

PRR CHRONOLOGY
1937

August 2004 Edition

- Jan. 1, 1937** **Pennsylvania Greyhound Lines, Inc. becomes an operating company and assumes operation of all subsidiaries except those in Illinois, Indiana and Virginia; Greyhound Corporation changes from holding company to operating company upon absorbing its chief operating subsidiary, Greyhound Management Company.**
- Jan. 1, 1937** **R.C. Morse named VP-Eastern Region. (see 1936 - check)**
- Jan. 1, 1937** **Pennroad Corporation moves offices from Philadelphia to Wilmington, Del.; Joseph Wayne, Jr., William M. Potts and Mark Willcox replaced as Pennroad voting trustees by John K. Garrigues, Wilmer Stradley and Elwyn Evans, who are Delaware residents. (NYT)**
- Jan. 1, 1937** **GR&I acquires trackage rights over Grand Trunk Western Railroad between Muskegon and Muskegon Heights and over Muskegon Railway & Navigation Company track between Muskegon and Muskegon Heights under agreement of Oct. 28, 1931.**
- Jan. 5, 1937** **Old Colony Railroad disaffirms lease of Providence, Warren & Bristol Railroad. (Sutherland)**
- Jan. 1937** **NYC places radios in lounges of *Twentieth Century Limited*, *Southwestern Limited*, *Commodore Vanderbilt* and *Water Level Limited*. (Guide)**
- Jan. 1937** **Heavy floods in Ohio River and Lake Erie drainage basins cause severe damage.**
- Jan. 13, 1937** **PRR Board authorizes \$36.3 million for electrification of lines between Paoli and Harrisburg, Trenton and Enola Yard via Low Grade Line, "Port Road" between Columbia and Perryville, Monmouth Jct. and South Amboy, CV between Harrisburg and Lemoyne, Frazer to West Chester, Greenwich Yard line, Trenton/Coalport Yard, and Meadows Yard, permitting electrification of all main passenger and freight routes east of Harrisburg; financed by regular bond issue through banks; Board also approves \$13.4 million for modifying and new electric**

- locomotives and \$95 million increase in funded debt. (MB)
- Jan. 14, 1937** Pres. Clement forwards Raymond Loewy's ideas for refurbishing Penn Station, including cleaning and painting Arcade, cleaning and lighting murals, installing floodlights in Arcade and General Waiting Room, painting the Concourse steel light grey instead of black and providing portable chrome arches and train signs to be set up for boarding more important trains; most are shot down by either PRR or McKim, Mead & White. (CE)
- Jan. 15, 1937** PRR issues report calling for new lightweight trains on New York-Chicago, Washington-Chicago and New York-St. Louis runs, a modernized coach train for New York-Chicago service, and a high-speed coach train to run between Pittsburgh and Cleveland in 2:27; will cost \$3.5 million to upgrade tracks on main line, plus \$71,108 between Alliance and Cleveland. (CMP)
- Jan. 15, 1937** PRR establishes new freight route to western points via Grand Trunk Western Railway's Lake Michigan car ferry between Muskegon and Milwaukee; ferry is *Grand Rapids* of Grand Trunk Milwaukee Car Ferry Company. (Mutual, Hilton)
- Jan. 18, 1937** Baldwin Locomotive Works officials meet with PRR committee of Kiesel, Duer and Elsey; PRR informs BLW that contrary to earlier thoughts, it will probably not be possible to exceed clearances of Class M1a; therefore proposed 4-4-4-4 might have to be 6-4-4-6, eliminate domes, etc. (CMP)
- Jan. 20, 1937?** New daily record at for ticket sales at Penn Station to FDR's second inaugural, nearly 72,000 tickets. (Diehl - verify - is this tot. NEC ridership)
- Jan. 22, 1937** Effingham B. Morris (-1937), Chairman of Girard Trust Company and senior PRR director, dies of heart attack at his home in Ardmore. (NYT)
- Jan. 25, 1937** New "EDGEWOOD" Interlocking placed in service on Maryland Division. (CE)
- Jan. 27, 1937** PRR announces electrification to Harrisburg and of all freight main lines east of Harrisburg, to be financed by a \$52.7 million bond issue. (PR)
- Feb. 1, 1937** John Dickinson (1894-1952) resigns as U.S. Asst. Attorney General and joins PRR as General Solicitor.
- Feb. 5, 1937** Pres. Roosevelt, frustrated by a conservative Supreme Court

invalidating important New Deal legislation, sends message to Congress proposing revision of the federal courts, including the appointment of six additional Supreme Court justices to give a pro-New Deal majority; this attempt at "court-packing" splits New Deal coalition and further New Deal projects lose momentum. (EAH)

