

**PRR CHRONOLOGY
1932**

August 2204 Edition

- Jan. 1, 1932** **Western Region edition of *Pennsylvania News* discontinued.**
- Jan. 1, 1932** **Pennsylvania-Indiana General Transit Company and Interstate Highway Ltd., Inc. assets sold to Greyhound Lines, Inc. (Ind.).**
- Jan. 1, 1932** **Princeton-Kingston-Rocky Hill bus service discontinued. (eff. date)**
- Jan. 1, 1932** **Frederick Ely Williamson (1876-1944) elected Pres. of NYC replacing Patrick E. Crowley, resigned; Crowley remains on Board until Dec. 11, 1940. (AR)**
- Jan. 1, 1932** **B&O absorbs Buffalo, Rochester & Pittsburgh Railway and Buffalo & Susquehanna Railroad. (B&O AR)**
- Jan. 4, 1932** **ICC 3.5% rate surcharge takes effect; increased income must be turned over to Railroad Credit Corporation, which makes it available as loans to weak railroads. (NYT says 1/2)**
- Jan. 4, 1932** **New Haven makes massive cut in passenger train-miles. (AR)**
- Jan. 6, 1932** **ICC begins hearings on eastern consolidation plan.**
- Jan. 7, 1932** **At ICC consolidation hearing, D&H and New England Governors demand that extent of PRR, Pennsylvania Company and Pennroad holdings in other railroads be read into the record; PRR attorneys argue that neither Pennsylvania Company nor Pennroad are parties to the consolidation. (NYT)**
- Jan. 7, 1932** **Nicholas, Fayette & Greenbrier Railroad opens between ___ and ___; jointly owned by NYC and C&O. (NYC AR)**
- Jan. 8, 1932** **Work begins on new PRR station in Newark, N.J. (see also 1933)**
- Jan. 8, 1932** **Sunbury & Lewistown RPO discontinued. (Kay)**
- Jan. 9, 1932** ***Lehigh-Pennsylvania Express*, through PRR/LV train between Phillipsburg, N.J., and Sunbury, Pa., via Mount Carmel with through cars for Pittsburgh, makes last run; eff. Jan. 10 replaced**

by LV gas-electric run between Phillipsburg and Mount Carmel and PRR local between Mount Carmel and Sunbury; former *Lehigh Express* No. 510-511 rerouted to Sunbury-Wilkes-Barre with through cars to Pittsburgh as *Pittsburgh-Wilkes-Barre Express*. (tt)

- Jan. 9, 1932** Less Carload Lots Company and L.C.L. Corporation file suit in U.S. District Court against PRR for infringing on its patents for containers. (NYT)
- Jan. 11, 1932** Pres. Atterbury submits \$46 million capital expenditure budget for 1932, with possibility of future cuts. (MB)
- Jan. 13, 1932** PRR Board consents to sale of LIRR Rockaway Branches from White Pot Jct. and Far Rockaway to Rockaway Park to New York City for transit line; plan is eventually carried out in 1955. (MB)
- Jan. 15, 1932** Railroads' Committee of Nine headed by Daniel Willard begins negotiating with representatives of 21 unions at Palmer House in Chicago, backed up by 1,500 general chairmen representing union locals; Willard opens by proposing 10% wage "deduction" for one year; unions call for joint study of 6-hour day, of retirement insurance, discouragement of company unions, guarantee to maintain 1930 work levels, and job protection in consolidations; Daniel B. Robertson of BLFE, chief labor negotiator, announces proceedings will come under the Railway Labor Act, so 10% cut will supersede 15% cut previously demanded and bargaining will be national in scope; PRR VP Elisha Lee maintains headquarters in Chicago Club a few blocks south of hotel to coordinate between Committee of Nine, other railroad officers and railroad security holders. (Stover has 1/13)
- Jan. 15, 1932** Dow Jones rail average peaks for year at 41.30, then declines precipitously. (Wyckoff)
- Jan. 15, 1932** Cab signals placed in service between "HAROLD" Tower/Sunnyside Yard and Penn Station. (CE)
- Jan. 15, 1932** Speaking at the Traffic & Transportation Club of Birmingham, Pres. Atterbury assails government aid to waterways and "subsidized transportation." (NYT)
- Jan. 16, 1932** Last run of passenger service on Sunbury & Lewistown Branch between Selinsgrove Jct. and Lewistown Jct.; replaced by Pennsylvania Greyhound Lines bus service. (A-sheet) (or 1/6?)

- Jan. 17, 1932** Coaches added to most north-south long-distance trains in Northeast Corridor, including *Orange Blossom Special*, *Seaboard Florida Limited*. (A-sheet)
- Jan. 18, 1932** Last run of New York-Pittsburgh parlor car on *The Pennsylvania Limited*. (A-sheet)
- Jan. 1932** New Brass Finishing Shop opens at South Altoona Foundries.
- Jan. 1932** New central battery repair shop opens at Wilmington Shops.
- Jan. 1932** ICC issues final ruling in 1930 appeal of Lake Cargo coal rates; allows 1928 compromise to stand; ICC avoids either raising Pocahontas rates and worsening Depression in Southern Appalachia or cutting northern rates and causing further losses to northern roads; Commissioner Eastman dissents; differentials remain same into 1950s. (Lambie)
- Jan. 1932** J. Hampton Moore inaugurated as Mayor of Philadelphia; institutes major job cuts and freezes projects to save city's credit rating.
- Jan. 1932** Railroads' operating income drops 66% below Jan. 1931 level; railroad bonds fall to new lows.
- Jan. 20, 1932** PRR suspends work on new Union Tunnel in Baltimore. (also other parts of D.C. electrification a/c failure to obtain financing from banks)
- Jan. 22, 1932** Pres. Hoover signs bill establishing Reconstruction Finance Corporation with \$2 billion in federal funds to loan to banks, insurance companies, and railroads; supersedes National Credit Corporation. (B&O AR)
- Jan. 23, 1932** AC electrification placed in service between Sunnyside Yard and Manhattan Transfer. (Westing - verify)
- Jan. 23, 1932** PRR experiments with fixed ladders for upper berths on sleepers in New York-Washington service. (Mutual)
- Jan. 24, 1932** Daniel Willard announces "final reply" to labor's demands, rejecting all but study of retirement insurance and establishing national employment bureaus in New York, Washington and Chicago.
- Jan. 25, 1932** PRR eliminates porters on all Chesapeake Bay steamer lines and

