

**PRR CHRONOLOGY
1924**

June 2004 Edition

- Jan. 1, 1924** PRR places appeal for Congress to pass the Mellon Tax Reduction Bill on all dining car menus. (NYT)
- Jan. 2, 1924** Rail assets of former Maryland, Delaware & Virginia Railway from Love Point to West Denton, Md., and Centreville Branch transferred by E.B. Leaf Company to Baltimore & Eastern Railroad Company.
- Jan. 4, 1924** Baltimore & Eastern Railroad Company formally organized; Turnbull Murdoch, Pres. (MB says org. 12/12/23 - Murdoch elected Pres. 3/28/1924!)
- Jan. 8, 1924** BC&A sells steamboat *Choptank* for scrap. (MB)
- Jan. 10, 1924** PT&T grants LV trackage rights from "NK" Tower in Newark into Penn Station and Sunnyside Yard from Sep. 1, 1920. (MB)
- Jan. 11, 1924** PCC&StL purchases section of Chicago & Eastern Illinois Railroad between Otter Creek Jct. and Rockville, Ind. (16.48 miles).
- Jan. 14, 1924** *The Pittburgher* Nos. 60-61 introduced as fast, all-Pullman overnight train between New York and Pittsburgh. (NYT)
- Jan. 14, 1924** Remodeling of concourse and platforms at Jersey City Terminal completed. (CE)
- Jan. 14, 1924** ICC orders 49 railroads to equip a second division with ATC. (NYC AR)
- Jan. 14, 1924** ICC orders PRR to equip Middle Division and Panhandle Division with ATC.
- Jan. 14, 1924** About 50 PRR locomotives pulled from service at Fort Wayne and others at Indianapolis by ICC inspectors declaring them in unfit condition; a number of east-west passenger trains detained at Indianapolis while locomotives changed. (NYT)
- Jan. 15, 1924** Philadelphia Mayor S. Freeland Kendrick holds conference with

- officials of city, W.W. Atterbury and E.B. Temple of PRR and Thomas E. Mitten and T.S. Senter of Philadelphia Rapid Transit Company re coordinating planning for new subways, street improvements, etc.; a press conference afterwards, Mayor Kendrick explains plan of relocation PRR station to West Philadelphia with subway connection to Center City. (NYT, CE)
- Jan. 15, 1924** **New icing plant opens at Huntingdon, Pa. (NYT)**
- Jan. 1924** **PRR sets aside one of regular sleepers on No. 35-42 Pittsburgh/Philadelphia Night Express as men-only "stag car." (Guide)**
- c. Jan. 1924** **PRR institutes tests substituting private trucks for peddler freights for small LCL shipments; on Philadelphia-Wilmington run, 23 freight stations reduced to 4; on Philadelphia-Downingtown from 27 to 7 and two local freight trains (one round trip) dropped; two local freights dropped Pittsburgh-Beaver Falls. (NYT)**
- Jan. 1924** **Florida real estate boom begins, greatly increasing winter traffic and leading to additional through trains and sleeping car lines. (Bramson)**
- Jan. 1924** **PRR alleges a concerted effort by ICC Bureau of Locomotive Inspection to concentrate its inspectors on PRR and order as many locomotives as possible out of service as defective; PRR notes both head of Bureau and most inspectors are or were AFL members and are attempting to discredit PRR shop forces for refusal to deal with System Federation No. 90.**
- Jan. 1924** **PRR begins concentrating repairs at Altoona and laying off shop forces assigned to local engine houses and shops.**
- Jan. 1924** **PRR cuts work force of 250,000 by 20% as economy move. (NYT)**
- Jan. 1924** **PRR begins construction of 50 new K4s locomotives at Juniata Shops. (NYT)**
- Jan. 16, 1924** **Departmental reorganization re-centralizes Purchasing and Stores Depts., eliminating regional and divisional officers; title of head of Stores Dept. changed from General Supervisor of Stores to Stores Manager. (MB)**
- Jan. 16, 1924** **Divisional consolidation to eliminate excessive number of managers on light-traffic western lines: Central Ohio, Illinois, Indiana, Michigan General Divisions abolished; Mackinaw Division merged**

into Grand Rapids Division; Grand Rapids Division south of Fort Wayne ceded to Richmond Division; Marietta Division abolished and divided between Eastern Division (Coshecton-Loudensville) and Cleveland & Pittsburgh Division; South Bend Division abolished and divided among Logansport (South Bend-Logansport) and Indianapolis Divisions; Zanesville Division merged into Cincinnati Division; headquarters of Grand Rapids Division moved from Fort Wayne to Grand Rapids. (MB)

- Jan. 17, 1924** **Pres. Rea, speaking before Chamber of Commerce of the United States, says railroads must be allowed to earn 6% return for a period of years. (NYT)**
- Jan. 19, 1924** **PRR announces plan for underground station for electric suburban trains near Broad Street with direct connections to subways in Broad, Market, Chestnut, Walnut and Arch Streets. (NYT)**
- Jan. 23, 1924** **Departmental reorganization re-centralizes Real Estate Dept. retroactive to Jan. 1 and eliminates regional and divisional real estate officers. (MB)**
- Jan. 25, 1924** **VP A.J. County announces that B&O and LV contracts for use of Penn Station will not be renewed because of increasing traffic. (NYT)**
- Jan. 28, 1924** **Committee on Philadelphia Terminal Improvements discusses plan presented by Pres. Samuel Rea. (MB)**
- Jan. 28, 1924** **In suit brought by System Federation No. 90 to recover \$15 million from PRR representing the difference between the national wage scale of June 30, 1921 and that paid by PRR, to compel PRR to not recognize company union and end piece work, General Manager-Eastern Region Robert V. Massey admits PRR pays hotel bills as well as wages of company union delegates. (NYT)**
- Jan. 30, 1924** **Southbound Buffalo-Pittsburgh express derails at St. George, Pa., engineer, fireman and Pullman porter killed. (NYT)**
- Feb. 2, 1924** **Baltimore & Eastern Railroad Company assumes operation of former Maryland, Delaware & Virginia line between Love Point and Denton, Md. Baltimore-Ocean City service rerouted via Love Point. (or 11/28/28 or later?? - must be at least 5/1924)**
- Feb. 4, 1924** **PRR exhibits latest locomotives to public at West Philadelphia for five days in connection with American Institute of Electrical**

