

**PRR CHRONOLOGY
1931**

August 2004 Edition

- Jan. 1, 1931** **John F. Deasy named VP-Central Region, replacing Ethelbert W. Smith; F.W. Hankins named Assistant VP in Charge of Operations as well as Chief of Motive Power; W.S. Franklin, formerly Pres. of DT&I, named Assistant to VP in Charge of Operations.**
- Jan. 1, 1931** **Assistant Comptroller James W. Orr retires after 51 years of service.**
- Jan. 1, 1931** **Operation of Peoples Rapid Transit Company, Inc., (and Montgomery Bus Company and Philadelphia Suburban Transit Company?) transferred from Mitten Management, Inc., to Greyhound Management Company; operation of bus service of Pennsylvania General Transit Company, Buffalo Interurban Bus Company and Pennsylvania-Virginia General Transit Company transferred to Greyhound Management Company.**
- Jan. 1, 1931** **PRR begins closing Cortlandt Street ferry terminal overnight. (FerryDept)**
- Jan. 1, 1931** **PRR discontinues Staunton, Ind., station on St. Louis Division. (A-sheet)**
- Jan. 1, 1931** **New Haven subsidiary Worcester Consolidated Street Railway enters receivership; with reorganization in 1932 passes out of New Haven system. (AR)**
- Jan. 2, 1931** **Presidents of PRR, NYC, B&O and C&O/Nickel Plate meet at Pres. Atterbury's office; agree to appoint a committee to work with Ivy Lee on publicity for their "Four-Party Plan" of voluntary railroad consolidation; Presidents sign a letter drafted by Lee submitting plan to ICC; PRR is allowed to keep the Wabash; Detroit, Toledo & Ironton; and N&W and is to retain certain running rights over the Lehigh Valley, which is assigned to the C&O; NYC gets the DL&W, P&LE, NYO&W and connection with the Virginian at Deepwater; B&O gets Ann Arbor, Reading, CNJ, BR&P, Western Maryland, Monon, Buffalo & Susquehanna, Alton and L&HR; C&O gets Hocking Valley, Erie, NKP, B&LE, Pere Marquette, W&LE, C&EI, LV, and P&WV; joint control to be**

exercised over L&NE, D&H, Monongahela, Montour, PC&Y, EJ&E, and AC&Y; PRR and C&O are to jointly control the Virginian; Pres. Willard, who is facing \$55 million in debt maturities in 1932, also raises possibility of negotiating a peaceful wage cut. (Wheeler)

- Jan. 5, 1931** American Export liner *Excalibur* ties up at new Harborside Terminal in Jersey City. (NYT)
- Jan. 6, 1931** PRR formally dedicates Harborside Terminal in Jersey City. (NYT)
- Jan. 7, 1931** PRR grants \$100,000 to Women's Aid of the PRR Co. for Depression relief; Women's Aid is revived after a period of near dormancy during 1920s; role changes from corporate welfare work to poor relief. (MB)
- Jan. 7, 1931** Federal Emergency Committee for Unemployment Relief report estimates unemployed between 4 and 5 million.
- Jan. 7, 1931** VP-Central Region Ethelbert W. Smith resigns effective Jan. 1 to become receiver of Seaboard Air Line Railroad.
- Jan. 15, 1931** New Haven subsidiary Hartford & New York Transportation Company discontinues service; tugs and freight barges sold, and New York-Providence steamer line sold to New England Steamship Company. (AR)
- Jan. 16, 1931** Walter S. Franklin resigns as Pres. of Detroit, Toledo & Ironton Railroad and returns to PRR as Assistant to VP in Charge of Operations. (see 1/1 above - check cards)
- Jan. 17, 1931** Van Sweringen spokesmen deny they are buying Boston & Maine. (NYT)
- Jan. 19, 1931** Joint resolution introduced in New Jersey Assembly calling for PUC to arrange for consolidation of Reading and PRR lines in southern New Jersey.
- Jan. 21, 1931** First of three boat-trains leave Chicago for San Francisco and connections with Matson Line to Hawaii; through cars from New York, Philadelphia, and Washington carried on *The Rainbow*. (Mutual)
- Jan. 21, 1931** South Jersey Transit Commission reports to Gov. Larson; recommends rapid transit line over Delaware River Bridge with transfer station for rail passengers at Broadway and a new bus

station near City Hall; also consider but reject a rail tunnel from Suburban Station to PRR Camden Station under Arch and Filbert Streets and an extension of bridge line to Kaighns Point; PRR had originally surveyed the tunnel, estimated at \$45 million and offered to operate it if the states paid for construction. (rept.)

- Jan. 21, 1931** Mrs. Mary Van L. Guiterman, owner of 100 PRR shares, sues PRR and Board in U.S. District Court in Brooklyn to force them to divest themselves of Lehigh Valley and Wabash stock. (NYT)
- Jan. 22, 1931** Pres. Atterbury denies rumor of transcontinental merger involving PRR and Great Northern-Northern Pacific. (NYT)
- Jan. 1931** TWA begins air package express service.
- Jan. 1931?** TWA begins 24-hour rail-air service to Dallas/Fort Worth via *Airway Limited* with a change of planes in Tulsa. (see 1930)
- Jan. 1931** First banking crisis, confined mostly to South, ends, but depositor confidence not fully restored and hoarded currency only partly returned to banks, leaving them vulnerable to new shocks. (Wicker)
- Jan. 27, 1931** Mail contract originally awarded to Roosevelt Steamship Company on Mar. 21, 1930, sublet to Baltimore Mail Steamship Company. (NYT)
- Jan. 28, 1931** Pennroad Corporation declares dividend of 20 cents a share, payable Mar. 16. (NYT)
- Jan. 28, 1931** St. Louis Connecting Railroad (St. Jacob-Collinsville) sold to PCC&StL. (C&C)
- Jan. 29, 1931** PRR closes engine house at Harsimus Cove; all locomotives serviced at Waldo Avenue. (CMP)
- Jan. 31, 1931** PRR discontinues ticket agent in Grove Street Station of Hudson Tubes. (A-sheet)
- Feb. 1, 1931** In *Pennsylvania News*, PRR calls for employees to contribute historical relics and memorabilia for a proposed museum in 30th Street Station and future temporary exhibits; response is enthusiastic, with donations including old paper, E.H. Harriman's old desk from Elmira, and old Cumberland Valley locomotive *Pioneer*, located at Meadows Shops; while the locomotive will eventually find its way to the Smithsonian, all the rest will be lost

or sold at the Penn Central Auction in 1972. (PaNews)

- Feb..? 1931** Fulfilling a campaign promise, Gov. Pinchot has Pennsylvania PSC investigate PRR and Pres. Atterbury over awarding contracts to Vare Bros. in return for political favors. (WWW tesifies ca. 2/24 - check NYT)
- Feb. 3, 1931** Charlie Chaplin arrives in New York on *Broadway Limited* for New York premier of *City Lights*. (PaNews)
- Feb. 5, 1931** In interview on return to Philadelphia after a one-month tour of the country, Pres. Atterbury says Depression has reached "rock bottom" and best thing people can do is "stop grouching." (NYT)
- Feb. 6, 1931** Washington, Baltimore & Annapolis Electric Railroad begins using PRR's Fort Meade Branch at Odenton, Md.
- Feb. 10, 1931** Superintendent of Transportation of Eastern Region William J. Wilson dies at Philadelphia at age 64. (NYT)
- Feb. 11, 1931** Pittsburgh & West Virginia Railway opens connection to Western Maryland Railway at Bowest near Connellsville, forming new through route to West; becomes known as the Alphabet Route from initials of many railroads involved; on west, uses P&WV, W&LE and Nickel Plate to Chicago; on east uses Reading to Philadelphia, CNJ to Jersey City via Allentown, and L&HR for New England Connection. (RyAge, Rehor)
- Feb. 12, 1931** PRR dedicates new Washington Produce Terminal. (Mutual)
- Feb. 14, 1931** Peninsula Ferry Corporation holds inaugural run of vehicular ferry service between Pine Beach at Norfolk and Cape Charles in competition with PRR steamers; uses *Pioneer*, an ex-Maine Central wooden sidewheel train ferry fitted with a makeshift superstructure; on maiden voyage, unable to land at Cape Charles because of a sandbar; after several attempts and sitting offshore for two hours, returns with dignitaries to Norfolk. (CMP)
- Feb. 16, 1931** Terre Haute & Peoria Railroad acquires trackage rights over Nickel Plate (TStL&W?) between Farmdale and Wesley Jct., Ind. under agreement dated June 25, 1930. (C&C)
- Feb. 17, 1931** Pres. Atterbury announces that \$175 million improvement program will be carried out in two and a half years instead of four years as originally planned; includes electrification to Washington, Philadelphia and Newark, N.J., stations, six-tracking of line

through Elizabeth, building of bypass around south side of Trenton using part of Pennsylvania & Newark right of way, and new four-track tunnels at Baltimore. (NYT)