- Feb. 11, 1937 New Haven disaffirms lease of Providence, Warren & Bristol Railroad. (AR)
- Feb. 11, 1937 General Motors recognizes United Auto Workers (CIO) as sole bargaining agent; agrees to drop injunctions, not discriminate against union members and establish grievance procedures satisfactory to UAW.
- Feb. 17, 1937 Work on Harrisburg electrification begins in Chester County; Paoli-Thorndale and Trenton Cutoff contracted to Vare Brothers Construction Company; Thorndale-Harrisburg/Enola to McCloskey & Co.; Monmouth Jct.-South Amboy to James McGraw & Co.; Philadelphia area to Loucheim, Brown & McDonough; Port Road to Arundel Corporation.
- Feb. 19, 1937 F.W. Hankins, Paul W. Kiefer and __ Parke meet at Pullman Company in Chicago to view Southern Pacific articulated *Daylight* coach. (CMP)
- Feb. 19, 1937 Baldwin Locomotive Works officials meet with PRR and present design for 6-4-4-6 high speed passenger locomotive. (CMP)
- Feb. 24, 1937 Congress extends time for completion of Pennsylvania & Newark bridge over Delaware River below Trenton to Aug. 24, 1940. (MB)
- Feb. 25, 1937 PRR begins test of Westinghouse 1,600 HP diesel demonstrator No. 18 at Baltimore. (Hirsimaki)
- Feb. 25, 1937 New interlocking placed in service at "BAY VIEW" east of Baltimore. (CE)
- Feb. 27, 1937 New Haven receives first of 10 streamlined Class I-5 4-6-4's for Shore Line service between Boston and New Haven. (AR)
- Mar. 2, 1937 PRR signs new contract with The Savarins, Inc., for operation of restaurants in stations in New York, Philadelphia, Baltimore and Pittsburgh and at the Baltimore Produce Terminal. (MB)
- Mar. 2, 1937 PRR signs Authorization for Expenditure for 21 PRR-built

lightweight and rebuilt cars for *Broadway Limited*, *Liberty Limited*, and *The American* at cost of \$1.35 million and 51 lightweight Pullman sleepers for same service for \$3.9 million. (CMP)

- Mar. 2, 1937 __ Finnegan, head of Dining Car Dept., hosts luncheon at Sunnyside Yard to test six entrees prepared to specifications of Mr. & Mrs. Raymond Loewy; anticipating the "nouvelle cuisine" of the 1980s, meals are designed to be both appetizing and make color-coordinated presentation on plate. (CMP)
- Mar. 2, 1937 United States Steel Corporation recognizes United Steel Workers Organizing Committee (CIO) and agrees to 40-hour week, 8-hour day, and 10% wage increase without strike.
- Mar. 8, 1937 *The Governor* established as an early morning train between Philadelphia and Harrisburg (westbound only) on a 1:58 schedule. (Mutual, tt)
- Mar. 9, 1937 Press release from PRR, NYC and Pullman contains first public announcement that companies are working on new streamlined *Broadway* and *20th Century*. (PR)
- Mar. 10, 1937 Pres. Clement recommends purchase of a single lightweight passenger car without interior for experimental purposes. (CMP)
- Mar. 10, 1937 Henry B. Sawyer appointed New Haven Trustee, replacing Winthrop M. Daniels, resigned for health. (AR)
- Mar. 10, 1937 Dow Jones industrials hit 194.40, marking peak of Roosevelt boom that started in 1933; business expansion that began in 1936 ends and companies that had been building inventory realize that commodity prices won't keep rising; stagnation continues through Aug. (Kindleberger, Wyckoff)
- Mar. 11, 1937 State of New Jersey extends time for completion of Pennsylvania & Newark Railroad to Mar. 11, 1939.
- Mar. 16, 1937 Railroads and 21 rail unions agree on terms of retirement plan clearing way for new Railroad Retirement Act; railroads agree to drop lawsuits against act of 1935.
- Mar. 16, 1937 PRR and NYC hold joint conference on new lightweight trains at Pullman. (CMP)
- Mar. 17, 1937 Dow Jones rails index peaks at 64.46; government warnings about inflation and concern over auto workers settlement cause Dow

Jones industrials to drop to 179.82 over next five days. (Wyckoff)

Mar. 17, 1937 **Montgomery Bus Company dissolved. (MB)**

Mar. 20, 1937 **U.S. Supreme Court upholds constitutionality of a minimum wage law for women and minors in Washington State.**

Mar. 25, 1937 **Keystone Container Car Company dissolved. (MB)**

Mar. 27, 1937 **Motive Power Dept. committee submits report on modernizing *The Congressional* in place of the Unit Train of 1936; calls for a 14-car train of modernized heavyweight equipment, which can be reduced to 11 cars in periods of light traffic; total cost \$717,200; includes two diners and cafe-coach. (CMP)**

Mar. 29, 1937 **U.S. Supreme Court upholds constitutionality of anti-company union clause of Railway Labor Act in suit of Virginian Railway vs. System Federation No. 40, AFL.**

Mar. 31, 1937 **Alexander Holley Rudd retires as Chief Signal Engineer. (Mutual)**

Apr. 1, 1937 **Ferryboat *Washington* sold to Pennsylvania & New Jersey Ferry Company for use between Pennsville, N.J., and New Castle, Del.**

Apr. 1, 1937 **George A. Ball transfers all stock of Midamerica Corporation, controlling the Van Sweringen empire, to George & Frances Ball Foundation. (Wheeler)**

Apr. 2, 1937 **Henry B. Sawyer named New Haven Trustee, replacing Winthrop M. Daniels, resigned for health. (Sutherland)**

Apr. 5, 1937 **PRR begins one-week test of EMC 900 HP Model NW switcher No. 647 at Chicago. (Hirsimaki)**

Apr. 10, 1937 **Two escalators, one from Platform 4 to the Exit Concourse and one from the Exit Concourse to the Main Concourse, open at Penn Station. (CE)**