Engineers convention; display consists of Class FF1 and L5 electrics, I1s, HC1s, M1, K4s and G5s steam locomotives, and Brill gas-electric car #4743.

- Feb. 4, 1924** **Kuhn, Loeb & Co. announces it has purchased and resold \$10 PB&W Gold bonds at 99. (NYT)**
- Feb. 5, 1924** **Judge Dickinson of U.S. District Court dismisses suit of System Federation No. 90 against PRR, claiming court has no power to force railroads to obey decrees of U.S. Railroad Labor Board. (LC, NYT)**
- Feb. 6, 1924** **VP Atterbury meets with shop craft committees regarding complaint that employees laid off from local engine houses are refused employment at Altoona; Atterbury notes that stock is now selling at 45, below par, and bond market is poor, so must economize; shop craft representatives suggest if drop piecework at engine houses they will improve productivity; Atterbury approves a bipartisan committee to study piecework question and need for improved cranes, etc. in engine houses. (LC)**
- Feb. 10, 1924** **Logansport-Effner, Ind., passenger service cut from two to one round trip. (Sanders)**
- Feb. 12, 1924** **System Federation No. 90 files appeal from ruling of U.S. District Court. (NYT)**
- Feb. 1924** **PRR contracts with United States Trucking Corporation to handle all export and import freight through port of New York. (NYT)**
- Feb. 1924** **United Mine Workers of America and bituminous operators in Central Competitive Field sign three-year Jacksonville Agreement. (NYT)**
- Feb. 19, 1924** **Pres. Rea writes to S.D. Warriner, head of the Lehigh Coal & Navigation Company on his plans for incorporating the L&NE into a new through route to New England that would either leave the PRR Middle Division at Durward via Lykens and Tamaqua or using the Reading branch between Dauphin and Auburn; real object may be getting access to cement district of Pennsylvania and Bethlehem Steel, the only large steel plant in the Northeast not served by the PRR. (Wheeler)**
- Feb. 27, 1924** **Pres. Rea denies any move to lease the N&W but asserts that the PRR will preserve its close working relationship. (Wheeler)**

- Feb. 27, 1924** Electric suburban service inaugurated on Fort Washington Branch, Allen Lane to Fort Hill and White Marsh (next station going west on Trenton Cutoff).
- Feb. 27, 1924** President Rea informs Board that he is exploring a long-term lease of the N&W to thwart ICC plan to make N&W a competing system and give it a piece of PRR or NYC to reach Great Lakes. (Wheeler)
- Feb. 28, 1924** Pres. Rea broaches the subject of leasing the N&W with the Frick Estate. (Wheeler)
- Mar. 1, 1924** Last run of passenger train between East Burlington and Mount Holly, N.J. (?)
- Mar. 1, 1924** South interlocking (what letters?) placed in service at Chicago Union Station.
- Mar. 3, 1924** Atlantic Coast Line inaugurates *New York Limited*, all-Pullman train (northbound only) between St. Petersburg and New York for returning vacationers. (Guide)
- Mar. 4, 1924** E.B. Leaf Company gives option to Jesse Rosenfeld to purchase former Maryland, Delaware & Virginia Railway between West Denton and Lewes for \$70,000; to be reopened in 45 days.
- Mar. 5, 1924** PRR agrees to abandon Delaware & Raritan Canal feeder for navigation in Lambertville. (MB)
- Mar. 8, 1924** NYC Pres. Alfred Holland Smith (1863-1924) dies of a broken neck after being thrown from a horse in Central Park; horse had reared to avoid colliding with another rider. (AR, NYT)
- Mar. 9, 1924** Retired VP John Pugh Green (1839-1924) dies of heart failure at age 84. (MB)
- Mar. 12, 1924** PRR Board appoints committee to explore lease of N&W, particularly legal obstacles. (MB)
- Mar. 12, 1924** N&W Board meets to consider lease to PRR. (NYT)
- Mar. 12, 1924** PRR announces 5% increase for engineers, firemen and hostlers, retroactive to Jan. 16, and changes in work rules effective Apr. 1. (NYT)
- Mar. 12, 1924** Funeral services held for NYC Pres. Alfred H. Smith at St. Thomas's Episcopal Church in New York with a who's who of the

