

**PRR CHRONOLOGY
1930**

August 2004 Edition

- Jan. 1, 1930** **Cresson Division moved from Eastern Pennsylvania General Division to Western Pennsylvania General Division and Bellwood-Irvona section ceded to Middle Division.**
- Jan. 1, 1930** **Monongahela Railway opens between Mather and Waynesburg, Pa., for freight service only. (AR)**
- Jan. 1, 1930** **Toledo & Ohio Central Railway (NYC) begins operating into Columbus Union Station under agreement dated Jan. 24, 1930. (VPWR)**
- Jan. 2, 1930** **43-story Hotel New Yorker opens at 34th Street & 8th Avenue in New York; largest in city with 2,503 rooms; part of increasing development around Penn Station. (NYT)**
- Jan. 3, 1930** **National Association of Owners of Railroad & Public Utility Securities issues statement belittling the ICC's consolidation plan. (NYT)**
- Jan. 8, 1930** **PRR Board authorizes double-tracking between Dupont and Casey, Ill. (MB)**
- Jan. 8, 1930** **Western New York & Pennsylvania Railway declares first dividend since formation in 1895. (NYT)**
- Jan. 9, 1930** **Pres. Atterbury and Chief of Motive Power Hankins reject Baldwin Locomotive Works offer of developing 4-8-2 with 80" drivers; would require redesign of frames, boiler, etc. of M1a. (CMP)**
- Jan. 1930** **Pitcairn Car Shop turns out first of 100 70-ton hoppers equipped with Timken roller bearings; first roller-bearing freight cars; to be used in service between Cresson Division and tidewater after tests in eastern Ohio. (PaNews)**
- Jan. 10, 1930** **Because of stock market crash, 1,608,474 of 1,892,630 shares of new Seaboard Air Line stock remain unsold and in hands of Syndicates; Dillon, Read & Co. informs Pennroad Corporation that it is obligated to take 402,119 shares for \$4.5 million instead of**

- the \$1.4 million Pennroad had been planning to invest in Seaboard. (Wheeler)
- Jan. 10, 1930** **TAT-Maddux Air Lines announces further fare cut to \$159.92 or about 5 cents per mile. (NYT)**
- Jan. 11, 1930** **Van Sweringens incorporate the Pittston Company to hold the Erie's anthracite coal properties and the United States Distributing Company to control warehouses, trucking and ice and coal distribution. (Wheeler)**
- Jan. 1930** **Pullman parlor-lounge cars with broilers and soda fountains and 12 wicker lounge chairs replace conventional club cars on New York-Philadelphia "Clockers."**
- Jan. 1930** **Seaboard Air Line begins rail-air service to Havana using flying boats from Miami; 39:25 schedule from New York.**
- Jan. 1930** **B&O begins its own series of human interest advertising featuring employees, copying PRR campaign of 1926-1928. (Marchand)**
- Jan. 13, 1930** **PRR sells record ticket 83 inches long at Penn Station to Robert M. Davis of McGraw-Hill Publishing Company, who is making a tour of 35 cities. (NYT)**
- Jan. 13, 1930** **New YMCA opens at Shire Oaks.**
- Jan. 13, 1930** **ICC orders B&O to divest itself of holdings of Western Maryland Railway. (B&O AR)**
- Jan. 14, 1930** **Transcontinental Air Transport, Inc., cuts air portion of fares 50% to 6 cents per mile; total fare cut from \$267.43 to \$159.93, about equal to all-rail fare; ridership begins to climb sharply until 18 planes required daily; during winter, many flights had been cancelled with passengers put on trains, and planes usually only carried two or three passengers; even with increased ridership, TAT's share is too small to be profitable. (Mutual, RyAge, Serling)**
- Jan. 14, 1930** **Pennroad Corporation purchase of \$4.5 million of Seaboard Air Line stock closed. (Wheeler)**
- Jan. 1930** **Van Sweringen's Pittston Company acquires control of United States Distributing Corporation, which through subsidiaries distributes anthracite coal for Erie Railroad and Delaware & Hudson Company and also controls United States Trucking Corporation. (NYT)**

- Jan. 15, 1930** **New 46th Street engine terminal placed in service in West Philadelphia.**
- Jan. 15, 1930** **Cab signals placed in service between Darby and Wilmington (West Yard), Perryville and Bay View, and Fulton Jct. to 12th Street, Washington.**
- Jan. 17, 1930** **Pennsylvania General Transit Company acquires assets of Kane-Mt. Jewett Transit Company, operating buses between Kane and Smethport, Pa.**
- Jan. 19, 1930** **TAT-Maddux Air Lines suffers worst U.S. air disaster to date; two planes collide in fog 10 miles south of Oceanside, Calif.; two pilots and 14 passengers killed. (NYT)**
- Jan. 22, 1930** **PRR Board authorizes increasing clearance in New York-Pittsburgh Subway for M1 locomotives; appropriates \$1.1 million for enlarging Grogan Yard in Columbus. (MB)**
- Jan. 22, 1930** **PRR authorizes additional crossover between tracks 16 & 17 and track changes in Yard B at Penn Station; because of Depression, not carried out until 1931, when done as part of a.c. electrification. (CE)**
- Jan. 22, 1930** **PRR signs new agreement for track elevation in Dayton, Ohio. (CE)**
- Jan. 23, 1930** **New joint PRR-LV Newark Bay Bridge opens between Oak Island and Greenville; two-track vertical lift type. (Mutual)**
- Jan. 26, 1930** **C.M. Keys announces he is retiring as Pres. of TAT-Maddux Air Lines to become Board Chairman; J.L. Maddux maned Pres. and Daniel M Sheaffer of PRR to Chairman of Executive Committee. (NYT)**
- Jan. 27, 1930** **New freight station opens at 11th Street in downtown Pittsburgh.**
- Jan. 28, 1930** **ICC resumes two days of hearings on L.F. Loree's application for New York, Pittsburgh & Chicago Railroad with testimony by roads in opposition. (RyAge)**
- Jan. 28, 1930** **Pennroad's National Freight Company announces it will open freight offices for PRR in every city over 200,000 in population to complete with NYC's United States Freight Company. (NYT)**

- ca. Jan. 1930** TAT-Maddux Air Lines buys 18-passenger Curtiss Condor biplanes for eastern leg of service because of increasing traffic; commercial version of bomber. (TWA)
- Jan. 1930** PRR runs first coal train entirely equipped with Timken roller bearings from the Cresson Division to tide; consists of 100 70-ton hoppers. (First Facts - verify - false! see above)
- Jan. 1930** PRR unveils rendering of proposed new Trenton, N.J., station by Ethan Allen Dennison, architect. (NYT)
- Jan. 1930** New elevated line opens through Port Deposit, Md., completing work on Conowingo Dam line relocation.
- Jan. 1930** Scott Brothers, Inc., acquires control of Peninsula Auto Express Company (incorporated Apr. 1, 1924), a small truck operator on Delmarva Peninsula.
- Jan. 31, 1930** PRR discontinues Jersey City-Debrosses Street ferry service; one boat transferred to become third boat on Cortlandt Street run. (C, FerryDept)
- Jan. 31, 1930** PRR and CNJ agree to joint ownership and operation of NY&LB; each to pay 50% of NY&LB bond interest; PRR to pay 57% of operating expenses.
- Jan. 31, 1930** ICC suspends PRR's proposed free bus transfer services at New York and Newark until Sep. 2 on complaints of Erie and NYC. (NYT)
- Early 1930** Cab signals placed in service on joint PRR-B&O line between Newark and Columbus, Ohio.
- Feb. 1, 1930** PRR appoints aviator Amelia Earhart Special Agent at \$600 per month. (MB)
- Feb. 1, 1930** Title of R.H. Newbern changes from Superintendent of Insurance Dept. to Manager of Insurance Dept. (MB)
- Feb. 1, 1930** NYC leases Michigan Central Railroad; Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four); and Chicago, Kalamazoo & Saginaw Railway, under agreement of Jan. 2, 1930. (AR)
- Feb. 1, 1930** J.L. Maddux, Pres. of TAT-Maddux Air Lines, announces major shakeup in management; administrative office moved from St. Louis to Los Angeles and executive office from St. Louis to New

- York; Eastern Division headquarters moved from St. Louis to Columbus; six executives retired; H.S. Jones of PRR added to Maddux's staff to take charge of new program of economy; eliminate bus transfers to and from airports. (NYT)
- Feb. 2, 1930** **Joseph H. Redding (1877-1930), General Superintendent of Western Pennsylvania General Division, dies at Pittsburgh at age 53.**
- Feb. 3, 1930** **Motor Transit Corporation renamed Greyhound Corporation; holding company for Greyhound bus system; PRR owns 10% interest through American Contract & Trust Company.**
- Feb. 3, 1930** **William S. Vare announces he will end his attempts to gain a Senate seat if Grundy-Mellon-Fisher faction accepts Francis Shunk Brown as this year's gubernatorial candidate. (NYT)**
- Feb. 6, 1930** **Federal Reserve Bank cuts discount rate from 4.5% to 4%. (Klein)**
- Feb. 8, 1930** **New concrete coaling station placed in service at Red Bank, Pa.**
- Feb. 1930** **RF&P installs first car retarders in northbound classification yard at Potomac Yard.**
- Feb. 1930** **TAT-Maddux Air Lines eliminates use of "courier" flight attendants to save money; first mate acts serves meals as well as acting as co-pilot. (TWA)**
- Feb. 10, 1930** **Ohio Public Utilities Commission announces PRR will equip a locomotive with an experimental extra headlight casting a beam 700-800 feet straight up to create a moving beacon that be can seen at great distance. (NYT)**
- Feb. 12, 1930** **Columbia City & Logansport RPO discontinued. (Kay)**
- Feb. 12, 1930** **ICC approves B&O acquisition of Buffalo, Rochester & Pittsburgh Railway. (NYT)**
- Feb. 13, 1930** **Pennroad Corporation Board notes final settlement of purchase of 222,930 shares of P&WV for \$37.9 million and of 402,119 shares of Seaboard Air Line for \$4.5 million. (Wheeler)**
- Feb. 13, 1930** **Clement Keys reaches agreement with Jack Maddux to merge Maddux Air Lines, Inc. (?) into Transcontinental Air Transport, Inc.; Keys also makes a move to absorb Western Air Express, but is rebuffed by "Pop" Hanshue. (Serling - see 1929??)**

