres. Rea urging compliance with Supreme Court decree and with Decision 218 ordering a new shop crafts election. (LC)
- Mar. 14, 1923 PRR Board proposes increasing the LIRR's rent for Penn Station to a percentage of 4½% return on investment based on the percentage of the total number of cars and locomotives using the station. (MB)
- Mar. 14, 1923 PRR signs revised agreement with Equitable Life Assurance Society of the United States for constructing office building on east side of 7th Avenue between 31st and 32nd Street. (MB)
- Mar. 14, 1923 PRR sells \$31.5 million Series "A" Equipment Trust certificates to Kuhn, Loeb & Co. (MB)
- Mar. 14, 1923 South Philadelphia Track Elevation contract modified; extends time for completion to 1928; changes location of joint line from Point Breeze

Mar. 14, 1923 Ave. to south of Penrose Avenue from 29th to 25th Street. (MB)
PRR Board subscribes \$100,000 to Sesqui-Centennial Exhibition Association, which is planning world's fair for Philadelphia in 1926. (MB)

Mar. 16, 1923 PRR to begin 3 million-gallon reservoir at Enola; water to be pumped from the Susquehanna River. (PR)

Mar. 16, 1925 Service on Indianapolis & Vincennes Branch suspended by washout near Vincennes. (NYT - check date)

Mar. 17, 1923 N.P. Good, Pres. of System Federation No. 90, writes to VP Atterbury for assurance that PRR will abide by Decision 218 and allow strikers to return with seniority. (LC)

Mar. 17, 1923 Special court in New Orleans rules that "Recapture Clause" of Transportation Act of 1920 is constitutional. (RyAge)

Mar. 19, 1923 Pres. Rea responds to Chairman Ben W. Hooper stating he wishes to consult the employee representatives before making a formal reply. (LC)

Mar. 20, 1923 Dow Jones industrials index hits recovery high of 105.38. (Wyckoff)

Mar. 21, 1923 Baldwin Locomotive Works begins deliver of 375 Class I1s 2-10-0's. (PR)

Mar. 24, 1923 Brooklyn Rapid Transit Company reorganized as Brooklyn-Manhattan Transit Corporation; holding company for subway, elevated, trolley and bus companies, including South Brooklyn Railway and track along Atlantic Avenue used by LIRR. (Moody's)

Mar. 28, 1923 PRR special committee discusses design of Heroic Service Medal. (MB)

Mar. 28, 1923 PRR contracts with Toledo Terminal Railroad for use of tracks in Toledo.

Mar. 29, 1923 Management meets with regional representatives of Employee Representation Plan on reply to Ben W. Hooper's letter of Mar. 14; they resolve that the Employee Representation Plan be continued. (LC)

Mar. 31, 1923 French occupation troops fire on rioting workers at the Krupp works at Essen. (Mercer)

Apr. 1, 1923 H.R. Leonard appointed to new position of Chief Engineer of Bridges

& Buildings on staff of Chief Engineer; Robert Farnham appointed Engineer of Bridges & Buildings, replacing Leonard; James F. Leonard also named Engineer of Bridges & Buildings, replacing J.C. Bland, retired. (PaNews)

- Apr. 1, 1923 Erection of steelwork for head house begins at Chicago Union Station.
- Apr. 2, 1923 Van Sweringens propose to PRR that Virginian Railway be jointly leased by their C&O and N&W; N&W opposes as will give C&O access to Norfolk. (Lambie, Wheeler)
- Apr. 1923 PRR abolishes dredge service in Philadelphia harbor.
- Apr. 3, 1923 LIRR Board approves new rental arrangement for Penn Station; approves retirement of ferry bridge No. 2 at Long Island City; authorizes \$4,800 and expenses to Francis Lee Stuart, Consulting Engineer for the Port Authority for his work on railroads in the port district. (MB)
- Apr. 3, 1923 LIRR Pres. Peters reports to Board that he has rejected the recent proposal of a French promoter to develop the harbor at Fort Pond Bay, Montauk, but that he and W.W. Atterbury have taken up the matter with P.A.S. Franklin of the International Mercantile Marine Company who has arranged with the heads of the other transatlantic lines to employ William H. Lyford as Consulting Engineer to examine the harbor; cost of \$37,500 to be split by LIRR and PRR. (MB)
- Apr. 3, 1923 PRR's Car Service Department Glee Club gives a 1:10 musical radio program on station WIP in Philadelphia; believed to be the first radio broadcast by a railroad musical group. (PR)
- Apr. 6, 1923 Meeting of all 775 local shop craft representatives of Employee Representation Plan held at PRR YMCA in West Philadelphia; W.W. Atterbury offers them the choice of simply ratifying the regional meeting, of calling for a referendum to choose between Employee Representation Plan or System Federation No. 90, or of a referendum simply asking if present system is satisfactory; delegates chose first proposal (which ensures that they stay in power) and unanimously endorse the regional meeting; however, they also pass resolution that employees should have the choice to accept or refuse piecework, with no discrimination against those that refuse. (LC, NYT)
- Apr. 10, 1923 At annual meeting, Pres. Rea calls on stockholders to lobby against further regulation; stockholder David Burnstein (sic) suggests that all stockholders and employees wear a campaign button opposing restrictive regulation. (NYT, MB)

- Apr. 10, 1923 PRR announces new record for freight cars handled in first quarter of 1923: 1,980,713 vs. 1,674,485 in 1922 and 1,793,522 in 1920. (NYT)
- Apr. 11, 1923 VP-Northwestern Region John Gilmour Rodgers (1862-1923) drops dead while playing golf at Camden, S.C., after 41 years of service. (PR)
- Apr. 16, 1923 PRR appoints Edward Tait Whiter (1864-1947) VP-Northwestern Region, replacing John G. Rogers, deceased. (PR)
- Apr. 16, 1923 Work resumed at Mosier Yard. (CE)
- Apr. 17, 1923 PRR, Public Service Corporation and Newark City officials confer on plan to extend Hudson & Manhattan Tubes from Park Place to an underground station under the apex of Military Park with direct connection to Public Service Terminal; also for a new PRR station and completing third and fourth tracks through Newark. (NYT)
- Apr. 20, 1923 PRR, B&O and other railroads sue to set aside ICC order giving NYC right to buy Chicago River & Indiana Railroad and to lease the Chicago Junction Railway, which controls access to the Chicago Union Stock Yards. (NYT)
- Apr. 20, 1923 PRR to begin improvements to enlarge Mingo Jct. Yard, adding 5 tracks in the eastbound receiving yard, 5 tracks in the eastbound classification yard, 8 tracks in the industrial yard, and 5 tracks in the eastbound repair yard, for a total addition of 1,360 cars, to handle increased coal shipments from the Pocahontas District. (PR)
- Apr. 23, 1923 PRR announces wage increases from 1½ cents to 3½ cents per hour. (NYT)
- Apr. 23, 1923 PB&W Board authorizes building 6 tracks with island platforms between Marcus Hook and Thurlow; two tracks and car barn for Smyrna Branch at Clayton; authorizes abandoning the Brandywine Summit Branch, Back River passenger station, and the siding leading to the government reservation at Lewes, Del. (MB)
- Apr. 25, 1923 ICC begins hearings on economy and efficiency of railroad management. (RyAge)
- Apr. 24, 1923 Monroe, Jackson and Van Buren Street viaducts opened across Chicago Union Station site. (DeRouin)
- Apr. 25, 1923 PRR Board creates Pennsylvania Railroad Employees Provident & Loan Association, with VP in Charge of Personnel as President of P&LA and

- Secretary of Voluntary Relief Dept. as Secretary; in addition to savings and loans, employees can buy increased pension coverage or PRR stock; supersedes Employes' Saving Fund. (MB)
- Apr. 27, 1923 Pres. Rea makes a formal response to Chairman Ben W. Hooper, informing him of results of meetings and noting that conditions have changed since Decision 218 was issued in 1921; says the employees have repudiated System Federation No. 9, and management has no choice but to follow the wishes of its employees. (PR)
- Apr. 27, 1923 U.S. Railroad Labor Board Chairman Ben W. Hooper announces it will publish its decision citing PRR for failure to hold new Shop Crafts election. (NYT)
- Apr. 29, 1923 NYC cuts running time of New York-Detroit-Chicago *Wolverine* to 22:00. (Guide)
- Apr. 29, 1923 *Piedmont Limited* inaugurated between New York and New Orleans on Southern/L&N route via Atlanta and Montgomery, superseding the *Atlanta Special*; Howard E. Rondthaler, Pres. of Salem College at Winston-Salem, N.C., wins \$200 prize for naming the train. (Guide)
- Apr. 29, 1923 PRR withdraws all passenger service between Lewistown, N.J., and Camp Dix and joint operation contract cancelled, leaving local service provided by Union Transportation Company; PRR Camden locals cut back to Pemberton. (Brinckmann)
- Apr. 30, 1923 James Jewett Turner (1853-1928), VP in Charge of Corporate Work for Western Lines and VP and director of Pennsylvania Company and PCC&StL, retires at age 70 after 53 years of service and office abolished. (MB)
- Apr. 30, 1923 Retired VP W. Hayward Myers (1856-1923) dies of heart disease while on vacation in Redlands, Calif. (PR)
- Apr. 30, 1923 Acting on advice of their counsel, Donald R. Richberg (1881-1960), the AFL Railway Employes Dept. and the internationals of the striking shop craft unions direct their attorneys to withdraw from representing them in court proceedings; say 223 railroads have settled under the "Baltimore Agreements" and only 67 remain struck; they also believe that the Supreme Court decision of Feb. 19 that the decisions of the U.S. Railroad Labor Board are not legally binding means that the strike is not illegal; in fact, the unions lack the money to continue the contest. (Flynn, Davis)
- May 1, 1923 Hearings begin in U.S. District Court in Chicago on Attorney-General