- railroad and banking world's in attendance, including Samuel Rea for PRR; NYC system observes a minute of silence at 3:00 PM and lights dimmed in Grand Central Terminal; Smith's death brings a momentary lull in consolidation meetings. (NYT)
- Mar. 13, 1924** **Pres. Rea appoints Effingham B. Morris, C.E. Ingersoll, C.B. Newbold, A.W. Thompson and Jay Cooke a committee to negotiate a lease of the N&W. (Wheeler)**
- Mar. 14, 1924** **PRR announces 6.2% increase for conductors, brakemen and switchmen. (NYT)**
- Mar. 15, 1924** **Maryland State Commission recommends a state-run ferry between Sandy Point and Kent Island. (FinDept)**
- Mar. 21, 1924** **VP A.J. County writes a pamphlet, *A Review of the Consolidation of Railroads into Systems.***
- Mar. 21, 1924** **Pres. Rea states that N&W lease will take time and that all rumors are "pure guesswork." (NYT)**
- Mar. 1924** **Maryland Legislature passes bill designed to block abandonment of Claiborne-Easton rail service. (FinDept)**
- Mar. 1924** **Technical Advisory Corporation reports to City of Louisville on railroad track elevation. (CE)**
- Mar. 28, 1924** **Turnbull Murdoch (1869-1927) elected Pres. of Baltimore & Eastern Railroad (MB); also Pres. & General Manager of Baltimore & Virginia Steamboat Company. (MB)**
- Mar. 31, 1924** **LIRR announces it will seek 20-40% fare increase to meet increase of Penn Station rent from \$300,000 to \$1.3 million per year and for grade crossing elimination projects. (NYT)**
- Apr. 1, 1924** **PRR begins work on new 8-track coach yard at its Cincinnati station. (CE)**
- Apr. 1, 1924** **Central Indiana Railway leaves receivership without foreclosure after PRR and CCC&StL (Big Four) pay off judgements against company. (Church)**
- Apr. 3, 1924** **PRR announces that 3,901 employees had purchased a total of 19,666 shares through the Provident & Loan Association. (NYT)**
- Apr. 3, 1924** **Prohibition agents find 22 cases of wine, whiskey and gin in VP**

George LeBoutillier's private car and arrest steward Charles Jones; they also seize the car, which is later repossessed by court order. (NYT)

- Apr. 8, 1924 Gasoline railcar assigned to Sodus Bay Branch.**
- Apr. 9, 1924 PRR Board approves enlargement of Outer Yard at Toledo; purchase of 50 G5s 4-6-0's. (MB)**
- Apr. 9, 1924 Patrick E. Crowley elected Pres. of NYC replacing Alfred H. Smith, deceased; Albert H. Harris elected Chairman of Finance Committee. (AR)**
- Apr. 10, 1924 Steelwork for head house of Chicago Union Station completed.**
- Apr. 1924 Van Sweringens and George F. Baker begin buying control of Pere Marquette Rail__. (Wheeler)**
- Apr. 14, 1924 President Rea advises Committee on Philadelphia Improvements that PRT has advised him it cannot handle all PRR rush-hour traffic between West Philadelphia and Center City; PRR must build underground station near 15th Street for suburban trains, widening Filbert Street into "Pennsylvania Boulevard." (CE)**
- Apr. 15, 1924 PRR issues pamphlet asserting that money ICC demands be spent on automatic train control would be better applied to grade crossing elimination. (NYT)**
- Apr. 16, 1924 Purchasing Dept., Stores Dept. (what else??) placed on centralized, departmental basis and regional organization abolished to eliminate excessive levels of management. (see above)**
- Apr. 16, 1924 Maryland & Delaware Coast Railway incorporated; independent short line controlled by Col. Jesse Rosenfeld of Baltimore.**
- Apr. 1924 Monroe Street bridge and viaduct opens at Chicago Union Station.**
- Apr. 1924 Van Sweringens backed by George F. Baker begin buying stock in Pere Marquette. (Wheeler)**
- Apr. 1924 Van Sweringens begin series of four-party conferences with PRR, NYC and B&O on consolidation; win acceptance as fourth Eastern railroad power. (or 6/1924)**
- Apr. 17, 1924 New York Transit Commission announces it is trying to purchase LIRR Whitestone Branch as part of the subway system. (NYT)**

- Apr. 19, 1924** VP W.W. Atterbury testifies before Senate Agricultural Committee in support of his bid with ___ Hooker of the Hooker Chemical Company and J.G. White to take over operation of the government water power site at Muscle Shoals, Ala.; Hooker is to be in charge of fertilizer manufacture, White of hydroelectric power development, and Atterbury of transportation; plan to manufacture aluminum-magnesium alloy for lightweight freight and passenger cars; Atterbury has seen lightweight alloys used in German zeppelins in war; other bids from Henry Ford and Alabama Power Company. (NYT)
- Apr. 22, 1924** Special Committee discusses proposed lease of N&W. (MB)
- Apr. 23, 1924** PRR Board authorizes purchase of gasoline railcar for Frazer-Phoenixville service.
- Apr. 25, 1924** Special Committee on Philadelphia Passenger Terminal Improvements reports to Board; recommends an underground suburban station at 16th Street and a new street, Pennsylvania Boulevard, leading to main station at 30th Street; notes PRR cars cannot run over Market Street Subway because of gauge difference and subway cannot handle combined rush hour traffic in own cars. (CE, or 4/23? check MB)
- Apr. 25, 1924** Greenwood & Love Point RPO cut to Denton & Love Point RPO. (Kay)
- Apr. 26, 1924** New York Transit Commission makes public a report by consulting engineer Daniel L. Turner for \$687 million project to connect all suburban rail lines to a four track underground loop circling the business district between the Battery and 58th Street. (NYT)
- Apr. 27, 1924** Running time of *Pennsylvania Limited* cut by one hour and Detroit sleeping car added. (NYT)
- May 1, 1924** BC&A contracts with Fred P. Jump for bus and truck service between Queenstown and Centreville, Md., replacing train service on Centreville Branch. (MB - date of contract 5/16)
- May 1, 1924** Chicago, Milwaukee & St. Paul occupies offices on second floor of Chicago Union Station.
- May 2, 1924** PRR announces a campaign to increase its freight and passenger business; operating officials from all divisions have been attending

meetings aimed at increasing car and locomotive loadings; all 200,000 employees asked to assist in soliciting new traffic; Eastern Region officials have begun visiting large industrial shippers to assess their needs. (NYT)