Apr. 10, 1937 **PRR ends Baldwin Locomotive Works' consultation on developing high-speed duplex passenger locomotive and assigns work to a consortium of Baldwin, Alco and Lima Locomotive Works under a joint contract; they go on to develop the Class S1 6-4-4-6. (CMP)**

Apr. 12, 1937 **U.S. Supreme Court upholds constitutionality of National Labor Relations Act of 1935 (Wagner Act) by 5-4 vote; ends court's invalidation of New Deal legislation; causes upsurge in union organizing and fears of inflation driven by wage increases.**

(Kindleberger)

- Apr. 1937 L.B. Jones appointed Engineer of Tests replacing F.M. Waring retired. (check cards)
- Apr. 23, 1937 Rochester & Olean RPO discontinued. (Kay)
- Apr. 24, 1937 Midamerica Corporation signs agreement of sale for all of the stocks in its portfolio, carrying control of the \$3 billion Van Sweringen empire, to syndicate of Robert R. Young, Frank F. Kolbe and Allan P. Kirby; Young and Kolbe, who had worked for General Motors, were to provide management, and Kirby put up most of the money; Young, Kolbe and Kirby purchase 1,933,810 shares (43%) Alleghany Corporation common for \$4 million cash and a \$2,375,000 note secured by 1,200,000 shares of Alleghany common. (Wheeler, Moodys)
- Apr. 24, 1937 Last run of *Indiana Arrow* between Chicago, Louisville and Richmond; last run of No. 430-431, last Chicago-Crown Point local. (tt)
- Apr. 25, 1937 Pres. Clement retires "Standard Railroad of the World" motto with spring timetable change; continues to be used by *Mutual Magazine* until Nov. 1939. (Guide)
- Apr. 25, 1937 *The General*, named for General Atterbury, inaugurated between New York and Chicago on 17:15 schedule, second only to *Broadway Limited*; with coaches and no extra fare, it siphons traffic from the *Broadway*, worsening its already poor showing; westbound *St. Louisian* rerouted from via Piqua to via Dayton; westbound *American* rerouted from via Dayton to via Piqua; *The Union* rerouted from via Fort Wayne to via Logansport. (Mutual, Welsh)
- Apr. 25, 1937 Friday-only train No. 1085 between New York and Atlantic City named *The Flying Spray*. (tt)
- Apr. 25, 1937 Logansport-South Bend passenger service cut from two to one round trip. (Sanders)
- Apr. 25, 1937 B&O replaces lightweight *Royal Blue* with a heavyweight consist modernized and streamlined by industrial designer Otto Kuhler; because train is heavier than old *Royal Blue*, is hauled by President-class 4-6-2 streamlined by Kuhler. (Harwood)
- Apr. 25, 1937 B&O establishes Stewardess Corps on principal long distance trains. (B&O Mag)

- Apr. 25, 1937** Olean & Oil City RPO discontinued. (Kay)
- Apr. 26, 1937** Commodity prices plunge to new lows. (Wyckoff)
- Apr. 26, 1937** Guffey-Vinson Bituminous Coal Act signed to replace Guffey-Snyder Act of 1935, excluding wages and hours provisions. (EAH)
- Apr. 26, 1937** PT&T Board authorizes alteration to shops 21 & 23 in Penn Station; \$95,000 for putting escalator in center of Grand Staircase between Arcade and Main Waiting Room; \$74,000 for escalator from Platform No. 4 to Exit Concourse and from Exit Concourse to Main Concourse over Platform No. 8. (MB)
- Apr. 27, 1937** Courts rule that New York, Westchester & Boston Railroad cannot be reorganized on a paying basis. (NH AR)
- Apr. 28, 1937** PRR Board authorizes \$300,000 for experimental high-speed passenger locomotive capable of hauling a 1,000-ton passenger train at 100 MPH; to be a 4-4-4-4 non-articulated duplex; concept being promoted by Ralph P. Johnson of Baldwin on grounds would have lighter reciprocating parts and smaller cylinders than a 4-8-4 of equal size; PRR forms advisory committee including Johnson, William Winterwood and H. Glaenzer of Baldwin, Dan Ennis of ALCO and Will Woodard and Samuel Allen of Lima and headed by T.W. Demarest, General Superintendent of Motive Power of Western Region; result is Class S1 duplex of 1939. (MB, CMP)
- May 4, 1937** Raymond Loewy writes to Pres. Clement asking to participate in PRR exhibits for New York World's Fair. (MWC)
- May 12, 1937** Unit Train Committee makes final report in favor of modernizing two 14-car trains for *The Congressional* instead of a lightweight articulated train; total cost \$707,150; 463 seats vs. 446 in Unit Train. (CMP)
- May 14, 1937** In memo to VP John F. Deasy, Chief of Passenger Transportation E.E. Ernest notes PRR-NYC joint committee has settled on car bodies and structure; PRR cars to be standard Tuscan Red; NYC cars to be standard olive green (later changed to gray and blue by Henry Dreyfuss); neither *Broadway Limited* nor *Twentieth Century Limited* to have traditional upper and lower berths; NYC is to order 52 Pullmans to equip two sections of *Century* each way; PRR is to equip one *Broadway* each way, plus enough cars for other Blue Ribbon trains to make 52 lightweight Pullmans, plus 19 remodeled open section sleepers. (CMP)