- Love Point ferry; porters henceforth to double as waiters. (LC)
- Jan. 26, 1932** **New Jersey Gov. A. Harry Moore calls meeting for Feb. 3 to consider consolidation of PRR and Reading lines in South Jersey. (NYT)**
- Jan. 29, 1932** **Bradford Railroad merged into WNY&P under agreement of Oct. 16, 1931. (C&C)**
- Jan. 30, 1932** **BLFE and BRT, last holdouts, agree to wage settlement.**
- Jan. 31, 1932** **Rail union leaders announce consent to a 10% wage cut for a period of 10 months beginning Feb. 1; agreement signed at Palmer House in Chicago at 11:40 PM.**
- Jan. 31, 1932** **PRR discontinues barber service on all trains except *Broadway Limited*. (A-sheet)**
- Jan. 31, 1932** **Eastbound *Golden Arrow* combined with *Liberty Limited* between Pittsburgh and Chicago. (A-sheet)**
- Jan. 31, 1932** **Baltimore & Eastern abandons Nanticoke River bridge at Vienna, Md., and discontinues passenger service between Hurlock and Salisbury, Md.; trains rerouted over PRR between Hurlock and Salisbury via Seaford; (eff. Feb. 1, 1932! - Mon.); bridge was abandoned rather than comply with War Dept. order to enlarge draw to 80 feet clear on each side. (from MB)**
- Jan. 31, 1932** **Last run of New York-Roanoke sleeper. (A-sheet)**
- Feb. 1, 1932** **Wage workers under Employee Representation Plan accept one-year 10% wage cut. (LC)**
- Feb. 2, 1932** **Reconstruction Finance Corporation (RFC) goes into operation under leadership of Charles G. Dawes (1865-1951). (EAH)**
- Feb. 2, 1932** **Chesapeake Wharf Company dissolved. (MB)**
- Feb. 6, 1932** **PRR begins first of 14 guided tours to be run every other week from New York, Philadelphia and Wilmington to Washington, D.C., at low fares.**
- Feb. 6, 1932** **Former Assistant Chief Engineer Robert Trimble (1856-1932) dies at Glen Osborne, Pa.**
- Feb. 6, 1932** **Pres. Hoover holds conference of business and civic leaders at**

- White House to help shape his reelection campaign and restore confidence. (NYT)
- Feb. 10, 1932 Baltimore & Virginia Steamboat Company files for bankruptcy. (MB)
- Feb. 11, 1932 PRR adds dessert to price of \$1.25 combination platter on east-west trains and introduces \$2.00 steak dinner. (Mutual)
- Feb. 14, 1932 "*Spirit of St. Louis*" combined with *Broadway Limited* east of Pittsburgh (westbound only) as an economy move. (A-sheet)
- Feb. 15, 1932 Last run of passenger trains on Whitestone Branch of LIRR and line abandoned.
- Feb. 15, 1932 Reveal that two committees of Port of New York Authority, PRR and Long Island Ten-Year Plan Committee will study Greenville-Bay Ridge freight tunnel. (NYT)
- Feb. 17, 1932 Transcontinental & Western Air, Inc. "temporarily" discontinues Flight No. 5; connecting *Airway Limited* makes last run Feb. 16; rail-air service continues with connection between *The Rainbow* No 43 and Flight No. 1, PRR No. 19 and No. 43-267 also connect with planes westbound. (A-sheet)
- Feb. 22, 1932 Presidents of 18 railroads, including Pres. Atterbury, pledge support for United Action Group for Employment's drive to find 1 million jobs. (NYT)
- Feb. 23, 1932 Pittsburgh & Wheeling RPO reestablished. (Kay)
- Feb. 23, 1932 Baltimore & Virginia Steamboat Company files for bankruptcy as only means of discontinuing unprofitable operations.
- Feb. 24, 1932 PRR Board authorizes application to Reconstruction Finance Corporation for loan of \$55 million for electrification to be backed by stock of PFW&C and PCC&StL; approves abandonment of Muncie-Matthews, Ind.; writes off Marietta (Oh.) Shops. (MB)
- Feb. 24, 1932 In testimony before House (Interstate?) Commerce Committee, Boston lawyer Lawrence R. Wilder calls four-system consolidation plan "disastrous" for New England and backs Rep. Sam Rayburn's bill to place railroad holding companies under ICC jurisdiction; asserts Pres. Atterbury has said he has no interest in developing traffic from the port of Boston. (NYT)

- Feb. 25, 1932 *Piankatank* leaves Baltimore on last outbound Piankatank River Line run to Green Point. (LC)
- Feb. 26, 1932 In ICC hearings on the four-system plan, Delaware & Hudson Company, which opposes four-system plan, presents figures showing stock losses by Trunk Lines as indicating their inability to finance consolidation; Chairman Claude R. Porter refuses D&H request to place on record a statement opposing railroad holding companies made by Commissioner Joseph B. Eastman before the House Committee on Interstate and Foreign Commerce in its hearings on the Rayburn Bill. (NYT)
- Feb. 26, 1932 Last outbound Rappahannock River Line steamer leaves Baltimore for Fredericksburg and Norfolk; last inbound Piankatank River Line steamer leaves Green Point. (LC)
- Feb. 27, 1932 *Anne Arundel* leaves Baltimore on last outbound run to Washington on Potomac River Line steamer. (LC)
- Feb. 27, 1932 Pittsburgh-Olean sleeping car cut back to Pittsburgh-Oil City. (A-sheet)
- Feb. 28, 1932 Pres. Atterbury declares 1% dividend for last quarter of 1931, making total 6.5% for year; notes quarterly dividends cannot be continued without increase in net income. (NYT)
- Feb. 28, 1932 *Potomac* leaves Baltimore on last outbound Rappahannock River Line run to Tappahannock; *Eastern Shore* leaves on last outbound Pocomoke-Occohannock River Line run for Davis Wharf. (LC)
- Feb. 28, 1932 *The Rainbow* rerouted through Broad Street Station. (A-sheet)
- Feb. 29, 1932 Baltimore & Virginia Steamboat Company discontinues all remaining steamer lines on Chesapeake Bay: last boats leave for Baltimore leave Washington on Potomac River Line (*Anne Arundel*), Norfolk and Tappahannock on Rappahannock River Line (*Potomac*), Davis Wharf on the Pocomoke-Occohannock River Line (*Eastern Shore*), plus last Baltimore-Cambridge round trip on Choptank River Line (*Calvert*) (this from labor chron - otherwise: Choptank River Line to Choptank and Easton, Lower Eastern Shore Line to Shields, Va., Great Wicomico/Piankatank Line to Fitchetts, Va.); leaves only Baltimore-Love Point vehicle ferry operated by Baltimore & Eastern Railroad. (LC)
- Feb. 29, 1932 Pittsburgh-Olean sleeper cut back to Pittsburgh-Oil City. (A-sheet)