- Feb. 1931 PRR mounts police action to sweep panhandlers out of Broad Street and Suburban Stations.
- Feb. 1931 PRR begins enlarging vehicle capacity of passenger steamers *Virginia Lee*, *Maryland*, and *Pennsylvania* used in Cape Charles-Norfolk service; removes interior supports and partitions from freight deck and enlarges gangways. (CMP)
- Feb. 19, 1931 Testifying before Massachusetts legislative committee investigating domination of Massachusetts railroads by outside interests, Pres. Atterbury calls for merger of New Haven and Boston & Maine. (NYT)
- Feb. 19, 1931 WNY&P acquires 2.77 miles of Sharpsville Railroad between New Wilmington and Wilmington Jct.; Erie & Pittsburgh Railroad acquires Sharpsville terminals; rest of Sharpsville Railroad abandoned. (C&C)
- Feb. 20, 1931 House Committee on Interstate & Foreign Commerce, James S. Parker of New York, Chairman, presents its report on regulation of stock ownership in railroads and railroad holding companies; called the Splawn Report after Special Counsel Walter W.M. Splawn of American University; recommends full merger as only effective method of railroad consolidation; railroad holding companies should be brought under ICC regulation; legislation may be necessary to compel railroads, prior to consolidation, to divest themselves of properties acquired without ICC approval. (Splawn, NYT)
- Feb. 20, 1931 Peninsula Ferry Corporation begins successful revenue service between Cape Charles and Norfolk with *Pioneer*; captures truck traffic, which cannot fit on PRR boats and have to be carried on railroad car floats; Peninsula Ferry Company is plagued by financial and operating problems and does not operate in winter. (CMP)
- Feb. 21, 1931 Rep. James S. Parker of New York introduces bill to place railroad holding companies under ICC in House. (NYT)
- Feb. 21, 1931 Last run of Lehigh & Hudson River Railway passenger trains between Easton and Belvidere, including trackage rights over PRR. (Guide)

- Feb. 24, 1931** Pres. Atterbury duels with Gov. Pinchot's lawyer William A. Gray in State Senate investigation of collusion between Public Service Commission and the utilities and railroads it regulates; Atterbury denies that PRR awards construction contracts to the Vare Brothers as political favors; denies any attempt or ability to influence the Public Service Commission or coercing employees at Altoona and Renovo to vote against Pinchot in last election; Senate had appointed a committee but denied Pinchot's bid to name its members; pro-Pinchot majority in House is about to launch its own investigation. (NYT)
- Feb. 24, 1931** Stock market rally peaks with Dow Jones industrials at 194.36 and rails at 111.58. (Wyckoff)
- Feb. 24, 1930** Escalator opens between the north end of the Broad Street Station concourse and the ramp leading to Suburban Station. (or 1931??)
- Feb. 26? 1931** Pittsburgh & West Virginia Railway its Connellsville Extension from Cochran's Mill to Western Maryland Railway at Connellsville; establishes new through freight route from Toledo to tidewater, soon known as the "Alphabet Route" because of the many lines involved. (NYT,)
- Mar. 2, 1931** PRR establishes bus service between Toms River and Seaside Park, N.J.
- Mar. 2, 1931** C&O opens new Greenbrier Hotel at White Sulphur Springs, W.Va.
- Mar. 3, 1931** New Jersey Legislature orders Public Utility Commission to study railroad unification in South Jersey.
- Mar. 3, 1931** Railway Labor Executives' Association issues statement to heads of four Eastern Trunk Lines re cooperation in consolidation program; demand end of support for company unions, no job losses as a result of consolidations, company compensation for relocation if terminals changes.
- Mar. 3, 1931** General Motors Corporation, through General Aviation Corporation, acquires control of Western Air Express, Inc. (holding co) and its subsidiary Fokker Aircraft Corporation. (Davies)
- Mar. 7, 1931** ICC authorizes abandonment of Ohio River & Western between Key and Woodsfield (30.73 miles) and sale of Key-Bellaire to

Pittsburgh, Ohio Valley & Cincinnati Railroad.

- Mar. 8, 1931** Time Freight AC-10 makes record run from Enola to North Point over the Port Road; locomotives No. 611 and No. 1296 haul 120 cars in 4:40; average speed 19.88 MPH. (PaNews)
- Mar. 9, 1931** New Haven Pres. John J. Pelley testifies before Massachusetts Legislative Committee on Transportation in favor of merger of New Haven and Boston & Maine; denies he takes orders from PRR. (NYT)
- Mar. 10, 1931** Alko Express Lines, Inc., incorporated in Pa.; operates trucking business between Pittsburgh and Philadelphia. (C&C)
- Mar. 11, 1931** First cargo unloaded at Harborside Terminal from American Export Lines *Excalibur*.
- Mar. 11, 1931** PRR Board approves money to keep *Pennsylvania News* published through July 1, 1931. (MB)
- Mar. 15, 1931** Los Angeles terminal of Transcontinental & Western Air, Inc., including air-rail service changed from Alhambra Airport to Grand Central Air Terminal, Glendale. (A-sheet)
- Mar. 18, 1931** PRR reroutes 3-car Broad Street-West Philadelphia shuttle from old main line tracks at West Philadelphia Station to a new route through the upper level of 30th Street Station and over a temporary track to a makeshift platform over the north end of the New York-Washington tracks at the West Philadelphia Station.
- Mar. 1931** West Philadelphia Roundhouse No. 2 razed as part of Philadelphia Improvements. (PaNews)
- Mar. 25, 1931** Legal representatives of four Trunk Lines hold meeting in Washington to develop procedure for submitting Four-System Plan to ICC; announce George T. Slade is to be arbitrator of question of PRR trackage rights over NKP between Brocton and Ashtabula. (NYT)
- Mar. 25, 1931** PRR Board authorizes construction of extensions Quinton-Bayside and Penns Grove-Salem, N.J. (MB)
- Mar. 26, 1931** Heads of four Trunk Lines meet in Pres. Atterbury's office with some labor leaders to sound out response to consolidation plan. (NYT)

- Mar. 30, 1931** **Contract for construction of Cincinnati Union Terminal building awarded to James Stewart, Inc., of New York. (CE)**
- Mar. 31, 1931** **HH1 locomotive scrapped at Conway. (Edson has 4/1928!!)**
- Mar. 31, 1931** **Transcontinental & Western Air, Inc., Fokker Tri-motor bound from Kansas City to Los Angeles crashes near Bazaar, Kansas, killing all aboard, including famed Notre Dame football coach Knute Rockne; investigation results in retiring all Fokker planes. (TWA)**
- Apr. 1, 1931** **Buses replace passenger trains between Manahawkin and Beach Haven, N.J. (A-sheet; Brinckmann gives diff. date.)**
- Apr. 3, 1931** **Rumors that PRR is developing plan for ship line between Philadelphia and Channel ports; to operate four 15,000-ton boats freighters with accommodations for 250 passengers. (NYT)**
- Apr. 1931** **K4s No. 3772 on Western Region is first to receive automatic stoker; also 55-foot tender for 25 tons of coal and 25,000 gallons of water.**
- Apr. 7, 1931** **Maryland Ferry Company incorporated to operate Baltimore-Love Point ferry. (MB)**
- Apr. 7, 1931** **Sandusky & Columbus RPO discontinued. (Kay)**
- Apr. 11, 1931** **PRR begins operating (tourist?) Pullmans at lower than usual fare in previously all-coach New York-Pittsburgh excursion trains.**
- Apr. 12, 1931** **"B" Tower at approach to Broad Street Station abandoned and functions assumed by "A" Tower; all tracks on upper level of West Philadelphia Station abandoned. (CE)**
- Apr. 15, 1931** **PRR Board authorizes \$10,000 for study and \$1 million for implementation in establishing an ocean steamship line serving Philadelphia. (MB)**
- Apr. 15, 1931** **Red Star Line, Inc., begins operating contract bus service for PRR between Delamr and Crisfield, Md.**
- Apr. 15, 1931** **Ohio River & Western Railway sells portion of line between Key and Bellaire to Pittsburgh, Ohio Valley & Cincinnati Railroad; becomes known as Wegee Branch.**
- ca. Apr. 1931** **New 131 lb. and 152 lb. rail sections adopted; 152 lb. rail is heaviest**

in world, 80% stronger than previous PRR standard but only 17 lb. heavier.