- May 15, 1937** New England Steamship Company, a New Haven subsidiary, discontinues the Providence Line of steamboats from New York. (NH AR)
- May 1937** Economic recovery stalls and downturn begins without recovery to 1929 levels. (NBER)
- May 16, 1937** PRR operates one of its largest and fastest "Off the Beaten Track" railfan excursion from New York to Altoona with tour of shops and test plant; sponsored by New York Chapter of R&LHS, NRHS and *Railroad Stories* magazine; runs in 5:50 or about as fast as *Broadway Limited*; two 13-car sections run from New York, one with streamlined No. 3768 west of Paoli; other section from North Philadelphia for total of 1,763 passengers; a separate excursion leaves Chicago for Altoona on May 15 on regular train and departs Altoona before New York excursion arrives. (CMP)
- May 17, 1937** Santa Fe's new eight-car Budd lightweight streamlined *Super Chief* makes record run from Los Angeles to Chicago in 36:49 for press; enters revenue service next day.
- May 18, 1937** Supreme Court Justice Willis Van Devanter, a foe of the New Deal, announces his retirement. (EAH)
- May 19, 1937** B&O receives first Electro-Motive streamlined two-unit EA/EB passenger road diesels.
- May 20, 1937** New York, Ontario & Western Rail(way?) files for Chapter 77 bankruptcy. (NH AR)
- May 21, 1937** Representatives of PRR, BLW, Gibbs & Hill, GE and Westinghouse meet in Philadelphia to outline design of new electric freight locomotive, which becomes Class DD2. (Westing)
- May 21, 1937** Pennsylvania Turnpike Commission created.
- May 22, 1937** First B&O EA/EB diesel runs into CNJ Jersey City Terminal; goes into service on *Royal Blue*. (RREmpl - verify - see below)
- May 23, 1937** John D. Rockefeller, Sr. (1839-1937), last survivor of his generation of entrepreneurs, dies at winter home at Ormond, Fla., at age 97.
- May 1937** First Scheme 6 modernized P70's placed in service. (CMP)
- May 1937** Robert R. Young, a Texas entrepreneur, secures control of former Van Sweringen rail empire from George A. Ball. (see 4/37 fm

Wheeler)

- May 24, 1937** U.S. Supreme Court upholds constitutionality of Social Security Act.
- May 24, 1937** PRR and NYC representatives hold conference at Pullman's Calumet Shops; both Raymond Loewy for PRR and Henry Dreyfuss for NYC attend and agree to coordinate their designs with those of Pullman. (CMP)
- May 26, 1937** United Auto Workers organizers, including Walter Reuther, repulsed by Ford's plant guards in confrontation staged for media at River Rouge Plant.
- May 30, 1937** B&O EA/EB passenger diesels leave Chicago on first run to Washington with train No. 8, *The Fort Pitt*; assigned to *Capitol Limited* and *Royal Blue* in June.
- May 30, 1937** Police fire on Steel Workers Organizing Committee demonstrators at Republic Steel plant in South Chicago; 10 demonstrators killed; independent steel companies remain non-union until 1941. (Wyckoff - EAH say 4 killed, 84 injured)
- June 1, 1937** Pennsylvania passes Full Crew Law; blocked immediately by injunction; PRR leads opposition to law in Pennsylvania courts. (AR)
- June 1, 1937** New freight station opens at Dock Street, Philadelphia.
- June 1, 1937** New Haven files first reorganization plan with District Court. (AR)
- June 1, 1937** Connecticut Company discontinues freight operations. (NH AR)
- June 1, 1937** Transcontinental & Western Air, Inc., begins "Skysleeper" service with its first DST/DC-3's; interiors designed by Raymond Loewy. (Serling)
- June 4, 1937** *Northern Arrow* completely air conditioned. (tt)
- June 5, 1937** Ex-VP in Charge of Traffic George Dallas Dixon (- 1937) dies at 80.
- June 6, 1937** Stage Two of PRR's Newark station (eastbound tracks) opens. (Mutual)
- June 1937** Transcontinental & Western Air, Inc., begins Douglas DST "Skysleeper" service between New York and Los Angeles; planes

- are fitted with eight Pullman-type berths and nine reclining seats. (TWA)
- June 11, 1937** New Haven inaugurates *Night Cape Codder* as a summer-weekend-only train between Grand Central and Woods Hole/Hyannis; carries Washington-Hyannis sleeper from *Montrealer* at New Haven. (Guide)
- June 15, 1937** Demolition of Manhattan Transfer Station begins while still in service. (CE)
- June 16, 1937** PRR begins tests of K4s No. 5341 on Altoona Test Plant as speeds over 85 MPH for anticipated 100 MPH running; tests show high fuel loss through stack, pressure losses in steam piping, draft loss through the flues and heavy rail blows, convincing staff that a new type of locomotive is needed for high-speed passenger service. (Hirsimaki)
- June 18, 1937** Unit Train Committee considers merits of articulated vs. non-articulated high-speed MU trains for Corridor service; 6-car all articulated with 368 passengers, 6-car train of twin units for 432 passengers, 6-car train of individual cars for 528 passengers, and 8-car all articulated for 480 passengers. (CMP)
- June 20, 1937** Hudson & Manhattan trains begin operating into PRR's new Newark station and Park Place Station abandoned; Manhattan Transfer station closed; Public Service's Newark (trolley) Subway extended from Market Street to loop station in basement of Penn Station; Lehigh Valley begins stopping trains at PRR station and abandons own station at Meeker Avenue except for commuter trains; projected extension of H&M to an enlarged station at South Street abandoned after City proves unable to acquire necessary property. (CE)
- June 21, 1937** New Haven inaugurates *Day Cape Codder* as summer-weekend-only train between Grand Central and Woods Hole/Hyannis; no PRR cars. (Guide)
- June 24, 1937** Railroad Retirement Act of 1937 passed; embodies compromise between management and labor brokered by Pres. Roosevelt.
- June 24, 1937** Philadelphia & Beach Haven Railroad Company dissolved.
- June 24, 1937** At EMC request, PRR begins test of EMC 600 HP Model SW diesel switcher at yards on New York Division. (Hirsimaki)