- Daugherty's move to make federal injunction against the Shop Crafts strikers permanent; AFL Shop Crafts leaders abandon their case. (RyAge, Flynn)
- May 1, 1923 Title of A.J. County changed from VP in Charge of Accounting to VP in Charge of Accounting & Corporate Work. (MB)
- May 1, 1923 General Superintendent of Telegraph George A. Cellar retires; R.C. Morse to General Superintendent of Transportation-Northwestern Region; H.H. Garrigues to Superintendent of Philadelphia Terminal Division, replacing Morse; D.Y. Geddes to Superintendent of Atlantic & Camden Terminal Divisions and West Jersey & Seashore Railroad, replacing Garrigues; F.W. Hankins promoted from Assistant Chief of Motive Power-Locomotive to General Superintendent of Motive Power-Central Region, replacing H.H. Maxfield transferred to Superintendent of Motive Power-Southern General Division, replacing A.C. Davis transferred to Assistant Chief of Motive Power-Locomotive. (PR)
- May 1, 1923 PRR grants 3 cent wage increases to shop crafts, miscellaneous forces, etc.
- May 1, 1923 Virginian Railway awards contract for electrifying main line between Roanoke, Va., and Mullins, W.Va. (RyAge)
- May 2, 1923 Hearing on plea of Attorney-General Daugherty to make 1922 injunction against shopmen permanent opens at Chicago. (RyAge)
- May 2, 1923 LIRR Board authorizes new station at Island Park; approves recent purchase and reconditioning of ferry boat *Pennsylvania*. (MB)
- May 4, 1923 A solid train of 3,000 washing machines leaves Chicago for Pitcairn and Harrisburg, whence they will be distributed to eastern dealers. (PR)
- May 4, 1923 Heavy purchases drive price of Pittsburgh & West Virginia Railway up to 44½; identity of buyers unknown. (NYT)
- May 6, 1923 Through Washington cars on *Broadway Limited* expanded to a separate train called the *Washington Broadway Limited* to meet competition of B&O's *Capitol Limited*; was to have been called *The Washingtonian*; runs through to Chicago in 19:00 with same equipment and amenities as *Broadway Limited*. (Guide, PR)
- May 7, 1923 Maryland, Delaware & Virginia Railway Company sold at foreclosure at Love Point in three lots; the railroad and Love Point steamboat *Lancaster* to E.B. Leaf Company, a scrap dealer; and steamboats

Northumberland, Three Rivers, Middlesex, Potomac, Calvert and Ann Arundel and docks of Potomac and Rappahannock Lines to William B. Skelton of Lewistown, Maine; Chester & Patuxent River Lines and steamboats *B.S. Ford, Corsica* and *Westmoreland* to Noel W. Smith of PRR to be liquidated. (AJC, Burgess)

- May 7, 1923 Shamokin Valley & Pottsville Railroad Board approves extending the Lancaster Branch 1.21 miles to the Colonial Colliery and a new coaling facility at Shamokin. (MB)
- May 9, 1923 PRR Board appropriates \$606,000 for a new low-grade cutoff from 0.2 miles west of Radebaugh to 0.7 miles west of Derry (aka the Derry-Donohoe low grade line); appropriates \$1 million to complete Spruce Street passenger engine terminal at Columbus, Ohio. (MB)
- May 9, 1923 PRR Road Committee defers action on the suggestion voiced at the annual meeting that all stockholders and employees wear campaign buttons opposing excessive regulation of the railroads. (MB)
- May 9, 1923 PRR signs agreement for consolidated ticket office at 57 Chambers Street in lower Manhattan. (MB)
- May 11, 1923 PRR adopts new regulations on piecework for shops in response to workers' complaints. (LC)
- May 11, 1923 West Jersey & Seashore Railroad leases the use of its piers at Longport and Ocean City to A.W. Wheaton, et al., for the use of their launch service during the summer season. (MB)
- May 11, 1923 E.F. Grable appointed to U.S. Railroad Labor Board, replacing Albert Phillips; Frank McManamy appointed to ICC, replacing W.M. Daniels, resigned. (RyAge)
- May 13, 1923 B&O inaugurates *Capitol Limited* as its first all-first class train between New York, Washington, and Chicago to match competition of *The Washington Broadway Limited*; also runs Washington-Chicago in 19:00; eventually gives B&O dominance in Baltimore/ Washington to Chicago passenger market. (Guide, Stegmaier)
- May 14, 1923 Montauk Steamboat Company, Ltd. resumes Sag Harbor-New London service for year; this year does not stop at Shelter Island. (Guide)
- May 15, 1923 Farm organizations urge immediate reduction in rates on farm products. (RyAge)
- May 15, 1923 First Boardwalk dedicated at Coney Island. (Cudahy)

May 16, 1923 ICC begins hearings on railroad consolidation; in Tentative Plan, NYC is System No. 1; PRR is System No. 2; calls for NYC to receive Central Indiana Railway, Pittsburgh, Chartiers & Youghiogheny, Monongahela Railway, and Cherry Tree & Dixonville; PRR to lose N&W. (Wheeler)

May 16, 1923 PRR begins carload freight service to Detroit. (PR)

May 16, 1923 George J. Gould (-1923) dies in Mentone, France. (RyAge)

May 17, 1923 Montgomery Bus Company, Inc., incorporated in Pa. in interest of Philadelphia Rapid Transit Company to operate bus lines on Lancaster Avenue from 63rd Street to Strafford with branches from Ardmore to Gladwyne and Rosemont to Garrett Hill. (MB, SEPTA)

May 1923 Wreck Lead, N.Y., station on Long Beach Branch of LIRR renamed Island Park. (Guide)

May 1923 Economic expansion peaks; year-long contraction begins. (NBER)

May 19, 1923 VP W.W. Atterbury sails for Europe on the White Star Liner *Olympic*. (NYT)

May 20, 1923 PRR makes public a reply from Pres. Rea to U.S. Railroad Labor Board declining to be represented at hearing in Chicago on May 21 on complaint of Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees on grounds they do not represent PRR employees. (NYT)

May 21, 1923 U.S. Railroad Labor Board Chairman Ben W. Hooper calls on Pres. Rea to appear before it on May 28 in hearing clerk's' case. (NYT)

May 21, 1923 PRR announces raise of 2 cents per hour for shopmen and 3 cents in Chicago area because of higher cost of living. (NYT)

May 22, 1923 Pres. Rea agrees to appear before U.S. Railroad Labor Board without formal subpoena. (NYT)

May 22, 1923 U.S. District Court approves third modified Reading Company segregation plan; calls for Reading Company to sell Coal & Iron Company stock, merge Philadelphia & Reading Railway and 11 other subsidiaries and become an operating railroad company.

May 22, 1923 Arguments in Atlantic Port Differential Case begins before ICC. (PR)

- May 23, 1923 PRR special committee approves design of Heroic Service Medal, removing the skeletal figure representing the threat of death. (MB)
- May 23, 1923 Ben W. Hooper reelected Chairman of U.S. Railroad Labor Board. (RyAge)
- May 25, 1923 Two-day National Conference on Valuation of American Railroads convenes in Chicago at call of Sen. La Follette. (RyAge)
- May 27, 1923 PRR makes public announcement of creation of Pennsylvania Railroad Employes Provident & Loan Association, to go into effect on July 1; will offer building loans, personal loans, and permit employees to buy PRR stock on the installment plan. (NYT)
- May 28, 1923 Pres. Rea, in hearing before U.S. Railroad Labor Board, refuses to back down and allow the names of the Brotherhood of Railway & Steamship Clerks, Freight Handlers & Express & Station Employes on the ballot; claims Labor Board is merely advisory and an arbitrator of wages and working conditions and has no power to dictate railroad policy; says the Board subverts the real purpose of the Transportation Act of 1920, which is to secure industrial peace. (PR, NYT)
- May 28, 1923 Columbus Belt Railway incorporated to build belt railway around Columbus according to proposal of John E. Bleekman, a civil engineer of New York. (CE)
- May 29, 1923 Scotts Run Railway incorporated in W.Va. in interest of Monongahela Railway to build from Morgantown to Wheeling; to acquire foreclosed properties of Monongahela & Ohio Railroad and Morgantown & Wheeling Railway. (Church, Cards)
- May 30, 1923 PRR announces it will build a large dam and reservoir in the Tipton Valley east of Altoona to supply the shops and yards. (PR)
- May 31, 1923 34th Street Board of Trade holds meeting to seek a new zoning amendment to protect area around Penn Station for high-grade retail stores and similar uses. (NYT)
- June 1, 1923 PRR begins four-day movement to the Shriners' Convention in Washington, D.C., from points all over the system using a total of 150 sleeping cars and 26 dining cars. (PR)
- June 1, 1923 Hyperinflation begins in Germany because of inability to pay war reparations; mark drops 50% against the dollar over next three weeks.
- June 2, 1923 New York State passes Kaufman Act outlawing use of steam