- Feb. 29, 1932** Britain raises tariffs and imposes a new "Corn Law" on agricultural imports.
- Mar. 1, 1932** Last overnight Chesapeake Bay steamer runs arrive in Baltimore; *Anne Arundel* from Washington is last to arrive in early afternoon.
- Mar. 1, 1932** Dining room service on Love Point ferry given to a concessionaire. (LC)
- Mar. 1, 1932** John F. Finnegan of Chicago named General Superintendent of Dining Car Service at New York, replacing separate Superintendents at New York and Chicago.
- Mar. 1932** PRR applies to Reconstruction Finance Corporation for a \$55 million loan to resume work on electrification.
- Mar. 1932** Women's Aid of the Pennsylvania System establishes a Clothing Bureau in Broad Street Station under the supervision of Mrs. J.M. Symes to collect reconditioned shoes and clothing for the poor. (WmnsAid)
- Mar. 8, 1932** Dow Jones Industrial average peaks for year at 88.78. (Wyckoff)
- Mar. 8, 1932** Kirby C. Jackson of Chicago, PRR's oldest pensioner, celebrates 100th birthday; began working on Cincinnati & Peru in 1858 and became engineer on Fort Wayne Division in 1861.
- Mar. 1932** PRR issues fourth historical poster by N.C. Wyeth, George Washington supervising the construction of the White House: depression halts production of other eight paintings in projected series. (Mutual)
- Mar. 15, 1932** Pennroad Corporation fails to declare quarterly dividend. (NYT)
- Mar. 16, 1932** Ivy Lee and T.J. Ross write Pres. Atterbury objecting to new arrangement with NYC for each company to have only one 18-hour extra-fare train to Chicago; say plays into hands of NYC; say PRR should have opted for two 19-hour trains; PRR strategy of running several fast trains had begun to erode NYC lead in recent years; now accurately predict that *Twentieth Century Limited* will be on top and run in multiple sections when prosperity returns, while *Broadway Limited* will run only one. (WWA 47/47)
- Mar. 16, 1932** In testimony before House Committee on Interstate & Foreign Commerce, VP George Ogden denies Lawrence Wilder's charge that PRR control New Haven or Boston & Maine or has a desire to

dominate New England; New Haven Pres. J.J. Pelley testifies that PRR does not dictate New Haven policy; hearing is on the Couzens Bill to bring railroad holding companies under ICC control and compel divestiture. (NYT)

- Mar. 17, 1932 Electrical Engineer J.V.B. Duer speaks on PRR electrification program at New York Railroad Club; notes seven of ten passenger locomotives (L5's??) recently transferred from Trenton-Wilmington to Sunnyside-Manhattan Transfer service. (NYT)
- Mar. 18, 1932 Former VP in Charge of Personnel George Lyman Peck dies in Miami at age 73.
- Mar. 18, 1932 Pres. Hoover holds private meeting with railroad leaders at White House after a brief call by Pres. Atterbury; discuss pending RFC loans; RFC Board is divided, with some members wanting investment banks to assume at least half of the burden of bailing out railroads; Atterbury leaves meeting looking glum. (NYT)
- Mar. 18, 1932 In testimony before House Committee on Interstate & Foreign Commerce considering the Couzens bill to establish federal control of holding companies, PRR VP & General Counsel C.B. Heiserman calls state laws an impediment to consolidation which should be replaced by federal law; denies statements by Lawrence Wilder of Boston that Trunk Lines have secret agreements beyond the scope of the official four-system plan; Couzens bill would empower ICC to order railroad holding companies to sell shares of certain railroads. (NYT)
- Mar. 23, 1932 Norris-LaGuardia Act prohibits the use of injunctions to halt strikes, picketing and boycotts; outlaws "yellow dog" contracts in which workers must pledge not to join unions. (EAH)
- Mar. 23, 1932 Pennsylvania Greyhound Lines of Illinois, Inc. incorporated. (MB)
- Mar. 27, 1932 *Keystone Express* discontinued between Indianapolis and St. Louis. (A-sheet)
- Apr. 1, 1932 PRR imposes further 10% cut in all salaries and retainer fees and all pension payments over \$50 per month; general deflation means that actual purchasing power is not greatly reduced. (MB)
- Apr. 1, 1932 Col. Moorhead C. Kennedy retires as VP in Charge of Purchases, Sales & Insurance after 43 years service; replaced by Charles D. Young. (MB)

- Apr. 1, 1932 Mechanical gap closers installed on platform of track 18 at Penn Station. (CE)
- Apr. 1, 1932 Moore station renamed Prospect Park, Pa., on Maryland Division. (A-sheet)
- Apr. 1, 1932 Last Eastern Region edition of *Pennsylvania News* published. (PaNews)
- Apr. 4, 1932 City of Philadelphia lays off 1571 city workers.
- Apr. 8, 1932 Baltimore Mail Steamship Company admitted to French Atlantic Conference. (Vexler)
- Apr. 1932 PRR builds (?) 100 drop-bottom containers for hauling bulk cement.
- Apr. 12, 1932 At annual meeting, Pres. Atterbury asserts PRR will not have to suspend dividend payments as condition of RFC loan. (NYT)
- Apr. 14, 1932 Pennsylvania-Illinois General Transit Company assets sold to Pennsylvania Greyhound Lines of Illinois, Inc. (MB)
- Apr. 1932 Steel industry operating at only 20% of capacity. (Wyckoff)
- Apr. 20, 1932 B&O air conditions *National Limited*, first fully air conditioned long-distance train in U.S., including first air conditioned Pullman sleepers. (Guide, AR)
- Apr. 22, 1932 Pennsylvania-Illinois General Transit Company dissolved; replaced by Pennsylvania Greyhound Lines of Illinois, Inc.
- Apr. 22, 1932 Association of Railway Executives meeting in New York consider plan to have Railway Express Agency perform all pick-up & delivery for Eastern railroads with its large truck fleet. (NYT)
- Apr. 24, 1932 *Broadway Limited* and *Twentieth Century Limited* running time cut from 20 to 18 hours with \$10 extra fare; PRR and NYC drop extra fares on all long distance trains except *Broadway* and *Twentieth Century*; plan to rename Nos. 28-29 *The 18-Hour Broadway*, ending "limited" status, and running non-stop between North Philadelphia at Fort Wayne dropped at last minute; consolidation of *Broadway Limited* and "*The Spirit of St. Louis*" east of Pittsburgh ends. (A-sheet, Guide)
- Apr. 24, 1932 PRR imposes major long-distance service cuts because of Depression: *The Cincinnati Limited* westbound combined with

"The Spirit of St. Louis" east of Columbus; *The Duquesne* combined with *The Fort Dearborn*, a new New York-Chicago train (westbound only), although *The Duquesne* name continues to be applied to certain cars operated between Philadelphia and Pittsburgh; westbound *Iron City Express* discontinued; *The Metropolitan* discontinued west of Pittsburgh westbound and subsumed into *The Fort Dearborn*, with New York-Pittsburgh portion renamed *Pittsburgh Day Express*; *Pittsburgh Night Express* and *Philadelphia Night Express* renamed *The Sea Gull* for the summer season; *Eastern Express* discontinued between Philadelphia and New York; last portion of *Keystone Express* between Columbus and Indianapolis discontinued; westbound *Golden Arrow* combined with *Red Arrow* east of Mansfield; *Western Express* discontinued; through New York-Chicago sleepers removed from *The Rainbow* and carried on *The Pittsburgher* as far as Pittsburgh; *The New Yorker* discontinued east of Pittsburgh and through cars carried on *The Pittsburgher*; *Pan-Handle Express/Seaboard Express* discontinued between New York and Columbus; eastbound *Golden Arrow* discontinued entirely and cars carried on *Liberty Limited* and *"Spirit of St. Louis"* under *Golden Arrow* name; *Philadelphia Express* discontinued between Pittsburgh and Philadelphia. (A-sheet)

Apr. 24, 1932

The George Washington inaugurated by C&O between Washington/Newport News and Cincinnati/Louisville; all air conditioned; through sleeper New York-Louisville via PRR. (Guide)

Apr. 24, 1932

Last run of New York-Akron sleeper in trains #124-127. (A-sheet)

