

**PRR CHRONOLOGY
1919**

June 2004 Edition

- Jan. 1, 1919** USRA General Order No. 56 increases express rates by 8% in Official Territory.
- Jan. 1, 1919** USRA takes over operation to American Railway Express Company to save it from bankruptcy. (RRH)
- Jan. 1, 1919** War Industries Board dissolved.
- Jan. 1, 1919** Cumberland Valley President Moorhead C. Kennedy returns from military service.
- Jan. 1, 1919** William A. Patton (1849-), Assistant to the Pres. and longtime confidential clerk to A.J. Cassatt, retires after 54 years of service. (see 12/1918)
- Jan. 3, 1919** PB&W purchases property of Baltimore & Sparrow's Point Railroad from Pennsylvania Steel Company under agreement dated Nov. 13, 1918.
- Jan. 5, 1919** Association of Railway Executives issues statement opposing five-year extension of USRA as proposed by McAdoo. (NYT)
- Jan. 6, 1919** Cleveland voters approve ordinance calling for new Union Terminal to be located on the Public Square instead of on the lakefront; railroads given one year to assent.
- Jan. 6, 1919** USRA ends workers' passenger train service between North Eddystone station and Baldwin Locomotive Works; effective date; last run probably Jan. 4.
- Jan. 6, 1919** RF&P opens rebuilt double track belt line around the west side of Richmond from Acca to Falling Creek on Atlantic Coast Line; used by passenger trains for first time; also opens new Broad Street Station, designed by John Russell Pope, and closes old station at Byrd Street and old passenger connecting track; Broad Street Station is located on the stub of the old RF&P main line and features a loop track, with all trains operating through the station in the same direction . (Mordecai)

- Jan. 7?, 1919** Shop craft unions apply to USRA for large increase to cover cost of living and to match wages paid by war industries. (LC, Conlon - verify date)
- Jan. 8, 1919** Committee of Railway Executives, including Samuel Rea, Daniel Willard, T. DeWitt Cuyler, Howard, Elliott, Julius Kruttschnitt and Alfred P. Thom, appear before Senate Interstate Commerce Committee to present railroads' opposition to extension of government control. (NYT)
- Jan. 8, 1918** PRR Board cancels purchase of 45 vessels of McAllister Lighterage Line, Inc., in New York harbor and sells stock back to McAllister Brothers for \$550,000; authorizes application for \$25 million government loan to cover its share of \$36.6 million cost of 11,500 freight cars ordered by USRA. (MB)
- Jan. 8, 1919** USRA abolishes piece work in all shops on Lines West. (LC)
- Jan. 9, 1919** Abolition of piece work in shops becomes effective on all railroads, 98% of workers having voted against it. (Conlon)
- Jan. 9, 1919** Maritime unions strike in New York harbor; PRR ferries tied up at 10:00 AM; tugs, lighters and South Amboy tows also stopped. (LC)
- Jan. 10, 1919** McAdoo's assistant, Walker D. Hines of Santa Fe, named Director General of Railroads; Hines refuses to push aggressively for rate hikes to meet rising costs; most of \$1 billion federal deficit for USRA operation incurred between Nov. 1918 and Feb. 1920. (USRA, Hines, Stover)
- Jan. 10, 1919** Turnbull Murdoch named Federal Manager of Baltimore, Chesapeake & Atlantic Railway and Maryland, Delaware & Virginia Railway under USRA; gives up corporate office of VP; both lines placed in Allegheny Region. (AR)
- Jan. 11, 1919** Pres. Wilson orders National War Labor Board to intervene in New York harbor strike. (LC)
- Jan. 12, 1919** New York harbor marine strike ends pending National War Labor Board decision. (LC)
- Jan. 14, 1919** Chicago Union Station Company issues \$6.15 million in 5% bonds to finance construction.
- Jan. 1919** USRA removes restrictions on construction of Chicago Union Station.