- locomotives within New York City limits by Jan. 1, 1926. (RyA)
- June 3, 1923 VP W.W. Atterbury and Pres. Edward W. Beatty of the Canadian Pacific Railway arrive in Vienna to examine the post-war rehabilitation of Central and Eastern European railroads and industries. (NYT)
- June 3, 1923 Eastbound *Manhattan Limited* operates in six sections because of the Shriners' Convention. (PR)
- June 4, 1923 Antitrust decree of 1914 modified to permit New Haven to regain direct control of Boston Railroad Holding Company, which controls the Boston & Maine Railroad; stock returned to New Haven by trustees. (Splawn, AR, Moodys)
- June 5, 1923 *The Northland* resumes semi-weekly summer service to Michigan resort points with all-steel equipment; for the first time (?) carries through cars from Chicago via Michigan Central Railroad to Grand Rapids, Harbor Springs and Mackinaw City; goes to full schedule on June 24. (PR)
- June 6, 1923 LIRR Board grants Pres. Ralph Peters four months' leave for health. (MB)
- June 6, 1923 Rebuilt ferry *Cincinnati* placed in service on Debrosses Street at New York; reduced to single deck for motor vehicles only. (HC)
- June 6, 1923 Tuckerton Railroad surrenders lease of Barnegat Railroad at midnight and passenger service makes last run between Barnegat City Jct. (Surf City) and Barnegat City on Long Beach Island, N.J. (Brinckmann)
- June 8, 1923 In its decision in the Ohio-Michigan Coal Cases on protest of northern coal operators, ICC increases differential from Inner Crescent on all-rail route to western points from 40 to 50 cents and from Outer Crescent from 60 to 75 cents; done by cutting Ohio rates by 10 cents and raising Outer Crescent rates 5 cents; Commission rejects Ohio operators' plea for percentage rather than fixed differentials; these differentials remain in place into 1950s. (ICC, Lambie)
- June 11, 1923 Fire begins under tracks of Broad Street Station shortly before 1:00 AM; spreads and destroys train shed as well as large quantity of the company's older records stored underneath tracks; about 30 trains are in the shed at the time, and most are pulled to safety; around 3:00 AM, a locomotive and two cars crash through the weakened floor of the shed; total of eight coaches, three MU cars and three locomotives damaged; fire is brought under control about noon but continues to burn for over two days; trains are turned at North Philadelphia, West Philadelphia

and the West Philadelphia Produce Yard; beginning before daylight, while the fire is still at its peak, temporary wooden platforms and stairs are built one block west of the train shed; Paoli and Chestnut Hill trains resume using the temporary platforms at 6:00 PM. (Meeting an Emergency, CE, NYT)

- June 12, 1923 PRR signs final settlement for period of federal operation; pays government \$90 million for improvements made by USRA, over and above sums claimed by PRR for under-maintenance, etc. (MB, NYT - Pa Co MB implies govt pd PRR \$90 million, of which \$800,000 goes to PaCo)
- June 12, 1923 U.S. Railroad Labor Board issues decision stating that PRR has violated Decision 218 and thus denied its employees fundamental rights under the Transportation Act. (LC)
- June 12, 1923 ICC establishes Signal & Train Control Section. (RyAge)
- June 13, 1923 At Broad Street Station, first platform is rebuilt from the Concourse gates through the ruined train shed to the temporary platforms outside the shed, permitting passenger to resume using the head house; all MU suburban trains now operated from the outer end of the train shed. (MtngEmrgncy)
- June 13, 1923 New eastbound hump opens at Morrisville Yard. (CE)
- June 13, 1923 Board authorizes installation of automatic block signals between Point Isabella and Undercliff Yard on Cincinnati Division. (MB)
- June 13, 1923 Baltimore & Eastern Railroad incorporated as PRR subsidiary for purpose of operating viable portions of Maryland, Delaware & Virginia Railway, Love Point to West Denton. (filed 7/15)
- June 14, 1923 At Broad Street Station, two tracks are restored through the train shed to the Concourse gates. (MtngEmrgncy)
- June 1923 PRR advertises choice of four \$1.00 combination platters for lunch and dinner in dining cars, as well as usual a la carte meals. (NYT)
- June 1923 PRR proposes to continue operating Claiborne-Easton, Queenstown-Centreville and Queenstown-West Denton passenger service through Dec. 31 on trial basis. (AJC)
- June 1923 Juniata Shops outshops first Class G5s 4-6-0 No. 987 (c/n 3769); designed by Mechanical Engineer William F. Kiesel using the boiler used on the H8, H9 and H10 2-8-0's and the E6s 4-4-2's; the most

powerful U.S. Ten Wheeler and the last design built by a major railroad; a total of 90 are built for the PRR and 31 for the LIRR; used primarily on suburban trains, especially out of Pittsburgh. (Trains)

- June 16, 1923 Atlantic City and Cape May Bridge trains resume running to Broad Street Station for the first time after the fire. (PR)
- June 17, 1923 70% of normal 530 trains have been restored to Broad Street Station, and all 16 tracks rebuilt, however, 6 tracks are needed for cars and machinery used to remove the skeleton of the train shed; completion is marked by a "last spike" ceremony at the head of Track 9; train shed replaced by wooden umbrella platforms. (MtngEmrgncy, CE)
- June 17, 1923 U.S. Railroad Labor Board issues public rebuke of PRR for its labor policy of refusing to deal with AFL unions, calling it "unfair, unjust and inconsistent," and for failing to comply with Decision 218, even after U.S. Supreme Court upheld the Labor Board's right to issue it. (NYT)
- June 17, 1923 PRR violates a second U.S. Railroad Labor Board order by refusing to recognize the Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees. (NYT)
- June 17, 1923 PRR inaugurates Chicago-Atlantic City drawing room/compartment sleepers on *The Pennsylvania Limited*.
- June 18, 1923 PRR restores Philadelphia sleeping cars from Boston, Providence and New York on *The New England Express* No. 178 and *The Quaker City Express*. (PR)
- June 18, 1923 ICC grants application of NKP to acquire Toledo, St. Louis & Western Rail__ ("Clover Leaf"). (RyAge)
- June 1923 Four-track system completed between Etna (30th Street) and Sharpsburg on Conemaugh (?) Division. (CE)
- June 20, 1923 PRR sues City of Pittsburgh for \$1.5 million damages from Bigelow Boulevard landslides in 1920-21. (RyAge)
- June 20, 1923 ICC begins hearings on Pullman surcharge. (RyAge)
- June 22, 1923 Pres. Rea testifies in favor of consolidations at ICC hearing in Philadelphia, but demands that weak roads be abandoned or have their capitals reduced before merger or else government should compensate strong roads for taking on their burdens. (NYT)

- June 22, 1923 First 50 of 200 college students from Purdue, Penn State, and other technical schools arrive in Olean to take place of shopmen who have been on strike since July 1, 1922; PRR had recruited students through radio advertising. (NYT)
- June 22, 1923 In speech at Kansas City, Pres. Harding pushes railroad consolidation and indicates he will ask Congress for a bill to make consolidation mandatory; chides PRR without mentioning it by name for failing to heed rulings of U.S. Railroad Labor Board. (NYT)
- June 22, 1923 ICC approves consolidation of NKP and Toledo, St. Louis & Western Rail__("Clover Leaf"). (RyAge)
- June 23, 1923 Pres. Rea responds to Pres. Harding's message on consolidation by advocating voluntary consolidation as opposed to make everything wait on central planning by ICC. (NYT)
- June 23, 1923 Pres. Rea writes a public letter to William R. Tucker, Secretary of the Philadelphia Board of Trade, outlining plans for what will become the Philadelphia Improvements; notes they cannot be begun now because of high prices, labor shortages and a low return on investment. (PR)
- June 24, 1923 Shop crafts and miscellaneous forces on Northwestern Region complete elections for Employe Representation Plan. (NYT)
- June 24, 1923 Maryland, Delaware & Virginia Railway operates last passenger service between Greenwood, Md., and Lewes, Del.; substitutes mixed train three times a week. (AJC)
- June 24, 1923 Reading restores every-hour-on-the-hour service between New York and Philadelphia between hours of 6:00 AM and 6:00 PM for first time since World War I cuts. (Guide)
- June 25, 19233 Removal of the skeleton of the Broad Street Station train shed begins. (PR)
- June 27, 1923 At board meeting, Pres. Rea raises question of rebuilding Broad Street Station; notes increasing congestion in city will probably require building a main station at 30th Street in West Philadelphia with an underground electrified terminal for suburban trains at 16th Street. (MB)
- June 27, 1923 PRR leases Pennsylvania-Detroit Railroad, retroactive to Jan. 1, 1923. (Church)
- June 27, 1923 U.S. Railroad Labor Board issues second rebuke of PRR for ignoring