Apr. 24, 1932

Maine Central withdraws Ellsworth-Bar Harbor bus service and substitutes Ellsworth-Mount Desert Ferry mixed train as connection from express trains at Ellsworth. (A-sheet)

Apr. 24, 1932

Detroit, Toledo & Ironton Railroad ends passenger service between Detroit and Springfield, Ohio. (A-sheet)

Apr. 25, 1932

Final arguments on four-system plan open before ICC; New England Governors Committee demands divestment of PRR and Pennroad Corporation holdings of New Haven and Boston & Maine; Donald Richberg, counsel for the Railway Labor Executives Association, voices opposition on the grounds consolidation will close redundant facilities and increase unemployment; Henry W. Bikle, representing PRR, refuses to discuss labor issues on grounds they have not been a part of the proceedings heretofore; also denies authority of ICC to set any

- further conditions on plan. (NYT)
- Apr. 27, 1932** **PRR Board reserves action on quarterly dividend; PRR falls one point to 12-3/8. (NYT)**
- Apr. 27, 1932** **Stockholders of Waynesburg & Washington Railroad authorize standard-gauging of line.**
- May 1, 1932** **VP-Chicago Thomas B. Hamilton retires after 44 years of service.**
- May 1, 1932** **PRR and other Northern lines reduce rate on bituminous coal to New York Harbor by seven cents without giving advance notice to Pocahontas roads as in past. (Lambie)**
- May 1, 1932** **PRR abolishes post of stewards on Cape Charles-Norfolk steamers; jobs combined with that of purser. (LC)**
- May 5, 1932** **PRR Board announces that RFC has approved loan of \$27,5 million, half of what asked for, if the other half can be raised in the money market; Board authorizes \$27,5 million in three-year 6% gold notes and \$27,5 million 5% General Mortgage bonds as collateral for loan. (MB)**
- May 7, 1932** **Ground broken for Atlantic City grade crossing elimination and Union Station project. (NYT)**
- May 7, 1932** **Annual Blackwell Cup regatta for Yale, Columbia and University of Pennsylvania rowing teams held on new course in Schuylkill River above Flat Rock Dam; PRR runs 35-car special open observation train, used by New Haven for Thames River races, from Conshohocken station. (NYT)**
- May 7, 1932** **Last run of local passenger trains between Steubenville and Bellaire, Ohio, and between Bellaire and Powhatan ends all passenger service between Mingo Jct. and Powhatan; last run of Wellsville & Bellaire RPO. (A-sheet, Kay)**
- May 9, 1932** **Mixed train established between Rochester and Olean, N.Y., and on Nunda Branch. (A-sheet)**
- May 11, 1932** **PRR Board authorizes \$70,000 for Budd-Michelin rubber-tired rail car and trailer. (MB)**
- May 11, 1932** **NYC announces it will not pay a dividend in 1932; not resumed until 1942.**

- May 13, 1932 **Rep. Sam Rayburn testifies before House Rules Committee to plead for preferred status for his railroad holding company bill; charges Van Sweringens and Pennroad with frustrating the public interest as expressed in the ICC's own consolidation plan. (NYT)**
- May 13, 1932 **Enola Realty Company, Kensington & New Jersey Ferry Company, and Philadelphia Union Stock Yards Company all dissolved. (MB)**
- May 14, 1932 **Maryland & Delaware Coast Railway reorganized as Maryland & Delaware Seacoast Railroad (Denton, Md., to Lewes, Del.).**
- May 15, 1932 ***Birmingham Special*, PRR-Southern Railway train rerouted to run via Bristol and Chattanooga instead of via Atlanta. (Guide)**
- May 15, 1932 **Women's Aid of the PRR reports it has visited 42,532 families in 1931 and given aid to over 21,000, including Christmas baskets, clothing, and parties for children.**
- May 16, 1932 **Cumberland Valley Division abolished and merged into Philadelphia Division; Elmira Division abolished and merged into Williamsport Division; Schuylkill and Sunbury Divisions merged to form Wilkes-Barre Division with headquarters at Sunbury; Lewistown-Milroy ceded from Sunbury Division to Middle Division. (MB)**
- May 16, 1932 **PRR orders two-unit Budd-Michelin lightweight, rubber-tired diesel railcar No. 4688-4689.**
- May 17, 1932 **Mineral Railroad & Mining Company dissolved. (MB)**
- May 19, 1932 **RFC approves a loan of \$27.5 million at 6% interest to PRR for electrification, providing it raises an equal amount on its own.**
- May 19, 1932 **Atlantic Coast Line Railroad passes dividend for first time since 1901. (NYT)**
- May 20, 1932 **Amelia Earhart completes first solo flight by a woman across the Atlantic.**
- May 21, 1932 **PRR establishes new Philadelphia-Cincinnati-Birmingham sleeper running westbound on *The Rainbow* and eastbound on *The Pennsylvania Limited*.**
- May 22, 1932 **B&O fully air conditions *Capitol Limited*. (AR)**
- May 25, 1932 **Pres. Atterbury informs Board that it is impracticable to float a**

- \$27.5 million loan and have asked RFC to make the loan contingent on placing the private loan later this year if conditions improve. (MB)**
- May 25, 1932** **PRR Board authorizes Pres. Atterbury to impose job cuts, salary cuts or leaves of absence for officers as sees fit, beginning June 1. (MB)**
- May 26, 1932** **PRR signs agreement with City of Camden to remove tracks on 7th Street by July 1, 1933. (CE)**
- May 1932** **Dow Jones average falls 19.2% for month as Depression worsens.**
- May 30, 1932** **General Solicitor E.H. Seneff dies.**
- May 31, 1932** **PRR announces that Lima has completed the first experimental class L6a 1-D-1 2500 HP a.c. electric locomotive No. 5940; Lima completes body shells for Nos. 5941-5969 but order cancelled before electrical gear installed and are stored at South Altoona until cut up for recycling during World War II; order for 20 L6a's from Baldwin-Westinghouse is cancelled before any are built. (NB: Edson has 5/34!!! - which makes more sense as superseded by GG1 NYT has this date WWA announce receipt of first of new electric freight locos)**
- May 31, 1932** **ICC approves \$3.8 million RFC loan to Pittsburgh & West Virginia Railway; Commissioner Mahaffie dissents, demanding that Pennroad Corporation guarantee loan; Commissioner Eastman states Pennroad guarantee would not add security. (NYT)**
- June 1, 1932** **Reorganization of Traffic Dept.; General Traffic Managers-Freight and Passenger combined and salaries cut.**
- June 1, 1932** **PRR sells 2,622 R7 refrigerator cars to Fruit Growers Express Company. (MB)**
- June 1, 1932** **K.R. Vought named Superintendent of Baltimore & Eastern Railroad, replacing W.R. Davis. (MB)**
- June 1, 1932** **Pennroad Corporation now selling at \$1 a share. (NYT)**
- June 3, 1932** **First run of single *Bar Harbor Express* from Penn Station, replacing separate sections from Penn Station and Grand Central, which were combined at Portland. (Guide)**
- June 5, 1932** **B&O adds coaches to *National Limited* between Washington and**