- Jan. 1919** USRA applies to Congress for \$750 million appropriation.
- Jan. 18, 1919** Gen. Pershing awards Gen. W.W. Atterbury the Distinguished Service Cross. (Davis)
- Jan. 22, 1919** PRR Board authorizes freight station and delivery tracks at 2nd & Mulberry Streets, Harrisburg.
- Jan. 24, 1919** PRR holds dedication dinner for Hotel Pennsylvania. (NYT)
- Jan. 25, 1919** Pennsylvania Terminal Real Estate Company opens Hotel Pennsylvania across 7th Avenue from Penn Station in New York; McKim, Mead & White, architects; at 2,200 rooms, is largest hotel in the world until 1927; underground passage connects directly with 7th Avenue Subway and Penn Station; operation leased to E.M. Statler organization. (NYT, Ballou)
- Jan. 27, 1919** Cleveland passes amended ordinance governing construction of Union Terminal on Public Square. (MB)
- Jan. 28, 1919** NYC opens Commodore Hotel on southeast corner of Grand Central Terminal site; at 2,000 rooms, second in size to Hotel Pennsylvania; the Commodore is a hotel for the commercial traveler, not a luxury hotel like the Biltmore. (NYT)
- Jan. 29, 1919** Eighteenth Amendment ratified instituting Prohibition effective Jan. 16, 1920.
- Early 1919** USRA abandons mandatory table d'hôte meals in dining cars and reinstates à la carte service, even though it means more time per meal and overcrowding diners. (USRA)
- Feb. 1, 1919** Axel Vogt retires; William Frederic Kiesel, Jr., named Mechanical Engineer.
- Feb. 1, 1919** USRA abolishes piece work in all shops on Lines East.
- Feb. 1919** Work resumes on Harrison Street viaduct at Chicago.
- Feb. 6, 1919** PRR reduces office staff as cost-saving measure. (ATO)
- Feb. 7, 1919** Woodbury & Salem RPO discontinued. (Kay)
- Feb. 15, 1919** USRA executes operating agreement for Lines West; compensation set at \$15.15 million per year.

- Feb. 1919** USRA reports average of 451,026 freight cars idle daily because of collapse of traffic, highest number under USRA. (USRA)
- Feb. 1919** Pres. Wilson appoints Progressive Joseph B. Eastman (-1944) to ICC. (Guide)
- Feb. 17, 1919** Trenton & Long Branch RPO established, restoring service via Monmouth Jct. (Kay)
- Feb. 22, 1919** PRR stops work on new freight yard between 52nd and 56th Streets in West Philadelphia; with heavier locomotives and longer trains now in service, yard as laid out in 1914 is too short; would require expensive relocation of Darby Creek line to run west of City Line Ave. connecting with old main between Overbrook and Merion. (CE)
- Feb. 22, 1919** Monroe Street Bridge over Chicago River, first element of Chicago Union Station project, opens. (CE)
- Feb. 25, 1919** National War Labor Board issues award in New York marine strike case; no wage increase but grants 8-hour day at 12 hours pay; tug crews to work four 12-hour days per week; ferry crews six 8-hour days; lighter crews six 10-hour days. (LC)
- Feb. 26, 1919** PRR Board approves abandonment part of Shuman Run Branch serving Vinton Collieries No. 2 & 3; also abandonment of Holderbaum Branch from Cessna to Holderbaum (2.62 miles). (MB)
- Mar. 1, 1919** Eden B. Hunt appointed Superintendent of Employes' Saving Fund. (ATO)
- Mar. 1, 1919** Erie & Pittsburgh Railroad branch from Dock Jct. to Erie Docks ceded from Lines West to Renovo Division of Lines East. (Buchan)
- Mar. 3, 1919** U.S. Supreme Court upholds war restrictions on freedom of speech.
- Mar. 4, 1919** Senate adjourns; Republican filibuster led by Sens. LaFollette, Sherman and France prevents passage of \$750 million USRA appropriation; Pres. Rea issues statement deploring action of Congress. (NYT)
- Mar. 4, 1919** Maritime unions strike railroad and private harbor operations at New York; ferry passengers forced to use Hudson & Manhattan

Tubes. (NYT)

- Mar. 4, 1919** **LIRR Board authorizes abandonment of Huntington Railroad trolley line. (MB)**
- Mar. 6, 1919** **USRA announces new terms for higher wages and decreased hours to maritime unions in bid to end strike. (NYT)**
- Mar. 7, 1919** **USRA sets new wage schedules for private boat operators in New York harbor effective Mar. 1. (LC)**
- Mar. 8, 1919** **Maritime unions return to work on railroad craft in New York Harbor; strike continues against private tug and barge operators, who denounce USRA. (NYT)**
- Mar. 9, 1919** **Frederick Gilbert Bourne (-1919), LIRR director and Pres. of Singer Sewing Machine Company, dies. (MB)**
- Mar. 11, 1919** **Director General hosts conference of bankers and railroad managers, including Samuel Rea, in Washington to consider USRA crisis after Congress fails to pass \$750 million operating appropriation; current bills payable on PRR about \$22 million; Hines has sought emergency loans from War Finance Corporation; special Finance Committee of Seven headed by Howard Elliott of Northern Pacific created to disburse loans. (Hines, NYT)**
- Mar. 11, 1919** **At annual meeting, PRR stockholders approve increasing debt by \$75 million. (AR)**
- Mar. 12, 1919** **PRR Finance Committee holds special meeting on USRA funding crisis; approves temporary loan of \$22 million to pay bills pending Congressional appropriation. (MB)**
- Mar. 12, 1919** **Philadelphia & Port Deposit RPO extended to Philadelphia & Perryville RPO via Octoraro Branch. (Kay)**
- Mar. 15, 1919** **USRA creates Finance Committee and Committee on Purchases, with John Skelton Williams Chairman of both. (USRA)**
- Mar. 1919** **Postwar contraction bottoms out; brief recovery begins. (NBER)**
- Mar. 1919** **USRA reports average of 183,993 coal cars idle daily because of large stockpiles left by end of war. (USRA)**
- Mar. 19, 1919** **USRA stops all expenditures for betterments and new lines because**

of failure of appropriation bill. (NYT)

Mar. 19, 1919 Standard Time Act authorizes ICC to set boundaries of time zones.