- Apr. 1931** New banking crisis begins, this time localized in Midwest; 563 banks fail between April and August. (Wicker)
- Apr. 1931** Excavations begun for foundations for main portion of 30th Street Station. (CE)
- Apr. 20, 1931** Transcontinental & Western Air, Inc., begins first 24-hour coast-to-coast all-air mail service with night flying and a change of planes in Kansas City; use 6-passenger, open-cockpit Northrop Alphas with cruising speed of 150 MPH. (TWA,)
- Apr. 20, 1931** PRR places New York harbor steam lighter *Bucyrus* in service as container ship between Baltimore and Love Point, establishing container service between Baltimore and Delmarva points. (A-sheet)
- Apr. 20, 1931** Demolition of Logan House in Altoona begins; Middle Division offices moved from second floor to Silverman Building.
- Apr. 24, 1931** PRR Board adopts location of cutoff between Niles on the PY&A and Wheatland on the Erie & Pittsburgh; authorizes \$1.2 million for 3,250 Class DD1 containers. (MB)
- Apr. 1931** Replacement of Columbus Union Station train shed by umbrella shelters completed. (Darbee)
- Apr. 26, 1931** PRR reestablishes westbound *Rainbow* as a late-night, after-theater train from New York to Chicago; NYC establishes the *Iroquois* to offer an equal service. (Guide - unclear if Rainbow disc. for winter of 1930-31)
- Apr. 26, 1931** Cape Charles-Norfolk ferry steamers begin carrying automobiles loaded through gangways and service increased to five round trips to meet competition of Peninsula Ferry Corporation; Baltimore-Love Point ferry service increased to five round trips. (CMP, PaNews?)
- Apr. 26, 1931** Passenger service over Cincinnati, Lebanon & Northern Railway cut to a single mixed train between Court Street Station and Lebanon. (Guide)
- Apr. 27, 1931** PRR introduces *The Speed Witch*, running between Baltimore and Boston in 14:40; cuts 24 hours off previous schedule; touted as fastest long-distance freight train in the world; stops only at

Frankford Jct. and Edge Moor; average speed 33.7 MPH northbound and 36.6 MPH southbound. (Mutual)

- Apr. 27, 1931** **Railway Labor Executives Association writes to Chairman R.H. Aishton of Association of Railway Executives calling for a conference to discuss 6-hour day and inroads being made by trucks and buses; Aishton replies the ARE does not deal with labor questions.**
- Apr. 28, 1931** **PRR stockholders approve increasing debt by \$150 million. (NYT)**
- Apr. 28, 1931** **PRR System acquires trackage rights over N&W at Columbus, Ohio (1.65 miles). (C&C)**
- Apr. 29, 1931** **PT&T Board authorizes \$350,000 for changes connected with extension of Post Office building. (MB)**
- Apr. 30, 1931** **Last run of passenger service (gas-electric car) on Flemington Branch, Lambertville to Flemington, N.J. (tt.)**
- May 1, 1931** **Transcontinental & Western Air, Inc., establishes daily air service between Port Columbus and Cicero Field, Chicago; also 8-hour all-air service between New York and Chicago. (A-sheet, PaNews)**
- May 1, 1931** **PRR begins track elevation on Englewood Connecting Railway between Halsted Street and Hoyne Avenue in Chicago; completed to Damen Avenue near connection with PCC&StL later in year. (CE)**
- May 1, 1931** **South Jersey buses of Public Service Company of New Jersey begin loading at Broad Street Station, improving connections with Pennsylvania Greyhound Lines.**
- May 1, 1931** **Marion Railway Corporation merged into Elmira & Lake Ontario Railroad under agreement of Mar. 4, 1931. (C&C)**
- May 1, 1931** **Coal Traffic Manager Walter Thayer furloughed for health; replaced by Carter H. Lippincott. (check his date)**
- May 1, 1931** **Empire State Building, world's tallest, dedicated.**
- May 2, 1931** **George Fisher Baker, Sr. (1840-1931), Pres. of First National Bank of New York, NY&LB, and NYC director, dies. (NYC AR)**
- May 1931** **First 152-pound rail laid near Tyrone.**

- May 7, 1931** New England Governors' Committee of Thirty reports, calling for no Trunk Line control of New England railroads, except that NYC be allowed to keep Boston & Albany, and the status of the Canadian roads stay the same; New Haven and Boston & Maine should merge, but PRR interest in New Haven and Boston & Maine is "excessive" and must be reduced to 10% or less; Rhode Island dissents and favors granting New Haven to PRR and Boston & Maine to Van Sweringens. (NYT)
- ca. May 1931** Over strong PRR lobbying, Gov. Pinchot secures passage of Sterling Capital Stock Tax Act, which permits state to levy taxes on capital stock of subsidiary companies whose parent company is already taxed; Pinchot then brings suit against PRR for back taxes. (verify)
- May 11, 1931** Österreichischer Kredit-Anstalt, largest bank in Austria, fails; Austria goes off gold standard; panic spreads through Central Europe, particularly Germany; accelerates spread of deflation and Depression around world; unrest in Germany and Austria leads to flight of gold to U.S., with \$300 million in gold imports by August. (Wicker, Kindleberger)
- May 12, 1931** Pres. Atterbury announces PRR will contribute \$500,000 to efforts to establish a line of three mail steamers between Philadelphia and Europe, and B&O/Reading will also contribute \$500,000; one boat is to be purchased from U.S. Shipping Board and one from International Mercantile Marine Company for \$1.5 million each; if plan is successful will buy three additional first class liners at \$3 million each; must have mail contract to be successful. (NYT)
- May 13, 1931** PRR Board authorizes \$30.1 million for 150 electric road locomotives; \$2.7 million for Baltimore Improvements; recommends revised estimate for Philadelphia Improvements of \$94.8 million. (MB)
- May 15, 1931** PRR extends ship-your-car service to New England and Canadian resorts as well as Florida; requires 3 tickets for car and 2 for passengers. (Mutual)
- May 16, 1931** Ashtabula & Warren RPO discontinued. (Kay)
- May 18, 1931** Escalator placed in service between shuttle platform and New York-Washington platforms at West Philadelphia Station.
- May 18, 1931** Last Union Transportation Company mixed train operates between Lewistown and Hightstown, N.J. (eff. date?)