- Cincinnati, ending all-Pullman status. (Guide)
- June 5, 1932** **New Haven discontinues the *Merchants Limited* on Saturdays. (Guide)**
- June 6, 1932** **PRR receives first \$5 million installment of RFC loan. (MB)**
- June 7, 1932** **Pennsylvania Military College awards Pres. Atterbury an honorary Doctor of Engineering degree. (NYT)**
- June 8, 1932** **PRR Board authorizes \$60,000 for exhibit at Century of Progress Exposition in Chicago. (MB)**
- June 1932** **Stock prices bottom at 85% below pre-Crash levels and begin recovery (check)**
- June 22, 1932** **PRR Board imposes further salary cut of 5% effective July 1. (MB)**
- June 22, 1932** **PRR Board authorizes \$100,000 for Norristown track elevation; \$13,000 for Enola container yard; authorizes retirement of electric line trestle at Camden; authorizes abandonment and disposition of Delaware & Raritan Canal; authorizes \$1.1 million to relocate Port Road between Creswell and Pequea for dam. (MB)**
- June 24, 1932** **Runs begin against two large Chicago banks, the Continental Illinois Bank and The Union Trust & Savings Bank. (Wicker)**
- June 25, 1932** **Bank runs spread to First National Bank of Chicago. (Wicker)**
- June 25, 1932** **Last run of local passenger service between Pottsville and Shenandoah, Pa., ends all passenger service between Morris Jct. and Shenandoah. (A-sheet)**
- June 25, 1932** **Last run of Cleveland-St. Louis sleeper on #624/27-26/625. (A-sheet)**
- June 25, 1932** **PRR and Reading begin collection & delivery of LCL freight through Railway Express Agency in Camden-Atlantic City/Ocean City territory.**
- June 26, 1932** **NYC cuts schedule of *Southwestern Limited* from 23:35 to 23:00; extends *Ohio State Limited* to St. Louis; eastbound *Knickerbocker* cut to 23:00 from St. Louis. (Guide)**
- June 27, 1932** **RFC makes its largest single loan, \$90 million, to prevent closing of Central Republic Trust Company of Chicago, whose Pres., ex-VP**

Charles Dawes, is also Pres. of RFC. (Wicker)

June 28, 1932 **Transcontinental & Western Air, Inc., Pres. Richard W. Robbins presents center propeller of Ford Tri-motor *City of Columbus* to Pres. Atterbury for PRR archives. (NYT)**

June 30, 1932 **Democratic Party Convention in Chicago nominates Franklin Delano Roosevelt (1882-1945) of New York for president. (EAH)**

July 1, 1932 **PRR cuts all salaries by 5%.**

July 1, 1932 **NYC closes stock registry in London because of lack of business. (AR)**

July 2, 1932 **Franklin Delano Roosevelt accepts Democratic nomination for presidency calling for a "New Deal" for Americans. (EAH)**

July 8, 1932 **Dow Jones industrial average hits Depression bottom of 41.22; rails bottom at 13.23, down from 189.11 in 1929. (Wyckoff)**

July 8, 1932 **Last run of passenger train between Osceola Mills and Madera, Pa., on Moshannon Branch. (A-sheet)**

July 9, 1932 **Last run of passenger train (?) between Watsonstown and Millville, Pa., replaced by mixed train July 11. (A-sheet)**

July 12, 1932 **Lorain, Ashland & Southern Railroad Company dissolved.**

July 17, 1932 **ICC makes public its final consolidation plan, dated July 13; eliminates System No. 7, Seaboard-Wabash; including ordering PRR to divest itself of all stock of the New Haven and Boston & Maine, whether held by PRR, Pennsylvania Company or Pennroad Corporation. (or 7/21 - NYC AR says 7/13 - see below - verify from FD)**

July 1932 **U.S. gold crisis eases; gold begins to return to U.S.; trend continues through Jan. 1933.**

July 1932 **PRR expands "pre-cooling" of passenger cars for summer season to cover 1,000 cars on 173 trains; cars received cooled air from refrigerating units at New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, Detroit, Chicago, Indianapolis, Louisville and St. Louis.**

July 1932 **NYC installs "pre-cooling" of passenger cars at New York, Buffalo, Detroit, Pittsburgh, Chicago, Cincinnati, Indianapolis and**

St. Louis. (AR)

- July 1932** NYC air conditions 15 dining cars used on long-distance trains. (AR)
- July 1932** ICC suspends 1931 container rates on protest of New York Central.
- July 21, 1932** ICC approves four-system consolidation plan with modifications under date of July 13: Monon is to be split between ACL and Southern instead of going to B&O; NYO&W stays with New Haven instead of NYC; Virginian goes to NYC not PRR/C&O; D&H stays independent; Van Sweringens given Syracuse Branch of DL&W; PRR ordered to sell all its holdings in New England Railroads; ICC notes that only 23% of existing mileage not now affiliated with one of the four systems, and it cannot be combined to form a rational fifth system; Commissioners Eastman and McManamy dissent on grounds that railroads have carried out much of the plan illegally and that Depression renders radical revision of railroad system unwise and impracticable, and plan will do nothing to restore confidence; by now, companies have no access to capital to finance mergers, so consolidation movement ends. (Wheeler, NYT)
- July 21, 1932** Emergency Relief & Construction Act empowers RFC to lend \$1.8 billion to states for relief and public works; increases RFC debt limit from \$2 billion to \$3 billion. (EAH)
- July 25, 1932** Local banking crisis in Chicago, which had begun in June, ends; most casualties were small banks and trust companies. (Wicker)
- July 26, 1932** Last run of New York-Memphis sleeper in Southern Railway No. 25-26. (A-sheet)
- July 27, 1932** Presidents of four Trunk Lines meet in New York to discuss recent ICC consolidation ruling; only PRR is dissatisfied. (NYT - verify 26 or 27)
- July 27, 1932** Presidents of all eastern coal railroads meet in New York to try to arrange tidewater rate schedule that is satisfactory to all; Pocahontas roads refuse arbitration; later in year ICC intervenes and preserves old rates except for restoring the 1900 differential of 15 cents to New York over Hampton Roads. (Lambie)
- July 28, 1932** "Bonus Army" of war veterans demanding Congress pay their World War I bonus driven out of Washington by troops under

Gen. Douglas MacArthur.