Mar. 19, 1919 BC&A stockholders approve draft agreement with USRA covering operation. (MB)

Mar. 26, 1919 Branch & Pittsburgh RPO renamed Torrance & Pittsburgh RPO. (Kay)

Mar. 27, 1919 William Bender Wilson (1839-1919), PRR official and historian, dies at 80. (Info. has 2/27!!)

Mar. 27, 1919 MD&V Railway stockholders approve draft agreement with USRA covering compensation. (MB)

Mar. 30, 1919 USRA again imposes Daylight Saving Time through Oct. 25, 1919. (USRA)

Apr. 1, 1919 Cumberland Valley Railroad merged into PRR under agreement dated Jan. 22, 1919.

Apr. 1, 1919 Moorhead C. Kennedy appointed Resident VP of Cumberland Valley District.

Apr. 1, 1919 USRA establishes consolidated ticket office in Union Arcade Building at Pittsburgh.

Apr. 3, 1919 LIRR Board approves loan to Ocean Electric Railway to permit it to buy three cars from Huntington Railroad. (MB)

Apr. 9, 1919 Samuel Rea elected a director of Southern Pacific Company. (NYT)

Apr. 9, 1919 Robert S. Lovett of Harriman interests reelected a director of NYC. (AR)

Apr. 11, 1919 USRA Regional Director A.H. Smith discharges several railroad tugboat crews for refusing to tow grain and coal boats. (NYT)

Apr. 14, 1919 Maritime unions at New York Harbor vote in favor of resuming strike against USRA. (NYT)

Apr. 1919 W.W. Atterbury tours the Loire Valley, Nice and Monte Carlo prior to returning home. (Davis)

- Apr. 1919** USRA issues Supplements No. 15 & 16 to General Order No. 27 granting increases to engine & train employees equal to those given to other classes in 1918 but without time-and-a-half for overtime; retroactive to Jan. 1, 1919; Supplements No. 14, 17, 18 & 19 grant same increases to police,, sleeping and parlor car attendants, dining car, restaurant and express employees. (LC)
- Apr. 1919** Class CC2s 0-8-8-0 Mallet compound built for Lines West.
- Apr. 30, 1919** International Longshoremen & Freight Handlers Union strikes 52 railroad piers in New York Harbor. (NYT)
- Apr. 30, 1919** New Ohio River Bridge at Louisville officially completed.
- Apr. 30, 1919** Pres. Rea addresses convention of Chamber of Commerce of the USA on "The Railroad Problem"; calls for private operation, adequate returns to allow companies to attract capital, national instead of state regulation focused on preserving strong transportation systems and not on preserving weak roads, regulation of security issues and wages, unlimited right to lease or consolidate with other lines, and funding of debts incurred under USRA. (NYT)
- May 1, 1919** Bentley station renamed Bentley Springs on Baltimore Division. (A-sheet)
- May 7, 1919** Manager of Women's Service Section of USRA complains that seniority not observed in recent layoffs of women employees at Harrisburg. (ATO)
- May 8, 1919** PRR posts circular ordering better cooperation with women employees. (ATO)
- May 8, 1919** USRA and American Iron & Steel Institute fail to agree on minimum stabilization prices; scuttles government attempt to regulate prices. (NYT)
- May 9, 1919** Industrial Board of the Dept. of Commerce abolished after failure to regulate steel prices. (NYT)
- May 9, 1919** Railroad leaders and bankers meet in New York to consider means of extending working capital to railroads until Congress reconvenes on May 19. (NYT)
- May 1919** National War Labor Board terminated.
- May 15, 1919** Post Office Dept. establishes air mail service between Cleveland

and Chicago as first link in projected transcontinental route.
(Davies)