- Feb. 14, 1930** ICC grants P&WV authority to build six-mile branch to Monessen and Donora over protest of PRR. (NYT)
- Feb. 15, 1930** Pennsylvania General Transit Company absorbs Cambria Bus Company operating Altoona-Cresson-Ebensburg-Barnesboro-Patton.
- Feb. 1930** Number of PRR stockholders exceeds 200,000 for first time. (NYT)
- Feb. 16, 1930** PRR announces that all steam trains between New York and Washington now have continuous cab signals. (NYT)
- Feb. 20, 1930** PRR announces record net income of \$101.36 million for 1929 traffic greater than in 1928 but under high of 1926; downward trend in passenger revenue slowed; operating revenues up 4.9% but expenses only 2.7%; total dividend, \$46.85 million, is largest in history. (NYT)
- Feb. 20, 1930** B&O becomes first Trunk Line to accept ICC's consolidation plan; agrees to submit revised plan without Wabash and Ann Arbor in line with ICC's plan. (NYT)
- Feb. 20, 1930** Cab signals placed in service between Baltimore station and Fulton Jct. and between 12th Street and New York Avenue in Washington.
- Feb. 24, 1930** B&O withdraws old consolidation plan from ICC consideration, supposedly to clear way for filing new plan in line with ICC's scheme. (NYT)
- Feb. 25, 1930** Delegation of 34 engineers from the Soviet Commissariat for Transportation begin a fact-finding tour of the PRR at Philadelphia; given dinner by Pres. Atterbury at the Bellevue-Stratford Hotel.
- Feb. 26, 1930** Special PRR committee recommends awarding special stock bonuses totaling 5,700 shares to top officers for 1929 performance. (MB)
- Feb. 26, 1930** Pres. Atterbury testifies to House Judiciary Committee in favor of ending Prohibition; asks that question be returned to the states. (NYT)
- Feb. 26, 1930** PRR Board appropriates \$7 million for electrification for Jersey City-Trenton electrification and \$2 million for Philadelphia-Phoenixville electrification. (MB)

- Feb. 27, 1930** In message to New England Governors' Railroad Committee, Pres. Atterbury proposes that Bangor & Aroostook be consolidated with Maine Central and New Haven with Boston & Maine; asserts PRR looks at New Haven as friendly connection and has never intended to dominate it. (NYT)
- Feb. 27, 1930** LIRR places ad in papers stating its intent to order new cars and increase train length to 11 and 12 cars; has equipped five cars with 3-2 seating as an experiment. (NYT)
- Feb. 28, 1930** VP George LeBoutillier testifies to New York PSC and Transit Commission hearing that LIRR would rather stand to lose passengers than expend capital to provide facilities to eliminate overcrowding. (NYT)
- Feb. 28, 1930** Cab signals placed in service between Wilmington and Perryville and between Bay View and Union Tunnel in Baltimore.
- Feb. 28, 1930** Soviet delegation arrives in Pittsburgh.
- Feb. 29, 1930** ICC approves B&O acquisition of Buffalo, Rochester & Pittsburgh Railway. (B&O AR)
- Mar. 1, 1930** PRR begins doubling capacity of Bay Jct. Yard at Sandusky. (was this completed?)
- Mar. 3, 1930** New York, Pittsburgh & Chicago Railroad files amended brief with ICC; is to be 75-80 miles shorter than PRR; maximum grade 0.3% eastbound and 0.4% westbound. (RyAge)
- Mar. 3, 1930** The Willett Company incorporated in Illinois; Willett Company (N.J.) renamed Willett Motor Coach Company to separate bus from truck business.
- Mar. 4, 1930** Eastern railroads file brief with ICC in opposition to Loree's New York, Pittsburgh & Chicago Railroad. (NYT)
- Mar. 5, 1930** PRR sends experimental train from Penn Station to North German Lloyd Line pier at the Army base in Brooklyn to test feasibility of running passengers direct to dockside; runs via New York Connecting Railroad and Fresh Pond Jct. to Bay Ridge; makes two stops to change engines. (NYT)
- Mar. 5, 1930** Golden Spike ceremony held at 41st Street, Chicago, marking completion of installation of 130-pound rail in New York-Chicago main line. (NYT)

Mar. 5, 1930 PRR withdraws third boat from Cortlandt Street ferry. (FerryDept)

Mar. 8, 1930 Former Chief Engineer Alexander C. Shand (1858-1930), dies at Philadelphia.

Mar. 10, 1930 Army blimp C-41 succeeds in picking up four mail sacks from roof of PRR train operating at 55 MPH near Lakehurst, N.J., probably on Camden-Toms River "Back Road"; concludes series of experiments testing a pickup device for newsreel companies, who hope to expedite delivery of films. (NYT)

Mar. 11, 1930 Pennsylvania Greyhound Lines inaugurates bus service between Pittsburgh and Monongahela City.

Mar. 13, 1930 Federal Reserve Bank cuts rediscount rate from 4% to 3.5%. (Klein)

Mar. 13, 1930 Removal of old Pier F at Jersey City completed to make way for Harborside Terminal. (CE)

Mar. 13, 1930 Kuhn, Loeb & Co. offers \$60 million PRR 42% debentures at 942; issue is oversubscribed. (NYT)

Mar. 14, 1930 Export Steamship Company announces it will move from Brooklyn to new Piers C, D. & E at Harborside Terminal. (NYT)

Mar. 1930 Ohio and western Pennsylvania coal operators again attack 1928 Lake Cargo coal rate compromise between northern and Pocahontas railroads. (Lambie)

Mar. 1930 Severe drought begins in wide arc from Maryland to Arkansas; driest growing season yet recorded; accelerates collapse of farm income and defaults on farm mortgages. (Wicker)

Mar. 16, 1930 PRR withdraws second night boat on Brooklyn ferry. (FerryDept)

Mar. 17, 1930 Transcontinental Air Transport, Inc., issues first annual report, listing a loss of \$986,591; both traffic volume and expenses disappointing. (NYT)

Mar. 18, 1920 New Haven inaugurates *Yankee Clipper* as late afternoon all first class train between New York (Grand Central) and Boston on 4:45 schedule. (AR, Kratville)

- Mar. 18, 1930** **Group of Ohio farmers arrive in New York over PRR for two-day tour of produce markets. (NYT)**
- Mar. 19, 1930** **Various groups in southeastern Pennsylvania are conducting campaign to keep Reading-CNJ independent of B&O. (NYT)**
- Mar. 1930** **First class M1a 4-8-2 locomotives built; first of order of 50 from Baldwin, 25 from Lima and 25 from Juniata.**
- Mar. 1930** **Portrait of W.W. Atterbury by Sir William Orpen hung in PRR Board Room.**
- Mar. 1930** **TAT-Maddux Air Lines buys four 18-passenger Curtiss Condor biplanes; business has increased substantially since fare cut; two planes now used from westbound *Airway Limited* at Columbus.**
- Mar. 25, 1930** **PRR announces that it has completed acquisition of \$6.8 million worth of real estate for 30th Street Station project; city has paid \$3.2 million. (NYT)**
- Mar. 26, 1930** **PRR Board appropriates additional \$10.8 million for Philadelphia Improvements. (MB)**
- Mar. 27, 1930** **ICC refuses to approve \$1.5 million annual rent increase for LIRR's use of Penn Station. (NYT)**
- Mar. 27, 1930** **Pennroad Corporation publishes annual statement in which it reveals it has spent \$120,538,000 in acquiring rail and freight forwarding stocks; first official confirmation of its holdings in Southern Railway, Atlantic Coast Line, Seaboard Air Line, New Haven, Boston & Maine, and P&WV; earned \$2.47 million or 27 cents a share in 1929. (NYT)**
- Mar. 27, 1930** **At meeting of New England Governors' railroad committee, Van Sweringen interests attack control of New England railroads by NYC and PRR. (NYT)**
- Mar. 28, 1930** **New York City Corporation Counsel J.W. Hilly announces it will apply to ICC to force PRR to provide better facilities at Penn Station, including more waiting room and platform space. (NYT)**
- Mar. 28, 1930** **Removal of old Pier D at Jersey City completed to make way for Harborside Terminal. (CE)**
- Mar. 29, 1930** **Pennsylvania Greyhound Lines, Inc. formed as joint venture of PRR and Greyhound Corporation; holding company; all PRR bus**

stocks transferred to it, plus Greyhound Lines, Inc. and Interstate Highway, Limited, Inc., controlled by Greyhound Corporation; operates 8,000 route miles of bus service in PRR territory. (MB)

- Mar. 29, 1930** **21-story office building over Suburban Station opens; originally called "Broad Street Station Building"; PRR occupies five floors; headquarters of Eastern Region remains in old Broad Street Station.**
- Mar. 30, 1930** **Republican Sen. Joseph R. Grundy, campaigning for renomination, attacks W.W. Atterbury and PRR as head of a conspiracy to control state and public treasury and dictate membership of Public Service Commission. (NYT)**
- Mar. 31, 1930** **Net railroad earnings for month down 40% from March 1929. (Klein)**
- Mar. 31, 1930** **United Aircraft & Transport Corporation buys one third of National Air Transport, Inc., from Clement Keys's Chicago associates. (Davies)**
- Apr. 1, 1930** **PRR opens new station at 5th Avenue, Gary, Ind., replacing old station at 21st & Broadway. (CE)**
- Apr. 1, 1930** **PRR begins coordinated rail-bus service with Greyhound Lines between New York and Chicago and St. Louis and Chicago; travel on bus by day and Pullman by night. (NYT)**
- Apr. 1, 1930** **PRR contracts with Jerry H. Bennett Bus Service for buses between New Brunswick and East Millstone, N.J.**
- Apr. 1, 1930** **New passenger station opens at Coshocton, Ohio.**
- Apr. 1, 1930** **Campaigning for Pennsylvania gubernatorial nomination, Gifford Pinchot attacks W.W. Atterbury as seeking to control Public Service Commission and with handpicking a Federal judge for the Eastern District of Pennsylvania and a candidate for the State Supreme Court. (NYT)**
- Apr. 2, 1930** **Broad Street Subway extended from City Hall to South Street in Philadelphia. (SEPTA)**
- Apr. 3, 1930** **Pres. Atterbury tells New England Governors' Railroad Committee that PRR will surrender control of New Haven and Boston & Maine to an all-New England consolidation, providing NYC surrenders control of Boston & Albany Railroad, which it has**

already refused to do; is first public admission that PRR has increased its holdings of New Haven from 173, 025 shares to 204,000 shares in 1930, and that Pennroad Corporation owns another 100,000 shares, plus 168,000 shares of Boston & Maine. (NYT)