- May 14, 1924** Atlantic City Railroad opens new modern passenger terminal at Kaighn's Point, Camden, replacing old facility burned in 1915. (Coxey)
- May 14, 1924** BC&A signs trackage rights agreement with PRR covering use of line between Queen Annes Jct. and Easton, so that Ocean City trains may be rerouted from Claiborne to Love Point. (MB)
- May 14, 1924** Maryland & Delaware Coast Railway acquires former Maryland, Delaware & Virginia line between West Denton, Md., and Lewes, Del.; will operate Hillsboro-West Denton and Lewes-Rehoboth by trackage rights over Baltimore & Eastern and PRR.
- May 1924** LIRR electrifies two additional tracks between Hillside and Floral Park as part of track elevation; makes four electrified tracks between Jamaica and Floral Park. (NYT - check contemporary issue)
- May 17, 1924** On rehearing, ICC reverses 1923 decision and raised express rates effective Mar. 1, 1925. (NH AR)
- May 1924** LIRR abandons passenger service on Bushwick Branch in Brooklyn.
- May 1924** New steel car shop opens at Pitcairn. (CE)
- May 1924** New yard and engine terminal completed at Sharpsburg. (CE)
- May 20, 1924** E.B. Morris informs Pres. Rea that lease of N&W will be disadvantageous to PRR stockholders as will create a large fixed charge ahead of dividends. (Wheeler)
- May 21, 1924** Denton & Love Point RPO discontinued. (Kay)
- May 23, 1924** Berlin & Claiborne RPO rerouted to Berlin & Love Point RPO. (Kay)
- May 28, 1924** PRR Board awards first 27 Heroic Service Medals in special ceremony before meeting. (MB)
- June 1, 1924** PRR has a record 145,697 stockholders, up by 6,110 from last year;

32.73% of stock is held by women. (NYT)

- June 2, 1924** **Revenue Act cuts income and estate taxes and eliminates most excise taxes.**
- June 1924** **PRR concludes experiment in radio dispatching with members of the American Radio Relay League; uses amateur stations at Camden, Pittsburgh, Chicago and St. Louis to send messages to other stations at general divisional and divisional headquarters. (NYT)**
- June 7, 1924** **Agreement signed merging Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway and Toledo, Columbus & Ohio River Railroad and Pennsylvania-Detroit Railroad into Pennsylvania, Ohio & Detroit Railroad; ICC delays approval of merger.**
- June 7, 1924** **Treasurer James F. Fahnestock (1859-1924) dies at age 64 after 15 years service. (MB)**
- June 1924** **New York State Realty & Terminal Company buys camp at Lake Placid for members of New York Central Veterans Association. (AR)**
- June 15, 1924** ***Montrealer/Washingtonian* inaugurated between Washington and Montreal via PRR, New Haven, B&M, Central Vermont and _____. (SR 101/1)**
- June 16, 1924** **Pres. Rea and VP's County, Tatnall and Kennedy begin inspection trip over N&W. (NYT)**
- June 16, 1924** **Pres. Timothy Healey of Brotherhood of Locomotive Firemen & Enginemen charges railroads are working to defeat William G. McAdoo's campaign for the Democratic presidential nomination; charges that a PRR VP (Atterbury) has personally directed the campaign to select anti-McAdoo delegates from Pennsylvania. (NYT)**
- June 17, 1924** **PRR announces that it has prepared plans for electrification from Philadelphia to Pittsburgh and New York to Washington but that work will not take place in the near future for lack of capital; say Philadelphia-Pittsburgh will be electrified first. (NYT)**
- June 24, 1924** **Pres. Rea advises Effingham B. Morris, head of negotiating committee, to continue to press N&W merger talks; notes a negative report will only encourage those who want to separate the**

N&W from PRR. (Wheeler)

- June 24, 1924** After Board meeting, N&W Pres. A.C. Needles announces PRR has made no definite proposal to lease N&W. (NYT)
- June 24, 1924** LIRR files for 20% increase of all commuter fares effective July 25, citing income only 3.68% on assessed valuation. (NYT)
- June 25, 1924** Pres. Rea announces publicly that the merger negotiations with the N&W have not reached a satisfactory conclusion. (NYT)
- June 26, 1924** Passenger service between Brazil and Center (?) Point, Ind., reduced from two round trips to one mixed train. (Sanders)
- June 28, 1924** PRR begins posting hourly Democratic Convention bulletins on its Blue Ribbon trains. (NYT)
- June 30, 1924** Gasoline railcar assigned to Toms River-Sea Girt, N.J., run, June-Sep. only. (CMP)
- July? 1924** Four hours after adjournment of Democratic National Convention in New York, PRR dispatches extra limited trains with sleeping cars to Chicago, St. Louis, Cleveland, Fort Wayne, Indianapolis, Columbus, Dayton and Cincinnati. (NYT)
- July 1, 1924** Reorganization: position of VP in Charge of Real Estate, Purchases & Insurance divided into VP in Charge of Real Estate & Taxation (Thomas W. Hulme) and VP in Charge of Purchases, Stores & Insurance (who?); Henry H. Lee elected Treasurer; Walter Thayer (1875-1931) named to new position of Coal Traffic Manager. (MB)
- July 1, 1924** Regular 24-hour airmail service begins between New York and San Francisco.
- July 2, 1924** PRR announces tests of first diesel tugboat *No. 16* at New York; is first diesel tug in New York harbor; built by Staten Island Shipbuilding Company, with engine installed at PRR's Hoboken Marine Shops. (NYT)
- July 4, 1924** Baltimore & Virginia Steamboat company steamer *Three Rivers* destroyed by fire, probably caused by cigarette, while en route overnight from Crisfield to Baltimore; ten killed including five *Baltimore Sun* newsboys on holiday outing. (Mason)
- July 7, 1924** PRR announces that 6,109 employees have purchased stock through Provident & Loan Association and 4,500 through Mutual