- May 17, 1919** USRA Director General Hines refuses to restore *The Broadway Limited* citing lack of money but also refuses to drop second section of *Twentieth Century Limited*; Pres. Rea protests Washington office of USRA overruling regional office decision. (SR 47/47)
- May 20, 1919** Pres. Wilson addresses special session of Congress; notes railroads will be returned to companies at end of year.
- May 20, 1919** W.W. Atterbury resigns post of Director General of Transportation to Brig. Gen. Frank R. McCoy of the regular Army and departs Tours; this completes the militarization of the Transportation Dept. (Davis, Hagood)
- May 21, 1919** W.W. Atterbury embarks at Brest on the *Rotterdam*. (Davis)
- May 1919** USRA asks special session of Congress for appropriation of \$1.2 billion; Congress awards \$750 million.
- May 23, 1919** Leelanaw Transit Company incorporated to reorganize Traverse City, Leelanaw & Manistique; eventually becomes part of Pere Marquette/C&O System. (RRMich)
- May 24, 1919** St. Louis Southwestern Railway admitted to Terminal Railroad Association of St. Louis. (Church)
- May 25, 1919** *Broadway Limited* restored on 20:00 schedule by Regional Director Markham. (PassDept, SR 47/47)
- May 25, 1919** USRA suspends work on PRR/Chartiers Southern Railway's Ten Mile Creek Branch between Besco and Mather, Pa. (Church)
- May 26, 1919** Chartiers Southern Railway contracts with Pickands, Mather & Co. to provide money for it to complete Ten Mile Run Branch to Waynesburg on own account. (Church)
- May 28, 1919** Alfred H. Smith returns to NYC Board from USRA. (AR)
- May 31, 1919** Gen. Atterbury arrives at Hoboken. and resigns commission. (Davis)
- June 1, 1919** Alfred H. Smith resigns from USRA and reelected to presidency of NYC, replacing William K. Vanderbilt, Jr.; A.T. Hardin of NYC becomes Regional Director of Eastern Region. (AR)

- June 2, 1919** Cumberland Valley Railroad merged into PRR under agreement of Jan. 22, 1919; becomes Cumberland Valley Division of PRR; Cumberland Valley & Martinsburg Railroad reverts to operation by own organization. (C&C)
- June 6, 1919** Group of women employees in General Office hold first meeting with view to establishing a permanent organization for social gatherings for women employees. (ATO)
- June 8, 1919** Portion of new elevated train shed (tracks 7-10) placed in service at Indianapolis Union Station; two more platforms, two passenger and two freight tracks opened through station; modified Bush type designed by Thomas Rodd, Chief Engineer, Lines West; Price & McLanahan architects; old train shed demolished; track elevating completed through station between West and Delaware Streets. (CE, AR)
- June 11, 1919** General Atterbury returns to duty with PRR.
- June 11, 1919** Committee of NYC Board endorses Van Sweringen's proposal for a Cleveland Union Terminal at the Public Square providing can resolve questions over financing. (Wheeler)
- June 12, 1919** PT&T, Gimbel Brothers and New York Hotel Statler Company agree to provide a pedestrian passageway (called the Pennsylvania passage) from Broadway Subway/Hudson & Manhattan station at 6th Avenue to Penn Station, with underground access to Gimbel's store and Hotel Pennsylvania. (Agrmt)
- June 1919** Revival of business begins.
- June 1919** Glenn Plumb, general counsel for the railroad brotherhoods, proposes "Plumb Plan" for nationalization of railroads at annual convention in Atlantic City.
- June 1919** PRR completes sale of 376,762 shares of Southern Pacific Company back to Southern Pacific. (Wheeler)
- June 1919** PRR builds "Mr. Big," experimental Class HC1 2-8-8-0 simple articulated locomotive at Altoona; designed by Assistant Mechanical Engineer William F. Kiesel; largest of its type ever built.
- June 1919** Montauk Steamboat Company, Limited, leases steamboat *Orient* to Keansburg Steamboat Company for summer; runs no service in

1919. (MB)

- June 23, 1919** Adams Express Company assigns PRR contracts to American Railway Express Company.
- June 23, 1919** PRR posts circular re uniforms for women employees. (ATO)
- June 25, 1919** Pres. Rea denies PRR is planning to buy minority shares of PCC&StL. (NYT)
- June 25, 1919** VP W.W. Atterbury gives speech entitled "Our Army" to a dinner at the Union League designed to launch Gen. Leonard Wood's bid for the presidential nomination; Atterbury praises Gens. Pershing and Harbord and calls for a reformed General Staff, promotion on merit rather than seniority, and universal service for 19-year old males; admitting earlier frictions during his war service, Atterbury calls for closer ties and better understanding between civilians and the regular army. (Speech)
- June 28, 1919** Treaty of Versailles signed ending World War I.
- June 30, 1919** Thomas Rodd, Corporate Engineer of Lines West, retires at age 70 after 47 years service. (MB)
- June 30, 1919** "Temporary" Prohibition under War Prohibition Act goes into effect.
- July 1, 1919** Pennsylvania Railroad Women's Club holds organization meeting; Philadelphia Terminal Division and General Office employees to hold monthly meetings for socializing, lectures, entertainment and recreation; a separate club for "colored" women employees is also formed. (ATO)
- July 1, 1919** James A. McCrea resigns as General Manager of LIRR to be VP of Bankers Trust Company. (MB)
- July 1, 1919** Association of Railway Executives makes public a report of special committee of bankers appointed by T. DeWitt Cuyler; recommends creation of National Equipment Corporation with capital of \$148 million to be financed by USRA. (NYT)
- July 1, 1919** Post Office Dept. establishes daily airmail service between New York and Cleveland as second link in projected transcontinental route. (Davies)
- July 14, 1919** NYC Pres. A.H. Smith writes to Rep. John J. Esch opposing

government ownership but recommending a new impartial federal board to regulate wages and working conditions. (NYT)