- Apr. 4, 1930** Pres. Atterbury states he sees no immediate improvement if traffic, as carloadings continue to fall. (NYT)
- Apr. 5, 1930** House Committee on Interstate & Foreign Commerce begins hearings on railroad holding companies with testimony of ICC Commissioner Joseph B. Eastman who charges that Alleghany Corporation and Pennroad Corporation were formed to evade ICC's role as arbiter of consolidation; makes public first semi-official lists of their respective holdings; Dr. W.M.W. Splawn is counsel to the committee, and Sam Rayburn of Texas is the ranking Democratic member; both Pres. Atterbury and the Van Sweringens plead "no comment" to press. (NYT)
- Apr. 7, 1930** Young Plan, negotiated by Owen D. Young, replaces Dawes Plan for handling German reparations. (Kindleberger)
- Apr. 7, 1930** NYC opens art deco ticket office on Michigan Avenue in Chicago. (RyAge)
- Apr. 9, 1930** Statue of Samuel Rea by sculptor A.A. Weinman dedicated at Penn Station, facing that of A.J. Cassatt across grand staircase; unveiled by George Gibbs and Gustave Lindenthal, last two surviving members of Penn Station Board of Engineers. (NYT)
- Apr. 9, 1930** LIRR announces that it has surpassed the PRR as a passenger carrier in 1929; carried 118,888,128 passengers vs. 113,713,797 on PRR; however, average revenue per passenger on LIRR is 23.4 cents vs. \$1.18 on PRR. (NYT)
- Apr. 9, 1930** PRR Board approves extension of New Cumberland Branch from West Virginia line to Conway Yard. (MB)
- Apr. 1930** ICC examiner recommends against granting certificate to New York, Pittsburgh & Chicago Railroad for new line across the center of Pennsylvania. (RyAge)
- Apr. 10, 1930** W.W. Atterbury resigns as Pennroad Corporation voting trustee; replaced by James W. Alexander, Pres. of Philadelphia National Bank. (Wheeler)

- Apr. 10, 1930** **W.W. Atterbury announces he would welcome a Senate investigation into his activities, political or otherwise, in his dispute with Sen. Joseph Grundy. (NYT)**
- Apr. 10, 1930** **PRR applies to ICC for trackage rights over CCC&StL between Muncie and Anderson, Ind., in lieu of its own Muncie Branch. (NYT)**
- Apr. 10, 1930** **German Chancellor Heinrich Brüning (1885-1970) imposes financial restrictions under Young Plan resulting in higher food prices and severe deflation; memories of hyperinflation of 1923 result in policies that cause unemployment and increase appeal of extremist parties of left and right. (Kindleberger)**
- Apr. 11, 1930** **American Contract & Trust Company purchases the remaining 25% interest in Peoples Rapid Transit, Montgomery Bus Company and Philadelphia Suburban Transit Company from Mitten interests.**
- Apr. 14, 1930** **B&O notifies ICC that it is withdrawing proposed cut-rate fares to have been put in effect Apr. 20 following protest by PRR; was to have cut New York-Washington from \$8.14 to \$5.50 and Philadelphia--Pittsburgh from \$12.58 to \$8.00, to level of PRR's bus-train service; understanding is that PRR will end effort to compete with B&O buses at New York. (NYT)**
- Apr. 1930** **Van Sweringens announce that Alleghany Corporation has purchased 46% of Missouri Pacific Railroad stock and bonds from Kuhn, Loeb & Co. (Wheeler)**
- Apr. 1930** **Van Sweringens purchase Chicago & Eastern Illinois from Thomas Fortune Ryan estate. (Wheeler)**
- Apr. 1930** **New York PSC and Transit Commission rule that LIRR must operate 15-car trains to provide all riders with seats by June 15, 1931; also lengthen platforms at Penn Station and increase number of morning rush hour trains into Penn Station by Sep. 1, 1930. (NYT)**
- Apr. 1930** **Conferences of northern and Pocahontas coal railroads resolve to defend 1928 compromise on Lake Cargo coal rates from legal attack by Ohio and Pnnsylvania coal operators; Pocahontas carriers actually agree with northern operators that Pocahontas rates are too low, but would be shut out of Lake business if they were higher. (Lambie)**

- Apr. 16, 1930** Trenton Division abolished; South Amboy-Camden, Bel-Del, and F&JA ceded to New York Division and Camden-Bay Head Jct. and branches to Camden Terminal Division; Delaware and Norfolk Divisions consolidated to form Delmarva Division with Wilmington-Mt. Pleasant ceded to Maryland Division; Cresson Division abolished and merged into Pittsburgh Division. (MB)
- Apr. 17, 1930** Dow Jones industrial average reaches 294.07, up 95.38 from post-crash low, but seeming recovery soon proves false. (Wyckoff)
- Apr. 17, 1930** New York City Police Commissioner Whalen announces creation of "traffic zone" around Penn Station similar to that around Grand Central Terminal; report includes offer by PRR to build cab ramp through Penn Station to 8th Avenue on 31st Street side. (NYT)
- Apr. 17, 1930** Frederick Rentschler announces he has control of 57% of National Air Transport, Inc. (Davies)
- Apr. 18, 1930** Senate committee chaired by Sen. Nye of North Dakota announces it will investigate charges of improper campaign spending, including Joseph Grundy's charge that W.W. Atterbury and certain large corporations spent lavishly to defeat him in the gubernatorial primary. (NYT)
- Apr. 20, 1930** Broad Street Subway extended from City Hall to South Street. (Cox)
- Apr. 22, 1930** PRR stockholders approve increasing capital stock by \$170 million; not to be issued immediately; \$18 million to be made available to employees at par. (NYT)
- Apr. 22, 1930** Harry Irving Miller (-1930), former General Manager of Vandalia Line and Pres. of Chicago & Eastern Illinois Railroad dies at New York at age 68. (NYT)
- Apr. 23, 1930** B&O installs air conditioning in dining car *Martha Washington*; first air conditioned railroad car in revenue service; placed on the *Columbian* between Jersey City and Washington.
- Apr. 25, 1930** Pennsylvania Greyhound Lines, Inc., acquires Buffalo Interurban Bus Line, Inc., operating between Buffalo and Olean.
- Apr. 26, 1930** Last run of passenger trains between New Brunswick and East Millstone, N.J.; replaced by bus trip. (tt)

- Apr. 26, 1930** Last run of Monongahela Railway Nos. 34-37 between Brownsville and Fairmont and No. 30-33 between Brownsville and Randall. (AR)
- Apr. 27, 1930** *The Pilgrim* renamed *The St. Louisian* (westbound only); *The Red Knight* renamed *The Rainbow*; *The Fast Mail* (Chicago-New York eastbound only) renamed *The New Yorker*; schedule of *The American* and "*The Spirit of St. Louis*" cut from 24 to 23 hours, fastest time yet offered between New York and St. Louis; *Manhattan Limited* eastbound cut from 21 to 20 hours; *Airway Limited* made a separate train from *The American* because of change to Daylight Saving Time. (tt, Mutual)
- Apr. 27, 1930** Gas-electric car assigned to Muskegon Branch on Western Region. (CMP)
- Apr. 28, 1930** New traffic rules imposed at Penn Station; 33rd Street made westbound only west of 7th Avenue; 32nd Street switched from eastbound to westbound; 31st Street switched from westbound to eastbound; left turns prohibited at &th & 34th and 7th & 33rd, and parking restricted. (NYT)
- Apr. 29, 1930** Chief of Motive Power F.W. Hankins rejects plan to test an SP Class AC-5 cab-forward 4-8-8-2 between Altoona and Conemaugh because cost of temporary fuel oil facilities would offset any gain from tests; Sam Vauclain of Baldwin had requested trials hoping to interest PRR in Mallets; Hankins leans toward electrification; SP locomotives are hauled dead by PRR from Eddystone to Chicago; run via Port Road and South Side Pittsburgh because of curves and clearance. (CMP)
- Apr. 29, 1930** PRR announces 17-hour air-rail service between Pittsburgh and Dallas/Fort Worth. (NYT)
- Apr. 29, 1930** McNary-Watres Act authorizes Post Office Dept. to contract with passenger airlines to carry mail on basis of reserving a fixed amount of space; also limits definition of "pioneer rights" to operators flying daily service on a route of at least 250 miles for at least 6 months; works on assumption it will stimulate airlines to build bigger planes and develop passenger and freight traffic to fill extra space; previously, most air mail was carried in small open planes; enables passenger airlines to operate at a profit; authorizes Postmaster General to award exclusive certificates for each air mail route. (TWA, Serling,)
- Apr. 30, 1930** Philadelphia & Camden Ferry Company reduces par value of

shares from 25 to 15. (AR)