- May 1924** **New West Philadelphia Stock Yards open at Grays Ferry, freeing old site for approach to lower level of 30th Street Station.**
- May 21, 1931** **Eastern Railroad Presidents' Conference decides to petition ICC for rate increase as a last resort; want more flexible powers to combine to cut number of high-class passenger trains by having competing trains run on alternate days and to slow down fast freight service; extension of three-day service to Chicago to four days and four-day service to St. Louis to five days would save \$500,000 a year; note many states have laws barring savings banks and other institutions from investing in bonds of railroads whose revenues amount to less than 1.5 times fixed charges; fear mass selling if railroad earnings continue to fall. (NYT)**
- May 21, 1931** **Pennroad Corporation reported to have purchased an additional 4,000 shares of Boston & Maine at 38. (NYT)**
- May 22, 1931** **New York Appellate Court rules that Pennroad Corporation does not do business in New York and sets aside serving papers in New York against Pennroad and its officers in two suits, one of Pennroad stockholders Joseph W. and Julia A. Perrine to set aside Pittsburgh & West Virginia Railway purchase, and one P&WV stockholder Kenneth S. Guiterman who alleges conspiracy of Taplins and PRR has ruined his and other minority stockholders to reap benefits of Connelsville Extension. (NYT)**
- May 24, 1931** **B&O air conditions the *Columbian* running between Jersey City and Washington; first completely air conditioned train in world. (AR)**
- May 24, 1931** **Last run of Akron-Atlantic City sleepers on *The Sea Gull*. (A-sheet)**
- May 26, 1931** **PRR begins experimental "demountable truck body" container service between Baltimore and points on Delmarva Peninsula; 20-foot containers can be carried on truck chassis or railroad cars; are carried by ferry to Love Point and rail to Salisbury, from which they are distributed by road; New York ferryboat *Philadelphia* placed on Baltimore-Love Point ferry, replacing steamer *New York*, to facilitate movement of vehicles and eliminated two transfers of containers necessary with lighter *Bucyrus*; *Philadelphia* is leased to Baltimore & Eastern Railroad. (Mutual, MB)**
- May 26, 1931** **ICC declines request of Eastern Railroad Presidents' Conference to begin general inquiry into railroad situation. (NYT)**

May 27, 1931 PRR Board authorizes \$25.4 million for electrification between Jersey City and Potomac Yard. (MB)

May 27, 1931 Coopers Point & Philadelphia Ferry Company dissolved.

May 29, 1931 Gas electric cars make last run between Columbus and Sandusky, ending passenger service on the Sandusky Branch. (A-sheet)

May 29? 1931 Lehigh & Hudson River Railway passenger service between Warwick, N.Y., and Easton, Pa., running over PRR's Belvidere-Delaware Branch, ends when southbound gas-electric car burns in collision with truck near Newton, N.J. (Lee - this is date car destroyed - service continued - see Guide)

May 30, 1931 Maine Central begins running bus connection from *Philadelphia-Bar Harbor Express* at Ellsworth to Bar Harbor; will not run express trains between Ellsworth and Mount Desert Ferry this season. (A-sheet)

May 31, 1931 Last mixed train operates over Ohio River & Western narrow gauge between Bellaire and Woodsfield and line abandoned. (or 5/30?)

May 31, 1931 Last run of Passenger service between Niles and Ashtabula, Ohio. (A-sheet)

May 1931 Gov. Pinchot's crusade to revise the Public Service Act has failed. (NYT)

June 1, 1931 Wheeling Division abolished; Yellow Creek-Mingo Jct. ceded to Cleveland Division and rest to Panhandle Division.

June 1, 1931 Passenger service discontinued on Island Heights (N.J.) Branch; (eff. date) replaced by bus service.

June 1, 1931 PRR establishes bus service between Philadelphia and Seaside Park, N.J., and to Island Heights, N.J. (A-sheet)

June 1, 1931 Lebanon Auto Bus Company, Inc. begins operating contract bus service for PRR between Columbia and Elizabethtown, Pa..

June 3, 1931 Bellaire & Woodsfield RPO discontinued. (Kay)

June 6, 1931 Glassboro & Bridgeton RPO reestablished. (Kay)

June 8, 1931 PRR inaugurates two new fast freight trains between Cape Charles

and Wilmington for Delmarva Peninsula produce, with second morning delivery in Boston.

- June 8, 1931** Four-day banking panic in Chicago closes over 30 banks with losses of about \$60 million; Foreman group of banks is main focus of panic. (Wicker)
- June 9, 1931** Last run of passenger service between Cherry Street, New Castle and Stoneboro, Pa.
- June 10, 1931** Connecting Terminal Railroad Company (Buffalo) dissolved; property, including grain elevator and two warehouses and 2.91 miles of railroad at Buffalo, had been acquired by WNY&P. (MB/AR)
- June 1931** GM interests force replacement of Transcontinental & Western Air, Inc., Pres. "Pop" Hanshue with Richard W. Robbins and streamline top management; Jack Frye as VP-Operations in responsible for running the company on a day-to-day basis; company is losing \$200,000 a month. (Serling - Davies has 7/1931)
- June 12, 1931** Four-Party meeting in New York agrees on disposition of LV and Virginian Railway; PRR agrees to cede LV to C&O, retaining trackage rights into Allentown and Bethlehem; Virginian to be jointly owned by N&W and C&O; PRR demand for trackage rights over Nickel Plate between Brocton and Ashtabula still in arbitration. (NYT)
- June 1931** Banker Mortimer Schiff dies; Otto H. Kahn becomes sole senior partner of Kuhn, Loeb & Co. (Collins)
- June 1931** First installation of air conditioning on a PRR dining car.
- June 1931** "___" Interlocking placed in service at east end of Indianapolis Union Station. (AR)
- June 13, 1931** New Shinnecock Canal drawbridge opens on LIRR, permitting K4s's to operate to Montauk.
- June 14, 1931** Last run of summer weekend excursion trains on Georgia Avenue Boardwalk spur at Atlantic City; all Philadelphia-Atlantic City excursion trains hereafter use main station at South Carolina Avenue. (Rdg)
- June 15, 1931** PRR resumes through summer-only service between Philadelphia and Long Branch via the Delair Bridge and Toms River after a

long lapse.

- June 17, 1931** Security Home Trust Company, third largest bank in Toledo with deposits of over \$20 million, fails. (Wicker)
- June 17, 1931** Railroads apply to ICC for 15% rate increase. (NYC AR)
- June 19, 1931** Heads of four Trunk Lines meet in Pres. Atterbury's office at Penn Station. (NYT)
- June 19, 1931** PRR discontinues bus service between Colesgrove and Smethport, Pa. (eff. date) (A-sheet)
- June 20, 1931** Pres. Hoover proposes a one-year moratorium on war reparations and international debt payments to stabilize the international financial situation, particularly in Germany; further payments cease, as each country looks to own needs (Kindleberger); brings brief but short-lived rally on Wall Street. (Wyckoff)
- June 20, 1931** PRR discontinues all passenger service between Altenwald and Mercersburg, Pa., except for single train to run in connection with opening and closing of the Mercersburg Academy. (eff. date) (tt)
- June 23, 1931** First 152-pound rail on New York Division laid near Deans, replacing 130-pound rail.
- June 24, 1931** PRR Board orders first general 10% cut for salaried workers, effective July 1, and cuts quarterly dividend from 2% to 1-1/2%; Frederic Christopher Dumaine of Boston, Pres. of Amoskeag Manufacturing Company and Waltham Watch Company elected to Board. (NYT - get info fm. MB)
- June 24, 1931** Pittsburgh-Dravosburg ceded from Pittsburgh Division to Monongahela Division; headquarters of Monongahela Division moved from Uniontown to Pittsburgh.
- June 24, 1931** PRR Board authorizes continuing three regional editions of *Pennsylvania News* to Jan. 1, 1932; Frederic C. Dumaine elected a director. (MB)
- June 28, 1931** PRR discontinues passenger service between Cadillac (Missaukee Jct.) and Falmouth, Mich. (eff. date - LT 6/26 or 27)
- June 30, 1931** Arbitrator George T. Slade delivers report on trackage rights for PRR on NKP between Brocton and Ashtabula. (NYT)

- June 30, 1931** Last trip of passenger service over Madison Incline between Madison and North Madison, Ind. (tt)
- July 1, 1931** PRR cuts officers' salaries by 10%. (MB)
- July 1, 1931** PRR moves all car repair work from Erie to Mahoningtown Shops; closes Fort Wayne Car Shops for heavy repairs and work moved to Terre Haute. (CMP)
- July 1, 1931** "Redwood Empire Express" leaves Sacramento, Calif. for Philadelphia; solid train of 100 cars of redwood lumber from the California Redwood Association.
- July 2, 1931** Baltimore Mail Steamship Company begins operating a fleet of five surplus freighters between Baltimore and British, French, and German ports; first ship *City of Baltimore* leaves new Pier 13 at Canton for Le Havre and Hamburg; jointly owned by Pennsylvania Company (30%), B&O, Canton Company, and Atlantic Transportation Company to develop export trade of Baltimore. (Mutual)
- July 2, 1931** Luncheon held at Squantum Club in Providence for local business leaders to meet PRR and New Haven officials; neither makes any mention or offer of reducing the PRR-Pennroad holdings in New Haven or Boston & Maine. (NYT)
- July 2, 1931** Columbus & Madison RPO cut to Columbus & North Madison RPO. (Kay)
- July 6, 1931** French finally accept moratorium on war debts and reparations. (Kindleberger)
- July 6, 1931** Joint PRR-Monon trains No. 330-331 make last run between Indianapolis and French Lick Springs via Gosport Jct. (tt - Sanders has 7/19)
- July 7, 1931** ICC extends deadline for B&O disposing of Western Maryland Railway to Jan. 13, 1932. (B&O AR)
- July 7, 1931** Pres. Atterbury and family leave Ketchikan, Alaska, on cruise to Pribilof Islands to gather specimens for Academy of Natural Sciences. (NYT)
- July 1931** Pennsylvania Dock & Warehouse Company enters receivership.
- July 1931** Railway Labor Executives Association and their lawyer, Donald R.