- July 1919** **Board of Wages & Working Conditions makes divided report on request of shop crafts for increase; labor members support 12% increase; management wants no increase til see if cost of living will fall. (LC)**
- July 1919** **D.H. Lovell, former Superintendent of WJ&S, dies. (ATO - pre 7/14)**
- July 1919** **Bull market on Wall Street. (Wyckoff)**
- July 17, 1919** **Strikes in Chicago halt work on Chicago Union Station.**
- July 22, 1919** **PCC&StL grants trackage rights to B&O Chicago Terminal Railroad between 12th Street and connection with Chicago, Milwaukee & St. Paul at Western Avenue. (Church)**
- July, 23, 1919** **PRR Board notes further allocation of equipment by USRA: 500 freight cars for LIRR (\$1.4 million), 61 locomotives for Pennsylvania Company lines (\$6.1 million), 89 locomotives for PCC&StL (\$6.1 million), and 5 locomotives for GR&I (\$302,000); Board learns that USRA is considering a National Equipment Corporation; may be better to get financing from them than from the War Finance Corporation. (MB)**
- Aug. 1, 1919** **AFL Railway Employees' Dept. issues ultimatum to USRA demanding settlement of shop craft national agreement by Sep. 2 or face national strike. (Conlon)**
- Aug. 1, 1919** **Wildcat strikes of 250,000 shopmen begin over failure to reach national agreement. (Conlon)**
- Aug. 1, 1919** **Pres. Wilson, on recommendation of Director General Hines, asks Congress for legislation to give ICC control of railroad wages and working conditions; faces railroad workers' demand for \$800 million wage increase or reduction in cost of living; Congress agrees to remain in session. (LC, NYT)**
- Aug. 1919** **Wildcat strikes of shop crafts and engine house laborers. (LC)**
- Aug. 6, 1919** **Senate Committee on Interstate Commerce rejects Wilson's call for new wage legislation and says he already has sufficient authority to deal with wage questions. (LC)**

- Aug. 7, 1919** **Pres. Wilson informs Hines to suspend action on national shop craft agreement until wildcat strikes end. (Conlon)**
- Aug. 12, 1919** **Indian Creek & Northern Railway opens between Lowsville and Mine No. 3, W.Va. (1 mile).**
- Aug. 13, 1919** **Federal government takes possession of Chesapeake & Delaware Canal for payment of \$2.5 million, and tolls eliminated. (Gray)**
- Aug. 1919** **Director General Hines agrees to consider shop craft request on its merits provided strikes end first. (LC)**
- Aug. 18, 1919** **Shop craft and engine house workers' strikes end. (LC)**
- Aug. 20, 1919** **Director General Hines begins series of conferences with shop craft officials. (NYT)**
- Aug. 1919** **Director General Hines raises base pay for shop crafts from 68 to 72 cents per hour and makes some other concessions retroactive to May 1, 1919. (LC)**
- Aug. 23, 1919** **Negotiations resume on shop crafts national agreement; Hines offers additional 4 cents per hour; rejected by unions. (Conlon)**
- Aug. 25, 1919** **Pres. Wilson asks shop crafts to accept 4-cent offer; denies further wage increase, hoping to break inflationary spiral; in fact, cost of living continues to increase into summer of 1920. (LC, Conlon)**
- Sep. 2, 1919** **PRR leases 370,105 sq. ft. in Polk Street Freight Station to Western Warehousing Company. (MB)**
- Sep. 3, 1919** **Pres. Wilson leaves Washington in special train via PRR to St. Louis, beginning a transcontinental speaking trip in which he tries to persuade American voters to support joining the League of Nations. (Withers)**
- Sep. 5, 1919** **Post Office Dept. begins through airmail service between New York and Chicago. (Davies)**
- Sep. 7, 1919** **Charles Mattathias Jacobs (-1919), engineer of PRR's Hudson River tunnels, dies.**
- Sep. 8, 1919** **Railway executives meet in New York to discuss the Cummins Bill, the Warfield Plan, and other schemes that would distribute earnings of strong railroads above a fixed level to support weaker ones. (NYT)**