- June 25, 1937** New Haven inaugurates *The Neptune* as a summer-weekend-only day train between Grand Central and Woods Hole/Hyannis; no PRR cars. (Guide)
- June 29, 1937** Carriers Taxing Act signed; provides for funding Railroad Retirement.
- June 30, 1937** Delaware & Raritan Canal deeded to the State of New Jersey. (C&C, MB)
- June 1937** First Scheme 4 modernized P70's placed in service. (CMP)
- June 1937** PRR considers operation of through train between New York and Los Angeles via either Santa Fe or the Overland Route on a 56:45 schedule; Union Pacific expresses an interest in 1938, but various railroads unable to agree before World War II. (Welch)
- June 1937** PRR purchases first off-the-shelf diesel locomotive, a SW1 switcher from EMD. (Hirsimaki)
- June 1937** B&O dieselizes the *Capitol Limited* between Washington and Chicago.
- July 1, 1937** "Little Steel" strike broken after five weeks when Inland Steel Workers return to work without any gains. (Wyckoff)
- July 2, 1937** Amelia Earhart disappears in the South Pacific while trying to be first woman to fly around the world.
- July 2, 1937** Conservative Supreme Court Justice Willis Van Devanter retires at age 78, permitting Roosevelt to gain a majority on the court. (check)
- July 3, 1937** Marine Parkway Authority opens Marine Parkway and bridge from Flatbush Avenue, Brooklyn, to Rockaway Point, improving vehicular access in competition with LIRR. (TBTA)
- July 7, 1937** Japan launches Second Sino-Japanese War with an attack near Beijing; advances to occupy much of northern and eastern China.
- July 11, 1937** Frankfort (?) - South Bend passenger train replaced by mixed train. (Sanders - verify)
- July 13, 1937** New Haven subsidiary New England Steamship Company discontinues famous Fall River Line from New York. (NH AR)

July 14, 1937 New England Steamship Company discontinues New Haven Line from New York. (NH AR)

July 1937 PRR sells New York ferries *Pittsburgh* and *Washington* to Delaware-New Jersey Ferry Company for New Castle-Pennsville service; *Philadelphia* replaces *Pittsburgh* on Love Point run. (HC - verify)

July 20, 1937 New "JERSEY" Interlocking placed in service at Delair. (CE)

July 20, 1937 ICC begins hearings on New Haven reorganization plan; PRR among protestors. (Sutherland)

July 22, 1937 Congress sends Supreme Court "Packing" Bill back to committee in first major legislative defeat for Pres. Roosevelt. (EAH)

July 26, 1937 B&O reassigns original 8-car Corten lightweight *Royal Blue* to Chicago-St. Louis service on Alton as *Ann Rutledge*. (C&C)

Aug. 1, 1937 National Mediation Board awards 5-cent increase to non-operating unions. (effective date)

Aug. 1, 1937 PRR operates "Off the Beaten Track" excursion from Philadelphia to Poughkeepsie Bridge, going via Belvidere and Maybrook and returning via Danbury, Norwalk and New York. (NRHS)

Aug. 2, 1937 PRR withdraws third boat from Cortlandt Street ferry. (FerryDept)

Aug. 2, 1937 Court appoints receivers for liquidation of New York, Westchester & Boston Railroad. (NH AR)

Aug. 3, 1937 Raymond Lowey and W.R. Elsey of PRR patent design for streamlined electric locomotive and observation car from Unit Train. (CMP)

Aug. 7, 1937 Lowey and Elsey patent observation interior with raised, rear-facing amphitheater-type seats. (CMP)

Aug. 9, 1937 PRR purchases EMC SW1 demonstrator No. 680, its first off-the-shelf diesel locomotive; renumbered No. 3908, Class AA5; assigned to yard serving GM auto plant at Linden, N.J. (Hirsimaki)

Aug. 11, 1937 Wheeler Committee concludes hearings into Van Sweringen System by condemning activities of C&O back to 1926; Robert R. Young testifies on his plan to merge Chesapeake Corporation into

Alleghany Corporation to create one top holding company for former Van Sweringen lines. (NYT)