Richberg, meet in Washington to lobby Congress with idea of 6-hour day for 8 hours pay to spread work; layoffs due to increasing efficiency and then Depression have, under seniority system, forced men downward into lower-paying occupations, so that cuts fall disproportionately on lower grades and promotion is impossible.

- July 13, 1931** **Danatbank of Germany fails; German banks close through Aug. 5, and German interest rates rise to 10%; German government, haunted by hyperinflation of 1923, pursues a deflationary policy that deepens Depression; unemployment leads to growing influence of Communist and Nazi parties; attack then shifts to the pound; Bank of England loses \$200 million in last half of July. (Kindleberger)**
- July 13, 1931** **PRR signs Louisville grade crossing elimination agreement covering elevation of tracks in 14th & Maple Streets. (CE)**
- July 14, 1931** **ICC approves takeover of old Chicago & Alton Railroad by B&O subsidiary Alton Railroad. (AR)**
- July 16, 1931** **Shops and engine terminal at Hollidaysburg, Pa., closed, and yard converted to storage of idle cars and locomotives.**
- July 16, 1931** **Ashland terminal of Lorain, Ashland & Southern Railroad sold to Erie Railroad; Nova-Lorain sold to Pennsylvania Company and abandoned; remainder of tracks torn up and proceeds divided between Pennsylvania Company and Erie Railroad.**
- July 16, 1931** **Peninsula Ferry Corporation Pres. C.W. Harrison calls on Supt. of Floating Equipment W.R. Elsey at Jersey City; offers to combine service providing PRR uses terminals built and owned by backers of PFC, including one under construction at Ocean View; PRR offers no response. (CMP)**
- July 17, 1931** **PRR begins elevation of tracks between Edmonson and Gwynn's Run, first step in Baltimore Improvements. (CE)**
- July 19, 1931** ***Western Express* combined with the westbound *Rainbow* between Pittsburgh and Crestline. (A-sheet)**
- July 20, 1931** **Eastbound *Commercial Express* combined with *The Pennsylvania Limited* east of Pittsburgh. (A-sheet)**
- July 20, 1931** **ICC approves container rates and PRR doubles scope of service, extending it to Akron, Chicago, Columbus, Detroit, East St. Louis, Louisville, Grand Rapids, and Toledo; places an additional 3,000 containers in service. (Mutual)**

July 21, 1931 **PRR opens new produce terminal at Mount Vernon Yard, Baltimore. (PaNews)**

July 21, 1931 **Sheriff Thomas W. Cunningham and Register of Wills William F. Campbell break with Vane Machine in Philadelphia. (NYT)**

July 22, 1931 **Wheat prices collapse on news of bumper crop in Kansas.**

July 23, 1931 **Report of Railroad Committee of Providence Chamber of Commerce made public; opposes merger of New Haven and Boston & Maine and urges allocation of New Haven to PRR and B&M to Van Sweringens. (NYT)**

July 26, 1931 **Reading inaugurates electrified suburban service from Reading Terminal to West Trenton, Hatboro, and Lansdale/Doylestown. (AR)**

July 28, 1931 **Maryland & Delaware Coast Railway enters receivership. (C&C)**

July 1931 **First two Class P5 2-C-2 electric locomotive built at Juniata; intended as replacement for Class O1; later production units were Class P5a.**

July 1931 **ICC rules containerized freight rates must be similar to carload rates in box cars; overturns flat pounds-per-mile rates that disregard value of freight; the ruling practically nullifies the ability to compete with trucks.**

Aug. 1, 1931 **Akron Division abolished; Warsaw Jct.-Trinway ceded to Panhandle Division and rest to Cleveland Division; Yellow Creek-Steubenville and Rochester-Bayard ceded from Cleveland Division to Eastern Division. (MB)**

Aug. 2, 1931 **PRR establishes shuttle trains between Broad Street Station and 30th Street and West Philadelphia stations as downtown connections for New York-Washington trains. (Mutual)**

Aug. 2, 1931 **Last run of New Haven's summer-weekend only *Harpooner* from New Bedford and Newport to Grand Central; discontinued early. (Guide)**

Aug. 1931 **Customs officials in Ketchikan, Alaska, seize and destroy a small amount of rye whiskey and champagne from Pres. Atterbury's yacht *Arminia*. (NYT)**

- Aug. 5, 1931** **Transcontinental & Western Air, Inc., establishes overnight air freight service between Newark Airport and Kansas City. (A-sheet)**
- Aug. 9, 1931** **Boston-St. Louis and Boston-Cincinnati sleepers make last runs. (A-sheet)**
- Aug. 15, 1931** **Boston-New Orleans sleeper makes last run on No. 175-39 and No. 34-108. (A-sheet)**
- Aug. 17, 1931** **Four of the nine banks in Toledo fail with total deposits of over \$80 million. (Wicker)**
- Aug. 17, 1931** **PRR appoints George D. Ogden to new post of VP-New England, ostensibly to improve traffic but also to mollify New Englanders incensed by PRR/Pennroad interest in New Haven and B&M. (MB, Wheeler)**
- Aug. 20, 1931** **NJ PUC authorizes abandonment of line between Haddonfield and Medford.**
- Aug. 20, 1931** **James William Orr (1866-1931), former Comptroller of Lines West, dies at Pittsburgh.**
- Aug. 21, 1931** **Cresson & Indiana RPO discontinued. (Kay)**
- Aug. 24, 1931** **British Labour government falls as trade unions demand devaluation; replaced by a National (coalition) government. (Kindleberger)**
- Aug. 1931** **Second banking crisis ends. (Wicker)**
- Aug. 30, 1931** **PRR pays 1.5% quarterly dividend. (NYT)**
- Aug. 31, 1931** **PRR discontinues passenger service between Ebensburg Jct. and Black Lick, Pa. (eff. date - Mon.) (A-sheet)**
- Sep. 1, 1931** **PRR assigns gas-electric car to No. 418-443 between Mansfield and Toledo. (CMP)**
- Sep. 1, 1931** **Norristown and Reading Branches of PRR YMCA abolished and consolidated into Pottsville Branch. (MB)**
- Sep. 1, 1931** **Emporium station renamed Emporium (Broad Street) and Emporium Jct. renamed Emporium. (MB)**
- Sep. 1, 1931** **Florida East Coast Railway enters receivership; caused by large**

sums spent on improvements and collapse of resort traffic.