- Sep. 10, 1919** T. DeWitt Cuyler, Chairman of Association of Railway Executives, presents statement to Senate Interstate Commerce Committee denouncing the pending Cummins Bill for distributing earnings from strong to weak roads as "confiscation" that will destroy incentives and drive investors out of railroads. (NYT)
- Sep. 15, 1919** Trenton-Delaware Bridge Company dissolved in N.J. (C&C)
- Sep. 20, 1919** USRA signs national agreement with shop craft unions for wages retroactive to May 1, 1919. (LC)
- Sep. 22, 1919** Nationwide steel strike begins against 12-hour day and 7-day week, after United States Steel Corporation Chairman Elbert H. Gary refuses to meet with strike leaders. (EAH)
- Sep. 22, 1919** Strikes in Chicago end, permitting resumption of work on Chicago Union Station. (settled by decision of Judge Kennesaw Mountain Landis approving pay cut, ending sympathy strikes and imposing compulsory arbitration. verify)
- Sep. 23, 1919** LIRR abandons Huntington Railroad trolley line between Huntington Harbor and Amityville Dock at 12:00 M.; losses had increased because of automobile competition. (AR, MB)
- Sep. 26, 1919** Pres. Wilson, on a western speaking tour to rally support for League of Nations, suffers a stroke while traveling by train from Pueblo to Wichita; reporters are told Wilson has had a nervous breakdown, and the train returns directly to Washington. (Withers - or 9/25?)
- Sep. 28, 1919** Pres. Wilson's train arrives at Washington, having traveled from St. Louis over PRR. (Withers)
- Oct. 1, 1919** Charles H. Markham resigns as Regional Director of Allegheny Region; replaced by L.W. Baldwin of Central of Georgia. (Hines, USRA, Stover)
- Oct. 1, 1919** Pres. Rea, speaking before the American Bankers Association in St. Louis, denounces the Cummins Bill as a "fifth wheel." (NYT)
- Oct. 2, 1919** Pres. Wilson suffers a second stroke that leaves him paralyzed on left side and a semi-invalid. (Withers)
- Oct. 6, 1919** Full service restored through new Radebaugh Tunnel after 1,000 feet of roof removed at west end and 200 feet at east end, leaving tunnel 869 feet long. (CE)

- Oct. 6, 1919** Cleveland Union Terminals Company authorizes purchase of property on Public Square. (MB)
- Oct. 1919** Camp Upton at Yaphank, N.Y., deactivated; LIRR carries 4,385,265 passengers there during course of war. (Seyfried elsewhere has deactivated 1921!)
- Oct. 10, 1919** New York harbor marine employees in unlicensed grades strike over dissatisfaction with USRA wage schedules promulgated in March; all railroad ferries except those of the DL&W stopped; Hudson & Manhattan Tubes operate on 90 second headway during rush hours. (LC, NYT)
- Oct. 12, 1919** Meeting of about 1,000 switchmen from the Brotherhood of Railroad Trainmen and the Switchmen's Union of North America meet at Chicago; lead by John Grunau, President of Lodge 456 of BRT; denounces national BRT for delaying wage demands and issues ultimatum to Director-General Hines for action within two weeks.
- Oct. 14, 1919** PRR contracts with NKP to operate as single, two-track railroad between Brocton and Buffalo, N.Y., retroactive to Mar. 4, 1918.
- Oct. 14, 1919** USRA grants 8-hour day and wage increase to unlicensed marine employees in New York harbor. (LC)
- Oct. 15, 1919** Railroad ferries resume operation in New York Harbor. (NYT)
- Oct. 15, 1919** Strike of express company workers shuts down all express service in New York area; Post Office at Penn Station is swamped by parcel post shipments. (NYT)
- Oct. 15, 1919** Committee of railway executives, including Samuel Rea, appointed to dissuade Director General Hines from following through on his recent statement that there will be no further rate increases during federal control. (NYT)
- Oct. 15, 1919** USRA terminates right of Mt. Jewett, Kinzua & Riterville Railroad to operate passenger trains over PRR between East Smethport and Larabee, Pa. (MB)
- Oct. 1919** Railroads begin giving preference to coal shipments as consumers stockpile in anticipation of strike. (USRA)
- Oct. 1919** USRA reports total freight movements of 5,651 ton-miles per mile