- its orders in the Clerks' case. (NYT)
- June 27, 1923 U.S. Circuit Court at Chicago upholds NYC's sole possession of Chicago River & Indiana Railroad and Chicago Junction Railway serving the Union Stock Yards, dismissing objections of other railroads, including PRR. (NYT)
- June 28, 1923 Pres. Rea issues open letter to employees regarding the U.S. Railroad Labor Board's "misleading and unwarranted" statements about the PRR Employee Representation Plan and defending plan; says PRR obeys "valid laws." (LC, NYT)
- June 28, 1923 Basil M. Manly, Director of the Peoples Legislative Service, a Progressive organization allied with Sen. Robert La Follette, sends a telegram to Pres. Harding calling on him to declare a federal boycott of the PRR until it obeys the U.S. Railroad Labor Board rulings. (NYT)
- June 30, 1923 Maryland Division trains from Perryville, Wilmington, Lamokin and Baldwin restored to Broad Street Station. (PR)
- June 30, 1923 Fort Wayne Union Railway begins construction.
- July 1, 1923 Pennsylvania Railroad Employees' Provident and Loan Association organized as a mutual savings and loan association open to all PRR employees and officers; to replace Employees Saving Fund; pays 4% interest; members may also buy increased pensions and PRR securities on installment plan. (MB, NYT)
- July 1, 1923 Board drops separate Comptroller at Pittsburgh with integration of former Lines West offices; Comptroller James W. Orr named Assistant Comptroller. (MB)
- July 1, 1923 Ralph Peters, Jr., named Superintendent of the LIRR, replacing William E. Canning. (PR)
- July 1, 1923 VP in Charge of Personnel George L. Peck announces program of Heroic Service Medals for acts of heroism, following suggestion of Henry M. Crossman, a machinist at the Ebenezer Shops near Buffalo; medal is 2-3/4" dia. with K4s on face with quotation from Livy "All Honor Attend You in Your Valor"; has keystone and laurel wreath on back; keystone contains facsimile of the PRR corporate seal and recipients name; first medals awarded in ceremony on May 28, 1924. (PaNews)
- July 1, 1923 Southwestern Region edition of *Pennsylvania News* first published. (PaNews)

- July 1, 1923 Storrow Committee makes report to New England governors meeting at Poland Springs, Me.; calls for consolidation and rehabilitation of New Haven and Boston & Maine into a single system, leaving Boston & Albany, Central Vermont, Grand Trunk and Canadian Pacific unchanged. (RyAge)
- July 1, 1923 Clover Leaf and Toledo, St. Louis & Western (same thing) merged into Nickel Plate.
- July 2, 1923 Baltimore, Chesapeake & Atlantic Railway Board authorizes purchasing all the stock of the new Baltimore & Eastern Railroad and operating it under lease. (MB)
- July 4, 1923 VP W.W. Atterbury leaves Southampton on the White Star Liner *Majestic* after his tour of Central and Eastern Europe. (NYT)
- July 5, 1923 PRR announces setting a new record for movement of freight cars in May 1923. (NYT)
- July 5, 1923 Scotts Run Railway organized. (Church)
- July 6, 1923 Scotts Run Railway purchases property of Morgantown & Wheeling Railway, including stock of Monongahela & Ohio Railroad at foreclosure sale; property consists of railroad from Randall, W.Va., to Brave, Pa. (Church)
- July 7, 1923 West Jersey & Seashore Railroad agrees with the City of Atlantic City to remove one track from Georgia Avenue. (MB)
- July 7, 1923 Monongahela Railway leases Scotts Run Railway (Randall-Blacksville) and Monongahela & Ohio Railroad (Blacksville-Brave); lease not approved by ICC until Jan. 6, 1925. (Church)
- July 9, 1923 First use of PRR over-the-road trucks to replace local freight trains between Pittsburgh and Rochester, Pa. (by Scott Bros.??)
- July 9, 1923 U.S. Coal Commission presents report on anthracite industry calling for government regulation but makes no hard recommendations on the wage issue. (RyAge, AnthBurInfo)
- July 9, 1923 ICC reopens investigation of anthracite rates. (RyAge)
- July 1923 Cleveland entrepreneur brothers Frank E. Taplin (1875-1938) and Charles F. Taplin (1879-1964) and two representatives of W.A. Harriman & Co., who have purchased 25,000 shares of Pittsburgh &

West Virginia Railway common and 7,500 shares preferred from the Metropolitan Life Insurance Company, elected to P&WV Board. (RyAge)

- July 11, 1923 Three-speed continuous train control with cab signals placed in service between Lewistown and Sunbury on Northern Central as experiment and use of block signals and train orders discontinued; first such installation in U.S.; installed by Union Switch & Signal Company; 12 locomotives equipped. (US&S, RyAge)
- July 12, 1923 Judge James H. Wilkerson of the U.S. District Court at Chicago issues final decree making the federal injunction against the striking Shop Crafts permanent; 67 railroads, including the PRR, have refused to settle, and on these lines the strike is lost and the six shop craft unions destroyed; on the PRR, the bitterness between those who did not strike or were hired as strikebreakers and those who had to return with loss of seniority lasts for many years. (NYT, Flynn)
- July 14, 1923 Local committee of 100 publishes a report calling for service improvements on LIRR for commuters; urge that LIRR be made an operating division of PRR; assigning more electric locomotives to haul steam trains between Penn Station and Jamaica to reduce or eliminate change at Jamaica; run trains from eastern points non-stop west of Jamaica; limit smoking cars to that service and ban smoking in stations; put mail and express on separate trains. (NYT)
- July 14, 1923 Last run of PRR mixed train service between Lewes and Greenwood, Del. (AJC)
- July 15, 1923 PRR employment for 1923 peaks at 250,112; reductions in shop forces follow as shops get caught up on repairs delayed by strike. (NYT)
- July 15, 1923 Baltimore & Eastern Railroad incorporated in Md. to operate viable portions of Maryland, Delaware & Virginia Railway between Love Point and West Denton, plus Centreville Branch. (MB, ICC)
- July 1923 In first six months of 1923, PRR's Employee Representation Plan hears 3,066 grievances, of which 223 are appealed to the General Manager and 84 to the Joint Reviewing Committee, with the rest being settled at the division level. (RyAge)
- July 16, 1923 Speaking to Long Island Press Association, VP George LeBoutillier promises that PRR will make \$84 million in improvements on LIRR over next 10 years; takes aim at Sen. La Follette and the Valuation Act of 1913, which forced railroads to spend \$63 million and government \$22 million, "merely to satisfy one man's whim and prove a fallacious

- theory." (NYT)
- July 16, 1923 Lewes & Love Point RPO cut to Greenwood & Love Point RPO. (Kay)
- July 17, 1923 Van Sweringens, N&W and PRR sign an agreement whereby none is to try to acquire direct or indirect control of the Virginian Railway before Jan. 1, 1924. (Lambie)
- July 1923 PRR first begins advertising itself as "The Broad Way to and from the West"; however, the train name is still *Broadway Limited*, except in Philadelphia Division timetables. (Guide)
- July 18, 1923 Baltimore & Virginia Steamboat Company incorporated to conduct the Potomac River Line, Rappahannock River Line and Rappahannock-Norfolk Line formerly operated by Maryland, Delaware & Virginia Railway. (MB)
- July 20, 1923 Rail franchises and property of Maryland, Delaware & Virginia Railway conveyed by Girard Trust, trustees, by deed to E.B. Leaf Company for \$225,000. (AJC)
- July 22, 1923 On a Sunday evening between 4 and 10 PM, PRR's Camden ferries carry 18,000 cars; at midnight, 10,000 cars backed up, and streets closed to give preference to produce trucks; cars face 3 hour wait, although boats run on two minute headway. (RyAge)
- July 25, 1923 Enola Steel Freight Car Shop turns out first car. (PR, PaNews)
- July 1923 Mutual Beneficial Association holds first system-wide picnic. (Mutual)
- July 27, 1923 State of Maryland appoints Eastern Shore Railroad Commission to study service between Baltimore and the Eastern Shore. (AJC)
- July 27, 1923 PRR announces plans for combining parts of the BC&A and MD&V to create a single line running from Love Point to Ocean City via Queen Anne and Easton; will keep service between Queenstown and Centreville, Claiborne and Easton, and Queen Anne-West Denton through Dec. 31, 1923; will abandon the Baltimore-Claiborne ferry and the Chester River Line of steamboats; wants Maryland to end subsidy of the Bay Shore-Queenstown auto ferry and a subsidy for the Love Point ferry. (PR, Burgess)
- July 27, 1923 Anthracite coal operators reject UMW demands for 20% increase, 8-hour day for all employees, closed shop and check-off of union dues. (AnthBurInfo)

July 31, 1923 William E. Canning (1867-1923), Superintendent of LIRR, dies after 43 years service. (RyAge)

July 31, 1923 Michigan State Highway Dept. begins operating vehicular ferries across the Straits of Mackinac.