- Sep. 5, 1931 Pres. Atterbury's yacht *Arminia* puts in to San Francisco with a broken crankshaft; Atterburys had disembarked in British Columbia and returned east by train. (NYT)
- Sep. 7, 1931 *Atlantic City Limited*, all first class weekend train between New York and Atlantic City makes last (northbound) run. (tt)
- Sep. 8, 1931 Summer weekend-only Washington-Montauk parlor cars make last run; last run of Montauk-New York *Montauk Special*. (tt, Guide)
- Sep. 8, 1931 Last run of summer-only passenger service between Harrisburg and Lebanon; last passenger service between Conewago and Lebanon. (tt)
- Sep. 10, 1931 Demonstrations against unemployment held in major British cities; Britain had not shared in the prosperity of the late 1920s, and thus had a shorter distance to fall.
- Sep. 11, 1931 Former Coal Traffic Manager Walter Thayer (1875-1931) dies of a heart attack on the Merion Golf Course in Ardmore. (or 8/28? - check paper)
- Sep. 15, 1931 Pennsylvania Greyhound Lines inaugurates through bus service between Scranton, Wilkes-Barre and Pittsburgh.
- Sep. 15, 1931 Pennroad Corporation pays last quarterly dividend of 20 cents a share. (NYT)
- Sep. 15, 1931 Sailors of the Royal Navy at Invergordon, Scotland, strike over pay cuts, prompting fears of mutiny.
- Sep. 17, 1931 Speaking to the Association of Shop Craft Employes of the PRR, Eastern Division, Pres. Atterbury calls for labor-management cooperation to stabilize industry through cartelization along lines just suggested by General Electric Pres. Gerard Swope for the electrical industry; calls for modifying antitrust laws, lowering tariffs and eliminating the capital gains tax. (NYT)
- Sep. 17, 1931 New York-Williamson, W.Va. sleeper cut back to Bluefield. (A-sheet)
- Sep. 18, 1931 PRR withdraws *Bucyrus* from Baltimore-Love Point container service.

- Sep. 18, 1931** Japan invades Manchuria in move to grab territory and industrial resources from a China torn by growing civil war between Nationalist and Communist parties; leads to growing tensions between Japan and U.S. in the Pacific. (EAH)
- Sep. 20, 1931** Last run of *New York-Bar Harbor Express* from Bar Harbor to Grand Central; beginning with 1932 season, a single *Bar Harbor Express* operates from Penn Station. (Guide)
- Sep. 21, 1931** PRR Board approves removal of pivot pier and fenders for unfinished Pennsylvania & Newark bridge across Delaware River south of Trenton. (MB)
- Sep. 21, 1931** Great Britain abandons the gold standard; pound falls from \$4.86 to \$3.25 by end of year; all major European exchanges except Paris Bourse close temporarily. (Kindleberger, Wyckoff)
- Sep. 21, 1931** Bank of Pittsburgh with 17,000 depositors and \$47 million in deposits, closes; two smaller banks associated with it also suspend; by end of week 10 Pittsburgh area banks have closed with \$63 million in deposits; series of local banking panics begin centered in Pittsburgh, Philadelphia and Chicago. (Wicker)
- Sep. 22, 1931** Bank of France converts \$50 million to gold and continues withdrawing gold from U.S., increasing deflation; between Sep. 25 and Oct. 9, the Bank of France increases its gold reserves by \$1.19 billion; other European banks also withdraw gold; over next six weeks, U.S. gold stock falls by \$722 million, worst loss in history, and another \$417 million lost through domestic hoarding. (Kindleberger, Wicker)
- Sep. 1931** Nationwide bank panic begins as depositors fear U.S. will go off the gold standard and rush to withdraw deposits; 305 banks close in Sep. 1931 and 522 in Oct. 1931; Dow Jones industrial average falls 30.9% over month of Sep. 1931, worst decline in history.
- Sep. 22, 1931** United States Steel Corporation cuts wages by 10%.
- Sep. 24, 1931** St. Louis Connecting Railroad dissolved. (C&C)
- Sep. 25, 1931** *City of Hamburg* enters service for Baltimore Mail Steamship Company. (Vexler)
- Sep. 26, 1931** PRR discontinues electric passenger service between Camden and Atlantic City and removes electrification between Newfield and Pleasantville. (probably also discontinues Pleasantville-Ocean City

electric shuttle, which is operating as late as Nov. 9, 1930)

- Sep. 27, 1931 "MANTUA" Tower closed at 12:01 AM and functions assumed by "ZOO" Tower, giving "ZOO" control of entire junction complex.
- Sep. 27, 1931 *Congressional Limited* renamed *The Congressional*; coaches added and extra fare dropped and running time cut to 4:15; coaches added to *The Senator* and extra fare dropped; *The President*, a morning train, and *The Representative*, a midday train, added to New York-Washington run; *The Statesman* inaugurated between Washington and Pittsburgh as a revival of the former *Potomac*; *State of Maine Express* dropped as separate PRR train. (A-sheet)
- Sep. 27, 1931 *The Sea Gull* makes last run as separate all-first class train between Atlantic City and Pittsburgh; hereafter Atlantic City sleepers are handled on the *Philadelphia Night Express* and the *Pittsburgh Night Express*. (tt, A-sheet)
- Sep. 1931 Six banks in northeast Philadelphia close; people begin withdrawing money from bank deposits and putting it in safe deposit boxes. (Wicker)
- Oct. 1, 1931 Heads of four Trunk Lines meet in Pres. Atterbury's office in Penn Station and sign agreement for a four-system East; apply to ICC to modify its consolidation plan to call for four systems instead of five. (NYT, NYC AR)
- Oct. 3, 1931 Big Four trunk lines submit their four-system consolidation plan to ICC. (NYT)
- Oct. 3, 1931 Grampian & Tyrone RPO extended to Grampian & Altoona RPO. (Kay)
- Oct. 4, 1931 Pres. Hoover summons 30 financial leaders to meeting at apartment of Treasury Secy. Andrew W. Mellon to discuss deepening Depression. (Wyckoff)
- Oct. 5, 1931 Connecting Terminal Railroad at Buffalo merged into WNY&P. (C&C)
- Oct. 7, 1931 Pres. Hoover announces new plan to create a \$500 million voluntary credit pool to aid troubled banks with sound assets; Hoover has come to believe that Federal Reserve system cannot stabilize banking on own. (Wicker)
- Oct. 7, 1931 Philadelphia civic leaders urge public to stop hoarding cash. (Wicker)

- Oct. 9, 1931** Federal Reserve Bank of New York increases discount rate from 1.5% to 2.5%. (Wicker)
- Oct. 9, 1931** Lock Haven & Tyrone RPO cut back to Lock Haven & Altoona RPO. (Kay)
- Oct. 1931** Maryland & Delaware Coast Railway discontinues passenger service between West Denton, Md., and Lewes, Del.
- Oct. 1931** PRR signs contract with Consolidated Gas, Electric, Light & Power Company of Baltimore to supply electrification south of Wilmington.
- Oct. 12, 1931** Pres. Willard hosts dinner for Pres. Atterbury, Bernet and Crowley and heads of Brotherhoods at Biltmore Hotel in New York; proposes his idea that labor request a 10% wage cut rather than have railroads try to force a larger one. (Stover)
- Oct. 13, 1931** National Credit Corporation organized to carry out Pres. Hoover's program of aiding banks. (Wicker)
- Oct. 14, 1931** PRR Board approves retirement of Ohio River & Western between Bellaire and Woodsfield and between Powhatan and Senecaville and the sale of the portion between Bellaire and Key to PCC&StL. (MB)
- Oct. 14, 1931** Seven large Philadelphia banks agree to prop up the Integrity Trust Company with \$61 million in deposits. (Wicker)
- Oct. 15, 1931** Three largest banks in Youngstown fail. (Wicker)
- Oct. 16, 1931** ICC rejects railroads application for 15% rate increase; later reversed on rehearing. (NYC AR)
- Oct. 16, 1931** Federal Reserve Bank of New York raises discount rate to 3.5%. (Wicker)
- Oct. 17, 1931** Lehigh Coal & Navigation Company deeds Delaware Division Canal, last survivor of state canal system, to Commonwealth of Pennsylvania. (Lee)
- Oct. 1931** ICC denies railroads' request for 15% rate increase but grants temporary increase of 3.5% from Jan. 4, 1932 to Mar. 31, 1933.
- Oct. 1931** Last of three old rail bridges over Schuylkill River between Broad

Street and West Philadelphia razed. (PaNews)