- May 1, 1930** Allegheny Division abolished; portion south of Kiski Jct. ceded to Conemaugh Division, portion north to Buffalo Division, Low Grade Line to Renovo Division. (MB)
- May 1, 1930** PRR cuts New York ferry rates to equal Holland Tunnel. (FerryDept)
- May 1, 1930** TAT-Maddux Air Lines establishes 24-hour rail-air service from New York via *Airway Limited* to Port Columbus and Southwest Air Fast Express Line from St. Louis to Dallas/Fort Worth. (Mutual, RyAge)
- May 1, 1930** Western Air Express, Inc., purchases Standard Air Lines, Inc., operating between Los Angeles and Texas. (Davies)
- May 1, 1930** Railroad Committee of Chamber of Commerce of the State of New York reports to Chamber with text by Prof. T.W. Van Metre of Columbia University recommending that they oppose Consolidation movement as diverting traffic from port and support L.F. Loree's plan for New York, Pittsburgh & Chicago Railroad. (NYT)
- May 1930** PRR issues first in a series of posters advertising important historical incidents in PRR territory painted by artist N.C. Wyeth; shows ringing of the Liberty Bell. (Mutual)
- May 1930** Pres. Hoover predicts that worst is over and recovery will begin. (Wyckoff)
- May 7, 1930** Cental Pennsylvania Coal Producers Association files complaint with ICC charging present tidewater coal rates discriminate against Pennsylvania and Maryland in favor of Pocahontas roads. (NYT)
- May 7, 1930** United Aircraft & Transport Corporation completes purchase of National Air Transport, Inc. (Davies)
- May 10, 1930** PRR cancels diesel switcher project using Cummins engine received in 1929 before car body could be built. (Hirsimaki)
- May 12, 1930** PRR begins operating thru passenger cars from Chicago, St. Louis, Cleveland, Detroit, Memphis, Nashville, Louisville and Cincinnati to Pier 4, Bay Ridge, Brooklyn to offer dockside transfer to new transatlantic steamers of North German Lloyd; Army has rebuilt one track to mainline standards; operation of special train

coincides with sailings of *Europa*, *Bremen* and *Columbus*; cars are made into a special train at Pittsburgh; arrives at 9:45 PM Mar. 13 in time for sailing of *Europa*; running time from Penn Station is 0:55; first train composed of combine, parlor, diner and sleeper; *Europa* and *Bremen* were first of post-war luxury liners and were obliged to dock in Brooklyn until larger piers were built in Manhattan in 1934; later boat trains carry about 300 passengers each; operated eastbound only. (Mutual, NYT)

- May 13, 1930 PRR announces Bureau of New Ideas has adopted 30.4% of suggestions in 1930 vs. 10% in 1928. (NYT)
- May 13, 1930 CBS stages first radio broadcast from a moving train, using a makeshift studio in the baggage car of the *Cincinnati Limited* en route to the Kentucky Derby; describes rounding Horseshoe Curve in moonlight and other points of interest; narration is played on a radio on the observation car platform.
- May 13, 1930 Alleghany Corporation acquires working control of Missouri Pacific Railroad; Chairman William H. Williams and last Gould family representatives removed from Board; increases Van Sweringen's mileage to 22,833; the Van Sweringens's investment of ___ in this weak road is a major blunder; move also violates the traditional separation between Official and Western Territory in all consolidation schemes and brings the Vans into an area peopled by Prairie Populists with an inbred loathing of Eastern bankers, ensuring retribution once the Democrats retake Congress. (Wheeler, NYT)
- May 13, 1930 Gifford Pinchot issues telegram to W.W. Atterbury charging him with "violating rules of decency" by taking sides against him and in favor of Francis Shunk Brown in primary and in ordering PRR employees how to vote. (NYT)
- May 14, 1930 American Contract & Trust Company sells Pennsylvania General Transit Company, Peoples Rapid Transit Company, Inc., Pennsylvania-Virginia General Transit Company, Philadelphia Suburban Transit Company, (and what else?) to Pennsylvania Greyhound Lines, Inc.
- May 14, 1930 Greyhound Corporation sells Greyhound Lines, Inc. (Ind.) to Pennsylvania Greyhound Lines, Inc., which becomes operating company.
- May 14, 1930 PRR Board appropriates additional \$3 million for Philadelphia Improvements. (MB)

- May 14, 1930** Pres. Atterbury's 110-foot steel yacht, named *Arminia* after his wife, is launched at the Mathis Yacht Building Company in Camden. (NYT)
- May 15, 1930** PRR withdraws coach porters from east-west and Midwest corridor trains as an economy move.
- c. May 1930** Enclosure of Exit Concourse at Penn Station completed. (CE)
- May 16, 1930** Removal of Pier G at Jersey City completed to make way for Harborside Terminal. (CE)
- May 16, 1930** ICC authorizes B&O to acquire two-thirds interest in Buffalo & Susquehanna Railroad. (B&O AR)
- May 1930** Economic downturn begins ushering in Great Depression; deflation and bank failures continue through March 1933; railroad traffic, earnings, and employment cut in half; railroad stocks collapse and most in Official Territory never recover.
- May 1930** PRR completes gasoline switcher No. 3907 as Class A6b.
May 17, 1930 PRR begins low-fare weekend excursions from New York to Cleveland, Toledo and Detroit; first since World War I. (NYT)
- May 19, 1930** Postmaster General Walter F. Brown convenes the first of a two meetings to divide mail routes; wants three transcontinental routes, New York-Chicago-San Francisco, operated by United Aircraft, a central New York-Los Angeles route to be operated by TAT-Maddux Air Lines, and a southern route to be operated by American Airways; Brown demands that Western Air Express, Inc., merged with TAT and sell its Los Angeles-Dallas to Southwest Air Fast Express; Hanshue is furious; D.M. Sheaffer of PRR attends to represent TAT; that same night, Sheaffer approaches Hanshue with an offer to buy Western Air Express through an exchange of stock, which is refused. (Serling, NYT)
- May 20, 1930** Primary elections in Pennsylvania; Secretary of Labor James J. Davis of Pittsburgh defeats Joseph Grundy for Republican senatorial nomination, and Gifford Pinchot wins nomination for governorship over Vare Machine candidate Francis Shunk Brown. (NYT)
- May 20, 1930** Wheeling & Lake Erie Railroad asks ICC to dismiss separate applications of Nickel Plate, Wabash, and Pittsburgh & West Virginia to control it. (NYT)

- May 22, 1930** **Dinner celebrating 25th anniversary of LIRR electrification held in Savarin Restaurant of Penn Staiton. (NYT)**
- May 23, 1930** **Pres. Atterbury testifies before ICC defending purchase of Wabash and LV by Pennsylvania Company as an "investment" to protect interests of PRR. (NYT)**
- May 26, 1930** **TAT-Maddux Air Lines, PRR, Santa Fe and Seaboard Air Line announce through ticketing with New York, Rio de Janeiro & Buenos Aires Line for air service to east coast of South America.**
- May 30, 1930** **Atlantic City Railroad begins operating Wildwood & Delaware Bay Short Line Railroad as its Wildwood Branch.**
- May 30, 1930** **Pennsylvania Golf Club opens new 18-hole course at Frazer, Pa. (Mutual)**
- June 1, 1930** **Division point between Eastern Division/Central Region and Fort Wayne Division/Western Region moved west to a point 1.7 miles east of Crestline station. (MB)**
- June 1, 1930** **New England traffic organization made to report to Freight Traffic Manager at New York, not Philadelphia headquarters.**
- June 2, 1930** **New two-week slide begins on Wall Street in response to debate over tariff and weakness in commodity markets. (NYT, Klein)**
- June 2, 1930** **ICC approves granting PRR trackage rights over CCC&StL between Muncie and Gridley, Ind.**
- June 4, 1930** **Postmaster General Brown convenes second conference to allot air mail routes. (NYT)**
- June 7, 1930** **Regular Republicans including W.W. Atterbury, Gov. Fisher, and Mellon interests defeat Gifford Pinchot's and Joseph R. Grundy's candidate for State Republican Party Chairman, 77 to 33. (NYT)**
- June 1930** **Juniata Shops builds first PRR diesel locomotive; No. 3907, Class A6b. (Edson has May 1930)**
- June 10, 1930** **ALCO-Timken "Four Aces" 4-8-4 roller bearing demonstrator steam locomotive first tested on PRR on a Buffalo-Harrisburg freight; used as pusher to Machias and up Keating summit, then returns to Buffalo; later exhibited at ARA convention in Atlantic City; had previously tested on NYC. (CMP, NYT)**

June 10, 1930 ICC denies PRR application to abandon Blue Ash to Montgomery, Ohio.

June 11, 1930 Pennroad Corporation declares first dividend of 20 cents a share; Pennroad certificates close at 11-5/8. (NYT)

June 11, 1930 Jay Cooke resigns as Pennroad Corporation voting trustee; replaced by Joseph Wayne, Jr. (Wheeler)

June 15, 1930 System Publicity Bureau in Philadelphia reorganized as Publicity Dept. under Vice President Elisha Lee and Advisor to Publicity Ivy Lee.

June 15, 1930 TAT-Maddux Air Lines raises fares from 6 cents to 7 cents per air mile; full fare increased from \$159.93 to \$176.43; TAT returns increased 17% without much loss of traffic. (Mutual)

June 1930 PRR's "Blue Ribbon" trains post a record 93% on-time performance. (NYT)

June 16, 1930 Stock offering of 360,000 share to employees closed; is oversubscribed; value of stock will collapse in Depression and never recover; PRR is never again able to raise funds by the sale of stock.