- July 28, 1932** Pres. Hoover completes appointments to Board of RFC; Board member Atlee Pomerene holds private meeting with Secretary ___ Lamont, W.W. Atterbury, Daniel Willard and Hale Holden. (NYT)
- Summer 1932** Hearst reporter Fulton Lewis, Jr., shares a drink with William Briggs of the Ludington Line, an all-passenger New York-Philadelphia-Washington airline, and learns that former Postmaster General Walter F. Brown has rejected their low bid for a mail contract; Lewis begins an investigation on his own initiative. (Serling)
- Aug. 2, 1932** Jack Frye of Transcontinental & Western Air, Inc., mails notice of bid offer to Douglas Aircraft Corporation for at least 10 tri-motor airplanes as a new generation of aircraft to replace the Ford Trimotors. (Serling)
- Aug. 4?, 1932** B&O provides free passenger trains to return remnants of Bonus Army, who are camped at Johnstown, Pa., to West and Southwest but refuses to take any for New England or Middle Atlantic States; Pennsylvania contingents taken home by State Highway Dept. trucks; those for Northeast demand free train from Pres. Atterbury. (NYT)
- Aug. 11, 1932** Eastern railroad presidents confer in New York on possibility of further wage cuts. (NYT)
- Aug. 12, 1932** Heads of four Trunk Lines meet at Penn Station in New York; consider filing four separate applications for mergers; Daniel Willard wants to proceed with B&O portion as soon as possible; PRR still must settle the New England issue. (NYT)
- Aug. 12, 1932** PRR is first to announce it will apply for \$2 million loan to build 1,500 freight cars under new RFC program to create jobs. (NYT)
- Aug. 13, 1932** First, experimental double-decker MU trailer enters revenue service on LIRR; built at Altoona. (Mutual)
- Aug. 15, 1932** PRR introduces new low fares including a three-day round-trip at one-third less than regular fare and a 12-trip weekly commuter ticket to supplement the regular 60-trip monthly, as many commuters no longer able to pay that much in advance. (Mutual)
- Aug. 1932** New Haven introduces its first air conditioned diners and two air conditioned coaches. (AR)

Aug. 18, 1932 **Johnsonburg Railroad Company dissolved; 18.4 miles abandoned in 1928 and 1.22 miles sold to PRR as a siding.**

Aug. 20, 1932 **Last run of passenger service between Decatur and Peoria, Ill.**

Aug. 22, 1932 **Johnsonburg Railroad dissolved.**

Aug. 23, 1932 **Greyhound Lines, Inc. (Ind.) reorganized as Pennsylvania Greyhound Lines of Indiana, Inc.**

Aug. 26, 1932 **Pres. Hoover hosts meeting of business and industrial committees of all twelve Federal Reserve districts to cope with Depression. (NYT)**

Aug. 26, 1932 **Comptroller of the Currency orders moratorium on foreclosure of first-mortgage loans.**

Aug. 27, 1932 **Terre Haute & Peoria RPO cut back to Terre Haute & Decatur RPO. (Kay)**

Aug. 1932 **PRR and B&O each establish a night train between New York and Washington at \$5.65 fare, vs. \$8.14 regular fare, to meet bus competition. (see 1/32!)**

Aug. 1932 **PRR opens new river-to-rail transfer terminal for coal at Baden near Conway Yard.**

Aug. 31, 1932 **Heads of four Trunk Line meet at Penn Station; PRR role in New England still main sticking point. (NYT)**

Aug. 31, 1932 **Last run of mixed train between Mansfield and Coshocton, Ohio, ends all passenger service on Walhonding Branch between Loudonville and Coshocton.**

Sep. 8, 1932 **New stock market slide begins; Dow Jones average falls 17.6% over next five business days; worst drop since the 1929 crash and fifth largest of 20th century.**

Sep. 8, 1932 **Reading signs operating contract with Stone Harbor Railroad.**

Sep. 10, 1932 **Eighth Avenue (IND) subway opens with stop at Penn Station.**

Sep. 15, 1932 **PRR begins van-type collection & delivery service in own trailers in New York area; freight transferred to cars in Jersey City Yard; trucks use Cortlandt Street ferry to and from New York.**

- Sep. 15, 1932** **Committee issues report on proposed union railroad tunnel under The Narrows between Greenville and Bay Ridge, Brooklyn; submitted to Pres. Atterbury; estimates cost of single-track tunnel at \$56.7 million.**
- Sep. 17, 1932** **PRR signs for RFC loan of \$2 million to build 925 X29 box cars, 250 40-foot automobile box cars, 60 50-foot automobile box cars, and 50 50-foot automobile box cars with end doors; suggested by RFC to stimulate equipment industry.**
- Sep. 18, 1932** **Last run of Washington-Kennebago sleeper on *Bar Harbor Express*.**
- Sep. 18, 1932** **Last run of *The Surfside* from Rockport and Plymouth, N.H., to New York. (Guide)**
- Sep. 18, 1932** **Last run of *Waterville Express* from ___ to New York. (Guide)**
- Sep. 18, 1932** **VP in Charge of Personnel R.V. Massey dies after 40 years service.**
- Sep. 20, 1932** **Transcontinental & Western Air, Inc., contracts with Douglas Aircraft Company to develop a new generation of passenger airplane; will pay \$125,000 in gold for the prototype, with promise of order of up to 60 planes at \$58,000 each; result is the DC-1, prototype of famous "DC" (for Douglas Commercial) line; Charles Lindbergh adds condition that it be able to take off and fly with only one engine functioning. (TWA, Serling)**
- Sep. 21, 1932** **Baltimore Mail Steamship Company adds Bremen as port of call. (Vexler)**
- Sep. 23, 1932** **Executives of four eastern systems meet in New York to accept ICC's revised consolidation plan.**
- Sep. 24, 1932** **Paoli-Frazer-West Chester passenger service abandoned and replaced by buses.**
- Sep. 24, 1932** ***The Edison* changed from an afternoon train to an overnight run with local Pullmans between New York and Washington and through cars to and from the South. (tt)**
- Sep. 1932** **Rail union leaders consent to a further 9-month extension of the pay cut but reject calls for a further 10% cut.**
- Sep. 24, 1932** **Last run of *The Sea Gull* between Atlantic City and Pittsburgh; No.**

35-36 reverts to *Philadelphia Night Express/Pittsburgh Night Express*. (tt)

- Sep. 25, 1932** Boston-Chicago sleepers inaugurated and Boston-St. Louis sleepers re-introduced.
- Sep. 26, 1932** Budd-Michelin rubber tired rail car placed in service between Camden, Mount Holly, and Pemberton.
- Oct. 1, 1932** VP & General Counsel Clarence B. Heiserman retires; replaced by Henry Wolfe Bikle as General Counsel only; post of VP in Charge of Personnel discontinued after death of R.V. Massey; Chief of Personnel Herbert A. Enochs becomes head of Personnel Dept. reporting to VP in Charge of Operations. (MB)
- Oct. 1, 1932** Atlantic City Railroad leases Stone Harbor Railroad.
- Oct. 3, 1932** Port of New York Authority's Union Inland Freight Station opens in block bounded by 15th Street, 8th Avenue, 16th Street and 9th Avenue; could not be built until Port Authority took over Holland Tunnel in 1931 and could pledge its revenue to back construction bonds; contrary to Port Authority plans, railroads continue to send freight to the new station from their New York freight piers instead of by truck from New Jersey and still give preference to their pier stations.
- Oct. 4, 1932** New stock market slide begins; Dow Jones average falls 17.9% over next five business days; fourth worst such drop of 20th century, exceeded only by crashes of 1929 and 1987.
- Oct. 4, 1932** Samuel Insull, Chicago utilities and traction magnate, indicted for embezzlement; flees to Europe.
- Oct. 7, 1932** Waynesburg & Washington Railway Company dissolved. (MB)
- Oct. 11, 1932** PRR announces it has placed orders for construction of 1,285 box cars under RFC loan; 485 at Altoona, 400 at Pitcairn, and 400 at Enola; some heavy repair work has been transferred from Altoona and Enola to Terre Haute and Mahoningtown. (NYT)
- Oct. 11, 1932** Full ICC denies application of New York, Pittsburgh & Chicago Railroad to build new line from Easton to Allegheny on grounds of depression in traffic; also denies Pittsburgh & West Virginia Railway's request to lease Wheeling & Lake Erie Railway as contrary to consolidation plan. (ICC)