- Oct. 1931** **New dial exchange installed at Penn Station serving station, Sunnyside Yard, and other uptown facilities, replacing three manual switchboards. (Mutual)**
- Oct. 21, 1931** **Rail stocks fall in response to ICC's refusal of rate increase; PRR down 3-1/4. (NYT)**
- Oct. 22, 1931** **Association of Railway Executives meets in Atlantic City after ICC turns down request 15% rate increase; offered 3% with solvent roads giving their share of the increase to weak roads; J.J. Pelley of New Haven, who had represented Eastern Railroads in case, persuades railroads not to turn down increase as will work against their case when they have to cut wages. (verify - date from NYT)**
- Oct. 22, 1931** **Association of Railway Executives appoints committee, including W.W. Atterbury, J.J. Bernet and Daniel Willard to suggest modifications to ICC's plan of pooling revenues. (NYT)**
- Oct. 22, 1931** **Largest bank in Canton, Ohio, fails. (Wicker)**
- Oct. 24, 1931** ***City of Havre* enters service for Baltimore Mail Steamship Company. (Vexler)**
- Oct. 25, 1931** **George Washington Bridge opens between New York and Fort Lee, N.J.; then longest suspension span in world.**
- Oct. 25, 1931** **Pres. Hoover and Premier Laval of France agree to maintain the gold standard.**
- Oct. 25, 1931** **Assistant to the VP in Charge of Operations Walter S. Franklin named President of Wabash Railway and Ann Arbor Railroad at St. Louis, following death of William H. Williams. (, NYT)**
- Oct. 28, 1931** **PRR Board approves railroad four-system consolidation plan; cuts annual dividend rate to 4%, lowest since 1891; actual total payment for 1931 is 6.5%; stock price falls to 29-1/2, lowest since 1878. (MB, NYT)**
- Oct. 28, 1931** **Grand Trunk-Pennsylvania Transportation Company incorporated in Wisconsin to operate a proposed joint car ferry on Lake Michigan between Muskegon and Milwaukee; implementation delayed by Depression. (MB)**
- Oct. 28, 1931** **PRR contracts with Grand Trunk Western Railroad for use of its**

Milwaukee and Muskegon terminals. (MB)

- Oct. 28, 1931** **Pennsylvania General Transit Company renamed Pennsylvania Greyhound Transit Company.**
- Oct. 30, 1931** **PRR drops train secretaries on Blue Ribbon trains between New York and Chicago and St. Louis. (last day) (A-sheet)**
- Oct. 31, 1931** **Former PRR General Manager J.B. Hutchinson retires as Pres. of the Mutual Fire, Marine & Inland Insurance Company of Philadelphia.**
- Oct. 31, 1931** **Last run of passenger trains (Saturday only) between Saltsburg and Elrico, Pa. on Turtle Creek Branch. (GO)**
- Oct. 31, 1931** **Largest bank in Dayton fails. (Wicker)**
- Oct. 31, 1931** **Third banking crisis ends but with no return of confidence in soundness of banks or end to hoarding; during Oct. an additional 20 banks with deposits of \$80 million fail in Philadelphia, mostly trust companies outside Federal Reserve system; 8 additional banks close in Pittsburgh area; a total of 58 banks with deposits totaling \$41 million have failed in Illinois. (Wicker)**
- Nov. 1, 1931** **VP-Pittsburgh Edward Tait Whiter retires after 51 years of service.**
- Nov. 1, 1931?** **R.K. Rochester named Assistant to VP in Charge of Operations in place of W.S. Franklin resigned.**
- Nov. 1, 1931** **PRR discontinues bus service between Smethport and Olean, including all service between Smethport and Larabee. (eff. date) (A-sheet)**
- Nov. 1, 1931** **Baltimore & Eastern cuts Baltimore-Love Point ferry service from five to four round trips. (A-sheet)**
- Nov. 2, 1931** **Pennsylvania General Transit Company (PRR bus line) renamed Pennsylvania Greyhound Transit Company.**
- Nov. 2, 1931** **NYC pays last pre-Depression dividend; total for year is 4%. (AR)**
- Nov. 2, 1931** **Philadelphia, Marlton & Medford Branch abandoned except for 0.21 mile stub in Haddonfield. (PRRTHS)**
- Nov. 3, 1931** **J. Hampton Moore, the Vare Machine candidate, elected Mayor of**

Philadelphia.

- Nov. 5, 1931** PRR begins carrying demountable truck bodies, a primitive form of container on flat car (COFC), between New York and Philadelphia and New York-Baltimore-Richmond, Va. (Mutual)
- Nov. 6, 1931** PT&T agrees with Interborough Rapid Transit Company for IRT to maintain easements and approaches to 7th Avenue Subway station thorough Penn Station and Hotel Pennsylvania. (MB)
- Nov. 6, 1931** Gov. Pinchot enacts a small revenge by denying low-number vanity license plates to some of his political enemies, including W.W. Atterbury, who loses No. 5 and No. 55. (NYT)
- Nov. 10, 1931** Pennroad Corporation announces that National Freight Company has acquired the Commerce Freight Company, a forwarder operating over the Wabash once owned by William H. Williams and Wabash interests; National Freight, Commerce Freight, Standard Carloading Corporation (acquired from the Van Sweringens), Texas Package Car Company, G.W. Sheldon & Co. and Judson Freight Forwarding Company are to be merged to form National Freight Corporation. (NYT)
- Nov. 12, 1931** Association of Railway Executives meets at Biltmore Hotel in New York; Daniel Willard, who had been negotiating with union leaders, asks that formally adjourn, and he then addresses members as individuals off the record; argues is better to negotiate a 10% cut now that try to force 15% cut through federal mediation; railroads appoint a Committee of Nine based on three representatives from each region but continue to process demand for 15% cut.
- Nov. 12, 1931** Frederic C. Dumaine, Sr., resigns as PRR director as ICC will not permit him to sit on both New Haven and PRR boards. (MB)
- Nov. 12, 1931** PRR Board declines to contribute to United Campaign for Unemployment Relief & Welfare Work of Philadelphia; all relief will be for PRR employees only through Women's Aid. (MB)
- Nov. 12, 1931** Smithsonian Institution celebrates 100th birthday of *John Bull* by reuniting it with a 1930 replica of the 1876 tender and with a 1836 coach borrowed from PRR; staff operates cylinders and whistle with compressed air; Depression precludes any more elaborate celebration. (White)
- Nov. 12, 1931** Daniel Willard, W.W. Atterbury, J.J. Bernet and P.E. Crowley

- have private dinner with heads of Brotherhoods to discuss a wage cut. (NYT)
- Nov. 13, 1931** Conference held between rail unions and management; unions demand six-hour day, a \$1 billion government bond issue for grade crossing eliminations, and guaranteed employment. (LC)
- Nov. 13, 1931** Association of Railway Executives appoints committee headed by Daniel Willard to confer with labor executives "on subjects of mutual interest"; also approve proposed amendment to ICC's plan for a revenue pool under which weak roads could use proceeds to meet interest charges but not pay off maturing principals and are to be loans, not gifts; pool to be administered by a national organization. (NYT)
- Nov. 13, 1931** Pres. Atterbury announces that PRR has appropriated \$100,000 to Women's Aid of the Pennsylvania System for relief; appropriation was made in January. (NYT, MB)
- Nov. 14, 1931** Grade crossing elimination opens at Swarthmore, Pa.
- Nov. 16, 1931** Former VP of Lines West Daniel Trigg McCabe (1849-1931) dies at Columbus, Ohio, at age 82.
- Nov. 19, 1931** PRR stock hits 27-3/4, lowest since 1877.
- Nov. 19, 1931** 1,500 general chairmen of 21 rail unions hold first general meeting in New York.
- Nov. 19, 1931** Salisbury Shops of Baltimore & Eastern Railroad destroyed by fire and not replaced. (MB)
- Nov. 19, 1931** ICC approves B&O merging operations of Buffalo & Susquehanna Railroad and Buffalo, Rochester & Pittsburgh Railway. (AR)
- Nov. 20, 1931** Cornerstone ceremony held at Cincinnati Union Terminal; skeleton already up. (CE)
- Nov. 20, 1931** New England governors apply to ICC to be allowed to intervene in consolidation hearings. (NYT)
- Nov. 21, 1931** Albert Hall Harris (1861-1931), NYC VP Finance and Chairman of Executive Committee, dies. (AR)
- Nov. 21, 1931** NYC Pres. Patrick E. Crowley resigns effective Jan. 1. (AR)