June 17, 1930 Pres. Hoover signs Smoot-Hawley Tariff over pleas of many economists; original purpose was to protect farmers, but interests in Congress, including Pennsylvania's Joseph Grundy, had expanded Hoover's original proposal to raise tariffs on most manufactured goods to new heights; most other countries retaliate; the resulting contraction of international trade is a major factor in causing the ensuing Depression. (Kindleberger)

June 18, 1930 American Railway Association convention opens at Atlantic City; PRR exhibits new flat car capable of carrying eight DD1 double-door containers. (built at Altoona - get date from photo)

June 19, 1930 O.P. Van Sweringen resigns as director of Cleveland Union Terminals Company. (MB)

June 20, 1930 Federal Reserve cuts discount rate to 2.5%. (Kindleberger)

June 20, 1930 Removal of transfer bridges 1 & 2 north of Pier D at Jersey City completed to make way for Harborside Terminal. (CE)

June 20, 1930 ICC denies PRR application to abandon branch between Blue Ash

and Montgomery, Ohio. (NYT)

- June 23, 1930** ICC concludes hearings on Pittsburgh & West Virginia Railway's application to absorb Wheeling & Lake Erie. (RyAge)
- June 23, 1930** Mary Todhunter Clark, a granddaughter of PRR Pres. George B. Roberts and banker E.W. Clark, marries Nelson Aldrich Rockefeller, the grandson of John D. Rockefeller, Sr., at St. Asaph's Episcopal Church in Bala; they divorce in __. (NYT)
- June 24, 1930** LIRR wins E.H. Harriman Medal for railroad safety. (NYT)
- June 1930** General Motors Corporation acquires Winton Engine Company.
- June 25, 1930** PRR Board holds last meeting in Board Room at Broad Street Station; appropriates additional \$11.5 million for Philadelphia Improvements. (MB)
- June, 25, 1930** VP A.J. County announces that employees have oversubscribed PRR stock issue; 72,450 employees apply for 58,097 shares vs. 360,000 available; no subscriber to receive more than seven shares. (NYT)
- June 27, 1930** Wabash Railway Chairman William H. Williams announces his determination to proceed with his plan to develop a Fifth Trunk Line System. (NYT)
- June 28, 1930** Dedication banquet held for opening of Cleveland Union Terminal after electrification completed and eastbound service begins. (AR)
- June 29, 1930** PRR inaugurates electric local service between North Philadelphia and Trenton. (CE)
- June 29, 1930** PRR assumes sole operation of old Cleveland Union Depot after NYC trains vacate in favor of new Union Terminal on Public Square. (CE)
- June 29, 1930** All-single room (13 rooms) Pullman sleepers placed on *Broadway Limited* as experiment; placed on *Liberty Limited* and *Golden Arrow* in July; introduced earlier on runs between New York, Pittsburgh, Cleveland, and Washington.
- June 30, 1930** French troops end occupation of the Rhineland.
- July 1, 1930** PRR leases West Jersey & Seashore Railroad under agreement of June 30, 1930 at fixed charges plus 6% dividend; Camden Terminal Division abolished and merged into Atlantic Division;

Atlantic Division becomes part of Philadelphia Terminal General Division; PRR also effects new 999-year lease of Western New York & Pennsylvania Railway at fixed charges plus 6% on common and 5% on preferred stock. (AR, NYT)

- July 1, 1930** Conference held between Pennroad Corporation and representatives of two Seaboard Air Line Syndicates; they want Pennroad to take half the holdings of the Underwriting Syndicate, or 583,000 additional shares. (Wheeler)
- July 1, 1930** PRR ends night service on Brooklyn ferry. (FerryDept)
- July 3, 1930** PRR notifies Elizabeth, N.J., officials it is abandoning its plan to widen to six tracks between "LANE" and "ELMORA" because of condemnation award of \$290,828 for 30-foot right of way strips; railroad estimate had been \$56,000. (NYT)
- July 3, 1930** Recond 31 passengers, 15 for West Coast, depart on westbound *Airway Limited*. (NYT)
- July 6, 1930** Transcontinental Air Transport, Inc., announces air-rail service has carried 30,000 passengers in first year; radio has now been installed on all planes. (NYT)
- July 7, 1930** First of new H-27 hopper cars loaded at mine on Monongahela Railway. (are these Timken-equipped?)
- July 7, 1930** Baltimore Mail Steamship Company incorporated to give Baltimore its first transatlantic passenger line since World War I; joint venture of Roosevelt Steamship Company, PRR and B&O; ships will dock at piers of Canton Company, controlled by Pennroad; to operate five reconditions ships to Hamburg starting in 1931. (NYT - is not filing date)
- July 8, 1930** ICC begins hearings on disposition of Western Maryland Railway. (RyAge)
- July 9, 1930** Pullman parlor-buffet-lounge car in "*Club*" series christened *Mask and Wig Club* at Philadelphia in honor of University of Pennsylvania's drama group; used in "clocker" service. (NYT)
- July 9, 1930** Crowd of 5,000 briefly overpowers prohibition agents who were in the process of destroying a contraband shipment of real beer discovered at Pavonia Yard in Camden, making off with about a dozen kegs before police restore order. (NYT)

- July 10, 1930** **Gifford Pinchot announces he will run as an independent if rival Francis Shunk Brown's court case to have Luzerne County primary ballots invalidated is successful; charges W.W. Atterbury with trying to "steal the governorship." (NYT)**
- July 10, 1930** **Adm. Richard E. Byrd and party, returned from Antarctic explorations, leaves New York for Chicago on Broadway Limited. (NYT)**
- July 12, 1930** **ICC rejects PRR plan to offer free bus or taxi service to any point in Manhattan, Brooklyn or the Bronx to parties of 25 or more to compete with B&O buses; holds service in too broad; opposed by NYC and DL&W. (NYT)**
- July 14, 1930** **Group of 75 farmers from Delaware, Maryland and Virginia arrive at Penn Station for two-day tour of markets and food terminals in New York. (NYT)**
- July 15, 1930** **Joint meeting of TAT, Western Air Express, and Pittsburgh Aviation Industries Corporation; arrange to form joint venture called Transcontinental & Western Air, Inc., to meet demands of Postmaster General Walter F. Brown to consolidate parallel routes; Pittsburgh Aviation Industries Corp. is included because of experience flying over Allegheny Mountains; Western Air Express, Inc., is to retain management control for one year with Hanshue as Pres., and TAT is to have voting control; contributes its San Francisco-Los Angeles-Kansas City route; under pressure from Brown, sells its routes between Los Angeles and Texas to American Airways; however, Western Air Express, Inc., remains as a separate entity with Los Angeles-San Diego and Los Angeles-Salt Lake City routes; exchange of shares gives General Motors a large share in TWA. (TWA, Serling has 7/16)**
- July 15, 1930** **Reports reveal that Prnnroad Corporation has lost almost \$18 million on purchase of P&WV because of decline in stock values. (NYT)**
- July 15, 1930** **B&O begins store door delivery service from its St. George terminal on Staten Island to all points in New York City using trucks of Store Door Trucking Corporation; Brooklyn terminal companies seek injunction. (NYT)**
- July 16, 1930** **LIRR announces it has placed in service 40 ex-PRR P54 trailers converted to MU cars. (NYT)**
- July 18, 1930** **PT&T contracts with Pennsylvania Cadillac Motor Service**

- Company for limousine and rental car service at Penn Station. (MB)**
- Jul 18-21 1930** **Executive offices moved from Broad Street Station to 15th-19th floors of Suburban Station; Eastern Region offices remain in Broad Street Station. (NYT,)**
- July 19, 1930** **Northbound "Clocker" strikes automobile accidentally driven onto the tracks and platform at South Elizabeth by way of a poorly marked closed street crossing at 10:30 PM; locomotive overturns and two cars roll down embankment, a signal bridge for "SA" Tower is demolished, closing all tracks; over 100 injured, one fatally; through trains detoured via LV between Newark and Metuchen westbound; one track restored at 12:35 AM. (NYT)**
- July 20, 1930** **Electric local revenue service begins between 52nd Street, Philadelphia, and Norristown; electrification is not extended to Phoenixville as originally planned. (CE)**
- July 21, 1930** **Pennroad Corporation announces that it has increased its holdings of New Haven from 100,000 shares to 204,000 shares since Jan. 27, plus Missouri-Kansas Texas Railroad preferred stock and B&O Convertible bonds. (NYT)**
- July 21, 1930** **Transcontinental & Western Air, Inc. incorporated in Delaware as joint venture of Transcontinental Air Transport, Inc. (47.5%), Western Air Express, Inc. (47.5%) and Pittsburgh Aviation Industries Corporation (5%) to perform all-air mail and passenger service under new Post Office Dept. contract; C.M. Keys of TAT as Chairman and Harris Hanshue of WAE as Pres., and Jack Frye as VP-Operations; acquires stock and certain assets of TAT and WAE, Inc. (Moody's, TWA)**
- July 21, 1930** **PRR pier at Canton destroyed by fire. (NYT)**
- July 22, 1930** **Pennroad Corporation announces it will pay dividends on Detroit, Toledo & Ironton preferred stock. (NYT)**
- July 1930** **New 324-foot addition to 16th & Pike Street Produce Terminal opens in Pittsburgh.**
- July 25, 1930** **B&O suspends store door delivery at New York after protest of other companies. (NYT)**
- July 25, 1930** **Dillon, Read & Co. sounds out Illinois Central Railroad if it is interested in buying the holdings of the two Seaboard Syndicates.**

(Wheeler)

- July 27, 1930** Stage designer and inventor of "streamlined" style Norman Bel Geddes has meeting with PRR officials arranged through his patron, Otto Kahn of Kuhn, Loeb & Co. (Collins)
- July 27, 1930** New Haven ends local passenger service on Harlem River Branch between Harlem River Station and New Rochelle; express passenger service via Hell Gate Bridge remains.
- July 28, 1930** ALCO-Timken demonstrator locomotive begins road tests on PRR, running on #13 and #6 between Harrisburg and Columbus, replacing an M1a. (CMP)
- July 1930** PRR begins carrying passengers' automobiles as baggage on *The Sea Gull* between Pittsburgh and Atlantic City to compete with highways.
- July 1930** PRR begins carrying motor trucks on its car floats between Cape Charles and Little Creek to accommodate growing truck traffic using the Eastern Shore to bypass Baltimore and Washington.
- July 1930** New York Central system trains (and what others?) vacate old Cleveland Union Passenger Depot in favor of new Cleveland Union Terminal on Public Square. (see above)
- July 1930** Atlantic City Railroad buys control of Wildwood & Delaware Bay Short Line Railroad.
- July 1930** Grogan Yard at Columbus enlarged from 1,010 to 2,105 car capacity. (AR has completed in 1931)
- July 1930** PRR issues second N.C. Wyeth poster; "In Old Kentucky" showing Daniel Boone-type frontiersmen. (Mutual)
- July 30, 1930** ICC files formal charges that PRR's purchase of Wabash and LV violates Clayton Antitrust Act. (NYT)
- July 31, 1930** Press reports that NYC has agreed in principal to sell its 26% interest in the Reading-CNJ to B&O in return for certain trackage rights. (NYT)
- Aug. 4, 1930** Cab signals placed in service between Millham Jct., Trenton, and Holmesburg Jct. (or N. Phila.?) (was Holmesburg-Phila. done earlier - was scheduled to open 6/1 - Mutual)