- Oct. 13, 1932** George W. Bovenizer of Kuhn, Loeb & Co. elected a director of Pennroad Corporation; William M. Potts, Pres. of Enterprise Transit Company, elected a voting trustee to replace late James S. Alexander. (NYT)
- Oct. 17, 1932** PRR restores rail service between Sea Isle Jct. and Stone Harbor, replacing bus service. (tt)
- Oct. 18, 1932** Pres. Atterbury endorses reelection of Pres. Hoover as surest way to recovery. (NYT)
- Oct. 19, 1932** Pennroad Corporation stockholders Joseph W. and Julia A. Perrine file suit in Delaware Court of Chancery against Pennroad, its directors and PRR and its directors charging that PRR manipulates Pennroad for purposes of doing what it cannot otherwise do legally to the detriment of Pennroad's stockholders; demands that voting trust be cancelled, that PRR be made to account for all Pennroad's losses, and that a temporary receiver be appointed in the interest of Pennroad stockholders. (NYT)
- Oct. 20, 1932** ICC issues final refusal to L.F. Loree's New York, Pittsburgh & Chicago Railroad; denies petition of Pittsburgh & West Virginia Railway to control Wheeling & Lake Erie. (NYT)
- Oct. 1932** Eastern Railroad Presidents' Conference forms Committee on Preventable Wastes. (NYT)
- Oct. 1932** General Railway Signal Company installs CTC at Dayton Union Station covering three miles through Dayton.
- Oct. 1932** National Transportation Committee formed under auspices of savings banks and insurance companies who are holders of railroad securities to conduct bipartisan investigation into transportation situation and recommend legislation; chaired by ex-Pres. Calvin Coolidge with Bernard M. Baruch as Vice Chairman; also includes ex-Gov. Alfred E. Smith, Clark Howell and Alexander Legge. (NYT)
- Oct. 25, 1932** Massillon & Cleveland Railroad Company dissolved.
- Oct. 27, 1932** Daniel W. Blumenthal, counsel, announces formation of Pennroad Corporation stockholders committee to monitor Perrine Suit and work to end voting trust. (NYT)
- Oct. 30, 1932** Pres. Atterbury announces plan of spreading work by fixing maximum earnings or hours per month. (NYT)

- Oct. 31, 1932** **PRR and Reading officials join Atlantic City Mayor Harry Bacharach in announcing plans for new Union Station. (NYT)**
- Nov. 1, 1932** **Joint Committee of Railroads & Highway Users holds first meeting at Penn Station; W.W. Atterbury and Alfred H. Swayne, VP of General Motors Corporation co-chairmen; railroad members appointed by Association of Railway Executives, highway members by Highway Users Association; plan to compromise on a common legislative agenda to be pushed next year; however, many railroads object to work of the committee or to any compromise with highway interests; note that railroads represented on the committee operate truck fleets. (NYT)**
- Nov. 1, 1932** ***Tamiami* inaugurated as off-season train to both coasts of Florida via PRR/ACL; does not run in peak season between January and March when *Miamian* and *Gulf Coast Limited* operate. (NO!! this train intro. in 1920s!!)**
- Nov. 1, 1932** **Gov. __ of Nevada declares a "bank holiday" closing all banks in state for 12 days; first use of suspension to halt bank failures since adoption of Federal Reserve system. (Wicker)**
- Nov. 6, 1932** **Roosevelt leaders in Philadelphia threaten to subpoena Pres. Atterbury and entire Republican City Committee to appear before new House Committee on Election Expenditures to answer charges PRR, public utilities and Republican Party leaders have conspired to prevent fair election. (NYT)**
- Nov. 8, 1932** **Franklin D. Roosevelt elected President and Democrats win two-to-one majority in Congress.**
- Nov. 9, 1932** **PRR approves settlement with Peninsula Ferry Corporation, which had sued to stop operation of Virginia Ferry Corporation on same route; PFC is given half of George B. Junkin's half-interest in VFC for their rights.**
- Nov. 9, 1932** **PRR Board approves write-off of deteriorated Terre Haute Union Station trainshed; removed soon afterward. (MB, CE)**
- Nov. 10, 1932** **Railroads ask ICC to extend freight rate surcharge, which will expire on Mar. 31, 1933, and allow individual roads to keep earnings rather than pool them for the benefit of weak roads. (NYT)**
- Nov. 11, 1932** **ICC approves abandonment of Mill Run Branch between**

Deffenbaugh and Lawton, Ohio (6 miles).

- Nov. 1932** **Centralized container yard opens at Enola; containers are shifted from car to car by a large overhead crane the way LCL freight is shifted at a freight transfer station. (Mutual)**
- Nov. 1932** **Norman Bel Geddes, a New York stage designer, publishes *Horizons*, illustrated with fanciful drawings of streamlined cars, boats and trains; helps launch streamlined style that flourishes in the mid and late 1930s.**
- Nov. 13, 1932** **"ARSENAL" Tower placed in service governing south approach to 30th Street Station. (CE)**
- Nov. 1932** **PRR announces program of free physicals offered through VRD doctors.**
- Nov. 15, 1932** **RFC comes to rescue of B&O by paying half of its \$63.25 million debt maturing on Mar. 1, 1933, in cash; because of collapse of securities prices, B&O was unable to rollover debt into new bonds. (B&O AR)**
- Nov. 18, 1932** **Eastern Railroad Presidents' Conference's Committee on Preventable Waste appoints subcommittee to examine New York lighterage charges and free unloading of LCL freight in New York and Philadelphia. (NYT)**
- Nov. 18, 1932** **Transcontinental & Western Air, Inc. signs contracts with Douglas Aircraft Company for first DC-1; had hoped to order Boeing 247's, but Boeing is part of a group that includes rival United Air Lines; asks Douglas to produce a superior plane. (Aviation)**
- Nov. 22, 1932** **PRR and New Haven director Jay Cooke (1872?-1932) dies near Andover, England, where he had gone for the grouse-hunting season. (NYT)**
- Nov. 23, 1932** **PRR and Reading sign agreement consolidating South Jersey lines.**
- Nov. 24, 1932** **Pulaski Skyway, a high-level viaduct, opens across the Jersey Meadows between Newark and the Holland Tunnel approach, bypassing street congestion and drawbridges and greatly improving motor access to New York City.**
- Dec. 1, 1932** **Demolition of old PRR office buildings on S. 4th Street, Philadelphia, begins. (CE)**