- Nov. 23, 1931** PRR purchases 4,485 shares of Raritan River Railroad at 1752. (Wheeler)
- Nov. 24, 1931** Daniel Willard reports to Eastern Railroad Presidents' Conference on meetings with Brotherhood officials regarding voluntary 10% wage cut. (NYT)
- Nov. 1931** Container transfer station opens on site of former Lucknow scrap dock near Harrisburg. (PaNews)
- Nov. 29, 1931** Passenger service discontinued between Columbia and Middletown, Pa.
- Nov. 29, 1931** PRR pays 1% dividend for (last?) quarter; total for year is 6.5%, paid out of surplus.
- Nov. 30, 1931** Last passenger train operates between Coshocton and Mansfield, Ohio, on Walhonding Branch; replaced by mixed train on Dec. 1.
- Nov. 30, 1931** Henry Walters (-1931), director of Northern Central and __ of Atlantic Coast Line, dies.
- Dec. 1, 1931** Pres. Atterbury addresses representatives of the Brotherhoods at Philadelphia, stressing his determination to impose a wage cut. (LC)
- Dec. 1, 1931** Wabash Railway enters receivership after defaulting on three equipment trusts and failure to obtain last-minute aid from Kuhn, Loeb & Co, the PRR or the government; Pres. Atterbury in public statement deplores receivership but notes because of uncertainties of consolidation plan and Clayton Act proceedings, PRR can't rescue it; Walter S. Franklin, formerly Pres. of DT&I and now Pres. of Wabash, and Frank C. Nicodemus named receivers; Wabash is first large road to go into receivership in Depression. (NYT)
- Dec. 4, 1931** Ann Arbor Railroad enters receivership as result of Wabash bankruptcy. (Moody's)
- Dec. 6, 1931** Pres. Atterbury announces he expects New York-Philadelphia electrification to be completed in summer of 1932; has started building foundations for catenary poles south of Wilmington.
- Dec. 8, 1931** Railway Labor Executives Association holds meeting of 1,500 rail union general chairmen in Chicago; agree to 10% wage cut. (NYT)

- Dec? 8, 1931** **New Haven passes quarterly dividend. (NYT)**
- Dec. 9, 1931** **NYC elects Frederick Ely Williamson Pres. replacing Patrick E. Crowley, resigned; abolishes post of Chairman of Executive Committee. (AR)**
- Dec. 9, 1931** **NYC Board votes to pass fourth quarter dividend and to pay future dividends semi-annually in June and December; by June 1932 conditions are so bad that no dividend is paid until World War II. (AR)**
- Dec. 11, 1931** **New Jersey PUC issues report recommending consolidation of PRR and Reading lines in South Jersey. (Rept)**
- Dec. 11, 1931** **General chairmen of 21 rail unions meet in Chicago to hear report of executive committee.**
- Dec. 12, 1931** **Grand Trunk-Pennsylvania Transportation Company incorporated in Wisconsin to operate joint car ferry between Grand Haven, Mich., and Milwaukee.**
- Dec. 14, 1931** **Railroad Credit Corporation incorporated in Delaware; is to use portion of proceeds of recent rate increase as a fund to make emergency loans to weaker railroads.**
- Dec. 14, 1931** **11,000 volt a.c. electrification between Manhattan Transfer and Sunnyside Yard energized. (CE)**
- Dec. 14, 1931** **Buffalo Interurban Bus Line, Inc., renamed Pennsylvania Greyhound Lines of New York, Inc.; Pennsylvania-Virginia General Transit Company renamed Pennsylvania Greyhound Lines of Virginia, Inc.; operates bus line Norfolk-Little Creek and Cape Charles-Maryland line.**
- Dec. 14, 1931** **PRR drops New York-Washington coaches on *Havana Special*. (eff. date) (A-sheet)**
- Dec. 15, 1931** **In speech before Commercial-Merchants Club of Boston, Pres. Atterbury calls for revision of Sherman and Clayton Antitrust Acts, longer moratorium on war reparations and debts, and wage reduction. (NYT)**
- Dec. 16, 1931** **PRR appoints H.A. Enochs to acting Chief of Personnel as well as Superintendent of Labor & Wage Bureau-Eastern Region. (MB)**
- Dec. 16, 1931** **VP J.L. Eysmans, in speech to Great Lakes Regional Advisory**

- Board in Detroit, expresses confidence that railroads can meet truck competition on all but short routes with faster trains and truck pick up and delivery.**
- Dec. 16, 1931** **City of Philadelphia bankrupt; banks refuse to extend credit, and city workers fail to receive wages. (verify)**
- Dec. 17, 1931** **Dow Jones industrial average bottoms at 73.79, down from 194.36 in Feb.; rails bottom at 31.42, down from 111.58 (Wyckoff)**
- Dec. 1931** **New model board for Power Director placed in service on 8th floor of Penn Station Service Building.**
- Dec. 1931** **Standard Trust Company of Cleveland, backed by BLE and largest of Brotherhood banks, fails; loss to union is \$2,000,000. (verify)**
- Dec. 20, 1931** **City of Philadelphia imposes salary cuts.**
- Dec. 21, 1931** **PRR gives notice it will impose 15% wage cut for engine and train crews. (LC)**
- Dec. 23, 1931** **New Haven subsidiary Vermont Company dissolved. (AR)**
- Dec. 27, 1931** **Fire destroys Altoona Machine Shop at 12th Street.**
- Dec. 28, 1931** **Work begins on new Union Tunnel at Baltimore. (CE)**
- Dec. 29, 1931** ***The Edison* established as a day train between New York and Washington. (tt)**
- Dec. 30, 1931** **PRR Board authorizes Eastern Railroad Presidents' Conference, headed by Daniel Willard of B&O, to represent PRR in negotiations with brotherhoods over unemployment and wages. (MB)**
- Dec. 31, 1931** **New England Governors Railroad Committee recommends either placing PRR's New Haven stock and Pennroad Corporation's Boston & Maine stock in separate trusts or merging New Haven and Boston & Maine without PRR control; opposes an NYC-Boston & Albany monopoly in New England and is lukewarm towards giving control of any New England property to the Van Sweringens. (NYT)**
- Dec. 1931** **No. 7825, first of two Class L6 1-D-1 2500 HP a.c. electric freight locomotives built at Juniata; unsuccessful and used in switching service at New York.**

- Late 1931** PRR attempt to float bonds to finance electrification rejected by banks.
- 1931** PRR pays 5.5% dividend; not earned but payed out of profit and loss. (press release says 6.5%!!)
- 1931** Railroads form Railroad Credit Corporation to give money received from Jan. 1932 rate increase to weak roads in danger of default.
- 1931** PRR begins third-morning freight service between New England and Chicago/St. Louis and overnight service between New England and Baltimore.
- 1931** PRR begins second morning freight service between Pittsburgh and New England and overnight service between New England and Baltimore. (AR)
- 1931** Work begins on rearranging tracks in Penn Station to meet expansion of Post Office. (AR)
- 1931** Work suspended on South Philadelphia Track Elevation.
- 1931** Company athletics and System Athletics Committee discontinued. (Personnel Dept. - last events held in spring?)
- 1931** PB&W abandons Sparrow's Point Branch between Sparrow's Point and Penwood Park (2.15 miles). (C&C)
- 1931** Telephone dispatching circuits extended from Delmar to Cape Charles on NYP&N. (AR)
- 1931** WNY&P abandons line between Carmona and Brent, Pa. (C&C)
- 1931** Ohio River & Western Railway conveys 9.12 miles at Zanesville to Pennsylvania, Ohio & Detroit Railroad; becomes Mill Run Branch.
- 1931** Track elevation at Newark, Ohio, completed.
- 1931** Enlargement of Grogan Yard at Columbus completed.
- 1931** Indianapolis Union Railway completes track elevation of Belt Line with four tracks between White River Bridge and Madison Street.
- 1931** Work begins on new Post Office south of Union Station in Chicago,

with track and signal changes. (AR)

- 1931 Line relocation between Collinville and St. Jacob, Ill., opened. (error - recheck)
- 1931 Running time of *Liberty Limited* cut to 18:00 (AR)
- 1931 W.C. Higginbottom named General Manager-Eastern Region.
- 1931 John C. Rill named General Manager-Western Region.
- 1931 New England Transportation Company trucks adopt slogan "Accept Today - Deliver Tomorrow" for LCL service. (NH AR)
- 1931 NYC pays last dividend until WWII. (AR - chck)