- of road, higher than in 1917 and 1918. (USRA)
- Oct. 19, 1919** John Grunau removed as President of Lodge 456 by national BRT leadership for insubordination. (LC)
- Oct. 22, 1919** PRR Board agrees to present medals to all employees who have served in armed forces during war. (ATO)
- Oct. 22, 1919** BLF&E demands that 8-hour day, living wage, and time and a half for overtime be granted by USRA before railroads are returned to private control. (NYT)
- Oct. 23, 1919** New engine house, machine shop, power house and service buildings open at Stark Yard near Canton, Ohio. (CE)
- Oct. 25, 1919** In week ending this date, USRA posts maximum freight tonnage with 13.2 million tons moved. (USRA)
- Oct. 28, 1919** Volstead Act passes over President Wilson's veto, providing details for implementing and enforcing Prohibition, effective Jan. 16, 1920. (EAH)
- Nov. 1, 1919** Chartiers Southern Railway opens between Besco and Mather, Pa. (7.59 miles). (C&C)
- Nov. 1, 1919** United Mine Workers begin first nationwide bituminous coal strike; effective in Central Competitive Field covering Pennsylvania, northern West Virginia, Ohio, Indiana, and Illinois covering about 60% of total capacity; coal had been stockpiled for about two months in advance; non-union mines in Westmoreland County-Connellsville area and southern Appalachia, amounting to about 40% of production, keep working; railroads strain to move coal from these districts to entire country; as Fuel Administrator's organization had been disbanded, USRA assumes control of distribution of coal through new Coal Committees. (, USRA)
- Nov. 1, 1919** USRA creates Central Coal Committee to regulate distribution of bituminous coal during strike; no coal to be sent to those with reserve stockpiles. (NYT)
- Nov. 1919** PRR refuses ACL request to run Boston-Florida sleeping cars this season. (SR 97/30)
- Nov. 3, 1919** Dow Jones industrials peak at 119.62, marking end of inflationary boom; tightening credit sparks steep market decline. (Wyckoff)

- Nov. 6, 1919** Credit crunch as banks raise short-term rates to 20%, highest level since Panic of 1907; up to 30% by Nov. 12. (Wyckoff)
- Nov. 6, 1919** James A. McDonald (1919-), future VP of Penn Central, born at Winnipeg, Canada. (PR)
- Nov. 9, 1919** Injunction ends coal strike.
- Nov. 12, 1919** PRR Board appoints a Special Committee on Organization to plan for return to private control. (MB)
- Nov. 18, 1919** Pres. Wilson vetoes bill to restore rate-making power to ICC; leaves it with USRA. (NYT)
- Nov. 19, 1919** Senate rejects Treaty of Versailles.
- Nov. 20, 1919** PT&T agrees with Gimbel Bros., Inc., New York Hotel Statler Company, Inc. and Hudson & Manhattan Railroad for pedestrian passage under sidewalk on south side of 33rd Street from Penn Station to subway and H&M stations under Herald Square. (MB)
- Nov. 24, 1919** NYC and CCC&StL (Big Four) advise Mayor Davis that they will join Cleveland Union Terminal project pending a final contract with Cleveland Union Terminals Company; Cleveland Union Terminals Company announces it will go ahead with plans despite PRR refusal to join. (Wheeler)
- Nov. 24, 1919** USRA signs national agreement with Brotherhood of Maintenance of Way Employes & Railway Track Laborers granting 8-hour day and time and a half to track laborers and 10-hour day with time and a half to other classes. (NYT)
- Nov. 26, 1919** PRR Committee on Organization holds first meeting to plan for restructuring the company when returned to private control. (MB)
- Nov. 1919** Power house, last element of old Whiskey Island ore terminal, scrapped.
- Nov. 29, 1919** PRR Board replies to criticism from Cleveland regarding its refusal to join proposed Union Terminal at Public Square; says Cleveland not large enough to support a Union Station; cost of \$84.8 million with approaches is too high; PRR would get no benefits from freight and interurban stations but have to share costs; would have to abandon popular Euclid Avenue suburban station; plan requires purchase of expensive real estate without benefits to railroads; Van Sweringens retain air rights, depriving

railroads of income to offset expense; VP J.J. Turner notifies Mayor Davis that PRR will not join Union Terminal but will participate in original lakefront plan.

- Dec. 1, 1919** VP J.J. Turner formally advises Mayor Davis that PRR will not participate in Union Terminal scheme for reasons listed above; voids enabling ordinance, provoking widespread indignation in Cleveland.
- Dec. 1, 1919** George Stuart Patterson resigns as General Solicitor of Eastern Lines.
- Dec. 1, 1919** Fuel Administrator Harry A. Garfield imposes new, severe restrictions on bituminous coal use. (NYT)
- Dec. 2, 1919** PRR director and coke and steel magnate Henry Clay Frick (1849-1919) dies in New York; was largest individual PRR stockholder, with 188,577 shares in 1916. (MB, NYT)
- Dec. 9, 1919** Philadelphia ordinance extends deadline for completion of South Philadelphia Track Elevation to Mar. 23, 1924. (CE)
- Dec. 8, 1919** USRA orders a 10% cut in passenger service in the East because of coal miners strike, effective Dec. 10; includes *Broadway Limited* (also *Twentieth Century Limited*) and *Atlantic City Limited*, 8 New York-Washington trains, all second sections, special movements and excursions, and all parlor cars except those on the *Congressional*, *Colonial Express*, and *Federal Express*. (NYT, SR 47/47)
- Dec. 8, 1919** Fuel Administrator Garfield orders further restrictions in use of coal. (NYT)
- Dec. 10, 1919** Coal strike ends with UMW agreeing to arbitration by presidential commission; commission later awards 27% wage increase but rejects demand for 6-hour day and 5-day week.
- Dec. 12, 1919** USRA reports that about 67% of bituminous coal miners have returned to work. (NYT)
- Dec. 15, 1919** USRA issues Supplements No. 24 & 25 to General Order No. 27 granting time-and-a-half for overtime to engine & train employees in slow freight service for time over eight hours per 100 miles; award is retroactive to Dec. 1, 1919. (LC)
- Dec. 15, 1919** USRA reports 80% of coal miners have returned to work. (NYT)