- Beneficial Association, for a total of 50,000 shares. (NYT)**
- July 8, 1924** **Noel W. Smith transfers former Maryland, Delaware & Virginia Railway steamer landings on Chester and Patuxent Rivers, plus remaining steamer *B.S. Ford* to Manor Real Estate & Trust Company.**
- July 14, 1924** **U.S. Circuit Court of Appeals in Philadelphia dismisses equity suits for damages against PRR for back pay brought by System Federation No. 90 (Shop Crafts) and Brotherhood of Railway & Steamship Clerks. (NYT)**
- July 1924** **Economy bottoms out; two-year boom of "Coolidge Prosperity" begins. (NBER)**
- July 18, 1924** **Pres. Rea in memo to VP in Charge of Finance Henry Tatnall notes that his committee is against an N&W lease; asks what unpledged securities might be used as collateral to enable Kuhn, Loeb & Co. to buy N&W securities, that is, increase PRR's control in lieu of lease; Rea briefs Finance Committee and suggests that PRR also consider taking the LV or DL&W. (Wheeler)**
- July 19, 1924** **Bellwood & Punxsutawney RPO extended to Altoona & Punxsutawney RPO. (Kay)**
- July 20?, 1924** **U.S. Supreme Court refuses to hear appeal of equity suit by unions against PRR, holding it has no jurisdiction to enforce the rulings of the U.S. Railroad Labor Board. (NYT)**
- July 21, 1924** **LIRR announces it is using trucks for LCL service on Port Washington Branch. (NYT)**
- July 21, 1924** **PRR announces \$9 million in improvements in Pittsburgh area, including a new Steubenville Bridge and the Canton-Bayard Cutoff. (NYT)**
- July 28, 1924** **Pres. Rea prepares memo considering consequences of NYC's taking LV and BR&P; would open the way for an NYC line through central Pennsylvania which PRR has successfully blocked since the 1890s; Rea's thinking turns from developing a line along Lake Erie to one across Pennsylvania north of the PRR line, possibly incorporating the old Low Grade Line. (Wheeler)**
- July 29, 1924** **VP Atterbury advises Pres. Rea that he believes NYC will not initiate any new construction across Pennsylvania. (Wheeler)**
- July 29, 1924** **VP Atterbury issues statement taking issue with report recently**

issued by Federal Council of Churches on the PRR's Employee Representation Plan for shop crafts, although he himself had initiated the study and seen its results in advance. (NYT - for report see Comm&Fin Chron of 6/28)

- Aug. 4, 1924** Association of Long Island Commuters meets in Jamaica Town Hall to protest LIRR fare increases. (NYT)
- Aug. 7, 1924** PRR announces it now operates 40 motor trucks in LCL service over 1,412 miles, up from 602 miles last spring; all LCL service in N.J. converted to truck. (NYT)
- Aug. 7, 1924** *Broadway Limited* leaves New York with a radio set with roof antenna in one compartment; radio is to be carried through to San Francisco to test for "dead" areas with no commercial broadcasting. (NYT)
- Aug. 16,1924** Dawes Plan for stabilizing German finances and arranging an orderly payment of war reparations approved at conference in London; replaces the old inflated mark with a new reichsmark; arranges a new loan of 800 million reichsmarks from Allies to Germany secured by earnings of German railways; \$110 million of this loan floated in New York by J.P. Morgan & Co.; sparks a rash of mostly reckless foreign lending from New York market; \$6.4 billion loaned by 1929. (Kindleberger)
- Aug. 1924** Deutsch Reichsbahn-Gesellschaft created under the Dawes Plan and given a concession to operate the entire German railway system until reparations bonds paid off; Reichsbahn is the world's largest railroad with 33,100 route miles and capitalization of \$6 billion; annual receipts of about \$1 billion, almost twice that of PRR at No. 2. (Moody's)
- Aug. 18, 1924** Long Island Consolidated Electrical Companies sells Northport Traction Company to local interests, removing it from LIRR system.
- Aug. 20, 1924** Van Sweringens sign and formally announce an agreement to merge NKP, C&O, Pere Marquette, Hocking Valley and Erie into a new NKP to form a system larger than the B&O. (Wheeler)
- Aug. 24, 1924** Agricultural Credits Act passed to reduce farm bankruptcies; prices of agricultural staples have collapsed, ending the good times for family farms that prevailed before the War.
- Aug. 25, 1924** Pennsylvania, Ohio & Detroit Railroad incorporated as merger of

Pennsylvania-Detroit Railroad, Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway, Toledo, Columbus & Ohio River Railroad, and Manufacturers Railway under agreement of June 7, 1924; ICC delays approval of merger until Jan. 1, 1926.