Aug. 1, 1923 PRR announces favorable results of automatic train control tests on Lewistown Branch. (PR, NYT)

Aug. 2, 1923 Ralph Peters, Jr. (1887-1957), named Superintendent of LIRR. (AR)

Aug. 2, 1923 United States Steel Corporation abolishes 12-hour, 7-day week in favor of 8-hour day under pressure from Pres, Harding.

Aug. 2, 1923 Pres. Warren G. Harding (1865-1923) dies of an embolism in San Francisco while returning from a trip to Alaska. (EAH)

Aug. 3, 1923 PRR orders all flags flow at half-staff for 30 days in mourning for Pres. Harding. (PR)

Aug. 3, 1923 Pres. Harding's touring train, converted to a funeral train, leaves San Francisco for Washington via SP-UP-C&NW-B&O routing. (Withers)

Aug. 3, 1923 VP Calvin Coolidge (1872-1933), vacationing in rural Vermont, is sworn in as Pres. in early morning; arrives in Washington at 9:10 PM on special five-car PRR train from New York, having made run in 4:28. (NYT)

Aug. 4, 1923 AFL Railway Employees Dept. calls off Shop Crafts Strike on Southern Pacific system. (Davis)

Aug. 5, 1923 New record for southern New Jersey beach excursion trains, excluding regular trains; 23,564 passengers, of which 13,099 are to Atlantic City; total of 333 cars in 30 trains, of which 15 run to Atlantic City. (PR)

Aug. 7, 1923 Pres. Harding's funeral train arrives in Washington over B&O for lying-in-state at the Capitol. (Withers)

Aug. 8, 1923 Pres. Harding's funeral train leaves Washington at 6:05 PM via PRR to Mansfield, Ohio, and Erie to Marion; large crowds along right of way result in reduced speed; General Passenger Agent-Eastern Region Oliver T. Boyd is son of George W. Boyd, who arranged McKinley's train. (Withers, NYT)

Aug. 9, 1923 Pres. Harding's funeral train arrives at Marion, Ohio, at 12:40 PM. (NYT)

- Aug. 13, 1923 Attorney-General Daugherty announces government will not appeal ruling that allows Southern Pacific Company to retain control of Central Pacific Rail__ to Supreme Court, signaling an end to antitrust prosecutions. (RyAge)
- Aug. 15, 1923 U.S. Coal Commission attempts to mediate a new anthracite settlement before existing UMW contract expires at end of month; not successful. (AnthBurInfo)
- Aug. 1923 Penbryn, Pa. station on Elmira Branch renamed Leolyn. (Guide)
- Aug. 1923 Maryland Commission accepts PRR's plan for consolidating service to the Eastern Shore but denies a state subsidy for the Baltimore-Love Point ferry. (Burgess)
- Aug. 20, 1923 Eastern Shore Railroad Commission reports; considers car float ferry between Canton and Love Point. (AJC)
- Aug. 27, 1923 Public hearing held on North River Bridge Company's request for War Dept. approval for its proposed bridge at 57th Street. (NYT)
- Aug. 27, 1923 Attorney-General Daugherty announces government will not appeal District Court ruling on Reading antitrust case, letting latest segregation plan stand. (RyAge)
- Aug. 29, 1923 Gov. Pinchot presents his terms for settling threatened anthracite coal strike: 10% wage increase, 8-hour day, and recognition of the UMW; would add 60 cents per ton to cost of coal, all of which is to be absorbed by operators, railroads and coal dealers. (NYT)
- Sep. 1, 1923 Anthracite coal strike begins. (Dubofsky)
- Sep. 1, 1923 Third annual Northwestern Region track and field meet held at Grand Rapids. (PR)
- Sep. 3, 1923 Atlantic City experiences record Labor Day weekend crowds; PRR carries 200,000 and Reading 165,000; returning, PRR trains leave every 15 minutes and Reading every 20 minutes. (NYT)
- Sep. 5, 1923 N.Y. Transit Commission holds hearings on PT&T application to increase LIRR's rent for use of Penn Station and tunnels from about \$200,000 to \$1.8 million, based on increasing use of facilities. (NYT)
- Sep. 6, 1923 Cars of Atlas smokeless powder catch fire while entering South Amboy Yard on trestle over road and NY&LB main; although smokeless

powder does not explode, it burns fiercely and creates a pressure wave if in a confined space; two separate bursts occur while cars are on the trestle being towed into the yard, raining flaming boxes like incendiary bombs on the surrounding area, particularly on cars stopped on the street to watch the fire; many motorists burned severely and at least one killed; southbound NY&LB passenger train is engulfed in explosions, but while passengers flee in panic, none are seriously injured. (NYT)

- Sep. 8, 1923 Anthracite coal strike settled through mediation of Gov. Pinchot; UMW gains 10% increase and 8-hour day, but not closed shop; however, most increased costs are passed on to consumer; price of coal soon rises, and Pinchot loses political capital as a result. (AnthBurInfo, Dubofsky, PMH&B 93)
- Sep. 9, 1923 Through sleeping car inaugurated between New York and Columbus, Ga. via Seaboard, Atlanta & West Point and Central of Georgia. (Guide)
- Sep. 10, 1923 West Jersey & Seashore Railroad Board authorizes the purchase of two P54 coaches for conversion to MP54D MU cars; remodeling single-end Atlantic City cars for double-end operation. (MB)
- Sep. 10, 1923 Baltimore, Chesapeake & Atlantic Railway Board authorizes the sale of the steamboat *Choptank* for scrap. (MB)
- Sep. 1923 PRR wins grand prize for its two floats in the Atlantic City National Beauty Tournament Parade (later the Miss America Pageant); the first features a map of the PRR system showing all lines leading to Atlantic City with a model railroad controlled by automatic signals around the base; the second features an E6 and P70 coach emerging from a rotating world globe. (Guide)
- Sep.? 1923 Concerned over declining market share, coal operators of Ohio, Pennsylvania and northern West Virginia petition ICC to increase Lake Cargo differentials established in 1917; case decided in 1925. (Lambie)
- Sep. 12, 1923 Pennsylvania Company authorizes foreclosing the First mortgage of the Lorain, Ashland & Southern Railroad, in default since Oct. 1, 1913. (MB)
- Sep. 13, 1923 PRR Board votes \$10,000 for relief from the great Kanto Earthquake which has leveled large parts of Tokyo. (PR)
- Sep. 13, 1923 PRR runs special package trip from Chicago to New York for the Jack Dempsey-Luis Firpo heavyweight championship fight in New York; leaves Chicago at 10:30 AM as a section of *The Manhattan Limited*

with entertainment on the train; spend Friday and Saturday in New York with a side trip to Atlantic City on Sunday, returning to Chicago at 9:30 AM Monday; cost \$150-175. (PR)

- Sep. 14, 1923 West Jersey & Seashore Railroad Board authorizes the purchase of a gasoline railcar for the Maurice River Branch; additional money for an extension from Wildwood Crest to Two Mile Beach with a storage yard at Turtle Gut Inlet. (MB)
- Sep. 14, 1923 Jack Dempsey defeats Argentine Luis Angel Firpo in two rounds at the Polo Grounds to retain his heavyweight title, although a one point Firpo knocks Dempsey out of the ring into the audience. (Trager)
- Sep. 14, 1923 PRR announces that in first eight months of 1923 it has handled a record 5,956,046 freight cars, vs. 4,907,704 in 1922. (NYT)
- Sep. 15, 1923 Victor J. Bradley (1858-1923), Chief of Mail Service & Traffic, dies of heart failure while going home on the train to Overbrook. (RyAge)
- Sep. 15, 1923 First 20 of 40 Class G5s 4-6-0's now in service. (PR)
- Sep. 1923 New York & Coney Island Railroad and Prospect Park & Coney Island Railroad, consisting of electric freight line under Culver Line elevated from 9th Avenue to Coney Island, merged into South Brooklyn Railway. (Cards - verify)
- Sep. 16, 1923 PRR increases wages of M of W foremen by \$5-10 per month. (RyAge)
- Sep. 17, 1923 Railroads and Port of New York Authority clash at ICC hearing over PA's plan to combine portions of private railroads along Hoboken shore into a joint terminal called Belt Line 13; this would be first step in turning all terminal trackage to joint terminal status. (NYT)
- Sep. 18, 1923 Pres. Rea denies charges that PRR intends to control either the New Haven or the Boston & Maine. (NYT)
- Sep. 20, 1923 Third annual system outdoor athletic meet held at Altoona. (PR)
- Sep. 20, 1923 U.S. Coal Commission recommends change in system of rating coal mines for purposes of car distribution. (RyAge)
- Sep. 1923 New Cumberland Jct., W.Va., station renamed Weirton Jct. (Guide)
- Sep. 22, 1923 PRR System Athletic Meet held at Altoona; 40,000 attend, including 15,000 contestants, requiring 32 special trains; Eastern Region wins most points. (RyAge)