- Dec. 20, 1919** USRA restores *Broadway Limited*, including through car to Washington. (SR 47/47)
- Dec. 22, 1919** Attorney-General J. Mitchell Palmer begins crackdown on radicals in first U.S. "Red Scare"; arrests and deportations continue into May 1920.
- Dec. 24, 1919** Pres. Wilson issues proclamation returning railroads and American Railway Express Company to private control on Mar. 1, 1920; deadline is extended to permit passage of new Transportation Act. (USRA)
- Dec. 25, 1919** International Association of Machinists declares it will not submit to Cummins Bill unless its anti-strike clause is eliminated. (NYT)
- Dec. 29, 1919** USRA refuses to approve extras requested by LIRR prior to signing final agreement. (MB)
- Dec. 30, 1919** Cleveland passes emergency ordinance to allow Union Terminal project to proceed without PRR after last-minute intercession of Mayor Davis.
- Dec. 31, 1919** LIRR refuses to proceed with negotiating final contract with USRA. (MB)
- Late 1919** USRA makes "National Agreements" with shop crafts, maintenance of way employees, clerks, freight house and station employees embodying the various wage and work rules settlements of 1918, plus time-and-a-half for the ninth and tenth hours as well as over ten hours.
- 1919** Number of PRR system freight cars peaks at 282,729.
- 1919** John V.B. Duer named Electrical Engineer of Lines East. (RyAge)
- 1919** Penn Station surpasses Grand Central Terminal in total number of passengers, 34,444,216 to 31,301,004; 608 scheduled trains to 392; retains comfortable lead thereafter.
- 1919** Meadows Yard enlarged and revised. (CE)
- 1919** Work abandoned on proposed large classification yard on New York Bay Railroad extending between Waverly Yard and Newark Bay. (CE)

- 1919** South Chester Branch opens between Chester and Marcus Hook, serving industries along Delaware River.
- 1919?** New Edge Moor Yard built north of Wilmington, Del. (AR - no confirmation when finished)
- 1919** Additional main track placed in service between Gunpowder and Bay View on Maryland Division.
- 1919** Third track placed in service between Winans and "SY" Stony Run on Baltimore Division.
- 1919** Turtle Creek Branch extended from Burnt Cabin Summit to junction with Conemaugh Division at Saltsburg, Pa.
- 1919** Monongahela Railway builds second track from Antram to Masontown and Rush Run to Big Meadow Run. (AR)
- 1919** New yard and engine terminal built at Gardenville (Ebenezer) south of Buffalo. (AR no confirmation)
- 1919** PFW&C bridge over Allegheny River at Pittsburgh raised 12'-6" to meet War Dept. ruling. (verify year)
- 1919** Double track opens between Wheeling and Glen Run.
- 1919** Double track opens between Kensington and Summitville, Ohio, on Cleveland & Pittsburgh. (AR no confirmation)
- 1919** Stark Yard east of Canton, Ohio, enlarged to 4,380 cars.
- 1919** New yard and engine terminal opened at Bradford, Ohio.
- 1919** Work begins on Chicago Union Station headhouse (prob. spring); soon after foundations driven, plans are changed from a low station similar to Penn Station, New York, to add an office tower up to 22 stories high; requires extensive revision and adding 192 piers. (RyAge)
- 1919** Old train shed and baggage building razed at Indianapolis Union Station. (AR)
- 1919** President Rea orders that all senior officers in Motive Power Dept. must be well-grounded in electric traction. ()
- 1919** Future President Walter S. Franklin does not return to PRR after

military service; becomes VP and later President of American Trading Company in New York City.

- 1919** **Baltimore, Chesapeake & Atlantic Railway cuts service on Occohannock Line from Shields to Morleys. (AR)**

- 1919** **Baltimore, Chesapeake & Atlantic Railway discontinues Tuckahoe River Line, including Trappe Creek branch. (AR)**

- 1919** **General Electric Company terminates program of diesel research at Erie (1911-1919) after loss of \$15 million.**

- 1919** **NYC completes Pier K-4 south of passenger terminal at Weehawken; leased to Cunard Line; Cunard leases 55 acres and plans to build eight large piers and marine terminal. (NYC AR)**

- 1919** **Ford Motor Company opens enormous fully-integrated River Rouge assembly plant at Dearborn, Mich.**