- Aug. 12, 1937** Pres. Roosevelt appoints Hugo Black of Alabama to U.S. Supreme Court, replacing Justice Willis Van Devanter, resigned, giving him a pro-New Deal majority without recourse to the "court-packing" bill.
- Aug. 16, 1937** Bowie & Popes Creek RPO discontinued. (Kay)
- Aug. 1937** Economic downturn accelerates with sell-offs and collapse of stock and commodity prices; term "recession" is coined to describe phenomenon of relapse without full recovery.
- Aug. 1937** Baltimore & Eastern abandoned between Claiborne and McDaniel, Md.
- Aug. 20, 1937** Modernized Trenton, N.J., station opens; new interior designed by J. Gordon Carr of Raymond Loewy's office; plans for a new building rejected as too expensive. (concourse extended over local platform later - AR says passenger bridge extended in 1937). (CE)
- Aug. 22, 1937** First experimental Pullman roomette car, *Roomette I*, placed in service on *The General*; features 18 private roomettes with fold-down beds and individual private lavatories.
- Aug. 23, 1937** Hudson & Manhattan train derails in tube between New York and Exchange Place during morning rush; PRR runs extra shuttle trains between Newark, Journal Square and Jersey City. (FerryDept)
- Aug. 25, 1937** Grand Trunk-Pennsylvania Transportation Company (Lake Michigan car ferry) dissolved; service performed by Grand Trunk Milwaukee Car Ferry Company.
- Aug. 24, 1937** First Pullman roomette car placed on *The General*. (see above)
- Aug. 26, 1937** Signal Inspection Act authorizes ICC to order any railroad to provide automatic signals and interlockings.
- Aug. 27, 1937** First Pullman roomette car placed on *20th Century Limited* for a two-week test.
- Sep. 3, 1937** ICC grants governors of Maine, New Hampshire, Vermont and Massachusetts the right to intervene in New Haven reorganization; governors state objection to PRR interests having more than 5%

- interest and against New Haven control of Boston & Maine. (NYT)
- Sep. 7, 1937 Dow Jones falls 8.16 points on war scares in Europe. (Wyckoff)
- Sep. 12, 1937 PRR operates "Off the Beaten Track" excursion from Philadelphia to Baltimore, thence by steamboat *Maryland* to Love Point, and return to Philadelphia via Hillsboro, Clayton, and New Castle. (NRHS)
- Sep. 13, 1937 Frank F. Kolbe sells his interest in Alleghany Corporation to Mrs. Robert R. Young and Seaboard Company, Ltd. (Moodys)
- Sep. 1937 Motive Power Dept. still calling for modernizing *The American* instead of "*The Spirit of St. Louis*". (CMP)
- Sep. 1937 Baltimore & Eastern abandoned between Queenstown and Centreville, Md.
- Sep. 16, 1937 Work on Philadelphia Improvements formally suspended after expenditure of \$77 million; post of Chief Engineer-Philadelphia Improvements abolished; Robert Farnham made Assistant to Chief Engineer-Eastern Region. (CE)
- Sep. 18, 1937 Edgar Conway Felton (1858-1937), PRR director since 1921 and former Pres. of Pennsylvania Steel Company, dies at Haverford, Pa., at age 79.
- Sep. 25, 1937 Last run of passenger service between North Madison and Columbus, Ind. (tt)
- Sep. 26, 1937 *The Pilgrim* inaugurated between Philadelphia and Boston via Hell Gate Bridge Route. (Guide)
- Sep. 26, 1937 Philadelphia & Winslow Jct. RPO extended to Philadelphia & Cape May RPO via Cedar Brook. (Kay)
- Sep. 26, 1937 New Haven restructures Boston-Providence service; *The Comet* begins making local stops and honoring commutation tickets; replaces three local steam trains each way.
- Sep. 26, 1937 New Haven routes all Fall River, New Bedford and Newport service from Stoughton Branch to via Braintree. (Humphrey - Guide says via Mansfield)
- Sep. 26, 1937 B&O replaces lightweight *Royal Blue* with 8-car "streamstyled" heavyweight train styled by Otto Kuhler and rebuilt at Mount

Clare Shops. (C&C - probably date diesel assigned? - see above - elsewhere C&C has 7/26!)

- Sep. 26, 1937** **PRSL applies names to all Philadelphia/Camden-Atlantic City trains carrying parlor or lounge cars, not just *Boardwalk Flyer*. (tt)**
- Sep. 26, 1937** **B&O and Illinois Central Railroad inaugurate new New York-New Orleans sleeping car via Louisville. (Guide)**
- Sep. 27, 1937** **PRR Board authorizes \$98.3 million to pay for New York-Washington electrification, electrifying freight lines to Potomac Yard, South Philadelphia, Perth Amboy, and Pavonia Yard (Camden), and to buy locomotives and MU cars. (MB)**
- Sep. 27, 1937** **PRR Board authorizes spending up to \$500,000 for exhibits at New York World's Fair of 1939-1940, either alone or jointly with other railroads. (MB)**
- Sep. 28, 1937** **Old Colony Railroad files reorganization plan. (NH AR)**
- Sep. 30, 1937** **New "BO" (? or "DO?") Interlocking placed in service at Harrisburg.**
- Oct. 1, 1937** **National Mediation Board awards operating Brotherhoods 44-cent per day increase. (effective date) (AR)**
- Oct. 3, 1937** **PRR operates second "Mountains & Mines" trip as part of its "Off the Beaten Track" series; Philadelphia to Scranton via Bel-Del and DL&W, returning via Wilkes-Barre, Hazleton and Reading. (NRHS)**
- Oct. 6, 1937** **Eastern railroads decide to seek increase of coach fare from 2 cents to 2.5 cents per mile to cover wage increases; B&O and its allies had pushed fare cut, but now gives way to PRR and New Haven demands. (NYT)**
- Oct. 1937** **Second pair of tracks and platform opens on lower level of 30th Street Station. (CE)**
- Oct. 13, 1937** **PRR offers New England governors to place its New Haven stock and any New Haven security it might receive in reorganization in a 10-year trust with two trustees to be named by the governors and the third to be a bank or trust company; made public in statement to ICC on Oct. 15. (MB, NYT)**
- Oct. 18, 1937** **Dow Jones industrial average drops 10.57 points to 125.73.**