Sep. 22, 1923 Pittsburgh & Nemaquin RPO rerouted to Pittsburgh & Fairmont RPO. (Kay)

Sep. 22, 1923 Final report of U.S. Coal Commission calls for special division of ICC to regulate coal industry. (RyAge)

Sep. 24, 1923 New "UY" Tower opens at Aspinwall on Conemaugh Division. (CE)

Sep. 26, 1923 PRR special committee approves regulations governing award of Heroic Service Medals. (MB)

Sep. 26, 1923 B&O Board restores dividend on common stock. (RyAge)

Sep. 26, 1923 German Pres. Friedrich Ebert declares a state of emergency because of economic collapse and hyperinflation. (Mercer)

Sep. 28, 1923 Ground broken for the Van Sweringens' Cleveland Union Terminal; Graham, Anderson, Probst & White, architects; project includes a 52-story office tower that will, for a time, be the tallest building west of New York, the Cleveland Hotel, and a Higbee's department store. (Rehor)

Sep. 29, 1923 Last run of summer-only passenger service on Walloon Lake Branch in Michigan; last regular service of any kind on this branch. (tt)

Sep. 29, 1923 ICC approves PRR lease of Pennsylvania-Detroit Railroad. (Church)

Sep. 29, 1923 Moorhead C. Kennedy gives luncheon to Cumberland Valley directors and friends at his country estate, "Ragged Edge" near Chambersburg, continuing a custom begun by his father. (RyAge)

Sep. 30, 1923 PRR restores full pre-fire operation into Broad Street Station. (PR)

Sep. 30, 1923 Passenger service on Haddonfield-Marlton-Medford Branch in N.J. cut to two round trips. (WJNRHS)

Sep. 30, 1923 NYC and Michigan Central inaugurate *Detroit* between New York and Detroit. (Guide)

Oct. 1, 1923 First issue of Southwestern Region edition of *Pennsylvania News* published. (? See above?)

Oct. 1, 1923 Daniel M. Sheaffer promoted to new office of Manager of Mail & Express Traffic. (PR)

- Oct. 2, 1923 Baltimore & Virginia Steamboat Company organized; Turnbull Murdoch Pres. & General Manager; A.H. Seth Superintendent of Steamer Lines; acquires steamers *Anne Arundel*, *Calvert*, *Middlesex*, *Northumberland*, *Potomac*, and *Three Rivers*, plus two scows, from Maryland, Delaware & Virginia Railway. (MB)
- Oct. 2, 1923 ICC authorizes merger into PRR of Englewood Connecting Railway, Indianapolis & Frankfort Railroad, Louisville Bridge & Terminal Railway, Ohio Connecting Railway, Pittsburgh, Ohio Valley & Cincinnati Railroad, South Chicago & Southern Railroad and Wheeling Terminal Railway. (Church - check 1922 or 1923; also Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Columbus Railway and Toledo, Columbus & Ohio River Railroad?)
- Oct. 3, 1923 LIRR Board grants Pres. Ralph Peters indefinite leave; authorizes construction of new station at Carle Place. (MB)
- Oct. 3, 1923 Baltimore, Chesapeake & Atlantic Railway sells steamboat *Old Point Comfort* to Charles L. Jording for scrap; had burned at Baltimore in 1920. (MB, Burgess)
- Oct. 3, 1923 Track elevation opens between Pennsylvania and Davidson Streets in Indianapolis. (CE)
- Oct. 5, 1923 ICC reopens investigation into transportation of anthracite coal. (RyAge)
- Oct. 8, 1923 Gasoline railcar No. 4741 assigned to Smyrna Branch. (CMP)
- Oct. 9, 1923 Ralph Peters (1853-1923), Pres. of LIRR, dies at Garden City of heart disease after 49 years of service with PRR. (AR, NYT)
- Oct. 9, 1923 PRR closes final settlement with the USRA. (MB)
- Oct. 9, 1923 PRR and CCC&StL (Big Four) offer Central Indiana Railway for sale at auction; no bidder; has not earned fixed charges since 1903. (Church)
- Oct. 10, 1923 PRR offers \$1,000 in prizes to employees for best essay on "The Benefits of Employee Ownership of Stock and Securities of the Pennsylvania Railroad through the Employees Provident & Loan Association." (PR)
- Oct. 11, 1923 New station at Vandalia, Ill., dedicated. (PaNews)
- Oct. 11, 1923 Oil City & Mahoningtown RPO discontinued. (Kay)

- Oct. 11, 1923 ICC orders investigation into rates on grain and grain products. (RyAge)
- Oct. 13, 1923 Super Power Conference held in New York at call of Secretary of Commerce Herbert Hoover. (RyAge)
- Oct. 13, 1923 J.D. Coulfer (1867-1923), Assistant General Freight Agent at Chicago, dies at Wilmette, Ill. (PR)
- Oct. 15, 1923 Pavonia (N.J.) Car Repair & Paint Shops destroyed by fire. (CE)
- Oct. 15, 1923 New freight depot at 3rd & Larned Streets, Detroit, opens for revenue service; dedicated on Oct. 13; PRR begins through package freight service at the 3rd Street freight terminal. (PR)
- Oct. 15, 1923 PRR employment now at 242,336; 7,976 jobs lost since July, mostly shop crafts. (NYT)
- Oct. 1923 Noel W. Smith still operating Chester River Line of steamboats, but wants to sell. (AJC)
- Oct. 16, 1923 Pres. Rea meets privately with Pres. Coolidge at the White House to discuss the railroad situation; Coolidge suggests lowering export grain rates and reducing difference on coal shipped to Great Lakes for export and that used for domestic consumption; producers want export rates lowered to make them more competitive in an international market already glutted with staples and basic raw materials. (NYT)
- Oct. 16, 1923 U.S. Railroad Labor Board orders increase of 1-2 cents per hour for clerical and station employees. (RyAge)
- Oct. 1923 George LeBoutillier named Pres. of LIRR, replacing Ralph Peters, deceased. (RyAge)
- Oct. 16, 1923 Conference held in Chicago to consider straightening the South Branch of the Chicago River. (RyAge)
- Oct. 17, 1923 VP-Central Region James Alexander McCrea (1875-1923) dies of pneumonia at the Allegheny General Hospital in Pittsburgh hospital after a short illness; 29 years of service. (MB, NYT)
- Oct. 18, 1923 NYC settles USRA claims with payment of \$23 million to government for cost of betterments above claims made by company. (NYT)
- Oct. 20, 1920 Brotherhood of Railway & Steamship Clerks, Freight Handlers,

- Express & Station Employees sue in U.S. District Court for an injunction to bar PRR from dealing with company union or from paying company union's expenses. (NYT)
- Oct. 20, 1923 Funeral of James A. McCrea held at St. Marks Episcopal Church, Philadelphia. (NYT)
- Oct. 1923 Sleeping car line established between New York and Knoxville via Washington and Bristol. (Guide prob. 9/24/23)
- Oct. 24, 1923 Elisha Lee named VP-Central Region replacing James A. McCrea, deceased; Charles S. Krick named VP-Eastern Region replacing Lee; Robert V. Massey (1871-1932) named General Manager-Eastern Region; C.I. Leiper (1874-) named Assistant General Manager-Eastern Region; William B. Wood to General Superintendent of New Jersey General Division; H.H. Garrigues to General Superintendent of Illinois General Division; J.O. Hackenberg to Superintendent of Philadelphia Terminal Division; E.B. Whitman to Superintendent of Buffalo Division, replacing Hackenberg; A.J. Whitney to General Agent at Buffalo; W.L. Elkin to General Superintendent of Northern General Division, replacing Whitney; D.Y. Geddes to Superintendent of Philadelphia Division; T.C. Herbert to Superintendent of West Jersey & Seashore Railroad; J.B. Phelen to Superintendent of Schuylkill Division; J.B. Hutchinson, Jr., to Superintendent of General Manager of Northwestern General Division; P.L. Grove to General Superintendent of Michigan General Division; F.H. Davis to Superintendent of New York Division; Norman B. Pitcairn to Superintendent of Norfolk Division; J.C. McCulloch to Assistant to General Manager-Central Region; J.F. Patterson to General Superintendent of Eastern Ohio General Division, replacing McCulloch; J.H. Redding to Superintendent of Eastern Division; C.E. Whitlock to Superintendent of Erie & Ashtabula Division; Julien L. Eysmans to Traffic Manager-Central Region; George D. Ogden to Traffic Manager-Eastern Region, trading places. (MB, PR)
- Oct. 25, 1923 First Class M1 4-8-2 completed at Juniata Shops; designed by William F. Kiesel; dual-service but used primarily in freight service on Middle and Pittsburgh Divisions. (PR of 11/22 announces first one completed)
- Oct 27, 1923 French troops occupy the Rhineland.
- Oct. 30, 1923 Maryland PSC grants a franchise to the Baltimore & Virginia Steamboat Company. (Burgess)
- Oct. 31, 1923 PRR Employees Saving Fund closed to further depositors. (RyAge)