- Aug. 25, 1924** C&O, Erie and Hocking Valley Boards approve merger into NKP.
- Aug. 27, 1924** Pres. Rea authorizes Kuhn, Loeb & Co. to buy 10,000 shares N&W common stock secretly. (Wheeler)
- Aug. 29, 1924** NKP Board approves merger with C&O, Pere Marquette, Hocking Valley and Erie. (Wheeler)
- Aug. 29, 1924** Prince of Wales (later Edward VIII and Duke of Windsor) arrives in New York on liner *Berengaria*; stays at estate of James R. Burden at Syosset. (NYT)
- Aug. 30, 1924** Prince of Wales travels from Syosset to Washington and return in special three-car PRR train, including Pres. Rea's private car No. 90; on return to Penn Station, he is greeted by Stationmaster William Egan and allowed to ride the locomotive through the East River Tunnel. (NYT)
- Sep. 2, 1924** Operating Dept. issues preliminary report on Philadelphia Improvements calling for a new main station in West Philadelphia and an underground station at 15th Street for suburban trains. (CE)
- Sep. 13, 1924** Pennsylvania, Ohio & Detroit Railroad Company formed by merger of Cincinnati, Lebanon & Northern; Cleveland, Akron & Columbus; Toledo, Columbus & Ohio River; Manufacturers Railway; and Pennsylvania-Detroit Railroad; ICC delays approval until Dec. 10, 1925.
- Sep. 13, 1924** U.S. Railroad Labor Board assumes jurisdiction in strike called by Order of Railway Telegraphers against PRR and sets hearing for Sep. 22. (NYT)
- Sep. 13, 1924** Last run of Ocean Electric Railway trolley service between Far Rockaway and Beach 20th Street.
- Sep. 15, 1924** Port of New York Authority holds hearing on Queens Chamber of Commerce demand that NYC be allowed to use the Hell Gate Bridge at competitive rates. (NYT)

- Sep. 18, 1924** Spruce Street passenger engine terminal and coach yard placed in service at Columbus, Ohio, replacing more distant St. Clair Avenue engine terminal for passenger locomotives and all yard engines working west of High Street; includes 32-stall roundhouse; St. Clair Avenue remains for freight locomotives. (CE)
- Sep. 18, 1924** Association of Railway Executives appoints a committee of leading railroad presidents, including Samuel Rea, to plan for stabilizing the industry by eliminating seasonal employment and distributing expenditures more equally across the business cycle. (NYT)
- Sep. 22, 1924** Mayor John F. Hylan writes letter commending Transit Commission for opposing LIRR fare increase; suggests LIRR revive Bushwick station as a major commuter terminal with connection to 14th Street Subway to take pressure off Penn Station. (NYT)
- Sep. 22, 1924** Roosevelt Hotel opens on air rights over Grand Central Terminal between 45th & 46th Streets on east side of Madison Avenue. (AR, NYT)
- Sep. 24, 1924** PRR Board approves plan for Newark Improvements, consolidating all service at Market Street Station and abandonment of Manhattan Transfer; authorizes preparation of plans for electrification between New York and Washington. (MB)
- Sep. 27, 1924** Last run of year-round commuter service between Camden and Chelsea Station in Atlantic City; operates summer-only thereafter. (Guide)
- Sep. 28, 1924** New Haven adds Sunday service to the *Merchants Limited*. (Guide)
- Sep. 30, 1924** Committee of Association of Railway Executives headed by Samuel Rea presents plan to ICC for stabilizing railroad employment by doing more work in poor years and less in good years; would require repeal of Recapture Clause that would confiscate greater profits made in good years. (NYT)
- Oct. 2, 1924** Kuhn, Loeb & Co. announces it has purchased \$50 million of PRR 5% bonds to be used to refund 6% notes given to Director General of Railroads in settlement of USRA claims, taking advantage of falling interest rates. (NYT)
- Oct. 8, 1924** PRR Board authorizes extension of Chartiers Southern Railway from Mather to Waynesburg, Pa. (MB)

- Oct. 8, 1924** PRR files plans for new station at Newark, N.J., that will also serve Hudson & Manhattan Tubes and Public Service trolley subway, with city authorities. (NYT)
- Oct. 11, 1924** NYC, B&O and Nickel Plate file Four-System Consolidation Plan with ICC; Pres. Rea presents formal objection to plan to ICC; PRR is to get N&W, B&O would get Reading and CNJ, NYC would get LV, and Van Sweringens the DL&W. (NYT)
- Oct. 16, 1924** B&O Pres. Willard announces that B&O, NYC, and Van Sweringens have reached accord on Four-System Plan and PRR has accepted plan with reservations. (NYT)
- Oct. 16, 1924** Baltimore & Virginia Steamboat Company sells hulk of steamer *Three Rivers* for conversion to barge. (MB)
- Oct. 1924** Office building completed at Chicago Union Station.
- Oct. 21, 1924** Gasoline rail car replaces steam train on Stone Harbor Branch during Oct.-June off-season; same car operates Toms River-Sea Girt (?) June-Sep. (CMP)
- Oct. 21, 1924** Ex-General Counsel George V. Massey dies.
- Oct. 22, 1924** Pres. Samuel Rea files PRR objections to Four-System Plan with ICC; PRR wants access to Buffalo over LV, C&EI, L&NE, trackage rights from Buffalo to Toledo, and maintenance of CNJ as neutral terminal line. (NYT)
- Oct. 22, 1924** PRR completes purchase of another 20,000 shares N&W through Kuhn, Loeb & Co. (Wheeler)
- Oct. 22, 1924** PRR Board authorizes purchase of two gasoline railcars for Springfield Branch. (MB)
- Oct. 24, 1924** Special Committee on N&W lease reports; notes no long-term lease will be acceptable to all minority N&W stockholders but urges continued close affiliation with PRR. (MB, Wheeler)
- Oct. 24, 1924** Sen. and Progressive Party presidential candidate Robert La Follette, investigating alleged campaign fund irregularities, grills VP W.W. Atterbury about PRR's printing anti-La Follette editorials on the backs of its dining car menus; claims are paid for by "the people's money" through fares and rates. (NYT)
- Oct. 27, 1924** C.B. Heiserman, in memo to Pres. Rea, suggests that PRR acquire

the stocks of those companies it hopes to include in its system under consolidation plans; Rea meets with Atterbury, L.F. Loree and Otto Kahn in the PRR's New York office on consolidation matters; Loree explains his objections to a four-system plan and says he is considering a fifth system; Rea directs A.J. County to work up implications of a fifth system composed of the D&H, DL&W, LV, Wabash, BR&P, W&LE, WM, B&LE, P&WV and splitting the Grand Trunk Western between the PRR and the fifth system. (Wheeler)