- Aug. 5, 1930** Virginia Ferry Corporation incorporated in Va.; to operate vehicular ferries between Cape Charles and Little Creek; all stock owned by American Contract & Trust Company. (MB)
- Aug. 1930** B&O acquires control of Chicago & Alton Railroad from Kuhn, Loeb & Co. (NYT)
- Aug. 7, 1930** PRR announces that 317 of 360 locomotives have been equipped with cab signals. (NYT)
- Aug. 8, 1930** First Class O1 (?) 2-B-2 electric passenger locomotive placed in service between Philadelphia and Trenton. (NYT)
- Aug. 8, 1930** Virginia Ferry Corporation organized; joint venture of PRR and Delaware-New Jersey Ferry Company, part of Wilson Line interests of Wilmington, Del., controlled by George Benn Junkin (1889-1971), son-in-law of Samuel Rea; Elisha Lee elected Pres.; establishment of line delayed by litigation with rival Peninsula Ferry Corporation. (MB - recheck - unclear if Junkin involved til 1933)
- Aug. 11, 1930** Railroads entering New York agree that B&O will abandon its store door service; in return, PRR and LV will carry freight to and from their inland stations in own trucks, rather than use private truckers who have an incentive to carry from inland stations direct to consignee; Erie Railroad will continue to use United States Trucking Corporation, which is controlled by Van Sweringens. (NYT)
- Aug. 15, 1930** PRR signs agreement with City of Pittsburgh for new station and street improvements; Depression will delay project until after World War II. (MB)
- Aug. 1930** Severe drought strikes South and lower Midwest.
- Aug. 18, 1930** Pennsylvania-Virginia General Transit Company begins through bus service between New York and Cape Charles, Va., with ferry connection to Norfolk. (NYT)
- Aug. 1930** Cab signals placed in service between Frankford Jct. and West Haddonfield, N.J. on Delair Bridge line.
- Aug. 22, 1930** Richmond-Washington Company surrenders powers to build and operate railroads. (C&C)
- Aug. 22, 1930** W&LE files brief with ICC opposing its inclusion in P&WV system

- because of PRR control; asks inclusion in C&O system. (NYT)
- Aug. 22, 1930** **Illinois Central Railroad declines offer to purchase Seaboard Air Line; Dillon, Read & Co. try to make new attempt to get Van Sweringens or perhaps Pres. Atterbury to take the stock, but Atterbury is on vacation until Sep. 10, and Syndicates set to expire on Sep. 30. (Wheeler)**
- Aug. 25, 1930** **Postmaster General Walter F. Brown awards air mail contract for Newark Airport-Los Angeles service to Transcontinental & Western Air, Inc. (Davies)**
- Aug. 29, 1930** **PRR awards first Rea-Newhall Scholarship for four years at University of Pennsylvania. (NYT)**
- Aug. 29, 1930** **LIRR appeals to courts to block ruling of Transit Commission and Public Service Commission re operating 15-car trains and lengthening platforms at Penn Station. (NYT)**
- Aug. 30, 1930** **PRR restores third boat on Cortlandt Street ferry. (FerryDept)**
- Sep. 1, 1930** **New York, Philadelphia & Washington Airway Corporation, backed by the Ludington brothers of Philadelphia, inaugurates daily hourly airplane service between Newark Airport, Philadelphia (Camden) and Washington; special bus operates between Penn Station and Newark Airport. (A-sheet, NYT)**
- Sep. 1, 1930** **PCC&StL acquires trackage rights over CCC&StL between Anderson and Muncie, Ind., under agreement of May 23, 1929. (C&C)**
- Sep. 3, 1930** **Quaker City Cabs, Inc., establishes limousine service at Broad Street, West Philadelphia, and North Philadelphia stations.**
- Sep. 6, 1930** **Fort Wayne Division wins Western Region outdoor sports meet at Indianapolis. (NYT)**
- Sep. 8, 1930** **Richmond & Madison RPO cut to Columbus & Madison RPO. (Kay)**
- Sep. 9, 1930** **PRR discontinues bus service between Trenton and Browns Mills, N.J. (eff. date)**
- Sep. 10, 1930** **Pres. Atterbury returns from western vacation.**
- Sep. 10, 1930** **Pres. Atterbury denies rumors that either PRR or Pennroad**

Corporation has purchased Maine Central or Bangor & Aroostook Railroads. (NYT)

- Sep. 10, 1930 PRR Board holds first meeting in new Board Room in Suburban Station; writes off lease of Pier 1, North River; old Camden & Amboy New York terminal since mid-1800s; reverses decision to abandon portion of Dresden Branch approved on Sep. 11, 1929. (MB)
- Sep. 11, 1930 Effigies representing "Old Man Depression," "Mrs. Pessimism," and "Miss Fortune" thrown from PRR steamboat *Virginia Lee* by Virginia Gov. Pollard and party on trip to Eastern Shore. (NYT)
- Sep. 12, 1930 ICC examiner recommends against Pittsburgh & West Virginia control of Wheeling & Lake Erie, citing PRR control of P&WV through Pennroad Corporation. (NYT)
- Sep. 13, 1930 Last run of Richmond-Columbus, Ind., mixed train; last passenger service between Dublin Jct. and Columbus, Ind. (tt)
- Sep. 14, 1930 "ZOO" Tower placed in service at Mantua Jct., replacing "N", "K", "D-1" and "JO" interlockings. (verify ones replaced) (CE)
- Sep. 14, 1930 Missouri Pacific's *Sunshine Special* extended to operate through between St. Louis and Mexico City. (A-sheet)
- Sep. 15, 1930 Pennroad Corporation pays first dividend of 20 cents a share. (NYT)
- Sep. 1930 Representatives of railroad security holders approach Railway Labor Executives' Association with concern about falling revenues and raise question of future pay cuts.
- Sep. 1930 Train shed of Columbus Union Station removed for replacement with umbrella sheds. (removal authorized in May, begins around June - according to NYC AR was completed in 1931)
- Sep. 1930 PRR adds maid service to *The Pennsylvania Limited* eastbound and *The Manhattan Limited* westbound.
- Sep. 17, 1930 Kuhn, Loeb & Co. offers \$23,35,000 PCC&StL General Mortgage bonds and \$7,182,000 Cleveland & Pittsburgh General & Refunding Mortgage bonds and 1002. (NYT)
- Sep. 21, 1930 John T. Dorrance (-1930), head of Campbell Soup Company and PRR director, dies. (NYT)

- Sep. 23, 1930** East Stroudsburg & Philadelphia RPO cut to East Stroudsburg & Trenton RPO. (Kay)
- Sep. 23, 1930** Maddux Air Lines Ford Tri-motor No. 1, first plane flown by Maddux on West Coast, arrives at North Beach (later La Guardia) Airport as prelude to application for coast-to-coast air mail contract; plane is to be put on display in Penn Station. (NYT)
- Sep. 1930** Former Maddux Air Lines Tri-motor No. 1, first passenger plane to cross Rocky Mountains, placed on display in main waiting room of Penn Station replacing TAT "City of New York," which enters revenue service; remains there until May 1935. (Pa. News notes plane being removed in 6/1/30 issue)
- Sep. 28, 1930** *The Rainbow* (westbound) cut to 20:50 and *The New Yorker* (eastbound) cut to 20:00, making seven fast New York-Chicago trains in each direction. (Mutual)
- Sep. 27, 1930** 30th Street Station and Suburban Station open for public viewing without train service. (Mutual)
- Sep. 27, 1930** Last run of Monongahela Railway No. 30-33 between Randall and Fairmont. (AR)
- Sep. 28, 1930** Upper level of 30th Street Station opens at 2:01 AM for all MU trains using Suburban Station and steam trains to Wilmington, Baltimore, and Washington from Broad Street Station; Suburban Station opens with seven tracks (6-12) and four platforms for MU commuter trains only; "BROAD" Tower at Suburban Station placed in service. (CE, NYT)
- Sep. 29, 1930** New bridge completed across Allegheny River at South Oil City. (CE)
- Sep. 30, 1930** New England Governors' Railroad Committee reports that PRR has increased its holdings of New Haven to 228,925 shares and Pennroad to 150,000 shares since Apr. 1930. (NYT)
- Oct. 1, 1930** VP in Charge of Secretarial Dept. Lewis Neilson retires at age 70 after almost 50 years of service. (NYT)
- Oct. 1, 1930** PRR has 5,757 locomotives, down from 7,270 in 1918; average HP per unit has increased from 1,578 in 1918 to 2,346 in 1930; total HP now 13.5 million vs. 11.5 million in 1918.

- Oct. 1, 1930** PRR has record 212,311 stockholders,, of whom 100,347 are women. (NYT)
- Oct. 1, 1930** Pres. Hoover travels to North Philadelphia by special PRR train for first game of World's Series at Shibe Park. (NYT)
- Oct. 1, 1930** Transcontinental & Western Air, Inc., takes over operation of transcontinental air route, including air-rail service, from TAT, Inc. and Western Air Express, Inc. (AR)
- Oct. 1, 1930** Postmaster General Walter F. Brown awards mail contract for central transcontinental route, New York-Los Angeles, to Transcontinental & Western Air, Inc., effective Oct. 25. (TWA)
- Oct. 1, 1930** Greyhound Management Company signs contract to manage Pennsylvania Greyhound Lines, Inc.
- Oct. 2, 1930** Transcontinental & Western Air, Inc., organized at New York; C.M. Keys, Chairman of the Board; Harris M. Hanshue, Pres.; DM. Sheaffer, Chairman of Executive Committee. (NYT)
- c. Oct. 1930** New Parcel Room and trainmen's quarters completed in south well of Concourse at Penn Station. (CE)
- Oct. 3, 1930** Group of 20 anti-Prohibition business leaders in Philadelphia endorse Democratic gubernatorial candidate John M. Hemphill. (NYT)
- Oct. 4, 1930** First conference held between National Association of Owners of Railroads & Public Utilities Securities and Railway Labor Executives' Association. (Wheeler)
- Oct 6, 1930** PRR leases Franklin City-Chincoteague tug and barge operation to Henry W. Sharpley for one year from Oct. 16, (MB)
- Oct. 6, 1930** Parlor observation sun-room lounge cars added to *The Congressional Limited* and *The Senator*. (A-sheet)
- Oct. 7, 1930** Electro Motive Company 300 HP diesel demonstrator No. 463 begins tests on Philadelphia Terminal Division.
- Oct. 8, 1930** PRR signs revised agreement with City of Philadelphia extending deadline for completing improvements by five years.
- Oct. 9, 1930** Pres. Atterbury resigns as Republican National Committee from Pennsylvania, saying he cannot support the whole ticket led by his

enemy Gifford Pinchot; however, State Chairman Edward Martin refuses to accept resignation immediately, although this is not made public until after the election; group of Pittsburgh businessmen identified with Mellon interests also announce they will support the Democratic candidate against Pinchot. (NYT)