- Dec. 1, 1932 PRR opens new Loop ticket office at southeast corner of LaSalle & Monroe Streets in Chicago and withdraws from Consolidated Ticket Office at 163-165 West Jackson Boulevard. (Mutual)
- Dec. 5, 1932 New York-Washington trains No. 121-130 named *The Judiciary*.
- Dec. 7, 1932 Railway Labor Executives Association declines invitation to present its views to the National Transportation Committee. (NYT)
- Dec. 8, 1932 Electric passenger service begins between Exchange Place, Jersey City, and New Brunswick. (Mutual has 12/9?)
- Dec. 8, 1932 United New Jersey Board authorizes abandonment of Delaware & Raritan Canal for navigation purposes. (MB)
- Dec. 1932 B&O extends coach service on *National Limited* from Cincinnati to St. Louis, ending all-Pullman status over entire route. (Guide)
- Dec. 12, 1932 *The Legislator* No. 111 inaugurated between New York and Washington as an extra morning train running every Monday for members of Congress. (NYT, Guide)
- Dec. 12, 1932 Electrified tracks at Wilmington Shops energized and placed in service; Wilmington becomes main shop for electric locomotives and cars.
- Dec. 12, 1932 ICC permits PRR to substitute whistle and acknowledger for stop and foretaller on all locomotives operated in ATC/cab signal territory.
- Dec. 13, 1932 Acting Chairman of ICC forward report on effect of six-hour day in the railroad industry (*Ex Parte 106*) to House Committee on Interstate & Foreign Commerce; would increase operating expenses by \$630 million per year, all other things being equal. (Rept)
- Dec. 13, 1932 Committee of New Jersey civic organizations calls on PRR to improve service on Delaware & Raritan Canal, including keeping locks open 24-7. (NYT)
- Dec. 1932 Delaware & Raritan Canal abandoned at end of boating season; not reopened in 1933.
- Dec. 14, 1932 PRR Board makes appropriation for Norristown, Trenton, Wilmington and West Chester electrifications; appropriates \$452,000 for widening right-of-way between Frankford Jct. and

- Morrisville, a project which is never completed and cancelled in 1941. (MB)
- Dec. 15, 1932 PRR files answer in Perrine Suit, denying it has manipulated Pennroad Corporation for its own purposes or has used it to make illegal purchases of other companies. (NYT)
- Dec. 15, 1932 U.S. Court at Norfolk discharges Ethelbert W. Smith of PRR as receiver of Seaboard Air Line effective Dec. 31; ostensibly done to cut overhead expenses, but actually because Judge Way would have no non-Southerners; Smith is replaced by Col. Henry W. Anderson, formerly counsel to the receivers, at a reduced salary; Anderson is the leader of a Virginia Republican Party faction, and the appointment removes him from active politics. (Wheeler)
- Dec. 15, 1932 Interstate Highway Limited, Inc. (Ohio bus line) dissolved.
- Dec. 17, 1932 Sharpsville Railroad Company dissolved. (C&C)
- Dec. 18, 1932 New Haven reroutes Fall River Line boat train from via Dighton to via Myricks. (RRH)
- Dec. 19, 1932 PRR begins through commuter train between Broad Street Station and Bordentown, N.J., via Delair Bridge. (tt)
- Dec. 20, 1932 Tuckerton & Philadelphia RPO cut back to Point Pleasant & Philadelphia RPO. (Kay)
- Dec. 21, 1932 Ridge Avenue Spur of Broad Street Subway opens between Broad & Fairmount Streets and 8th & Market Streets. (Cox)
- Dec. 27, 1932 NYC borrows \$2 million from Railroad Credit Corporation. (AR)
- Dec. 28, 1932 PRR Board authorizes purchase of all stock of Maryland & Delaware Seacoast Rail__; rescinded in Sep. 1933. (MB)
- Dec. 1932 ACL introduces "recreation car" on *Florida Special*; features gymnasium, dance floor, bridge room and portable swimming pool; pool sloshes and is not included after this season; cars continue in operation until World War II. (Bramson - verify year and date - almost all sources say est. 1/1934!)
- 1932 PRR stock price bottoms out at 6-1/2, down from 110 in 1929.
- 1932 PRR dividend cut from 6.5% to 1%.

- 1932 Number of PRR stockholders peaks at 250,506; average holding 52.6 shares. (was after 3/1/32 when new high was 248,100)
- 1932 LIRR hauls 91,713,868 passengers, down 18,569,569 from 1931. (NYT)
- 1932 Altoona Works run on short time with half of men working three days in first half of month and the other half working three days in the second half. (Keystone)
- 1932 Reconstruction Finance Corporation approves \$20.5 million loan to NYC. (AR)
- 1932 NYC posts \$18.26 million loss, versus \$2.4 million profit in 1931. (AR)
- 1932 Chamber of Commerce of the United States issues most extensive report on transportation by a non-government body; calls for regulation and taxation of highway vehicles, revision of rate-making provisions of Transportation Act of 1920, repeal of Recapture Clause, reduction of railroad debt, and allowing railroads to engage in other modes of transportation. (NYT - need date)
- 1932 First PRR coach air conditioned.
- 1932 RPO car placed on *The Broadway Limited* to help make up revenue losses; business on the *Broadway* is so poor during 1930-35 that it is called the "Dead-head Special," but is retained for publicity purposes.
- 1932 PRR establishes door-to-door truck pick-up-and-delivery service. (see 3/20/33)
- 1932 Automatic block signals installed on freight line between Columbia, Pa., and Morrisville, N.J.
- 1932 City of Philadelphia suspends all work on subway and street improvements connected with 30th Street Station; Market Street Subway is completed between 22nd and 32nd Streets, but City lacks funds to extend to 46th Street to make connection with existing el.; old elevated interferes with access to 30th Street Station from Market Street, and station cannot be completed without proper street access.
- 1932 PRR has nearly 400 L1s 2-8-2's stored or marked for surplus

because of collapse of freight traffic; most remain mothballed until World War II.

- 1932? **Electrification south of Wilmington suspended for lack of funds.**
- 1932 **PRR combines former Lines East and Lines West General Office Libraries at Philadelphia.**
- 1932 **Congress passes Emergency Relief and Construction Act of 1932; includes \$120 million appropriation for highways.**
- 1932 **PRR establishes precooling of passenger cars at major terminals. (AR)**
- 1932 ***Pittsburgh* replaces *Philadelphia* on Love Point ferry; runs through July 1937. (HC -verify)**
- 1932 **New "GWYNNS RUN" (?) Tower placed in service.**
- 1932 **PRR abandons branch between Cornwall and Ore Banks, Pa. (0.67 mile).**
- 1932 **PRR abandons Carmona Branch of WNY&P (3 miles).**
- 1932 **Pittsburgh, Ohio Valley & Cincinnati Rail__ abandons line between Bellaire and Gravel Jct. (1.76 miles).**
- 1932 **Chicago Post Office completed south of Union Station.**
- 1932 **PRR establishes third morning Pittsburgh-Boston service for steel products.**
- 1932 **DL&W establishes overnight fast freight service between New York and Buffalo. (NYT)**
- 1932 **Thomas W. Hulme named VP in Charge of Real Estate, Valuation & Taxation.**
- 1932 **New Haven subsidiary Berkshire Street Railway Company replaces last trolley cars in Pittsfield, Mass. with buses. (AR)**
- 1932 **Commercial passenger flights are 1,200 times more hazardous than trains and 400 times more hazardous than buses. (Serling)**