- Oct. 28, 1924** Pres. Rea announces that PRR is abandoning merger talks with N&W. (Wheeler)
- Oct. 28, 1924** PRR Board appoints Effingham B. Morris, C.B. Newbold, and Jay Cooke a Special Committee on Railroad Consolidation to confer with Pres. Rea for purpose of greater secrecy. (Wheeler)
- 1924** Three experimental Class L5 1-D-1 (or 1-B+B-1??) locomotives built; one is 11,000 volt a.c. test model for Mountain Electrification; two are 650 volt d.c. for testing as possible replacement for DD1's at New York.
- 1924** New grain elevator opens at Canton, Baltimore.
- Nov. 1, 1924** PRR Employees Saving Fund abolished.
- Nov. 5, 1924** Millville & Cape May RPO rerouted to Millville & Wildwood RPO. (Kay)
- Nov. 6, 1924** New joint IC-PRR station dedicated at Effingham, Ill.
- Nov. 8, 1924** Director C. Stuart Patterson (1842-1824), President of Western Saving Fund Society, dies. (MB)
- Nov. 10, 1924** Gasoline railcar assigned to Phoenixville Branch. (CMP)
- Nov. 1924** Van Swerigens, PRR and N&W reopen negotiations for joint N&W-C&O control of Virginian Railway; N&W still opposed, while C&O sees Virginian as competing more with it than N&W. (Lambie)
- Nov. 15, 1924** W.W. Atterbury promoted to Vice President and heir apparent; Elisha Lee promoted from VP-Central Region to VP in Charge of Operations; E.T. Whiter promoted from VP-Northwestern Region to VP-Central Region; T.B. Hamilton promoted from General Manager-Northwestern Region to VP & GM-Northwestern

Region. (MB)

- Nov. 15, 1924** LIRR abandons Glen Cove Railroad trolley line between Glen Cove Landing and Sea Cliff.
- Nov. 15, 1924** NYC begins operating freight from River Division (West Shore) into new Selkirk Yard south of Albany on Castleton Cutoff. (AR)
- Nov. 17, 1924** Special Committee recommends PRR purchase 30,000 additional shares of N&W to increase holdings to 35.4% at outlay of \$3.8 million; to be paid for by sale of 30,000 shares of Southern Pacific Company. (Wheeler)
- Nov. 1924** Old Terre Haute Union Station demolished; used for storage since declared unsafe in 1917.
- Nov. 20, 1924** Interstate Bus Company incorporated in N.J. by Thomas E. Mitten of Philadelphia Rapid Transit Company to operate buses between New York, Philadelphia, and Washington; operated by Mitten Management, Inc., which also has contract to operate Philadelphia transit system.
- Nov. 20, 1924** NYC dedicates Castleton Cutoff (Hudson River Connecting Railroad) between former West Shore line near Selkirk across Hudson River on a high-level Alfred H. Smith Memorial Bridge to Boston & Albany, bypassing congestion in Albany; includes large new freight yard at Selkirk. (AR)
- Nov. 21, 1924** New Four-Party Conference held in New York. (NYT)
- Nov. 21, 1924** Ex-Consulting Engineer and Engineer of Branch Lines Joseph Ury Crawford (1842-1924) dies.
- Nov. 23, 1924** NYC freight traffic begins operating from Boston & Albany across Alfred H. Smith Memorial Bridge into Selkirk Yard. (AR)
- Nov. 29, 1924** Fire destroys Pier K at Jersey City. (NYT)
- Nov. 29, 1924** Army-Navy Game played in Venable Stadium in Baltimore. (NYT)
- Dec. 1, 1924** Sleeping car line established between New York and Sarasota, Fla., via ACL.
- Dec. 1, 1924** F.J. Scarr appointed to new post of Supervisor of Motor Operations in Operating Dept.

- Dec. 1, 1924** PRR employees now own 66,721 shares of stock. (NYT)
- Dec. 1, 1924** Union Switch & Signal Company installs electro-pneumatic car retarders at wesbound hump of Gibson Yard on Indiana Harbor Belt Rail__. (US&S)
- Dec. 2, 1924** Architect E.R. Graham presents preliminary renderings of 30th Street Station and area east to Broad Street to Special Committee on Philadelphia Improvements; estimated cost \$54 million, of which city is to put up \$12 million and PRR to realize \$23 million from air rights and property sales, leaving a net cost of \$19 million. (MB)
- Dec. 2, 1924** North interlocking (what letters?) placed in service at Chicago Union Station.
- Dec. 6, 1924** General Traffic Manager Robert Clinton Wright (1869-1924) drops dead in his office after 36 years of service. (NYT)
- Dec. 7, 1924** *Ponce de Leon* inaugurated as winter-only train between Chicago/Cleveland/Detroit/Cincinnati and Miami via NYC-Southern Railway route. (Key)
- Dec. 9, 1924** Special Committee on Philadelphia Passenger Terminal Improvements reports to Board; describes negotiations with city; total estimated cost is \$54 million, of which PRR share is \$42 million; recommends as first step the electrification of suburban service on Wilmington, Media-West Chester, Phoenixville, and possibly Trenton lines. (CE)
- Dec. 10, 1924** ICC approves merger of Cincinnati, Lebanon & Northern, Railway, Cleveland, Akron & Columbus Railway, Toledo, Columbus & Ohio River Railroad (what else) into Pennsylvania, Ohio & Detroit Railroad; 12/10 is effective date; for accounting purposes, merger takes place on Jan. 1, 1926.
- Dec. 10, 1924** Order of Railroad Telegraphers announces overwhelming victory in PRR election held under auspices of U.S. Railroad Labor Board. (NYT)
- Dec. 10, 1924** August Belmont, Jr. (-1924), LIRR director and founder of IRT subway system, dies. (AR)
- Dec. 10, 1924** Robert S. Lovett of Harriman interests resigns as director of NYC. (AR)