(Wyckoff)

- Oct. 19, 1937** Another "Black Tuesday" on Wall Street; Dow falls another 10 points before rallying; 7.3 million shares traded. (Kindleberger, Wyckoff)
- Oct. 19, 1937** Motive Power Dept. reports on comparison tests of riding qualities of new Pullman lightweight cars vs. P70's; made with four-car test trains between Fort Wayne and Valparaiso. (CMP)
- Oct. 19, 1937** Ticket offices at Pittsburgh Station remodeled with 12 windows replacing 9 old ones (by Loewy??).
- Oct. 19, 1937** ICC grants general rate revision requested by railroads in Oct. 1936. (AR)
- Oct. 20, 1937** Wheeler Committee resumes hearings with an investigation of all pending railroad reorganizations, starting with Missouri Pacific; Sen Harry S. Truman presides in absence of Sen Wheeler. (NYT)
- Nov. 1, 1937** "PENN" Interlocking placed in service at 30th Street Station; located in Room 477. (CE)
- Nov. 1, 1937** New York, Westchester & Boston Railroad abandons service on Port Chester Branch (eff. date). (NH AR)
- Nov. 5, 1937** Railroads petition ICC for further 15% increase in freight rates and increase in base passenger fare from 2 cents to 2.5 cents per mile. (AR)
- Nov. 6, 1937** Six New England governors call on PRR and Pennroad Corporation to place all their New Haven and Boston & Maine stock in hands of public trustees. (NYT)
- Nov. 9, 1937** South Bend & Terre Haute RPO changed to South Bend & Indianapolis RPO. (Kay)
- Nov. 12, 1937** At New Haven reorganization hearing before ICC, PRR presses for better treatment of common stock, which it owns; asks that common stockholders receive 1/5 share of new common for each old share, plus 4/5 share of non-voting Class B stock. (MB)
- Nov. 15, 1937** Congress convenes in extra session called by Pres. Roosevelt to address a range of social issues; conservative Southern Democrats join with Republicans to block program. (EAH)

Nov. 16, 1937 Reading leases former Camden ferry *Chelsea* to Tolchester Line out of Baltimore.

Nov. 17, 1937 Electric freight service begins between Arsenal and Greenwich Yard in Philadelphia.

Nov. 18, 1937 Electrification completed Monmouth Jct.-South Amboy.

Nov. 18, 1937 CIO under John L. Lewis secedes from the AFL; becomes the independent Congress of Industrial Organizations.

Nov. 1937 P5a No. 4702 is rebuilt with traction motors on engine trucks, increasing HP to 5,310; reclassified as P5b; not duplicated. (Edson)

ca. Nov. 1937 Two new ore unloaders installed at Erie, Pa. (AR has completion 1938)

Nov. 20, 1937 PRR signs Authorization for Expenditure for a deluxe New York-Chicago coach train of rebuilt equipment to cost \$537,600. (CMP)

Nov. 23, 1937 Memo to Chief of Motive Power F.W. Hankins notes that Raymond Loewy is developing a new exterior color scheme for both lightweight Pullmans and Budd diners; becomes distinctive two-tone red "Fleet of Modernism" scheme with Futura sans-serif lettering. (CMP)

Nov. 26, 1937 New "CALN" Interlocking placed in service on Philadelphia Division; remotely operated from "THORN". (CE)

Nov. 28, 1937 New "PARK" Interlocking placed in service at Parkesburg. (CE)

Nov. 30, 1937 Hartford & New York Transportation Company deeds all remaining property to New Haven Trustees. (NH AR)

Dec. 1, 1937 Representatives of PRR, Pullman and RCA meet at Chicago on matter of radio-Victrola system for diner, lounge and observation cars of *Broadway Limited*. (CMP)

Dec. 2, 1937 Loewy-styled diners placed on *The Pittsburgher*. (Mutual)

Dec. 4, 1937 Reading's five-car Budd streamlined train begins three-day public display at Reading Terminal. (Guide)

Dec. 5, 1937 "STATE" Interlocking placed in service at south end of Harrisburg station. (CE)

Dec. 7, 1937 Reading's five-car Budd streamlined train placed on public display

at CNJ's Jersey City Terminal. (Guide)