- Oct. 10, 1930 ICC's Bureau of Inquiry charges that PRR's motive in acquiring the Wabash and LV was to violate the Clayton Act; purchase has resulted in loss of \$2 million a year and thus cannot be made as an "investment." (NYT)
- Oct. 10, 1930 PRR petitions ICC to investigate B&O's New York bus service and either give PRR equal rights or end B&O service. (NYT)
- Oct. 15, 1930 Transcontinental & Western Air, Inc., establishes 36-hour coast-to-coast all air service (mail and passengers) with overnight stopover in Kansas City; this flight connects with *St. Louisian* at Port Columbus for second 48-hour air-rail trip; rail leg on Santa Fe abolished and route changed to operate with overnight stopover in Amarillo instead of running via Clovis; fare is \$200 for all-air and \$181.68 for rail-air. (NYT, Mutual - Aviation, Davies says 10/25 - TWA says mail contract eff. 10/25)
- Oct. 15, 1930 Last run of PRR tug *Broadwater* and barges between Franklin City and Chincoteague, Va. (LC)
- Oct. 15, 1930 Capitol Theater Bus Terminal, Inc., opens new bus terminal at 50th Street & 8th Avenue in New York City; 37.5% owned by Pennsylvania Greyhound Lines.
- Oct. 1930 Manor Real Estate & Trust Company acquires 14,000 acres of coal land in southwestern Pennsylvania and northwestern West Virginia from Carnegie Coal Company to secure traffic for PRR.
- Oct. 1930 William Z. Ripley persuades Pres. Hoover that a fifth system in the East is no longer a viable proposition; Hoover persuades railroads to resume negotiations. (Wheeler)
- Oct. 1930 Pres. Hoover appoints a Committee on Unemployment Relief; 4.5 million unemployed.
- Oct. 18, 1930 Montgomery Bus Company acquires assets of Philadelphia Suburban Transit Company.
- Oct. 18, 1930 VP-Central Region E.T. Whiter announces \$20 million Pittsburgh terminal improvements will be started next spring, including new

passenger station. (NYT)

- Oct. 22, 1930** PRR Board authorizes public statement countering rumors being spread against it (as part of Pinchot's campaign for Governor); denies it is delinquent in paying state taxes, pays no real estate taxes in Philadelphia, or uses city's money on own portion of Philadelphia Improvements; denies it tells its employees how to vote; denies it shows political favoritism in awarding contracts, particularly electrification contracts to Vare Bros. (MB)
- Oct. 22, 1930** PRR abandons Missaukee Branch between Merritt and Michelson, Mich. (MB)
- Oct. 23, 1930** Sharp drop in stock market; over next month, Alleghany Corporation drops from 56 to 10. (Wheeler)
- Oct. 23, 1930** Van Sweringens are in Boston negotiating for Boston & Maine when market breaks; are summoned to a meeting with representatives of J.P. Morgan & Co. and Guaranty Trust Company at home of Morgan partner Thomas W. Lamont. (Wheeler)
- Oct. 25, 1930** Transcontinental & Western Air, Inc., establishes a second rail-air trip via the *St. Louisian*; also inaugurates transcontinental 36-hour all-air service between New York and San Francisco/Los Angeles with a change of planes and night layover in Kansas City. (Mutual, TWA)
- Oct. 27, 1930** Electro-Motive demonstrator No. 463 runs from Philadelphia to Steelton with 10 cars in 8:10; first over-the-road run by an EMC diesel on PRR. (Hirsimaki)
- Oct. 27, 1930** Secretary J. Taney Willcox issues a public statement denying all of Gifford Pinchot's campaign charges against the PRR. (NYT)
- Oct. 29, 1930** Gifford Pinchot replies to PRR statement saying he never charged PRR, but continues to accuse Pres. Atterbury personally with misuse of office and of trying to influence votes of PRR employees. (NYT)
- Oct. 29, 1930** Pres. Atterbury announces will build 500 new gondola cars at Atloona, 500 at Enola and 500 at Pitcairn and recall 300 furloughed employees. (NYT)
- Oct. 29, 1930** Ten-track receiving yard opens at Grogan Yard in Columbus, Ohio, north of N&W's Joyce Avenue Yard. (CE)

- Oct. 31, 1930** **Banks agree to loan Van Sweringens \$39.5 million to keep them afloat. (Wheeler)**
- Oct. 31, 1930** **Gifford Pinchot charges that Pres. Atterbury's policies will result in ruin of PRR or his ouster within a year. (NYT)**
- Nov. 1, 1930** **Last run of Williamsport-Canandaigua parlor car in trains No. 8405-8412. (A-sheet)**
- Nov. 1, 1930** **C&O closes Greenbrier resort at White Sulphur Springs for rebuilding. (A-sheet)**
- Nov. 2, 1930** **All remaining outbound steam trains from Broad Street Station to northern and western points rerouted through upper level of 30th Street Station instead of West Philadelphia Station.**
- Nov. 2, 1930** **New passenger route lift bridge over Hackensack River opens at Jersey City. (NYT)**
- Nov. 4, 1930** **Gifford Pinchot, running as an independent with support of Joseph Grundy, wins Pennsylvania governorship by 80,000 votes after a campaign spent denouncing the Vare Machine, W.W. Atterbury and the PRR. (NYT)**
- Nov. 4, 1930** **Democrats win control of U.S. House; Republican margin in Senate cut to one seat; first setback since 1916. (EAH)**
- Nov. 4, 1930** **New freight route lift bridge over Hackensack River opens at Jersey City. (NYT - AR has 11/3?)**
- Nov. 7, 1930** **Assistant VP in charge of Operations and former Chief of Motive Power James T. Wallis (1868-1930) dies after 40 years of service. (Mutual)**
- Nov. 7, 1930** **PRR-TAT movie *Coast to Coast in 48 Hours* begins one week engagement at George M. Cohan Theatre in New York. (NYT)**
- Nov. 7, 1930** **ICC denies PRR petition to investigate legality of B&O's New York bus service. (NYT)**
- Nov. 8, 1930** **Bank of Tennessee, controlled by Nashville investment banking house of Caldwell & Co., closes; failures ripple through the Caldwell combination of banks and insurance companies, the largest in the South, causing a localized banking panic; failures are the result of poor management and reckless growth during the**

1920s, not the the stock market crash. (Wicker)

- Nov. 9, 1930** PRR discontinues parlor car service between St. Louis and Indianapolis on trains No. 20 and No. 11. (A-sheet)
- Nov. 12, 1930** All remaining inbound steam trains from northern and western points to Broad Street Station rerouted via upper level of 30th Street Station and upper level platforms of West Philadelphia Station abandoned. (except for MU shuttles from Broad St.? or do these run to lower level?)
- Nov. 12, 1930** PRR Board authorizes construction of river-to-rail transfer near Conway Yard; writes off Lehigh Jct. station and elevator at Phillipsburg, N.J. (MB)
- Nov. 12, 1930** Pres. Atterbury proposes a rail tunnel between Philadelphia and Camden as an extension of the Suburban Station line, to be built by the Delaware River Joint Commission; notes PRR has no cars capable of negotiating the grades of the Delaware River Bridge. (NYT)
- Nov. 13, 1930** Railroad presidents meet in New York office of L.F. Loree to discuss impact of Depression. (NYT)
- Nov. 14, 1930** Caldwell & Co. fails; banking panic quickly spreads through Tennessee, Kentucky, Arkansas and North Carolina; failures are aggravated by severe drought in the region; first banking panic of Depression does not affect central money markets. (Wicker)
- Nov. 15, 1930** Dining cars placed on all 2-hour "Clockers" between New York and Philadelphia between hours of 7:00 AM and 7:00 PM.
- Nov. 15, 1930** C.D. Young appointed Assistant VP in Charge of Purchases, Sales & Insurance. (MB)
- Nov. 16, 1930** Cab signals placed in service between Altoona and Pittsburgh and on Sang Hollow Extension. (CE)
- Nov. 16, 1930** PRR discontinues Lloydville station on Bellwood Branch. (A-sheet)
- Nov. 16, 1930** PRR stock selling at 613, down from 110 in 1929. (NYT)
- Nov. 18, 1930** Full ICC begins hearing on L.F. Loree's application for New York, Pittsburgh & Chicago Railroad; Henry Wolf Biklé presents PRR protest. (RyAge, NYT)

Nov. 18, 1930 PRR withdraws one day boat from Cortlandt Street ferry, leaving two boats. (FerryDept)

Nov. 19, 1930 Five operating Brotherhoods resolve to secure six-hour day. (LC)

Nov. 19, 1930 Pennroad Corporation selling at 7-3/8. (NYT)

Nov. 24, 1930 New Cincinnati Southern yard between 5th & Harrison Streets opens; old CS yard closed to clear ground for Cincinnati Union Terminal. (CE)

Nov. 24, 1930 AFL Shop Crafts Unions call for five-day week at current rates of pay. (LC)

Nov. 1930 Last of 100 class M1a 4-8-2's, No. 6774, built at Juniata; steam locomotive production there ceases for 8 years because of the Depression; only 93 electric locomotives produced through 1938. (Edson)

Nov. 1930 PRR issues third N.C. Wyeth historical poster, "Pittsburgh in the Beginning" showing Fort Prince George in 1754. (Mutual)

Nov. 27, 1930 New ferry slip at Atlantic Avenue, Brooklyn, officially placed in service. (FerryDept)

Nov. 30, 1930 Second conference between National Association of Owners of Railroad & Public Utilities Securities and Railway Labor Executives' Association; agree to certain policies (check what are in Ry. Age?)