- Dec. 12, 1924** BC&A abandons wharves at Seaford, Travers, Md., Saxis Wharf, Va., Powells Wharf on Pocomoke River, and Double Mills Wharf on Tred Avon River. (MB)
- Dec. 13, 1924** PRR Board approves electrification of Philadelphia suburban lines and proceeding with agreement with city over terminal improvements. (MB)
- Dec. 13, 1924** Samuel Gompers (1850-1924), head of the AFL, dies at 74; succeeded by William Green (1873-1952) of United Mine Workers on Dec. 19.
- Dec. 15, 1924** New transcontinental air mail terminal opens at Hadley Field, five miles from New Brunswick; mail is carried to and from New York by PRR. (NYT)
- Dec. 1924** Pennsylvania Golf Club opens first 18-hole course at Llanerch, west of Philadelphia; club was organized by PRR employees in the fall of 1923. (Mutual)
- Dec. 1924** Pullman reequips *Congressional Limited*.
- Dec. 26, 1924** PRR System Vice Presidents' Conference appoints permanent committee of system officers to study losses on branch lines because of auto and truck competition, plus effect of mandatory grade crossing elimination and higher taxes levied for road-building.
- Dec. 27, 1924** NYC freight from Hudson Division begins operating into Selkirk Yard via ramp track to Castleton Cutoff. (AR)
- Dec. 29, 1924** Sleeping car line established between New York and Boca Grande, Fla., via SAL.
- Dec. 30, 1924** Another Four-Party meeting held; before PRR representatives arrive, other three systems agree to negotiate for purchase of WM and W&LE from Rockefellers to preempt their use in a possible Fifth System. (Wheeler)
- Dec. 31, 1924** Nassau County Railway (LIRR subsidiary) abandons trolley line between Seacliff Landing and Seacliff Station.
- 1924** ICC asks to be relieved of preparing consolidation plan; Congress refuses.
- 1924** Julian L. Eysmans named General Traffic Manager. (AR - 12/16 or 1/1/25)

- 1924** PRR places its first successful diesel tug,,*No. 16*, in service; equipped with Winton 575 HP engine.
- 1924** LIRR discontinues passenger service to Manhattan Beach (Fresh Pond Jct.-Manhattan Beach).
- 1924** LIRR sells steamer *Wyandotte*. (AR)
- 1924** PRR makes improvements to Clinton Street Station in Trenton. (AR)
- 1924** West Jersey & Seashore Railroad discontinues tugboat ferry across Maurice River between Maurice River and Bivalve. (C&C - date dropped from Record of Trans. Lines - prob. dropped from Guide earlier - 1924 is probably date tugs dropped completely)
- 1924** Chester & Philadelphia Branch extended from Baldwin to Market Street, Chester; South Chester Railroad extended 0.63 miles north; PRR obtains trackage rights over Reading branch to bridge gap.
- 1924** Shelters over 12 platforms lengthened at Washington Union Station. (C&C)
- 1924** Track elevation opens at north side Allegheny. (? AR)
- 1924** Pittsburgh, Ohio Valley & Cincinnati Railroad opens between Powhatan and Krebs Run, Ohio (2.89 miles).
- 1924** PRR assumes operation of Ohio River & Western Railroad (check C&C??)
- 1924** New engine terminal and coach yard open at Columbus. (AR)
- 1924** Sandusky yard and coal pier rebuilt. (?AR?)
- 1924** Freight yard and track elevation completed at Fort Wayne. (AR)
- 1924** PRR installs continuous train control system between Sunbury and Lewistown, Pa.; serves as test for ICC-mandated ATC installations and is later removed.
- 1924** PRR changes designation of towers on Maryland Division from two-letter telegraph codes to names derived from location or individuals. (Mutual)

- 1924 Indianapolis Union Railway completes all trackwork connected with elevation at Union Station. (C&C, AR)**
- 1924 New York Legislature amends Kaufmann Act to extend ban on steam to cities of Yonkers and Mount Vernon. (NYC AR)**
- 1924 New York Central Veterans Association formed. (AR)**
- 1924 NYC opens new 165-ton coal dumper at Ashtabula Harbor. (AR)**
- 1924 Coal operators of Central Competitive Field sign Jacksonville Agreement with United Mine Workers, pledging to maintain wage schedule of 1920 (\$7.50 per hour) for three more years; puts Northern operators at disadvantage to non-union Southern Appalachian operators, who cut wages to about \$4.40 by 1926. (Lambie)**
- 1924 NYC sells its stock in Wells, Fargo & Co. (GrnBk)**
- 1924 Col. Paul Henderson, former Assistant Postmaster General and father of night mail flying, tries to interest W.W. Atterbury of PRR in commercial aviation; Atterbury not convinced. (Davies)**