- Oct. 31, 1923 VP Elisha Lee addresses American Management Association in New York on PRR's Employee Representation Plan. (RyAge)
- Oct. 31, 1923 Erie & Western Transportation Company liquidated by transfer of all remaining assets to PRR. (MB)
- Nov. 1, 1923 Railroad executives reject Pres. Coolidge's call for reductions in rates on export grain and coal in presentation to ICC; claim Western railroads are too weak to support a cut, and Canada and Argentina would simply match any rate cut, nullifying any benefit to American farmers. (NYT)
- Nov. 1, 1923 Steamboats *Northumberland*, *Three Rivers*, *Middlesex*, *Potomac*, *Anne Arundel* and *Calvert* and docks of former Maryland, Delaware & Virginia Railway conveyed to Baltimore & Virginia Steamboat Company by William B. Skelton.
- Nov. 2, 1923 System Federation No. 90 sues PRR and several officers in U.S. District Court to force compliance with U.S. Railroad Labor Board's decision to recognize Federation No. 90 and recover alleged underpayment of wages of \$15 million; asks injunction to prevent PRR from paying at a scale below that of June 30, 1921, from refusing to recognize old seniority rights, from continuing piecework and from recognizing the company union. (LC, NYT)
- Nov. 5, 1923 Sen. Albert B. Cummins announces his revised bill will contain a provision for compulsory consolidation to save weak roads; predicts farm bloc will try to change method of valuation as a means of obtaining lower rates rather than repeal the fair rate of return clause. (NYT)
- Nov. 8, 1924 Erie & Western Transportation Company dissolved. (MB)
- Nov. 9, 1923 PRR announces its intention to electrify between Altoona and Conemaugh on the Pittsburgh Division; power to be generated at mine mouths. (CE, NYT)
- Nov. 9, 1923 In speech to the High Twelve Club in Philadelphia, Reading's Assistant General Passenger Agent George F. Ingram states that NYC is in process of buying control of Reading in order to "clean up" the PRR in its home base; raises fear of loss of local control and diversion of traffic to New York; denied by NYC officers. (NYT)
- Nov. 9, 1923 West Jersey & Seashore Railroad Board authorizes the abandonment of proposed Branch No. 5 at Bridgeton, adopted in 1921. (MB)

- Nov. 9, 1923 Five special trains leave Quantico, Va., carrying 1,700 Marines to the University of Michigan football game at Ann Arbor via the PRR. (PR)
- Nov. 10, 1923 PRR moves 22,907 people to Harvard-Princeton game at Princeton in 28 specials from Penn Station, 6 from Jersey City, 6 from Philadelphia and 6 from Washington, 42 trains in 3 hours; Princeton has 30 tracks in 3 yards; overflow stored at Monmouth Jct. (RyAge)
- Nov. 10, 1923 ICC denies railroads' request for increase in express rates. (NH AR)
- Nov. 11, 1923 PRR inaugurates *Washington Express* No. 52 between Pittsburgh and Washington with through sleepers from Chicago, Detroit, Cleveland, Cincinnati and Columbus. (Guide)
- Nov. 11, 1923 Separate Boston section of ACL *Everglades Limited*, No. 181-184, inaugurated; runs non-stop between New York and Washington; new service includes Springfield, Mass.-Jacksonville, Boston-Miami, Boston-Tampa, and Boston-St. Petersburg sleeping cars. (Guide, RyAge)
- Nov. 12, 1923 Nazi Party leader Adolf Hitler (1889-1945), with the support of Field Marshall Erich Ludendorff (1865-1937), stages an abortive *putsch* in a Munich beer hall, calling for a march on Berlin to overthrow the government of the Weimar Republic. (Mercer)
- Nov. 13, 1923 C.A. Cellar (1860-1923), retired General Superintendent of Telegraph, dies at Philadelphia. (RyAge)
- Nov. 13, 1923 Clifford Thorne, longtime Plains States crusader for low rates, dies of pneumonia in London at age 45 while on a trip around the world to regain health. (NYT)
- Nov. 14, 1923 Last canal boat crosses rope ferry between Delaware & Raritan Canal and Delaware Division Canal at New Hope-Lambertville; ends use of D&R feeder for revenue traffic. (Lee)
- Nov. 15, 1923 Auction held of 21 parcels owned by the Estate of John Wells north and south of Penn Station, part of active construction of loft buildings and offices for the garment trade. (NYT)
- Nov. 15, 1923 Hyperinflation reaches new heights in Germany with a dollar worth 4 trillion marks; a loaf of bread costs 201 billion marks, up from 250 marks in January; the Reichsbank issues new notes, the rentenmark, backed by real estate and each worth 1 trillion regular marks. (Mercer)
- Nov. 1923 Work begins on rear driveway to Camden ferry terminal to reduce

- traffic congestion. (Boyer)
- Nov. 16, 1923 PRR Board approves first 27 Heroic Service Medals. (MB)
- Nov. 16, 1923 ICC begins hearings on application of NYC to acquire CNJ and Reading's Catawissa Branch and develop a new trunk line running through Pennsylvania to Ashtabula, Ohio. (NYT)
- Nov. 17, 1923 At ICC hearing, Daniel Willard of B&O files objection to NYC taking CNJ for new trunk line to Ashtabula. (RyAge)
- Nov. 1923 Truck pick-up-and-delivery of local freight begins between Overbrook and Downingtown; provided by Scott Bros. Company under contract.
- Nov. 1923 Van Sweringens meet with George F. Baker of First National Bank of New York; Baker/Morgan group controls both Lehigh Valley Railroad and Erie Railroad; Van Sweringens want the LV for access to East Coast; Baker and Morgan prefer to sell the Erie, which is the worse property at the time; Baker agrees to help finance the Erie sale. (Wheeler)
- Nov. 21, 1923 PRR orders all shops closed until Dec. 5 and 70,000 shop workers furloughed. (NYT)
- Nov. 23, 1923 Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees argue case against PRR in U.S. District Court; claim PRR officers are engaged in conspiracy to violate labor provisions of Transportation Act of 1920 by forming company unions; union clerks and station agents begin a program of routing any unspecified traffic away from the PRR onto the NYC or B&O, which have recognized the Shop Crafts unions. (NYT, Ivy Lee Papers)
- Nov. 26, 1923 U.S. Railroad Labor Board orders wage increases for telegraphers, telephone operators and station agents. (RyAge)
- Dec. 1, 1923 Detroit-Florida sleeping car added to *Washington Express* No. 52. (Guide)
- Dec. 1, 1923 Chicago-Miami sleeping cars added to *The Southland*. (PassDept)
- Dec. 1, 1923 Water station completed at Mosier Yard. (CE)
- Dec. 1, 1923 Charter of Western Transit Company, NYC Great Lakes line dormant since Mar. 1916, expires. (NYC AR)
- Dec. 1, 1923 AFL Railway Employees Dept. calls off Shop Crafts Strike against the

Santa Fe system. (Davis)

- Dec. 2, 1923 *Dixie Limited* restored as winter-only, all-Pullman train between Chciago and Florida via C&EI-L&N Dixie Route. (Key)
- Dec. 3, 1923 PRR and CCC&StL (Big Four) again offer Central Indiana Railway for sale at auction; no bidders. (Church)
- Dec. 3, 1923 ICC prescribes general rate revision. (RyAge)
- Dec. 4, 1923 Block of 10,000 PRR shares sold at 41, or near low point for last two years, caps wave of recent selling, although small in relation to total of 8 million shares outstanding. (NYT)
- Dec. 4, 1923 Joint Engineering Committee of railroads entering Columbus issues report on proposed Columbus Belt Line Railway; topography rules out complete circle in northwest quadrant; PRR decides it will obtain little benefit, as it has relatively direct routes and would have to contribute to expensive new yards on outskirts; CCC&StL and Hocking Valley Railway favor the plan, but it is never built. (CE)
- Dec. 4, 1923 PRR announces it has made an arrangement with Scott Bros. trucking firm and discontinued its local package freight train between Philadelphia and Wilmington. (PR)
- Dec. 4, 1923 ICC finally closes hearings on Consolidation Plan, having produced over 12,000 pages of testimony and 700 exhibits. (RyAge)
- Dec. 1923 Rail mill at Maryland Steel Company at Sparrow's Point reopens after being shut down for more than five years. (RyAge)
- Dec. 5, 1923 Samuel Rea elected President of LIRR, replacing Ralph Peters, deceased; George LeBoutillier remains VP at New York at increased salary in charge of day-to-day administration; LIRR creates new office of General Real Estate Agent for Thomas W. Hulme; grants \$15,000 to Eleanor H. Peters, widow of Pres. Ralph Peters. (MB)
- Dec. 5, 1923 In Port Authority hearing on Hudson River crossings, Pres. Rea continues to favor North River Bridge at 57th Street; tide of public opinion has shifted to tunnels with exception of a bridge at 178th Street. (NYT)
- Dec. 6, 1923 In his first annual message to Congress, Pres. Coolidge calls for action to revise the entire railroad rate structure and facilitate voluntary consolidations. (RyAge)