- Dec. 8, 1937 PRR Board authorizes \$100,000 for exhibit at Golden Gate International Exposition in San Francisco. (MB)
- Dec. 12, 1937 Pennroad Pres. H.H. Lee makes public his replay to the New England governors that Pennroad will not place its New Haven and Boston & Maine shares in trust during the New Haven reorganization, as it is not a common carrier. (NYT)
- Dec. 12, 1937 Japanese planes sink U.S. gunboat *Panay* and two Standard Oil boats in Yangtze River near Nanjing, killing five; Japan eventually pays indemnity to defuse crisis.
- Dec. 13, 1937 Reading places 5-car Budd streamlined train in New York-Philadelphia service making two round trips per day; hauled by 4-6-2's with stainless steel bathtub shrouds; train has observation car at each end for fast turnaround; train is later christened *The Crusader* after a naming contest; new train and air conditioning of older equipment increases Reading's New York-Philadelphia business by 21% in 1938. (RDG)
- Dec. 15, 1937 Senate Subcommittee on Interstate Commerce, Burton J. Wheeler, Chairman, begins its investigation of Pennroad Corporation; Pres. Clement begins three days of testimony, stating that the affairs of the PRR are "an open book"; committee had halted investigation of Chicago, Milwaukee, St. Paul & Pacific Railroad the day before; PRR was chosen as subject of investigation by Joseph Eastman. (Wheeler, NYT)
- Dec. 15, 1937 Eight NYC subsidiaries merged into Cleveland, Cincinnati, Chicago & St. Louis Railway. (NYC AR - date of merger agreement)
- Dec. 17, 1937 Wheeler hearings reveal that PRR has \$934,374 book surplus, largest of any U.S. corporation with Ford a distant second at \$582,977; is from a complete system-wide balance sheet prepared since 1934; published consolidated statement gives surplus as \$485,533; gross assets are \$3.3 billion vs. \$2.28 billion in published report. (Wheeler)
- Dec. 1937 Juniata Shops turns out No. 4858, first of second lot of 11 Class GG1 electrics. (Edson)
- Dec. 21, 1937 Special session of Congress called by Pres. Roosevelt to deal with conservation, agriculture, fair labor standards and similar issues

- adjourns without passing any legislation, another sign New Deal momentum is ending.
- Dec. 22, 1937** First (center) tube of Lincoln Tunnel opens between Weehawken and Midtown Manhattan; north tube is left unfinished because of low traffic. (PA)
- Dec. 26, 1937** Hudson & Manhattan Railroad "temporarily" closes 33rd Street & 6th Avenue terminal to permit construction of Sixth Avenue Subway; fixes new terminal at 28th Street. (PA, Guide)
- Dec. 27, 1937** LIRR places two experimental double-deck MU cars (motor-trailer) in service. (Mutual)
- Dec. 27, 1937** New *City of Los Angeles* placed in service on Overland Route. (Guide)
- Dec. 28, 1937** Toledo & Mansfield RPO extended to Detroit & Mansfield RPO. (Kay)
- Dec. 28, 1937** New Haven files with Massachusetts Dept. of Public Utilities to discontinue service to 88 passenger stations on the East End. (Sutherland)
- Dec. 29, 1937** ICC approves C&O acquiring controlling interest in Nickel Plate from Alleghany Corporation. (Wheeler)
- Dec. 31, 1937** 96 railroads in receivership or 28.1% of total mileage; largest percentage ever. (AR) date may be later?
- Dec. 31, 1937** Hartford & Connecticut Western Rail__ files reorganization plan. (NH AR)
- Dec. 31, 1937** New York, Westchester & Boston Railroad ceases all remaining service between Willis Avenue and White Plains at midnight; portion between 180th Steet and Dyre Avenue later reopens as part of New York subway system. (NH AR)
- 1937** Cab-signal system completed between Philadelphia and Harrisburg.
- 1937** Bulk cargo barge-to-rail terminal opens at Baden, Pa., near Conway Yard. (AR has 1936!)
- 1937?** President Roosevelt appoints a Committee of Three from the ICC to study railroad situation; they propose consolidating all railroads into a single company under private management and ownership.

(B&K)

- 1937** **Passenger service discontinued between Oil City and Warren, Pa.; Olean, N.Y.-Warren, Pa. mixed train extended to Oil City.**
- 1937** **New Haven enters receivership.**
- Late 1937** **PRR stages public demonstration of radio communication between caboose and locomotive; equipment provided by RCA.**
- 1937** **PRR cancels plan to complete the 29 L6's as Class L6b; opts instead to build 20 more GG1's and demote all P5a's to freight service.**
- 1937** **PRR completes new yard at Linden, N.J. to serve new General Motors plant.**
- 1937** **New engine terminal completed at Harrisburg. (AR)**
- 1937** **PRR installs car retarders at Enola and rearranges tracks. (AR)**
- 1937** **NYC pays off last portion of Railroad Credit Corporation loans. (AR)**
- 1937** **Depressed tracks of NYC West Side Improvement open between 34th and 64th Streets. (AR)**
- 1937** **Pennsylvania Coal & Coke Corporation brings ICC proceedings against PRR and other Northern railroads asking for a 30-cent reduction on Clearfield coal to New York, or 15 cents lower than Hampton Roads, instead of 15 cents higher; ICC denies rate cut. (Lambie, 222 ICC 526)**
- 1937** **Pennroad Corporation sells all 500 shares of B&O common, 8,200 shares of LV common, all 1,000 shares of Kansas City Southern common for loss of \$432,574; sells \$400,000 of Southern Pacific bonds for profit of \$12,377. (NYT)**