Dec. 1, 1930 PRR discontinues passenger service between South Fork and Windber, Pa. (eff. date) (A-sheet)

Dec. 1, 1930 PRR discontinues stations at Schuylkill Avenue on Schuylkill Division and Ardwick on Baltimore Division. (A-sheet)

Dec. 1, 1930 Ralph C. Miller named Superintendent of Southwestern Division, replacing Oliver P. Reese, deceased. (NYT)

Dec. 1, 1930 PRR announces that employees who have bought company stock may pay in full starting on Jan. 2, 1931, instead of by installments as done previously. (NYT)

Dec. 2, 1930 ICC rules that PRR stock ownership in Wabash and Lehigh Valley violates Clayton Antitrust Act. (Wheeler)

- Dec. 2, 1930** Pres. Hoover asks Congress for \$100-150 million fund for public works. (EAH)
- Dec. 1930** PRR begins lowering track in north tube of Hudson River Tunnel by 3 inches to install catenary; south tube and East River Tunnels already done. (NYT)
- Dec. 6, 1930** ICC ruling against PRR made public; Pennsylvania Company ordered to sell Wabash and LV stocks within six months. (NYT)
- Dec. 6, 1930** Last trip of Philadelphia-Stroudsburg-Scranton parlor cars on No. 372-363.
- Dec. 8, 1930** Pierre S. du Pont (1870-1954) first elected to PRR Board, replacing A.W. Thompson of Pittsburgh, deceased; Du Pont interests represented on Board into 1960s. (MB, NYT)
- Dec. 8, 1930** Pres. Atterbury makes formal statement that PRR will appeal ICC ruling on Wabash and LV as high as Supreme Court; speaking at the first annual dinner of the Pennsylvania Railroad New York Zone Transportation Club, Atterbury notes with satisfaction that over 25% of stockholders are PRR employees. (NYT)
- Dec. 9, 1930** ICC finally releases its consolidation plan calling for five systems in the East. (Wheeler)
- Dec. 10, 1930** Taplins' proposal to merge Wheeling & Lake Erie Railway into Pittsburgh & West Virginia Railway argued in hearing before full ICC. (ICC, NYT)
- Dec. 11, 1930** Bank of the United States in New York City, with over 400,000 depositors and \$161 million in deposits, fails. (Wicker)
- Dec. 11, 1930** Chicago & Alton Railroad sold at foreclosure to B&O interests. (B&O AR)
- Dec. 12, 1930** Citizens' meeting at Haddonfield calls for merger of PRR and Reading lines in southern New Jersey. (NYT)
- Dec. 13, 1930** First Sperry rail detector car exhibited at Pittsburgh.
- Dec. 15, 1930** First platform and 2 tracks open at track elevation at Dayton Union Station; PRR trains begin using new elevated line. (CE)
- Dec. 15, 1930** PRR begins program to allow vacationers using long distance trains to Southern resorts to ship their automobiles by preferred

freight train at special rate of 4 cents per mile; primarily aimed at luring persons who drive to Florida to take the train; fare is five rail tickets for car and two persons. (Mutual)

- Dec. 16, 1930** Dow Jones industrial average hits new low of 157.51, below 1929 bottom, down from 294.07 in Apr.; rails average bottoms at 91.65, down from 157.94 in Mar.; slight upturn begins through Feb. 1931. (Wyckoff)
- Dec. 16, 1930** Government announces selection of McKim, Mead & White as architects for new annex to 31st Street Post Office; Rankin & Kellogg and Tilden, Register & Pepper are named architects for Post Office at 30th & Market Streets in Philadelphia. (NYT)
- Dec. 17, 1930** PRR and Reading announce willingness to confer on merging South Jersey lines. (NYT)
- Dec. 17, 1930** Port Development Committee of Providence Chamber of Commerce report urges that all four U.S. and two Canadian Trunk Lines be induced to extend to New England ports. (NYT)
- Dec. 17, 1930** PRR donates old ties as fuel for poor at Elizabeth, N.J. (NYT)
- Dec. 18, 1900** Representatives of all commercial and transportation interests in South Jersey meet with Gov. Larson in Camden; endorse rapid transit line on Delaware River Bridge over other options; Pres. Clement supports a rail tunnel to Camden; Reading objects as bridge line will not serve its new Kaighns Point Terminal. (1931 rept.)
- Dec. 19, 1930** PRR begins operating *Broadway Limited*, *Liberty Limited*, *Golden Arrow*, *Red Arrow*, and eastbound *Rainbow* via Brilliant Branch and Allegheny Station to bypass congestion at Pittsburgh during holiday season ending Dec. 25. (A-sheet)
- Dec. 20, 1930** PRR begins bus service between Harrisburg and Williamsport. (A-sheet)
- Dec. 20, 1930** Congress grants Pres. Hoover's request for \$116 million in public works spending, including appropriation of \$80 million to permit states to continue road-building programs; unemployment estimated at 7 million.
- Dec. 22, 1930** Albert M. Greenfield's Bankers Trust Company of Philadelphia, with 135,000 depositors and \$43 million in deposits, fails. (Wicker)

- Dec. 23, 1930** Heads of four Trunk Lines meet in Penn Station; expect discussion to resolve around PRR offer to sell LV to C&O in return for trackage rights to access Bethlehem Steel and on Nickel Plate along Lake Erie; Pres. Atterbury uses his ability to tie up disposition of LV for years in litigation to pressure Vans for concessions. (NYT)
- Dec. 23, 1930** Chelsea Bank & Trust Company of New York City, with \$19 million in deposits, fails. (Wicker)
- Dec. 23, 1930** Seaboard Air Line Railway enters receivership; Pres. Leigh R. Powell, Jr., and Ethelbert W. Smith of PRR named receivers; had been overextended at time Florida boom collapsed. (NYT)
- Dec. 26, 1930** Last run of Brooklyn "Boat Train." (Mutual)
- Dec. 26, 1930** Police raid a still hidden in building at abandoned Pavonia Shops in Camden; work had been moved to Wilmington. (NYT)
- Dec. 27, 1930** PRR files with ICC to increase LIRR's rent for Penn Station by \$1 million or \$90,000 less than last application, allowing for a 5.75% return. (NYT)
- Dec. 27, 1930** Last passenger train operates between Downingtown and Lancaster, Pa., via New Holland. (tt)
- Dec. 29, 1930** Full-day Trunk Line meeting held at New York; PRR agrees to give up LV to C&O in return for trackage rights over it and Nickel Plate; NYC had opposed improving PRR's position through Buffalo; Daniel Willard suggests submit to arbitration of Pres. Hoover. (NYT)
- Dec. 30, 1930** Pres. Hoover announces agreement between the four trunk lines on a four-system consolidation plan; PRR has no comment. (NYT)
- Dec. 31, 1930** Eight railroads including PRR contract to lease Port of New York Authority's proposed Union Inland Freight Station between 8th & 9th Avenues and 15th & 16th Streets, for five years. (NYC AR)
- Dec. 31, 1930** Pres. Hoover endorses four-system consolidation plan; Progressives attack announcement as usurping power of ICC. (NYT)
- Dec. 31, 1930** Downingtown & Lancaster RPO discontinued. (Kay)
- Dec. 31, 1930** General Motors Corporation acquires Electro-Motive Company, pioneer manufacturer of diesel locomotives.

- 1930** New kitchens built and lunch counter revised for Savarins, Inc., at Penn Station. (CE)
- 1930** Penn Station hits pre-World War II passenger peak of 65,885,291 passengers. (Condit)
- 1930** PRR's portion of Harborside Terminal, consisting of steamship piers, placed in service at Jersey City. (see 1931, prob. at least 1931 as site not cleared til mid 1930)
- 1930** Cab-signal system completed, Manhattan Transfer-Washington (on NY Div. completed 12/1/30)
- 1930** PRR is still proposing to build a belt line around Trenton using Pennsylvania & Newark right-of-way. (CE)
- 1930** NYP&N completes grade crossing elimination at Salisbury, Md.
- 1930** Virginia courts award franchise for Norfolk-Cape Charles vehicular ferry to Peninsula Ferry Corporation, stipulating a low fare; leads to litigation with PRR, whose Norfolk-Cape Charles steamboat line lacks a state franchise (BdF); Peninsula Ferry Corporation is controlled by John Rogers, a cotton broker, who also controls vehicular ferries across Hampton Roads to Newport News and Old Point Comfort. (CMP)
- 1930** Highway removed from Wrightsville-Columbia railroad bridge, after separate highway bridge for Route 30 opens. (C&C)
- 1930** PRR sells Middle Division branch between Stover and Fairbrook, Pa., to Bellefonte Central Railroad. (C&C)
- 1930** New yard and engine terminal completed at Benwood, W.Va.
- 1930** B&O installs position light signals on joint line between Columbus and Newark, Ohio. (B&O AR)
- 1930** Automatic signals installed between Toledo Jct. and Ecorse, Mich.
- 1930** Old train shed of Columbus Union Depot removed and tracks rearranged. (C&C)
- 1930** PRR completes grade crossing elimination between Davis Land and Rendcomb Jct. near Cincinnati.

- 1930** Connecting track built between Logansport and Cincinnati Divisions at Ridgeville, Ind., primarily for freight traffic (AR, PRRFAX)
- 1930** GR&I abandons Michelson Branch (6.33 miles).
- 1930** CTC installed between Ben Davis and Limesdale on St. Louis Division.
- 1930** PRR purchases a 33 percent interest in the Willett Company, a Chicago-based trucker.
- Summer? 1930** Two experimental Class O1 2-B-2 a.c. electric locomotive begin service tests; first using twin-armature traction motors and quill drive without side rods; too little weight on drivers and poor tracking render them for most regular passenger assignments.
- 1930** Atlantic City Railroad purchases control of Stone Harbor Railroad.
- 1930** Train shed at South Station, Boston, removed and replaced by umbrella shelters. (NH AR)
- 1930** TAT-Maddux Air Lines has lost \$2.7 million on air-rail service in 18 months. (Serling)
- 1930** PRR Peoria Branch ends use of Toledo, Peoria & Western Railroad between Farmdale and Peoria in favor of Nickle Plate from Farmdale Jct.; PRR abandoned between Farmdale and Farmdale Jct. (Stringham)