- Dec. 7, 1923 E.E. Loomis (1864-1937), Chairman of Committee on Public Relations of Eastern Railways makes public a report stating that the lowest possible accurate valuation for U.S. railroads by computation is \$22.35 billion, vs. ICC's tentative valuation of \$20.88 billion; done to counter campaign by Sens. La Follette and Brookhart that ICC's tentative valuation is \$7-10 billion too high. (NYT)
- Dec. 1923 PRR announces contract with a trucking company, Scott Transportation Company, to perform local LCL freight service between Philadelphia and Wilmington; local freight train discontinued. (RyAge)
- Dec. 9, 1923 Third section of *Twentieth Century Limited* rear-ends stopped second section at Forsyth, N.Y., between Buffalo and Erie; 9 killed and 5 seriously injured. (RyAge)
- Dec. 11, 1923 Secretary of Commerce Herbert Hoover proposes a plan for expediting voluntary railroad consolidations. (RyAge)
- Dec. 12, 1923 PRR Board appoints Special Committee on Passenger Terminals in Philadelphia. (MB)
- Dec. 12, 1923 Baltimore & Eastern Railroad organized from the former Maryland, Delaware & Virginia Railway; controlled by Baltimore, Chesapeake & Atlantic Railway. (MB)
- Dec. 15, 1923 During the last month, PRR has discharged 26,183 employees, mostly shop crafts; other railroads have also trimmed shop forces and backlog of repairs from strike are completed. (NYT)
- Dec. 15, 1923 Pres. Coolidge appoints Charles G. Dawes to head committee to arbitrate question of German war reparations and finances and stabilize German currency.
- Dec. 15, 1923 Number of PRR stockholders reaches new high of 143,406, up more than 5,000 since beginning of year as economy improves. (NYT)
- Dec. 17, 1923 First U.S. diesel locomotive, Ingersoll-Rand/GE 300 HP demonstrator No. 8835 begins operating at Ingersoll-Rand's Phillipsburg, N.J., plant.
- Dec. 21, 1923 LIRR Executive Committee considers buying the steamboat *Shinnecock* for the Sag Harbor-New London route and dissolving the Montauk Steamboat Company, Ltd.; authorizes automatic train control between "WJ" Tower at Winfield and "JC" Tower at Whitestone Jct.; authorizes new stations at Lynbrook and Manhasset. (MB)
- Dec. 21, 1923 Judge John Dickinson of U.S. District Court rules against Brotherhood

of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes in their suit to have courts compel PRR to obey the U.S. Railroad Labor Board; rules that the Labor Board has no power to enforce its decisions other than an appeal to public opinion, and the courts have no power to enforce its decrees. (NYT); Dickinson later becomes General Counsel for the PRR in 1941.

- Dec. 21, 1923 New York & Long Island Traction Company enters receivership. (MB)
- Dec. 21, 1923 PRR agrees to abandon Delaware & Raritan Canal feeder for navigation in Ewing Township and replace moveable bridges with fixed ones by Apr. 1, 1924. (MB)
- Dec. 22, 1923 Attorneys for Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employes state that Judge Dickinson's ruling misunderstands case, which union claims is not about power of U.S. Railroad Labor Board but that company unions violate the labor provisions of the Transportation Act of 1920. (NYT)
- Dec. 22, 1923 Last run of former Maryland, Delaware & Virginia Railway's Chester River Line steamboats between Baltimore and Chestertown. (Burgess)
- Dec. 26, 1923 Old partnership of Gibbs & Hill incorporated in New Jersey as Gibbs & Hill, Inc. (G&H)
- Dec. 27, 1923 PRR appoints special committee on Philadelphia Terminal Improvements. (or first meeting?) (MB)
- Dec. 27, 1923 Last run of miners' train between Bushrod and Dugger, Ind. (Sanders - verify)
- Dec. 27, 1923 PRR Board approves \$10,500 to modify former foundry at 4950 (?) Merion Avenue near 46th Street Yard as General Office records warehouse. (MB)
- Dec. 28, 1923 Women's Aid of the PRR holds a Christmas party for 15,000 employees and their families at the Chicago Coliseum. (PR)
- Dec. 29, 1923 Work suspended at Mosier Yard. (CE)
- Dec. 31, 1923 New York & Long Island Traction Company enters receivership. (Cards)
- Dec. 31, 1923 PRR Employes Saving Fund stops paying interest and balances transferred to Provident & Loan Association. (RyAge)

- Dec. 31, 1923 Baltimore, Chesapeake & Atlantic Railway contracts with Stone's Express, Inc., for connecting truck service between Cambridge, Easton, Salisbury, etc. (MB)
- 1923 Maximum number of passenger cars, 8,301 system-wide with 347,843 seats; maximum gross earnings, \$721 million.
- 1923 Number of PRR employees falls to 235,000, down from 243,459 in 1922 and 280,733 in Dec. 1920.
- 1923 PRR has 12,895 African American employees, up substantially since 1917; about half are part of wartime "Great Migration" from deep South. (Brown Railroader)
- 1923 Norbert F. Dougherty resigns as editor of *Mutual Magazine*; succeeded by John Russell Mecouch. (Outlaw)
- 1923 J.P. Morgan & Co. completes sale of last of 279,620 shares of PRR held in 1916; was down to 175,400 shares in 1922; Frick Estate has also sold all shares, most in 1919-20. (NYT)
- 1923 Long Island Railroad Athletic Association established.
- 1923 *B&O Magazine* runs article favorable to Gustav Lindenthal's North River Bridge. (CE)
- 1923 Kaighn's Point & Philadelphia Ferry Company dissolved. (Rdg)
- 1923 Enlargement of 52nd Street Yard in West Philadelphia completed. (AR)
- 1923 Canton Company of Baltimore extends Canton ore pier.
- 1923 Canton grain elevator and pier completed. (AR)
- 1923 Lancaster Colliery Branch extended 1.12 miles on Shamokin (?) Division.
- 1923 Renovo Division assumes responsibility for Erie, Pa., facilities formerly part of the Erie & Ashtabula Division of Lines West. (PaNews)
- 1923 Station at Mayville, N.Y., on Lake Chautauqua destroyed by fire. (PaNews)
- 1923 New freight car repair shop opens at Pitcairn. (AR)

- 1923 PRR relocates Eastern Division main line through New Brighton. (AR?)
- 1923 Woodland Avenue freight station at Cleveland abandoned; new facility later opened in 1927.
- 1923 Pittsburgh, Youngstown & Ashtabula Railway opens two-track low grade line along river between Kenwood and West Rochester for heavy coal and ore trains, diverting them from PFW&C track in 5th Avenue, New Brighton. (CE - appears to have opened bet. July and Dec.)
- 1923 New yard and engine terminal open at Mingo Jct. (AR)
- 1923 New yard enlargement opens (?) at Canton, Ohio. (AR)
- 1923 New yard opens (?) at Crestline, Ohio. (AR)
- 1923 Additional freight tracks completed between Crestline and Toledo Jct. (AR)
- 1923 New engine terminal opens at Columbus. (AR)
- 1923 Willett Company reincorporated in New Jersey to operate interstate trucks and buses.
- 1923 Fort Street Union Depot Company viaduct in West Jefferson Avenue, Detroit, widened from 2 to 4 tracks.
- 1923 Six of ten north tracks placed in service on north side of Chicago Union Station; train shed not completed; Logansport local Nos. 430-431 is only PRR train using north side of station. (DeRouin)
- 1923 PRR begins running freight trains on schedule; previously were simply run from one division to next as needed. (Fortune - verify - what about fast lines?)
- 1923 State of Maryland purchases ex-PRR Perryville-Havre-de-Grace road bridge from private operators for \$585,000. (NYT)
- 1923 Baltimore, Chesapeake & Atlantic Railway discontinues Pocomoke River Line. (AR)
- 1923 Baltimore, Chesapeake & Atlantic Railway cuts Choptank River Line service from Denton to Windy Hill. (AR)

- 1923 Baltimore, Chesapeake & Atlantic Railway cuts Nanticoke River Line service from Seaford to Sharpstown. (AR)
- 1923 Ohio River & Western Railway discontinues operation over B&O between Mill Run Station and Zanesville. (ICC)
- 1923 NYC begins use of containers for shipping building brick between Buffalo and New York; enables to permit NYC to compete with water route; becomes major traffic that NYC carries in containers. (AR)
- 1923 PRR VP Elisha Lee elected to membership in the elite Philadelphia Club. (PhilaClub)
- c. 1923 J. Edgar Thomson Estate adopts new policy for its program for girls of deceased railroad employees; those who can are to be maintained and educated in their mother's homes at the expense of the Estate; those who board with the Estate are now to attend public schools or Pierce Business School instead of being taught on the premises to mimic normal home life as much as possible; educational activities at the Estate's facility are to be limited to teaching home-making and group recreation. (PaNews)
- 1923 The Real Good Construction Company develops Rego Park on the LIRR main line in Queens as a community of modest homes and apartments on what were once vegetable farms. (Trager)